

EST 1941

June 2020



Port Curtis  
Sailing Club Inc.  
Est 1941

PORT CURTIS SAILING CLUB INC.

# Straphanger

## June 2020 Edition

### Commodore's Comment

It is getting closer !! **Return to Sailing will happen in July Saturday 18th.**

We have entered a new era, which everyone is well aware of unless you have been living on another planet this year.

**There will be a Covid Safe Plan in place.** It is imperative that all members become familiar with this plan and abide by it. Stephen McGuigan has stepped up to be the coordinator of the Covid Safe Plan, and it is envisaged that he will need two or three off-siders for policing it. One area of the plan is the recording of a member's name, address and contact number on each day he or she attends sailing. This is very important as the Club is obligated to keep records for a time in case any awareness of Covid virus presents itself. We are investigating the easiest and most user friendly way of doing this. Support boat crews will need to be savvy on sanitising equipment after handling it, and members will need to look to their own equipment as well. There will be Covid Inspectors visiting venues to ensure regulations are being enforced and adhered to. Hefty fines may be applied for non-compliance.

Members will also need to be aware that while around the Club House, in any area that the Yachties is operating, their plan will also need to be observed. This will be particularly so when the downstairs bar is operating.

On the subject of the **Yachties**, everyone is surely aware that the upstairs Bar & Restaurant is operating again. Our Club relies on the Yachties for the majority of its income, so please support them with your patronage. Check out the Gladstone Yacht Club Restaurant & Bar facebook page for their info.

**Membership....** Never in the life of the Port Curtis Sailing Club have I ever known the active membership numbers to be so low.

**Members are the lifeblood of a club.** Your Club has strong commitment from those members on the Management and Sailing Committees and also from the Learn to Sail as well as race control arenas. These members cannot commit themselves for long term service, nor we as a club, should expect it of them.

We need members, participating in active sailing, and taking on roles in committee and course management.

*Continued*

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#### Special points of interest:

- *Super Freak'ng Cold Series*
- *W17 Trimaran Design, part 1*
- *Sea Hill Rendezvous with CCYC*
- *PRO Roster volunteers*

# Open Season and Presentation of Awards

We need junior members; we need their parents or others as volunteers on rescue boats; we need senior members, those who have vessels to race and those who wish to be crew. Although we are strongest in our dinghy fleets, it would be great to see a boost in their numbers also. We need a dedicated STARTER. Our Patron Barry has had to "call it a day" as starter after many years. Let our Sailing Committee know of anyone you may know, likely to fit the bill.

Most of all your Club needs a plan of succession. This means members to follow on in the running of the Club. We have been going for over 70 years, let us make sure it can go for at least another 70 years.

***Remember that if we learn how to creatively plan, budget and execute successful events now, it will inspire and communicate to the youth of today, so that they may take up the gauntlet and successfully run with it tomorrow.***

Wishing everyone all the best for a wonderful and exciting 20-21 sailing season, and success in all their sailing endeavours.

Brad Barker



## Port Curtis Sailing Club

### Season Opening and Presentation of Awards

**Saturday 18 July 2020 at Clubhouse**

RSVP by Wed 15 July to [admin@gyc.com.au](mailto:admin@gyc.com.au) for catering purposes please

|                             |                |
|-----------------------------|----------------|
| Open Air Presentation       | 10:00 to 11:30 |
| Light food and refreshments | 11:30 to 12:30 |
| Briefing                    | 13:00          |
| Sailing starts              | 14:00          |

#### **COVID19 Safe Plan**

Please remember during the presentation and socialising afterwards that social distancing and hygiene restrictions are still in effect, including no hand shaking or hugs.

**2020 Award for the best non contact HAPPY DANCE !!**

#### **Presentation of Awards and BBQ on the grass near HERC Shed.**

Charlie and Bronwyn Mann have kindly offered to cook the BBQ but will need to get away early for a prior engagement. Post BBQ—HELPERS required to clean up please.

# W17 Trimaran Design

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**Why a naval architect trained to design ships and conventional yachts, ended up specializing in Trimarans, leading to the development of the unique W17.**

As a sailing trimaran designer for some 35 years, I was recently invited to write an article about the W17 for your magazine **Straphanger**, as one of your treasured members Billy Feeney, has recently built one and it will soon be launched. He thought members would be interested to know some of the interesting features of the boat, plus 'the how and why' of how they perform as they do.

But first, please permit me a few words of background. I started sailing at 10 in the UK, built my first boat at 12 after reading the forever popular childrens' classic '**Swallows & Amazons**' and started designing boats at 17. This led me to study naval architecture at Southampton and after several years racing and cruising dinghies in the Solent area, found myself 10 years later, designing all types of ships at a progressive French-Canadian shipyard in Canada. But that was 50 years ago! Now long retired from that, I picked a specialty that appealed to me and created a website to share my lifetime of gleaning design knowledge and was soon back into designing sailboats for pleasure ... this time specializing in Trimarans.

Why trimarans one may well ask? Well, I admit I am 'an efficiency nut' and when something works *really* well compared to the options, I tend to get behind it. After meeting many of the worlds experts at the first World Multihull Symposium, I became a convert for life. In fact, your countryman, Lock Crowther designed my very first trimaran..

But I did once sail, race and cruise monohulls, and for sure, most boats are fun on the water, but there IS something special about a trimaran. I would never deny that monohulls can be both practical and beautiful and there will always be a demand for them but from the pure design standpoint, it's really worth looking at options that can outperform them in many ways. A monohull 'takes less marina space' for sure, but there are now many folding trimarans that help solve that possible issue. A monohull will often have more deep-interior living space, but the multihull, will have far more deck space ... so there's perhaps an equal trade-off there, based on ones preference. Ultimate ocean-going seaworthiness is another factor that often comes up, but there are many things a prudent sailor can do to offset additional risks, including often ignored basics such as checking the weather, early reefing and just 'being prepared'.

But there are a couple of really important basic design advantages to a trimaran. Stability is one and 'hull fineness effect' is another, so let's take a look at both, considering the traditional mono and the trimaran. The medium-large mono has a weighted keel that hangs beneath the hull, where-as the unballasted mono-dinghy needs human crew out on the gunwale edge (or hanging on trapeze wires) to keep the boat from being blown over once the sail is up. The heavy keel adds anywhere from 30 to 50% to the weight, so the boat's hull needs to be much fatter under the water to find the buoyancy to support this extra weight. Initially, the heavy keel does little until the boat heels ...thereby guaranteeing it WILL heel and quite considerably too. For the mono-dinghy there is always a physical battle to keep the boat level by having an active, athletic crew out on the rail to balance the capsizing force of wind on the sails. Fun as a sport, but so tiring for the long haul that any cruising dinghy must have lower, smaller sails and a wider beam. For example, the popular cruising Wayfarer has a L/B ratio of 2.67.

# W17 Trimaran Design continued

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By comparison, I find the trimaran format so much more logical and efficient in handling this stability issue, so bear with me to explain why. First of all, the leeward float (we call them 'amas') adds increasing buoyancy only as needed and as the wind tries to heel the boat, but provided the total ama volume is sufficient, it's rare to heel more than 15 degrees and the boat is very stable and stiff like that as long as there is still some deck above the water. But we're not finished. As the ama is pushed in, it now *replaces* much of the buoyancy once supplied by the main hull, so the main hull now lifts out as the ama goes in, so unlike a monohull, you're not paying a weight penalty for



the stability. In addition, there is now the equivalent of a trapeze or hiking bench out to windward, as the other ama is just flying through the air, offering an easily accessible platform to further help the stability. This is one reason that the amas on my boats all have a certain flat area on top, so that there's little risk of sliding off if you stand on them. Even on a relatively small boat such as the W17, this platform feels safe and secure and this pic shows a 64 year old grandmother-to-be, clearly enjoying

the ride, while she adds stability with the minimum of effort. That, to me guys .. is 'high stability efficiency' .. roughly the equivalent of using a foil on a hydrofoil without all the risk and hassle.

Let's now look at the hull form and its effect. Not only do monohulls need 30 to 50% more hull volume to support their heavy keels, but they need beam for their natural basic stability. Mono length to beam ratios (L/B) typically vary from 2 to 4 (from tubby to slim), but even at 4, the angle of entrance at the waterline will still be quite high. This means that water will be pushed reluctantly aside, taking energy, while creating a frothy bow wave that also makes spray which is then blown back over the boat. Relatively wide boats like this with most of their volume in the center, also pitch a lot in waves and this is aggravated by hulls that are heavily vee'd at the ends, often in an attempt to resist this. Personally, I believe this is a design fallacy and I have found that hulls with *minimal* vee and flare to actually have less tendency to pitch and certainly create less spray. More on this later.

For a trimaran, we do not need a wide hull for stability, as we get this from the amas at each side spreading out the total buoyancy volume required, into at least 2 hulls, which can then each be much narrower. If we now look at a little science, we will see from tank tests that a L/B ratio of 13-15 typically gives the lowest overall resistance, so without much demand on these amas other than for 'volume with the least resistance', there is little reason to depart from this ratio.

Stubbier amas are to be avoided if you want low resistance and high efficiency. So if you measure the L/B of my amas it will indeed be close to 13, becoming even higher (slimmer) as the ama lifts out.

*Article provided by Billy Feeney and Small Trimaran Design*

*Continued in August Edition*

**Billy Feeney is looking for a mast from a Hobie 17 /18 or Prindle catamaran. Mobile 0418 158 379**

*Articles reflect the personal opinions of authors and contributing persons, and may not reflect those views of the PCSC.*

# CCYC Invitation to Sea Hill

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## DINKY POINT SOCIAL GATHERING

WHEN: WEEKEND OF THE 22<sup>ND</sup> AND 23<sup>RD</sup> OF AUGUST 2020 – or longer if you're able to!

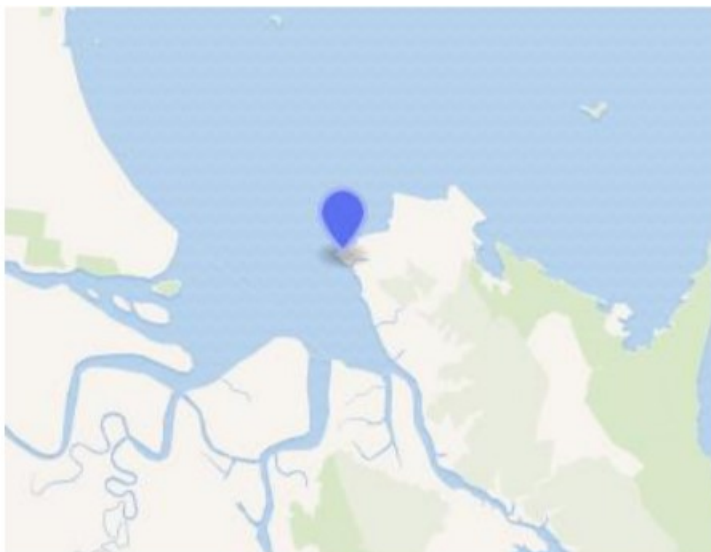
WHERE: SEAHILL, CURTIS ISLAND – see map below

WHAT: SAILING, MOTORING, FISHING AND RELAXING IN THE SOUTHERN END OF KEPPEL BAY

WHO: FMBC, CCYC, PCSC MEMBERS AND GUESTS

BBQ AND REFRESHMENTS (BYO) (COOKING FACILITIES PROVIDED)  
AT DINKY POINT ON SATURDAY EVENING INCLUDING;

- COCKTAIL-MAKING COMPETITION – 1<sup>st</sup> PLACE WINS THE “SLINKY DINKY DRINKY” AWARD
- LIVE MUSIC AND SINGING (MUSOS BRING YOUR GUITARS PLEASE!)
- GENERAL FRIENDLY BANTER AMONG BOATIES



For more information or RSVP  
please contact Bruce Sagnol  
[brucesagnol@outlook.com](mailto:brucesagnol@outlook.com)  
Tel. 0409 876 186



# Return to Sailing COVID Safe

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As we are able to start our sailing 18 July, Members will see COVID Safe practices and signage implemented around our Club. Please familiarise yourself and adhere to the requirements.

## **COVID Safe Sailing – Stage 3**

### **Contact Tracing Requirements**

- **Contact tracing** is a way of slowing the spread of infections by identifying people who have been in contact with an infected person.

- **Our Sport of Sailing** will adopt the below, as well any other recommendations from State and Federal Governments:

- Requirement → All Sailors, Officials, Staff, Volunteers and Visitors to a venue or training session are encouraged to subscribe to the Government's COVID-19 Tracing APP.
- Requirement → Records of attendance at training and competitions to be maintained.
- Requirement → Records of attendance of spectators at training and competitions to be maintained.
- Requirement → Records to be kept for 56 days.

- **Registers must include:**

- Date of entry
- First name and Surname. Membership Number (If applicable)
- Phone number and Email
- Time in and Time out

**Port Curtis Sailing Club** will collect contact details of all participants and attendees at our sporting club facilities, and to do this PCSC has chosen to use a hard copy sign on sheet initially. All participants, volunteers and attendees must sign in.

### **Movement of People and Social Distancing.**

**Port Curtis Sailing Club** will adopt the principles below with regards to movement around our Club and social distancing:

- Requirement → Where possible all entry and exits will be at different points.
- Requirement → Movement of people around fields, facilities and venues should be one way.
- Requirement → Social distance markers are clearly visible.
- Requirement → Outdoors (while not on water) adhere to the one person per 4 sqm social distancing.
- Requirement → The social distancing 1.5 meter rule is relaxed while competing on the water only, including support vessels. Once back on shore the 4 sqm per person rule applies again.
- Requirement → Indoors in boat storage areas, training room and toilet facilities maintain 1.5 meter distance. Showering facilities remain closed at this time.

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# Snippets

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## Cleaning and Hygiene

**Port Curtis Sailing Club** has responsibilities and so do you, **our Members**.

All members, volunteers and attendees are responsible for their own personal hygiene.

Hand sanitizing stations will be established around the Club area and on support boats.

Members are responsible for cleaning of their own equipment, vessels and personal safety equipment. These should be cleaned with detergent and water in line with government guidelines.

Volunteers for start and support vessels may expect to board a clean vessel. Before they dis-embark the vessel however, it is expected that the vessel's control station area is wiped over with sanitizing wipes provided.

Remember.....**CONTINUING CONDITIONS**

- **Social distancing, 1.5 meters and hygiene**
- **Stay at home if you're sick**
- **Tracking, tracing, rapid response**
- **Frequent cleaning and disinfection**

## Yacht Club

We will be using the same area as the Yacht Club Bar and Restaurant, particularly Dudley's Bar and downstairs area. Members must be aware of the regulations in place by the Yacht Club and abide by them.

**CLUB WEBSITE** [www.gyc.com](http://www.gyc.com) is currently giving an error that the site is unsafe, this is because the security certificate has expired. Because we don't take payments etc over the website it's okay but the site is extremely difficult to use. I am working on resolving the problem. Sue Doyle

### GRANTS UPDATE

The Club was successful in obtaining a \$2,000 Kick Start grant from the State Government. This grant can be used for utility, maintenance, volunteer qualifications and sanitising material.

The grant covered the cost of the recent pontoon maintenance with stabilizing rods.

There is no information from the State Government on their proposed grants after level three restriction lifting that I (Sue) can find. Will keep looking and keep Members in the loop.

**ATTENTION LADIES**—Would you like to be our SHE SAILS rep with Australian Sailing and promote female participation in sailing at our Club. Please contact Sue Doyle for details.  
[Sue\\_doyle@ymail.com](mailto:Sue_doyle@ymail.com)

**AUDIT**—Our annual financial audit will commence on Monday 13 July.

**AGM**—aiming around mid September.

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# Sailing Calendar

Please let the SC know if you would like to PRO on a specific day. A Roster sheet will also be available to fill in on the 18 July.

| Port Curtis Sailing Club Calendar 2020-21 |                               |  |           |  |                  |                           |
|---|-------------------------------|--|-----------|--|------------------|---------------------------|
| Wk  | Date                          | Tides  | Start     | Event  | PRO              | MV Jack Mortensen Starter |
| 53  | Friday<br>17-7-20             | NA   | 1800-2000 | S2S Adult Theory evening   |                  |                           |
|   | Saturday<br>18-7-20           | 1318 0.91<br>1955 4.06                           | 1000      | <b>Open Air Presentation</b><br>followed by Patron's Open Day sail   | Colleen Sawatzki | Sue Doyle                 |
|   | Sunday<br>19-7-20             | 0814 3.25<br>1403 0.79                           | 0800      | S2S Adult session 1  | Colleen Sawatzki |                           |
| 54  | Saturday<br>25-7-20           | 1243 3.45<br>1838 1.03                           | 1300      | Round the Island / Donald Davey  |                  |                           |
|   | Sunday<br>26-7-20             | 0724 0.87<br>1341 3.41                           | 0800      | S2S Adult session 2  | Colleen Sawatzki |                           |
| 55  | Saturday<br>1-8-20            | 1337 0.84<br>2007 4.22                           | 1300      | Winter Series - heat 1   |                  |                           |
|   | Sunday<br>2-8-20              | 0824 3.40<br>1423 0.76                           | 0800      | S2S Adult session 3  | Colleen Sawatzki |                           |
|   | Saturday<br>8-8-20            | 1201 3.30<br>1738 1.23                           | 1300      | Winter Series - heat 2   |                  |                           |
|   | Sunday<br>9-8-20              | 0628 1.16<br>1240 3.20                           | 0800      | S2S Adult session 4  | Colleen Sawatzki |                           |
|   | Saturday<br>15-8-20           | 1207 1.16<br>1850 3.81                           | 1300      | Winter Series - heat 3   |                  |                           |
|   | Sunday<br>16-8-20             | 0713 3.11<br>1300 0.96                           | 0800      | S2S Adult session 5  | Colleen Sawatzki |                           |
|   | Saturday<br>22-8-20           | 1133 3.80<br>1736 0.63                           |           | Dinky Point Rendezvous (Seahill weekend)   | CCYC             |                           |
|   | Sunday<br>23-8-20             | 0608 0.58<br>1223 3.72                           |           | Dinky Point Rendezvous (Seahill weekend)   | CCYC             |                           |
|   | Saturday<br>29-8-20           | 1243 1.05<br>1913 4.03                           | 1300      | Winter Series - heat 4 (dinghies)<br>Super Freak'ng Cold Series (yachts)   |                  |                           |
|   | Sunday<br>30-8-20             | 1333 0.90<br>1957 4.14                           |           | Super Freak'ng Cold Series (yachts)  |                  |                           |
|   | Sat/Sun<br>5th 6th<br>Sept 20 | 1051 3.59<br>1643 0.93<br>1122 3.51<br>1712 1.12 |           | KBSC Val Sisley<br><b>KBSC Impulse State Titles</b><br>Festival of Sails - Mackay<br>No Sailing @ PCSC due to Mackay CQ Club Challenge |                  |                           |

## HIGHLIGHT Events Coming Up

**Super Freak'ng Cold Series—weekend 29th & 30th August**

**CCYC Sea Hill at Dinky Point—weekend 22nd & 23rd August.** Any PCSC challengers for the Slinky Dinky Drinky Award.

**Dinghy Sailors race practice in the winter series for the Impulse State Titles in September**

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**We WANT to hear  
from you !**

#### REMINDER !!

Please email items by 25th of each month to allow editing and publishing to happen by the end of that month.

## Opening Times & Contacts

### GLADSTONE YACHT CLUB RESTAURANT AND BAR

Restaurant and Bar opening hours  
11.30am - late 7 days.

Bookings required during COVID-19 return:-  
[managementGYC@hotmail.com](mailto:managementGYC@hotmail.com)  
4972 2294

### PORT CURTIS SAILING CLUB INC.

Commodore: Brad Barker  
Vice Commodore: Garth Breayley  
Treasurer: Sue Doyle  
Secretary: Margie Lubke and Sue Doyle  
Club Captain: Mitch Brown



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