

Monohull News – June 2008

The Monday Evening Lake Series

The lake series has been a big success so far, we have had 13 monohulls battling it out in the waspish Monday evening breezes at West Kirby so far. Here are a few snap shots for the first race of the series.



There's Mike Dodd sailing in his own personal weather system!

And here from the second evening:



It's a great way to forget it is only the start of the week and make the best of the light nights. So head on down for 7.30pm at the West Kirby SC end of the marine lake, if you haven't got a ride then drop me a shout and we can just encourage more boats onto the water, there are always crews required!

Check the results page for the latest standings in this hot comp, but all comers are welcome, there are races across the fleet and usually something to keep even an 8 year old interested!

Video015.3gp

Monohull Boat Update

There are some new boats hanging around the club at the moment. A few more Phantoms for the pie men and a Solo for the pie and chips man!

Lets look forward to seeing Dave pick up the pace and learn from the Phantom masters John and Ian. Well done Andy Goudie for joining in with the monohulls!

Phantom:



Solo:



Also the eagle eyes will have spotted a National 12 (Ahem....) gracing the waters with her fine lines, well Jet Plane (19977 national champion) is about to be joined by another 4 planker National 12 form the 1970s (Nice move Iain).



In the river classes (ie mad boats) then Paul Oliver has joined in the speed freaks with the recent arrival of an RS500, its about the speed of a 470, I said its about the speed of a 470 Paul...



Also we have a collection of Laser EPS's. There is a good field of tuning expertise being developed here, I think, so watch out



Also at the top of skiff tree we have the RS 700 (ahem) and the 49er, clearly ridiculously difficult boats to sail, so if you want a swimming master-class or just a look at the cutting edge of monohulls racing (until someone gets a foiling Moth!) then poop down for our usual Sunday malarkey:



RS 700



49er

Note the above photos are for illustrative purposes only!!!!

Yardsticks and Handicaps

Handicaps (shouldn't that be disabilities....) are a constant source of debate, should the club limited its classes sailed to encourage close same boat racing? Or does the club take all comers and work it out later? With the number of monohulls that usually turn up, single figures, we don't have the luxury of turning people away. We need as many people to sail as possible. So that means whatever boat you have, you are welcome to come down to the club's racing and join in. We use the Royal Yachting Association (RYA) Portsmouth Numbers (PN) to work out the results of the race. Each boat is given a time which is used to work out which boat sailed the fastest according to its potential.

Within that there are many difficulties: some boats are better in windy conditions, others in light breezes, some boats are old, others are self draining carbon fibre...

So the sailing committee have decided to use the PNs for the rest of 2008, however to recognise improvement the results sheet will show how the individual performed against the PN, we will try to track that performance through the rest of the season and recognise who has shown the most improvement in sailing against their PN.

Rule 42 – Dark Arts

The light evening series has highlighted the illegal propulsion of boats, a perennial subject and always a tricky issue in a friendly club sailing atmosphere.

Essentially we should use the wind to sail and not create our own breeze by fanning the sail by throwing the boat around. However there are times when it is difficult to stop the boat moving....so when are we cheating and when are we just trying to get the boat 'set up'?

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

Some key terms:

Background rolling is the minimum degree of rolling caused by the waves.

Body pumping is the movement of a sail caused by in and out or up and down body movement.

A flick is the effect caused by body movement or pulling in or releasing a sail that is so abrupt that the normal shape of the sail is changed and almost immediately returned to the original shape.

A pump is a single pull on a sail that is unrelated to wind or waves.

Repeated means more than once in the same area on a leg.

A roll is a single-cycle athwartship movement of the boat during which the mast goes to leeward and back to windward, or vice versa.

Torquing is repeated fore and aft or rotating movement of the body.

Yellow light area is a phrase used when it is not clear that an action is prohibited. It is unlikely that a boat in the yellow light area would be protested, but it is possible. If the action is repeated, the likelihood of a protest will rapidly increase.

[http://www.sailing.org/tools/documents/42interpretations2005-\[515\].doc](http://www.sailing.org/tools/documents/42interpretations2005-[515].doc)

The rules changed a bit this year to encourage on the water penalties for illegal propulsion. If you have the red button we should be able to see this at the Olympics, especially as it is likely to be light weather, strong tide, annoying sailing, big temptation to ooch in the Qingdao chop!

Sailing Instruction APPENDIX P
SPECIAL PROCEDURES FOR RULE 42

P1 SIGNALLING A PENALTY

A member of the protest committee or its designated observer who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer racing. A boat so penalized will not be penalized a second time under rule 42 for the same incident. This changes rule 63.1.

P2 PENALTIES

P2.1 First Penalty

When a boat is first penalized under instruction P1 her penalty will be a Two-Turns Penalty under rule 44.2. If she fails to take it she will be disqualified without a hearing.

P2.2 Second Penalty

When a boat is penalized a second time during the regatta, her penalty will be to promptly retire from the race. If she fails to take it she will be disqualified without a hearing and her score will not be excluded.

P2.3 Third and Subsequent Penalties

When a boat is penalized a third or subsequent time during the regatta, she shall promptly retire from the race. If she does so her penalty will be disqualification without a hearing and her score will not be excluded. If she fails to do so her penalty will be disqualification without a hearing from all races in the regatta, with no score excluded, and the protest committee will consider calling a hearing under rule 69.1(a).

There are some exceptions, too many to go through here check out the guidance if you want to read more:

[http://www.sailing.org/tools/documents/42interpretations2005-\[515\].doc](http://www.sailing.org/tools/documents/42interpretations2005-[515].doc)