

June 2010



Packed line on the start of 1st race

Franks Place

Everyone who remembers how stormy April's races were no doubt had some trepidation in the days prior to May's event. With all the wind and rain and blowing and soaking and cold most of us just hoped for a decent day on April 29th. And we were happily rewarded with a nice mild day with breezes steady out of the South.

Seven boats arrived at the scheduled time and I set a racecourse to the small island buoy near the fish/game boat launch then downwind to the buoy nearest to that large willow tree on the South shore and back to the Cap'n Cook. With the addition of Andy in his 'new' San Juan 21 (thus making three 21's) and me in *Bye-Gone*, Rodney in *Missfit*, and Layne (Top Dog last year) in his Mutineer it looked to be tight racing. And... with the start/finish line a

little shorter than expected the starts were somewhat dicey. Note: I set the pin when I arrive (10:00 a.m.) and don't know how many boats will actually show. So sometimes the starting line is shorter than some like. Anyone can ask to move the pin out or in and will get the O.K. Back to racing:



Andy new San Juan 21...MDB



Bye-Gone Flying her new spinnaker

Clifford led the pack early in race 1 but somehow got beat at the very end by Scott/Eric at the line. Race 2 brought Andy (in his yet unnamed boat) to the front with Scott in hot pursuit and Layne gaining steadily. Race 3, again Andy who shot out to a big lead and never looked back. Gotta love 'no name' and it looks like all the other boats have serious adjustments to make to keep up. Meanwhile with Dwaine as crew/driver on *Bye-Gone* we managed to raise our small spinnaker and did pretty well downwind and overall. I'm hoping and planning... maybe better finishes are in the offing for me too! Results as follows:

May Race Results

			Race 1	Race 2	Race 2		Race Day Totals	
<i>Skipper's/Crew's Name</i>	<i>Boat's Name</i>	<i>HCP</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Over all Score</i>	<i>Over all Position</i>	<i>Monthly Score</i>
Scott /Eric	Wild Juan	96.8	31.51 / 2	35.04 / 3	33.96 / 3	8	3	80
Clifford	Oasis	97	31.63 / 4	37.60 / 5	35.33 / 5	14	5	60
Frank/Dwaine	Bye-Gone	102	30.64 / 1	33.70 / 2	34.02 / 4	7	2	90
Andy	MDB	97	31.57 / 3	33.63 / 1	32.47 / 1	5	1	100
Rodney	Missfit	101.6	46.16 / 6	65.52 / 6	DNF / 6	18	6	50
Layne	Firefly	96.1	37.54 / 5	35.92 / 4	33.43 / 2	11	4	70



Wild Juan, with ALSC spirit, flying her burgee

Thanks to all who bought new burgees (Eric, Clifford, Carolyn, Frank, and Andy). Get 'em while they're in stock! Still a bargain at \$15.

And... June's races are scheduled for the 26th. And with the summer season our "After the Races BBQ". Burgers, etc. in June... we need side-dishes for the potluck. It's OK to be creative and bring oddball stuff. Come empty handed and you'll be the first to begin the new paint job on the Cap'n Cook. I know you want to be the first.

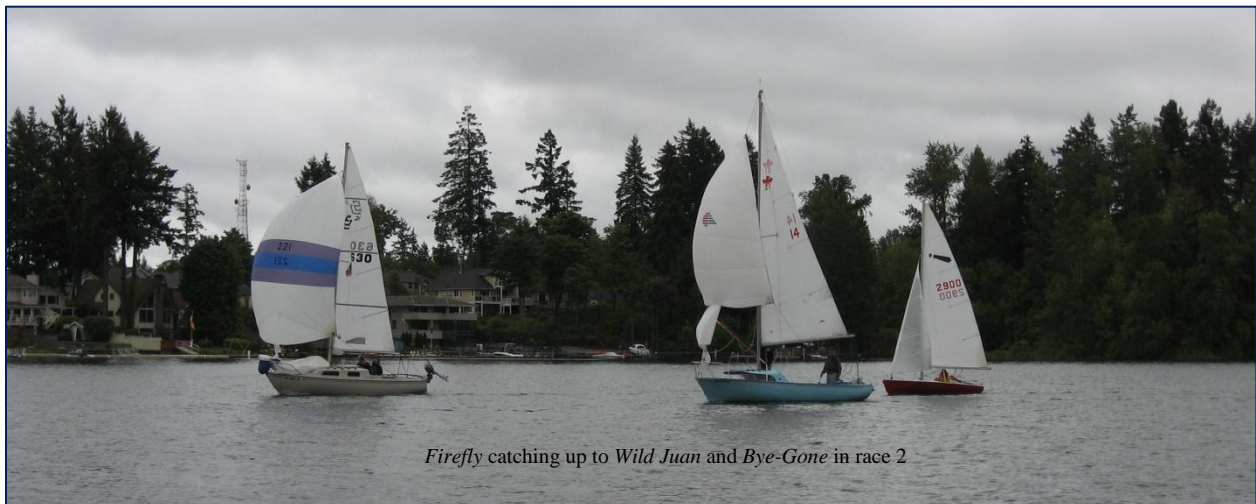
Special thanks to Clifford and Ramie for taking home the old Cap'n Cook sign from on top of the building and agreeing to have/help make a new one. I hope I've got the roof top mounts ready.

Remember, feel free to call me at 253-843-1882 with any ideas to improve our potluck BBQ or our club. (Evenings are best.) Also, if

you've got an article to add to the newsletter be sure to email it to Layne pronto. I've heard some members are racing 'Stars' in Olympia and other are sailing out on Hood Canal. Let's hear of your adventures!

See you on the water.

Frank



Firefly catching up to Wild Juan and Bye-Gone in race 2



Bye-Gone Version II by Dwaine

Frank and I have been working on making his boat go. Some of the tweaks have been subtle. Others, specifically the spinnaker, not so much. Because many of the changes might be hard to decipher from outside the boat and might also be interesting or useful for other ALSC sailors I wanted to share them with everyone.

Before revealing the actual details it is important to note that this was a team effort. What I brought to the table was a fresh perspective and an array of experiences on a range of racing sailboats. Frank brought a keen knowledge of the Totemcraft 21 and the memory of what has worked and not worked in the past.

Jib Sheeting Angle - The Totem craft has three shrouds per side. And they fall roughly in the middle of where the jib wants to live while beating. Sheeting inside the shrouds caused the leech to contact one of the lowers. Sheeting outside the shrouds resulted in an undertrimmed jib and poor pointing ability. We eventually chose to run the jib sheet between the upper shroud and the lower shrouds. This, combined with the smaller jib, has allowed us to point better and helped balance the helm.

Centerboard Position - Frank realized quite a while ago that the boat sailed upwind better with the centerboard slightly aft of fully down. I believe this helped balance the helm and reduce the boats 'auto tack' tendencies. (More on that soon). We tried sailing upwind with the board fully down and also slightly aft. I did not feel a difference in the helm. While the weather helm on his boat never gets heavy, I believe Frank's custom balanced rudder masks the weather helm even when it is present.

Driving - The Totemcraft is unlike any sailboat I have steered. It gives relatively little feedback. On our first practice sail I reminded Frank to pay attention to steering. Only after taking the helm myself did I realize how non-intuitive steering is on his boat. We also worked on technique. We sail in the middle of groove upwind and then occasionally pinch up to 'test' our height, always being quick to return to the middle of the groove to maintain speed. We also arrange duties so that the driver handles lines as little as possible so that he can concentrate on steering. We also typically share the driving duties. I typically handle the start and the first beat with Frank taking over downwind and driving for the remainder of the race.

Boat Balance and Trim - *Bye-Gone* likes to autotack. This may be partly because the jib we are using is undersize. The scenario is usually the same. And it happens to both drivers. We are beating upwind, too pinchy, and the boat is slow. Then a header or loss of driver concentration causes the jib to luff. The imbalance, which isn't usually felt in the helm, causes the boat to start to round up. With the boat moving slow the rudder stalls and around it goes! We have worked hard to keep the jib trimmed in all the time and avoid pinching and have drastically reduced the number of autotacks. Working against us on boat balance is the fact that the hull shape rewards leeward heel in lighter air. The speed difference is substantial when we both sit to leeward.

Spinnaker - While the dramatic spinnaker experiment was fast through the water, the boats around us know how much ground we lost sailing bare headed while I set the kite. The boat is poorly setup for setting and dousing shorthanded. Further testing will take place but smart money is on us returning to using the Genoa downwind only and flying it 'wing and wing'.

Clean Your Bottom - Well, your boat's bottom. Most of us don't have to worry but *Bye-Gone* lives in the lake and starts to take on marine growth. Keeping her clean keeps her fast.

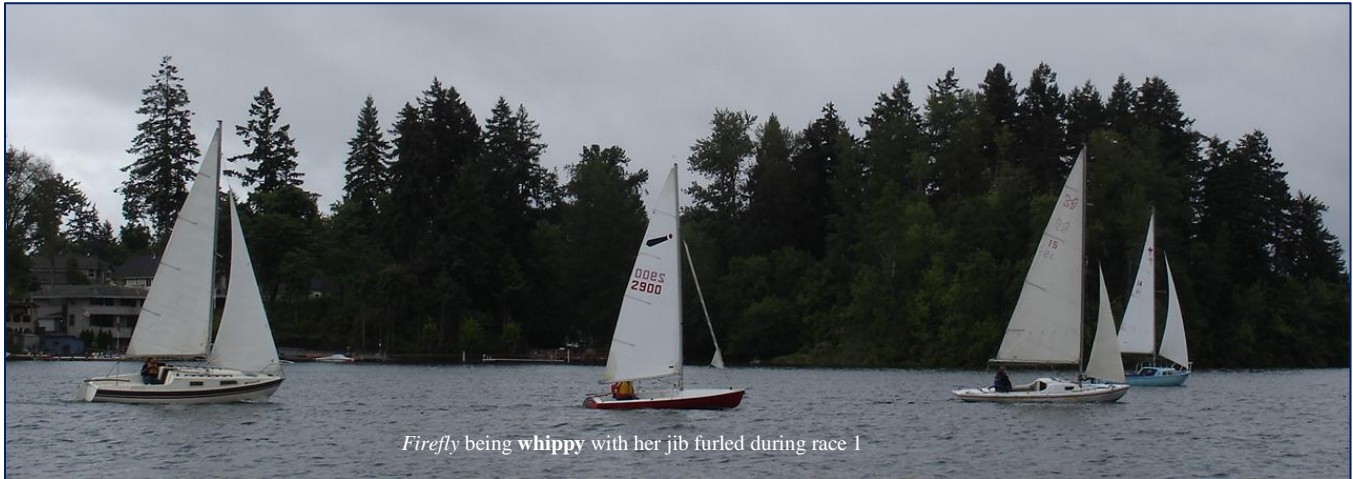
Of course none of this is rocket science. It was mostly just hard work. When Frank invited me to crew with him he thought I had some magic sailing 'Mojo'. Nope. Instead, I was ready to suggest new ideas that might make the boat GO! And Frank was willing to try them. Some worked. Many didn't. But through trial and tribulation we feel like we have improved *Bye-Gone's* performance.



Star News

Some folks may know that Andy and I have been racing Star sailboats in Olympia on Monday evenings. I've been blogging about our experiences. Read all about in on my [blog](http://www.raceonedesign.com/blog/Dwaine).

Dwaine



Firefly being whippy with her jib furled during race 1

From the Editor:

I was looking forward to last month's races with all the crappy weather that we have been having this spring I was hoping finally for some decent weather. I'm talking about sun and temperatures warm enough where I can sail in shorts. I know that was being hopeful on Memorial Day weekend because it seems like it always rains here that holiday here in the Pacific NW. Also I was crewless again. James had some family activities for the holiday weekend so my wife, Gena agreed she would come along and crew. However, when we woke up on Saturday morning it was pouring down rain at my place and Gena decided that her warm comfy bed would be a lot nicer the being wet and cold sailing in the rain. (Though it never did rain during the day out on American Lake.) I told Gena that it didn't look that windy and I would be fine single handling it.

When I arrived at American Lake the wind was blowing a little more than I thought and remembering May's big winds I kind of wished that I had some help sailing. For the first race I think that I psyched myself out...thinking that it was windier than it really was out there and decide to sail the first race with *Firefly's* jib furled. I got off to a decent start then had to tack immediately and without the head sail got stuck in the irons. While trying to get *Firefly* off and sailing again the fleet took off. I thought that sailing without the jib on *Firefly* would slow me down that much. Boy was I wrong. It slowed me down a lot and I ended up taking 5th place in the first race. Finally, with confidence building, I finally unfurled the jib as I approached the leeward mark and discovered that it wasn't really that windy out there and I was able to keep the boat sailing flat by myself. But that discovery came too late for the first race. (see picture above)

In the second race, *Firefly* became a victim the short starting line. *Firefly* was coming down the line on a port tack when I had to give way to *Missfit* and *Oasis* who were both on starboard tacks...dang...because it would have been a great start if they hadn't been there. By the time *Firefly* made her way to the windward mark she was in the middle of the pack and was gaining ground on the downwind run. I think that I was making Frank and Dwaine on *Bye-Gone* nervous for awhile as *Firefly* was closing the gap fast...too bad I wasn't able to fly the kite.

For the final race, I felt that my confidence had returned finally getting a decent start and sailing a good first leg. At the leeward mark I even passed Andy in *MDB* (even though he gave me room at the mark...I'm not sure if we were overlapped or not). But *Firefly's* lead was short lived as Andy had *MDB* sailing and



Oasis heads for the finish in race 1



MDB crosses the line in race 1

pointing better and he beat Firefly by about one minute. Andy's new boat *MDB* (you will have to ask him what that stands for) sailed really well with him taking a 2nd place and two 1st place finishes on the day. We almost have enough boats to start a fleet of San Juan 21's in the club now. Frank and Dwaine also had *Bye-Gone* sailing well, working out some of the bugs as you can see from Dwaine's article above. Not to mention that spinnaker which looked crazy flying.

Between races Rodney had an idea about having a moonlight sail for one of our sail in summer. The idea sounds like a lot of fun. We need to check some details like whether we can get by without running lights on our boats. I know that *Firefly* doesn't have any lights. Also we need to check out how late the boat launches stay open. So everyone think about this moonlight sail idea and we can talk about it our race on June 26th.

Finally, a special thanks to Carolyn and Ramie for taking our pictures for our newsletters. They do a great job every month and it helps make this newsletter more visually exciting. Last month they took over 180 pictures!!! Ramie even took five video clips which I've posted on youtube.com. Remember these are unedited clips and most run about 30 seconds, but they are fun to watch. If we get a few more clips I can edit a video essay. To see the clips you can search for in youtube.com for ALSC sailing or click on the following links:

<http://www.youtube.com/watch?v=i507wgwa5SM>

<http://www.youtube.com/watch?v=4510nsd11gs>

<http://www.youtube.com/watch?v=LgjXeHuidw0>

<http://www.youtube.com/watch?v=XxxMs7EDxYY>

<http://www.youtube.com/watch?v=unBM4tDHvG0>



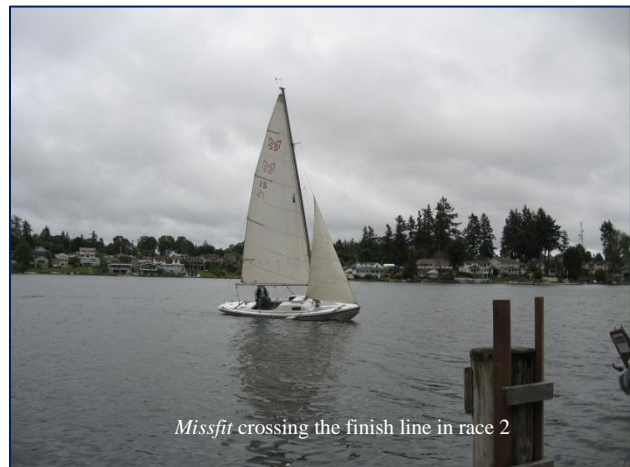
Our photographers posing for one

Our next races are on June 26th and also that race will mark the beginning of our summer BBQ's. So get your taste buds ready and let's hope that we and finally have some summer weather!

Layne

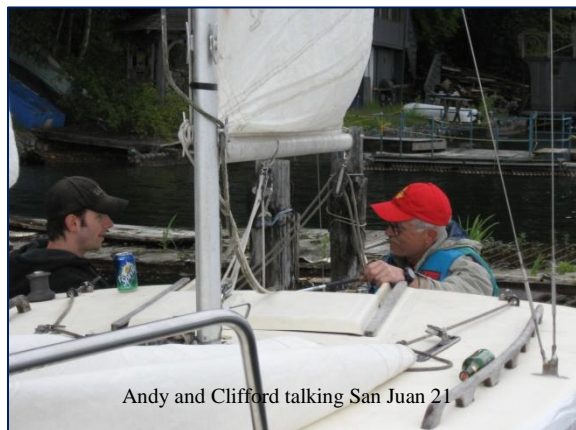


Wild Juan enjoying the day



Missfit crossing the finish line in race 2

May Photos



Andy and Clifford talking San Juan 21



Scott and Eric heading out for race 3



Rodney and Missfit casting off for race 3



Argggghhh

ALSC Information

Commodore	Dave Burnett	(253) 926-5366
Treasure	Frank Abrams	(253) 843-1882
Newsletter Editor	Layne Snodgrass	(253) 639-7706 lgsnodgrass@msn.com

Any articles, pictures, or ideas of any sailing activities you are involved in that you would like to contribute to the newsletter are welcome.

Website <http://www.sailnut.com/american-lake-sailing-club>

Next Race June 26th