



Mainsheet - August 2015

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Greetings fellow sailors.

Sail Week has come and gone and wow was it ever fun. With the Vegas theme this year there was plenty of on shore activities including a couple of nights of Vegas style games including Blackjack, Texas Hold'em Poker and even a small roulette table. Unfortunately the poker race was not possible as there was too much wind one day and none the next. Despite the fickle winds there was plenty of racing except on Wednesday when other activities had more appeal. Tough to race when the lake is like a sheet of glass. The Wabamun Olympics on Wednesday night were well attended and the usual antics prevailed during the adult races. Thanks have to go out to Gord Shepherd and his family for a stellar organized event. Many thanks also to the many folks who stepped up to perform the multitude of tasks necessary to make it happen.

Thursday night racing has wrapped up for another year and thanks go to Fred Hadley and his wife Mae as well as his trusty group of flag hoisters and horn tooters. Another season of fun races has been successful and enjoyable.

You may have heard that the Provincial Regatta is coming up soon. Yup. It's true. September 5-7 at our club this year. Let's all get registered and make this the most well-attended Provincial Regatta in history. Tim Harris is the regatta chair for this event and wants to hear from everyone soon as it makes preparation in the way of food estimates easier and more predictable if we

know roughly how many will be attending.

I hope to see everyone at the club in the next few weeks and happy sailing to all!

Cheers
Judy Townsend
Commodore

Provincial Regatta

plus District 5 Laser Championships and

last regatta for the Dick Degner Championship

September 5 - 7, 2015

[Register today!](#)



Thoughts from the Barge/Pinboat

I have had the great opportunity to work on the race committee (RC) for two of our regattas and enjoyed it thoroughly, but I have been asked on a few occasions what the different flags (typically referred to as 'signals', but flags are cool) 'mean'. I hope this summary will help. Please feel free to ask me any further questions, though please choose an inappropriate time, as will be explained.

Firstly, I am going to state that it is **really** important to **read** the Sailing Instructions (SI's). The club has their own SI's for the Saturday/Sunday Series. I am mentioning this because on a number of occasions, both on land or on the water, someone has asked me what *something* means. I would love to tell you and I know that it probably comes across as **extremely** rude when anyone on the RC states: "Read the SI's" or "Talk to your coach". The reason that we do this is that we are actually required to do so by the Racing Rules of Sailing (RRS) under RRS 41, which refers to OUTSIDE HELP –

"A boat shall not receive help from any outside source, except....." and there is an 'except' in there, which I know that someone will argue: RRS 41(c): "help in the form of information freely available to all boats."

The keyword is **ALL** – it is impossible to answer your one question when you sail by the signal boat and/or a mark boat for there is no way that we can then disseminate that information to everyone who might also like to ask the same question. At a regatta you can write a question to the Race Officer (RO) and/or Protest Committee (PC) and that question, with the answer, will be posted on the Official Notice Board for all to read.

SOME SIGNALS THAT SEEM TO NEED EXPLANATION

CHARLIE: the international code flag of the letter C



- *Meaning*: "The position of the next mark has been changed". Read RRS 33 for more details.
 - This signal will be displayed with one or two other signals and accompanied by 1 repetitive sound signals
 - Know what the change mark is: at WSC we typically have orange barrels as our *original mark* and an orange barrel with a black band around it as the *change mark*
- Accompanying signal(s) could be: a new compass bearing or green triangle, red square and/or a plus or minus symbol, as follows:



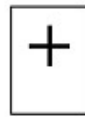
to starboard;



to port;

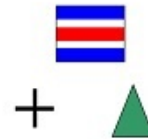


to decrease
the length
of the leg;



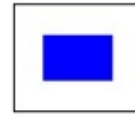
to increase
the length
of the leg.

- For example, Charlie is displayed with a green triangle and '+' = the course has been changed and the new mark is to starboard (right) and at an increased distance from the original mark. It would look like this, on our course board:



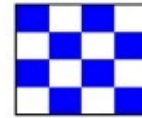
SIERRA: the International code flag of the letter S

- *Meaning:* "The course has been shortened. Rule 32.2 is in effect".
- In other words, the RC has decided to shorten the length of the course. Flag S will be displayed with 2 sound signals before the first boat crosses the *new finish line*. This would be located between a *mark* and the staff displaying the flag S.



NOVEMBER: the International code flag of the letter N

- *Meaning:* "All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*."
 - Signal flag N will be displayed with 3 sound signals
- The abandonment signal may be displayed over flag H = "All races are *Abandoned*. Further signals ashore."
 - As a mnemonic H = hope – there is hope for more races today
- Or the abandonment signal may be displayed over flag A = "All races are *abandoned* No more racing today."
 - My mnemonic is A = All done for today



MIKE: the International code flag of the letter M

- *Meaning:* "The object [be that a mark-boat or other such object] displaying this signal replaces a missing *mark*."
 - Refer to RRS 34: "If a mark is missing or out of position, the race committee shall, if possible... substitute an object displaying flag M and make repetitive sound signals."
 - Therefore, if you see this displayed and there are multiple sound signals, go around that object as you would have done with the mark, had it been there.



THE STARTING SEQUENCE

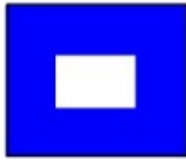
- This is outlined very nicely in RRS 26, though I will reiterate the preamble:

"Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded."

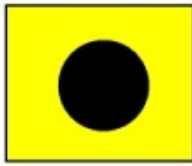
Minutes before starting signal	Visual signal	Sound signal	Means
5*	Class flag	One	Warning signal
4	P, I, Z, Z with I, or black flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

*or as stated in the sailing instructions

- Now for a short discussion on the PREPARATORY SIGNAL (the Prep):
 - The insert states the visual signal for the Preparatory flag could be: P, I, Z, Z with I or black flag.
 - What you would typically see at WSC could be: P, I, U or Black Flag (rarely I and never Z)
 - What do each of these mean?



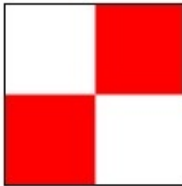
PAPA: This is the standard preparatory signal (the Prep) and the infraction that a boat may incur is OCS ('on course side' *before* the starting signal) with the display of the 'Individual Recall' flag (X flag). If you return below i.e. behind, the start line, you will have cleared yourself of the OCS and if you were the only boat OCS, the X flag will be removed.



INDIA: RRS 30.1 – I Flag Rule

"If flag I has been displayed, and any part of a boat's hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the pre-start side *before* starting."

- 'Across an extension' means passing around the outside of the *marks* defining the start line to the pre-start side *before* starting.



UNIFORM: This will be written into future SI's for it is not yet an 'official' rule (it can be found in Appendix L 11.5). If written into the SI's, it will then be a rule.

"If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or resailed or postponed or abandoned before the starting signal. This changes rule 26."

Therefore this preparatory signal is commonly referred to as a 'Soft Black' i.e. unless the race is started, the transgression is forgiven.

The scoring abbreviation is UFD (Uniform Flag Disqualification)



BLACK: RRS 30.3 – Black Flag Rule

"If a black flag has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If a general recall is signaled or the race is abandoned after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score."

If the race then starts, a boat which has been black-flagged will be scored DSQ.

However, if a boat therefore starts after a postponement or an abandonment, she would be scored DNE (Disqualification Not Excludable).

WHAT CAN OCCUR AFTER THE STARTING SIGNAL

X-RAY: RRS 29.1 – Individual Recall



“When at a boat’s starting signal any part of her hull, crew or equipment is on course side of the starting line... the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line” or “no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.”

If a boat does not sail completely to the pre-start side of the starting line, they will be scored OCS (On Course Side).

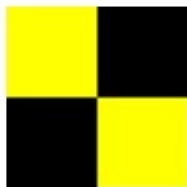


1st SUBSTITUTE: RRS 29.2 – General Recall

“When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.”

ONE

LAST SIGNAL FOR THIS LESSON – LIMA



WHEN DISPLAYED ASHORE:

Look to the Official Notice Board for a notice for all competitors has been posted – typically an amendment to the Sailing Instructions.

WHEN DISPLAYED AFLOAT:

Either, come within hailing distance of the race committee boat displaying this signal *or*, follow the boat that is displaying the signal.

****REMEMBER:** At a regatta you can always write up your ‘Question’ for the Race Officer or Protest Committee to answer – your question and the answer will be posted on the Official Notice Board for **ALL** to read.

Do you know that it is a criminal offense in Canada to tow a vessel carrying a person or persons if there is only one person in the towing boat? There must be a spotter keeping watch on the vessel being towed.

Towing

Everyone who operates a vessel while towing a person on any water skis, surf-board, water sled or other object, when there is not on board such vessel another responsible person keeping watch on the person being towed, is guilty of an offence punishable on summary conviction.

Everyone who operates a vessel while towing a person on any water skis, surf-board, water sled or other object during the period from one hour after sunset to sunrise is guilty of an offence punishable on summary conviction.

The above excerpt can be found at the following url:

<http://pleasurecraftoperatorcard.info/criminal-offences-in-canada-pleasure-craft/>

Do you know that when you use a lot of bandwidth while on the WSC Wi-Fi, you drastically reduce capacity for all other members using the internet? So please consider others when you decide you need to download a movie while at WSC.

Do you know that WSC members who race are required to carry adequate liability insurance?

Please check with your insurance company to be sure you have coverage while racing. Do not assume you do, because many policies do not offer this type of coverage.

Kill Switches and cords have been installed on all our boats

For your own safety and the safety of others please use them. The cords attach to the ignition on the boat at one end and to your person at the other end.

A kill cord is coiled in its design to allow the driver the natural movement required when helming a boat. Should the driver move away from, or be thrown from, the helm position the kill cord will detach from the console and the engine will stop. Detaching the kill cord also allows a crew or passenger to stop the engine if the driver were to become incapacitated while at the helm – e.g. they fainted.



The kill cord should be worn by the driver whenever the engine is running. The kill cord is normally attached around the driver's knee and clipped back onto itself. Should you for any reason not wish to attach the kill cord around your leg, attach it securely to your PFD. In either case it should not foul the steering or gear controls.

The kill cord should always be clipped back onto itself. It should not be clipped onto an item of clothing or attached to any other location where the clip would release from the driver rather than detach from the console as the console end must detach for the kill cord to stop the boat.

The kill cord prevents the driver moving away from the normal operating position either intentionally or by accident. It might therefore be tempting to use a kill cord that is longer than the item provided, to allow you a little more movement, but this could result in the kill cord not doing its job when you really need it to. If you need to leave the command position, or you are changing drivers, you should turn the engine off. The engine should only be restarted when the kill cord has been secured to the new driver.

WABAMUN
SAILING CLUB



When logging in to the Members Only section of the WSC website do not repetitively enter what you think is your password. If you do this too many times it will result in your IP address being blacklisted. Please contact Bruce bbarss@telusplanet.net if you are unable to log in to the members only section.

DutyMan 

WSC could not operate without volunteer help. If you happened to miss your assigned duty earlier this season, you may pick up a shift by finding a spot designated "TBA" and volunteering by clicking the blue button. Corinne is seeking members to fill shifts in the kitchen on Sept. 6.

volunteer@wabamunsailingclub.com



POTLUCK DINNER

Potluck dinner September 19!

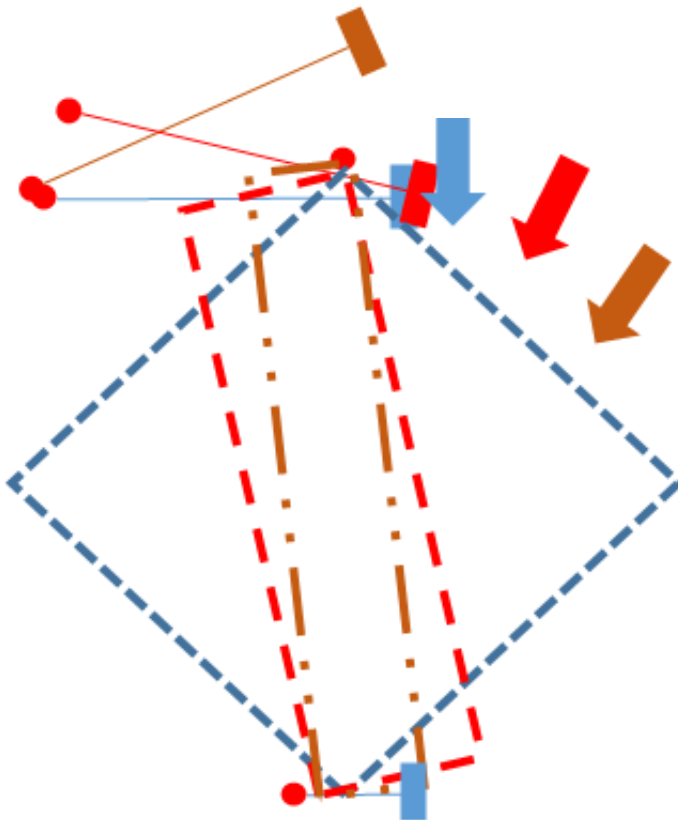
Why We Should Care About a Square Start Line and a True Windward Leg

The start and the first windward leg are often the most important part of a sailboat race. This describes why a good, fair race starts with a line square to the wind and the windward mark directly upwind of the start line.

A few minutes before the race, you should always check if the line is square to the wind.

In the diagram to the right you can see that when the line is not square, boats at the favoured end start significantly closer to the windward mark than boats starting at the unfavoured end of the line. In light winds with short legs this is even more significant.

Only the blue line represents a fair start.



In this diagram, the dotted lines represent the lay lines for the winds indicated by the corresponding color wind direction arrow. If you sail outside the lay lines you are no longer sailing toward the mark.

For the red and the brown scenarios the racing area is diminished and racers spend the majority of their time on one tack. There are no passing lanes, just a parade to the mark.

This is not a fair race and if it is early in the race and no boat has reached the windward mark, should be abandoned. Otherwise a change course should be executed for the next windward leg of the race.

I hope you enjoyed the Mainsheet. See you at the lake!

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