

Welcome

Welcome to the June 2022 Timpenny Newsletter, At this time of the year we normally have lots of results and plenty of snippets of happy days on the water but with the last two years everything has been put into chaos due to Covid.

I hope this finds you well and looking forward to next summer season 2022/23

The last 12 months has not been good for trailable yachts with Australian Sailing getting involved in the CBH handicap system based purely on an unproven formulae that has not been well accepted throughout the sailing fraternity with many errors and incorrect measurement statistics. It is not helped by numerous classes not supplying genuine boat measurement statistics or incorrectly measured statistics. Australian Sailing even put out how to measure form, but the hard fact is to get such correct information you need an independent knowledgeable audit of each type of boat and verify class restrictions and statistics.

The Victorian Trailable Division rejected the Australian Sailing suggested CBH and many clubs did likewise. It was a debacle!

The Timpenny Association has on numerous times contacted the handicapper of Australian Sailing to correct the incorrect published measurement statistics. Furthermore, the handicapper at Australian Sailing has promised to come to Victoria to discuss the situation with the Victorian Trailable Division.

To make newsletters interesting the editor needs news, unfortunately, of recent times this has been very limited. Can I ask for your help to tell us your seasons results, any great experiences like a great cruise, a small adjustment that has save time and money, regatta experience or something that happened on the boat.

The management of our Association is most concern at the lack of participation of members in Association and Trailable Division Regattas. There was only around 10 members who have entered a club or regatta race over the last year. This absence of members may be due to the CBH problems, club obligations, love of cruising and of course Covid. If we want to keep a vibrant class, we need new people to participate on the executive with new ideas and participation at events. Please contact The Secretary David Marshall davidmarshall916@gmail.com or the President Alex Shroud (sthmst729@yahoo.com.au) to join the Association executive.

With many new members with little sailing experience, it has come to my notice that YouTube has some very good videos of how to sail from very basic to quite high level for those interested. Things like Learn to sail for beginners, sail trim basics, tacking & gybing and North Sails trim for speed to name just a few topics.

Editors Report

Hello members. It is only with your support that we can maintain our class and help both new and old members with help and advice. With have all been

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through a difficult period in history with this Covid virus, it has changed our lives in many ways. It is time to put all these problems behind us and start enjoying life once more.

I know many of you are frustrated with the new Australian Sailing handicapping system for Trailable Yachts as we the executive, however, we are fighting on many fronts to address this issue and ask that you support us in these endeavors. Sailing your yacht to specifications is important unless you tell your club if you sail with oversize sails or modifications. .

In this newsletter we have tried to cover some interesting topics, a bit of theory.

Google has also terminated our freebee web site and we may have some outages as we establish a new web site, bear with us.

Take care,

Rob Milner

Timpenny set up and things to check during winter

Some years after I got my Timpenny 670, I found that the side stay fittings were out of alignment that is not the same distance from the front of the boat. Similarly, it is worth checking the length of side stays.

Then there are areas known for leaks, like the side stay through deck hounds, forestay bolts, stanchions, spinnaker tracks, jib track and rudder gudgeons. You should also be aware the boat is put together in two parts hull and top cabin etc. Over time the glue and rivets tend to loosen due to knocking on piers etc. and as they are covered with the rubber gunwale the leaks tend to go unnoticed.

MASTER THE BIG 3 TO MASTER MANEUVERS

October 7, 2020

The breeze freshens, temperatures are dropping, and it's winter season again. As many of us transition into maintenance we can look forward to reading and understanding technique.. Quantum's Dave Flynn outlines three major factors that go into mastering your maneuvers, so you can make the most of your sailing!



MASTERING MANEUVERS

It's always a good time to get back to the basics. In sailboat racing there are four fundamentals you must master: tacking, jibing, spinnaker sets, and spinnaker douses. Until you have these down cold, you can't really begin to focus on developing front row boat speed, and tactics and strategy will remain a strictly theoretical concept. So, let's start with the seemingly simplest maneuver and break down the components of a great tack.

IN SEARCH OF PERFECT TACKS

1. STEERING

There are two critical elements to a tack, and you guessed it, steering is number one. First, everyone has to be ready. If the helmsperson simply turns when they feel like it without communicating clearly, the rest of the crew will not have a chance of getting the timing right and executing the maneuver. "Ready about" should demand a response from the one person

who is critical, the jib trimmer doing the release. If they aren't ready, you can't turn. A simple countdown, "3, 2, 1, turning the boat" also helps with coordination.

The next key is rate of turn. Wherever the expression "hard-alee" came from, it should be banned. The last thing you want to do is turn hard. The rudder is a brake. A slow smooth turn is the goal. Keep in mind one thing: In the middle of the turn, you're going straight upwind, which is where you are trying to go ultimately. If you turn too slowly, you will come out of the tack with not enough speed. You will need to vary your rate of turn depending on breeze velocity and sea state. In light air you will have to turn faster. Likewise, in breezy, bumpy conditions you will have to be concerned about stopping the boat, so a faster rate of turn is required. A rough guideline is that you want to come out of the turn at about two thirds of your upwind target speed going into the tack. Going upwind at six knots, you probably don't want to drop below four coming out.

The final key to steering through the tack is to come out at the perfect "build" angle. Turn too fast, and you will overshoot, coming out more on a reach. The boat will generate too much heel if there are more than eight-ten knots, and your trimmers will struggle to get the headsail in. Underbake the turn, and you will be too thin and unable to build speed. The sweet spot is just a hair below your close hauled course on the new tack, so you can accelerate. Heel is a great guideline. Start slowing the turn as you exit the tack so the boat straightens out just as you reach your optimum heel angle. Go too far, too much heel. Not far enough, the boat will be too flat. In light air you will need crew weight to generate the right amount of heel -more on that later. Executing this smooth, controlled turn that ends at just the right build angle is further complicated by the fact that there are usually bodies everywhere blocking your line of sight and generally being disruptive. Practice your footwork. You should use the same steps to cross the boat every time. Stand up, face forward, and keep an eye on the bow and the horizon. The wheel or tiller will not tell you how far to turn. Reference the horizon and your angle to the waves.

2. TRIM

The second key is the release. I know a lot of furious effort goes into pulling in the headsail on the new side, but it really is all about the release. As the sail luffs 50 percent of the way aft, spin all the wraps off the winch and make sure it runs. On a boat with overlapping headsails it is harder. Don't let the sail back against the spreader, and follow your release, pulling several handfuls of sheet from out in front of the block. On the new side take your time. If using non-overlapping headsails, your job is easy. The Timpenny Jib is non overlapping

The moment the release is made, pull like mad. For those with a genoa, just take slack out until the clew is past the leeward shrouds, then pull like crazy. In light air, don't over trim. Start with the sail eased from your normal upwind trim setting to help with acceleration, gradually trimming in as the boat gets going. In medium conditions you can trim in faster and hit the rail. In heavy air you may need to take your time. Heel will be your guide. If you trim and the boat gets knocked down, you are trimming too quickly.

The mainsail trimmer helps with the turn and is the key to acceleration. Into the turn, trim harder to encourage the boat to come up into the wind. As the bow passes head to wind, begin to ease out on the new tack to help build speed. How far you ease is a function of wind velocity and where the boat is relative to the build angle. In light air you will have to ease considerably (to get the top telltale flying), while at the same time pulling the traveler up to get the boom up to the centerline to create heel and give the driver something to lean against. In medium air the ease will be smaller, and the traveler will be moving through a much smaller range. In heavy air you are the one controlling heel. Ease whatever is necessary to keep the boat on her feet. I usually just nail the traveler down at pre-set positions for breeze on. Trim back in as the boat gets up to speed.

3. WEIGHT

Last, but not least, is weight placement and movement. First, if you are hiking, “ready about” is not the command which signals a mass exodus from the rail. In fact, with the exception of the trimmer doing the release, no one has to move. The rest of the team should actually hike harder to flatten the boat going into the tack. Once everyone is hiking, the name of the game is staying on the rail as long as possible, and then, in one catlike move, scramble quickly to the opposite rail, hitting it just as the boat starts to heel on the new tack. And, you guessed it, hike like crazy to help with acceleration.

In light to medium air, crew weight is part of the turning impetus. Slide into the cockpit to create heel to help with the turn. Then, hike on the new leeward side to create heel out of the tack. In the lightest conditions, stay to leeward, gradually moving a body or two up as necessary to maintain consistent heel. If it is slightly windier, stay to leeward for a few seconds to create heel and then move all the weight at once up to weather to flatten. This maneuver is known as a roll tack. Always keep in mind that movement kills, especially in light air. So get to the right place and freeze.

It may look simple, but there are a lot of moving parts and variables to perfecting your tacks. It is worth the effort to get it right. Depending upon conditions, a good tack versus one that is “less than perfect” is probably somewhere between a half to one boat length of a difference at minimum. How many times did you tack in a race -five, six, maybe eight times? I’ll take four to eight boat lengths anytime. All it takes is practice!

MASTERING THE JIBE

For our next maneuver, we will look at jibing with symmetrical (I know there are still some of you out there) and asymmetrical spinnakers. Fortunately, most of the principles are the same.

1. STEERING

As with tacks, there are two key elements: steering and trim. As usual, the pressure is on the helmsperson. There is often much animated discussion and focus concerning the efforts at the front of the boat, but if a jibe goes bad, the fault usually lies further aft. So take

heart, bow men and women. Good steering can save a jibe with bad mechanics, but no amount of mechanical perfection can save a jibe from a poor turn.

As with tacks, the first issue is timing and preparation. If the team is not ready, and the spinnaker is not full and flying well with the boat at the appropriate angle for the conditions going into the gybe, the odds are good that things will go wrong. The same 3, 2, 1 countdown and “turning the boat” is a good habit to help with coordination. A smooth, consistent rate of turn is best. The real key is that the boat can be turned no faster than the spinnaker is rotated. More on this in a moment, but the visual cue for the helmsperson is the spinnaker. If the bow gets ahead of the spinnaker as it is eased out, it will collapse and blow back through the fore-triangle. With a symmetrical sail, just turn at a rate that keeps the sail flying. For asymmetrical, turn slowly as the sail is eased until the clew is past the headstay.

In light air, you can speed the turn up slightly once the clew has cleared the headstay and is being pulled onto the new side with an asymmetrical. In medium air, keep the turn slow and smooth; don’t hesitate in the middle. Symmetrical jibes may require a very slow rate of turn through dead downwind, while the pole is reconnected and pushed out to avoid heading up too fast and making it difficult to push out. Heavy air jibes with either spinnaker type require a committed turn. There can be no hesitation in the middle. You must turn aggressively (but smoothly) at a consistent rate from one jibe to the next. If the pole is not made on a symmetrical, or if the sheet is not fully trimmed and the sail is still luffing with an asymmetrical, no problem. You can sort that out later. Just don’t get caught dead downwind in a heavy air jibe.

As with a tack, finding the right angle to build speed out of a jibe is the trick. In light to moderate air, as long as the spinnaker is full, you can head up to an angle probably just a little bit higher than the angle you went into the jibe in. In heavy air, you will need to be careful and anticipate that as the sail fills on the new jibe, it will want to round you up (accentuating the turn you are already making). You may need to snap the helm back to keep the boat from rounding up. Reference the angle to the horizon and waves to judge if the boat is turning. The wheel or tiller will not tell you a thing. (Sound familiar?)

2. TRIM

Another parallel to the tack: the key is not getting the new sheet in. It’s all about the ease and the release. The sail must be full and flying regardless of the type of spinnaker. For symmetricals, it is usually easiest to have a single trimmer take both sheets, easing one side while trimming the other as the boat turns. On a big boat this may take two people, but they need to work together as if they were one. A great drill is to put the pole on the deck and jibe eight or 10 times without the pole to practice keeping the spinnaker flying. (I told you the bow team really wasn’t all that important for this maneuver).

For asymmetricals, ease as the boat bears away, letting the clew float out away from the boat until it is at the headstay; then release completely, following the sheet to make sure it runs.

On the new side, take the slack out as the old sheet is eased. Once the clew is past the headstay, pull like a mad man. The bow team can help pull the new sheet aft and down. As soon as the sail fills, it will need a big ease (three or four feet), since you will have had to over trim to fill the sail.

What about the mainsail? For symmetrical jibes, simply wait until the magic moment when the sail unloads as you pass dead downwind, grab all the sheet parts (on a smaller boat) and throw the sail across. On a big boat, this will take some fast hands pulling in the slack on a winch at the critical unloaded moment. What you would like to avoid is laboriously trimming in the mainsail as you are trying to bear away. This will steer that boat in the opposite direction you are trying to turn and make the helmsperson's job much more difficult.

No matter what, as soon as the mainsail is across, make sure it is eased all the way. For asymmetrical jibes, the mainsail is treated the same way with one wrinkle. In light to moderate conditions, you can actually delay the boom crossing the boat, literally holding it on the wrong side until the spinnaker fills on the new side and then releasing. This is referred to as a "late main jibe." It allows the spinnaker to fill quickly and easily because there is no blanketing effect of the mainsail. For a moment you will essentially be "wing and wing." In heavy air don't try this. Just get the mainsail across. You will not be able to dally in the bottom part of the turn getting the spinnaker to fill. Complete the turn, get both sails across, and sort it out later.

There is another type of asymmetrical jibe which has become the rage in small- to medium-sized high-performance boats, the "blow-through jibe." This is an advanced technique and a little tricky. We'll save it for a separate discussion.

3. WEIGHT

In light air, hold the weight forward and to leeward, and move smoothly to the new side to create heel out of the jibe. The only ones who might have to move are the trimmers. Remember, movement kills speed, so keep it light and then freeze. In medium air, roll the boat a bit. Hike hard on the weather side to flatten the boat and help with the turn.

As the mainsail comes across, hold for a second until the boat starts to heel, and then as a group, head up to the new weather side "squashing" the boat flat to help it accelerate. In heavy air, just get to the high side as the mainsail crosses the boat, and hike!

Once again, a lot of moving pieces and subtlety go into mastering as opposed to merely jibing. But there are boat lengths to be had with good technique that are a lot more reliably produced than hooking onto the inside of a perfect 15-degree header—which is nice.

A Spinnaker Shoot Makes it easy to Launch and Retrieve

A number of Timpenny 670 members have installed a spinnaker shoot that makes getting the spinnaker sail down quickly, a great benefit particularly when sailing alone or in times of an emergency. You can reduce sail faster and efficiently, the only disadvantage is that you still need to set the spinnaker pole onto the mast at some point in time. Here is some photographs.



Figure 1 Bow Entry



Figure 2 spinnaker shoot length