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Annual General Meeting

Due to the Corona Virus Pandemic we have been given at least three months grace to hold the Annual General Meeting, so your committee has decided to delay this matter.

Editor

Reading is still allowed. So here it is!
The latest issue of the Timpenny Times.

As always, we're looking for content!
Are you taking advantage of this time to do some boat maintenance? See later information.
Take some pics & let us know what you've done.
Maybe you've been reminiscing on an old cruise or event you did?
Tell us about it, (& if you have photos, even better)
Perhaps you'd like to recommend a good sailing book, movie or article, or joke.
Enjoy & share this edition with your household.

President Message

Ahoy all,
There are dangerous waters swirling round us right now, and I wish you all safe passage through them. I encourage you all to minimize your potential for exposure to this virus by isolating yourselves as much as possible and following your respective State Health directives.
We haven't seen the like of this since the Spanish Flu, and some of you may recall your mother rousing you as a child into washing your hands and issuing warnings about eating food off the floor, against putting hats and coats on the table and the like. My Mum's warnings to rug-up against "catching our death of cold" illustrated how that pandemic had imprinted on her psyche. My family is now adding a few extras that Mum never contemplated, like leaving our shoes outside, taking Metho-soaked cloths out with us

to swab down supermarket trolleys, and swabbing everything we bring into the house. On the sailing front our boats will be in the yard for a while. We regret any inconvenience the cancellation of the Vic State Titles caused skippers that had been preparing to compete, but we fully support that action. It was better to be safe than sorry.

Thanks to the internet we can maintain a presence and stay connected. We'll be endeavoring to hold an AGM by video conferencing, maintaining the website and Facebook page, and staying open for correspondence.

Your Timps will no doubt have jobs to keep you occupied. If you need information don't hesitate to ask, and we'll look forward to getting back on the water when the storm blows over.

Take Care,

David Marshall
President

Douglas Trophy

The Douglas Trophy is a series of races ideally over 4 races held by Blairgowrie Yacht Squadron for all Trailable Yachts normally held over the Australia day weekend in January in memory of Graham Douglas a sail maker, sailor and national winner of Timpenny Yachts who passed away some 4 years ago.

Over the last two years the championship was won by a Noelex 25

However, the year things change with two timpenny 670's convincingly showing the way in 20 to 25 Knot winds from the west. Aussie Action with Rob Milner and Dan Evans won all three races with Timpenny "Gannett" skippered by Frank Fleer and wife Helen second overall. A timpenny whitewash!

NEW SEASON SAIL CHECK: AT-HOME GUIDE

When your boat comes out of the barn and spring prep begins, don't forget to take a close look at your sails. Quantum's [andrew laplant](#) made this checklist to guide you through the process to help avoid surprises that could ruin a perfect day on the water. The best part is that for most boats, you won't need anyone else's help, just a calm day and a keen eye.

Nothing ruins a beautiful sunset cruise like a blown genny, especially if it could have been prevented. Early identification of minor problems or issues not only prevents costly repairs later on, but also gives you time to take corrective action before they become major issues and affect your ability to spend time on the water.

As you get your boat ready to launch this spring, make sure you take a good look at your sails. While this checklist doesn't replace the need for professional annual sail checks, it will ensure you're on track to start the season. Many of these are also good to run through mid-season or before any major trip or regatta.



Check for damage

Mice and other rodents love to make their winter homes in stored sails and use them to build their nests. As soon as your sails come off the shelf, open them up and make sure there aren't any surprises. Look for chewed holes and excrement. If you did host a family of rodents, your sails will need to be brought in not only for cleaning, but for a thorough inspection for any damage they might have caused.

Mold and mildew are other sneaky forms of damage. These culprits can creep up on you if the sails were not properly dried before storing or if the storage location was too damp. Not only will you see it, you'll likely smell it as soon as you open them up. If mold and mildew are present, it is recommended the sail(s) receive a professional inspection and cleaning before they are used.

Don't forget to check your sail covers in this process, too. Look for wear, chafe and holes. Any of these will limit their effectiveness against uv rays.

If you have questions about proper storing technique, refer to [this guide](#).

Inspect the cloth and stitching

Sails need to be professionally inspected on a regular basis; however, there is a quick check that you can do yourself.

- **Cloth and fabric:** uv degradation is the biggest cause of sail failure and damage in most non-racing sails, both laminate and woven. Lay the sails out on a clean, cleared area and look for any weak spots. If you can tear any areas by hand, your sail will need attention asap. Also, keep in mind that white or light colored covers typically need to be replaced more often than dark colors, even before they tear. Make sure to run your hands over both sides of the sail looking and feeling for tears or cracks. Don't forget to run your fingers along the leech, luff, and foot of the sail checking the tape and looking for chafe and wear. Look at each of the grommets and make sure there isn't any pulling or ripping around them.
- **Stitching:** there are a handful of reasons for failed stitching, but regardless of the cause it needs to be addressed. Take a quick look for any large sections of broken stitches on the panels, the edges and the corners. To check for uv damage, scrape your fingernails back and forth a few times on a few sections. If the stitching is shot, it will fail after three or four passes and you'll need to bring it in to the loft to be assessed. Don't forget to check your uv cover. This strip of material is meant to be sacrificial and will need to be restitched (if the stitching fails the nail test) or replaced every so often. Weakened stitching is a good indication of a worn uv cover. Mainsail clews also have a tendency to hang out of their covers and are prone to sun damage. Look for yellowing sail cloth or missing stitching as a tell-tale sign.
- **Batten pockets:** quickly check the fabric around the battens, in particular the area at the inboard ends of leech battens or both ends of full battens. Failed stitching or wear could result in having a batten rip through the sail or fall out. Make sure each batten is secured and properly tensioned.
- **Chafe:** a big concern on overlapping headsails is chafe from spreaders, radars, and the rig along the leech of the sail. The foot should be looked at closely as well for areas where it may come into contact with the lifelines. Look for any loose or missing stitching on leech seams and uv cover where the sail hits. Good places to look for chafe on your mainsail are around reef points, where the leech overlaps the backstay, and where the sail might come into contact with the spreaders when fully eased.
- **Corner attachments and webbing:** inspect the attachments at the corners and the webbing that secures them to the sail. Check any clew slug webbing you may have. All three corners are high load areas of the sail, so if you think you may see wear or signs of rust it would be best to have them inspected at the loft.

HARDWARE

OPERATIONS. Slides and hanks are also common fail points on a sail. If you use hanks, look for thinned metal or strain lines emanating from the attachment points. If you use slides, check the webbing or shackles for chafe or wear. Both the nylon and plastic commonly used for the webbing are also susceptible to uv damage.

While doing your inspection, take the time to drop your headsail if it's kept on a furler. This way you can accurately assess hardware and webbings at the top of the sail. Corner webbings on furled sails are often left exposed and do need to be periodically replaced. While the sail is down, check any seizing wire on the halyard shackles as well as checking the halyard for chafe.

This is also a good time to look over your other lines and make sure you not only have the number of lines you need, but that they're in good condition. Faded lines can signal uv damage. Bend them to make sure they're not brittle and then use your fingernails to scrape the line, similar to how you tested your stitching. If the lines flakes or scrapes away, it's time for replacement. In addition to checking for uv damage, you're also looking for chafing and tears.

Inventory

This might sound silly, but make sure all of your sails are accounted for. You'd be amazed how common it is to misplace sails and the earlier you realize you're short one, the better.

After you're sure your sails are there, consider your plans for the year. Different types of cruising call for different sails or adjustments. If you're planning on doing a lot of offshore sailing, you will need a few extra sails in your sail plan. You might also want to consider adding another reef point. If you have a lot of shorthanded trips on the docket, looking into a headsail furling system might be a good idea if you don't already have one. These are great topics to discuss with your sailmaker and address as early in the season as possible so any changes or additions don't affect your plans.

Prepare for use

Once you're happy with the condition of your sails it's time to pack them, install them, or re-store them so they're ready to go when you need them.

If they're not going to be directly installed on the boat, rolling them is always the best choice. If you don't have the space for that, flake them neatly, looking out for creases. Next, brick the sail by rolling it from luff to leech if it's a headsail and from leech to luff if it's a mainsail. Secure it with a sail tie or two.

If your sails stay installed on your boat for the whole season, it is important that you ensure the uv covers or sail covers are working properly. If any sails are stored below deck, invest in a small dehumidifier to keep the moisture levels down to prevent mold and mildew growth.

Being proactive with all of your boat maintenance will help you maximize your time on the water. Get those sails checked out now and be ready to go on launch day. If you don't want to leave the house, [let us know](#) and we can remove your sails for you and do a professional, thorough inspection in our loft - please [call your local loft](#) for the most up to date details on hours and if you have any questions or concerns, [reach out](#)! Our entire team is available to help you protect your investment and enjoy your time on the water!

Around French Island race report

A wind forecast of 20-25 knots overnight abating to 15-20 knots at race start 7am then further abating during the late morning to 10-15 knots was presented to all yachts entering

the Warneet Motor Yacht club hosted Around French Island Yacht Race.

All yachts began arriving throughout Friday afternoon and late into the Friday evening, ready for the race briefing at 8pm Friday night and dinner put on by Warneet. Some yachts launched and took advantage of the space at the floating pontoon and others remained in the carpark overnight, where crews slept in readiness for a 4.30am awaking, again breakfast in the clubroom supplied by Warneet Motor Yacht Club.

As yachts were launched and ready for the race, it was evident that the forecast was not entirely accurate. Leaving the calmness of the Warneet channel, all yachts were confronted with a 25 knot easterly. Making the situation a little more uncomfortable was the incoming tide (wind against tide) never a good combination, making for big waves and difficult boat control. Different Noelex yachts tried different strategies to gain speed and boat control with various yachts reefing their mainsails. At one point, Dean Hansen in Paradise City was heard by crew Juan and Chris mumbling about selling the boat whilst having difficulties controlling the yacht. Overall, the best combination seemed to be a full main and working headsail although at times this was terribly overpowered. Wind gusts were sudden, strong and varying direction making precise helming difficult. I personally commend all helmsmen/women displaying great boat handling skills with little damage and no major incidents.

After some confusion at the start, all divisions were underway with Noelex 25s making up the majority of division 2. Pipalini (Castle 650) got the best of the start and quickly pulled ahead with 4 crew on board, followed by Running Free, Silver Shadow, Night Sky, Paradise City and No Excuses. Retirements early were Stalker and Jimbalooka.

With a beat in strong wind up to “the hump” on the north-eastern end of French island, no inroads were made into Pipalini’s lead. All positions staying the same.

Rounding Mark A and heading south-easterly, sheets were sprung, and various strategies played out, some yachts heading close to French Island and other opting for a quick passage across the hump and into deep water. In the end, no major gains or losses were made.

Rounding the south-easterly end of French island, spinnakers were hoisted, and an 8 knots tide-assisted magnificent run downwind was held where Running Free caught Pipalini (?? Extra crew weight) and overtook only to run aground later and give up the lead by the southern turning mark.

Returning up the eastern shoreline of French island, the leaders attempted a shy reach under spinnaker, however the wind direction was too tight and after approximately 30mins, spinnakers were doused and most yachts made their way up the eastern side of French island under full main and working headsails, Pipalini and Running Free choosing to change up to a genoa.

A beat ensued from the final Mark 6 to the finish in a freshening breeze up to 18knots, allowing the Noelex to have an edge over the Castle. Gradually, Running Free shortened the 1/2nm lead and overtook Pipalini in the final 500m before the finish, taking the honours from the Castle 650. Third overall was an extremely well sailed consistent Silver Shadow helmed by Toby Leppin. Third Noelex and fourth overall was the big improver Night Sky helmed by Adrian Cassar. A further six minutes back was the ever reliable Paradise City helmed by Dean Hansen and coming off their division win at the Sunday Island race, the quiet achiever No Excuses helmed by Mark MacLellan were unable to find the right balance in the tricky conditions.

Overall, the hospitality of the Warneet Motor Yacht Club in their newly renovated clubroom was fantastic and the comradery amongst the competitors in the fleet as everyone sat down for a well-earned drink and food was extremely enjoyable.

On a final note, Dance with the waves, move with the sea, let the rhythm of the water set your soul free, (Christy Ann Martine). Join in, have a go, you'll be surprised how quickly your time poor week stresses disappear and how many non-facebook friends you will make.

Servicing Winches!

How are your winches? Do they turn smoothly and quietly or are they a bit rough and noisy? When did you last service them?

The consensus seems to be that winches need to be serviced at least once a season, which I guess equates to a couple of times a year when we sail all year round! Depending on use, you might need to service them more frequently, especially if there is a lot of exposure to salt water.

I was spurred into action when I first acquired the keelboat, as one of the halyard winches was very stiff, to the point of being unusable when we went for a sail. I had pulled winches down previously, but these were double speed and self-tailing, so a bit more daunting. When I did have a go, it wasn't so bad...

First step—google your winch brand and size—and type if required. Although not all winches are still in production, there is a lot of info online, and even the generic pages help. Some have lots of pictures but most helpful are the exploded parts diagrams which give you a good idea of what is under the drum.

Next step—how to get the drum off!

This can be tricky. Again, google might be your friend. On the Noelex the halyard winches are Barlow 15. The drum on these is released by pressing down on the insert in the middle and lifting the drum carefully. The Maxwell 18 sheet winches need the drum freed by using a very large straight screwdriver to locate the slot in a plastic lock arrangement in the centre

of the winch and turn it a quarter turn to release the drum. Some Meissner winches on a previous boat had a circlip which held a top plate on, while the Barlow/ Barient winches on the keelboat have two holes which can be used to unscrew the top plate. (see picture)



Having released the drum, it can be removed carefully so as to not lose any small parts like the pawls and springs. An ice cream container with a suitable hole cut in the bottom can serve as a catcher as the drum is lifted off—or a suitable cloth around the winch might help catch any parts which try to escape. Be especially careful if this process is carried out on the water!!!



A container and some suitable solvent, (kerosene?) an old toothbrush or three and rags can then be employed to clean all the parts, again being careful to locate the springs and pawls so they are not lost. I have repurposed an old slice tray from the kitchen as a part of my winch servicing kit as it is not deep but will contain the solvent and also some of the splash from the toothbrush... Disposable gloves help to keep hands clean.

Once the parts are all clean, any gears and bearings need to be well greased—winch grease seems to be appropriate—with some debate as to how much is applied. Less grease or light oil on the pawls and springs seems to be the consensus as the winch is rebuilt. Here some careful trial and error is OK. The two-speed variety are slightly more complicated but test them carefully before the final fixing of the drum to make sure they do what they are supposed to.



On this winch, the pawl will only go one way



Cleaned parts ready for grease and reassembly

changed back but then the cleats will be in the wrong place! Go figure!!!



Almost done – and it works as it should. Just has to be reinstalled on the boat, now!



Resting the gear movement

WHY CAN'T I POINT? PART 1: LIGHT AIR

November 14, 2018

“Why can’t I point?” is a common refrain heard post-race at bars and yacht clubs around the world, and it’s a tricky question to answer. In the first installment of a four-part series on troubleshooting pointing issues, Quantum’s Dave Flynn starts with light air.

Winches generally work clockwise—that’s the way you wrap the line. I discovered an anomaly on the Noelex where the port side sheet winch is setup to work in the opposite direction which is sort of logical but somewhat strange. It has been like that for a long time. The winch itself can be



Proper Form - A J/70 team races at the 2018 Inshore Verve Cup Regatta. Photo by Sara Proctor.

When it comes to difficultly pointing, there are many possible, often interrelated, causes. It is a particularly vexing issue to diagnosis for handicap sailors, since fundamental differences between boats can make it an impossible task. Expecting a heavy, low power, and limited draft design to be an upwind monster is just not being realistic. For one design sailors, the problem—and where to point the finger—can be more clearly defined. In the immortal words of Pogo, “We have met the enemy and he is us.”

To help sort through the myriad of possible causes of poor upwind VMG, I will break the problem down into four conditions: light air, transition phase, optimum/medium, and heavy air. We’ll star with light air recommendations.

I define light air as any condition where the crew is not hiking to weather. Actual velocity will vary

as a function of boat design. The higher the horsepower-to-weight ratio, the quicker everyone is up on the rail. To use a golf analogy, in this range there are couple of key “swing” thoughts to keep in mind.

POWER, POWER, POWER

If you sail a modern fractional rig with swept-back spreaders, you need to power up the rig. Increasing headstay length and easing tension on the uppers, lowers, and diagonals are key. In established one design classes, the exact numbers and proportions will be set out in well-researched tuning guides. For handicap boats, there may not be specific settings but the goals are the same: Generate headstay sag to power up the headsail, and create middle-mast sag to juice up the mainsail. You would like the headstay to sag just to the point of bouncing in the waves. An inch or two of leeward sag as you site up the mast is the goal. For boats with traditional masthead rigs with inline spreaders, you can still go for headstay sag by fully releasing the backstay, though you will need to be careful of loosening up the rig too much. On all boats, a little extra pre-bend is good so try moving the mast step aft slightly.

HEEL IS GOOD

Heeling the boat creates weather helm and forces it to point. Create heel by having the crew aggressively move weight forward and to leeward. This is particularly critical out of tacks or when trying to squeeze up to a weather mark on a thin layline. Forward weight will put the skinny part of the boat in the water and take the fat stern sections out, reducing wetted surface. Keep weight low. On bigger boats, down below is the best place to be. (Who really wants to watch in these conditions, anyway?)

SPEED FIRST

You have to resist the temptation to point. This may be counterintuitive, but unless you get water flowing past the blades they are not going to work, and you'll end up going sideways. Err on the side of "footing" or being on the low part of the groove with telltales streaming straight aft or even showing a little heavy on the bottom set. Use the middle telltales. It's okay to steer to leeward; your weight will be better positioned and you can see the whole headsail.

GO STRAIGHT!

Steering to keep the telltales flying is important, but be careful not to chase. Small changes in wind speed (little puffs and lulls) will have a big impact on apparent wind angle. In a puff, the apparent wind will move aft and the telltales will tell you to come up. You can come up, but a better approach is to split the difference. Ease the headsail sheet to keep the telltales flowing, turning the puff into speed first, and then ever so gradually sneak the boat up, trimming slowly as you go. Don't get greedy! If you come up too fast and overshoot, you will kill speed quickly and have to start all over again. In a lull, you will get a header, and the jib will show luff. Instead of bearing off, quickly over-trim for a moment and gradually bear off. As the boat slows, the apparent wind will go back aft and you will be able to ease and resume a normal setup. The trick is not to coast in the lulls and give up too much distance to leeward. Constant work with both trimmers minimizes the amount the driver has to steer. Straight, with a steady state and flow is goal.

