

The Trailer Tongue

April 16, 2008

Newsletter of the Southern Idaho Sailing Association

Issue #03

COMMODORE'S COMMENTS

By Commodore Dick Armstrong

Old boats with new owners peppered the conversation during the annual SISA Spring Banquet on March 8th. Seventy enthusiastic sailors converged at the Banbury Golf Club full of curiosity about how their sailing friends fared over the winter and what this season has to offer. The excitement spilled over to the rules and race committee seminars led by Keith Sander and John Gabiola on March 30th with over twenty sailors in attendance; giving good reason to believe we should see quite a few new boats on the water April 26-27 at Lake Lowell. The enthusiasm seems to be very contagious!

You can't help but smile as folks describe their latest modification to their boat or new piece of equipment. Sailboats are a very personal extension of the owner with sheet lead angles and traveler position designed for the ease of use by the skipper, and cockpit organization focused on the crew. There is no absolute right way of setting up a boat, just a lot of options that you need to consider as you get comfortable with your style of sailing.

That is why the club is such a valuable resource. Before you buy that new main traveler, clutch or winch, look at what others have done, sit in their boats and look around and talk about how the setup works for them. Many solutions are highly innovative, improve safety and make the boat much more manageable without spending lots of money. Please do not hesitate to ask for advice. SISA is a huge resource for talent and experience that is free for the asking.

Thanks for listening. See you on the water on April 26th!

SAIL YARD SALE SUCCESS!

The annual SISA Sailors Flea Market and Tune Up Day was another great event for all those sailors who are growing increasingly impatient to get out on the water. We were

lucky to have absolutely gorgeous weather on Saturday, April 12th, and to have a perfect venue for the event in the courtyard at IdaSailor Marine. Thanks to Joel Santarone for hosting us again!

Sellers and buyers began to gather around 9:00 a.m. and by 10:00 we were ready to open the sale. Everything from deep sea fishing gear and a top-of-the-line underwater camera to a beautiful little sailing dinghy and a donated windsurfer went on the market. The Association was actually the big winner this year bringing in over \$500 between the sale of a donated Cub Scow and a windsurfer. (Now the Armstrong family can boast the addition of two more boats to their fleet. Thanks Dick and Hailey!)

But best of all, we collected seven memberships at the event including two from folks we had never had the opportunity to meet before.

Thanks to Ken DeAngelo for manning the BBQ and selling lots of "SISA Meal Deals", thanks also to Lynn Sander for handling the cashier's duties, and to everyone who stopped by to support the event and talk sailing.



Are you ready to sail?!

RUST REMOVER REGATTA — LAKE LOWELL

April 26-27, 2008 Skippers Meeting at 10:00 a.m.

TOP TIPS FROM SPEED & SMARTS

As we prepare for the first regatta of the new season, we thought you might appreciate reviewing a few of the top 100 tips for sailboat racing compiled by the editor of [Speed & Smarts](#).

- **Stay in the hunt.** Never give up! No matter how hopeless your position seems, the race is not over until all the boats cross the finish line. There are many times when large changes happen late in the race, so keep plugging. Catching just one or two boats may make a big difference at the end of the series. At least use the rest of the race to practice your boat handling, work on speed and figure out the wind so you will be stronger in the next race.
- **Avoid high-risk areas.** The start of a race is not usually the time to take a lot of risks. With the whole race in front of you, your goal should be to get a good, clear-air start that will allow you to follow your strategy. Because of this, you should generally stay away from the ends of the line. The areas near the pin and committee boat are usually congested and offer a low probability of accomplishing the goals above. Unless you are really good at starting tactics and boat handling, it's usually better to start where there aren't so many boats. Starting closer to the unflavored end with clear air is often better than being in the third row at the favored end.
- **In light air, look for the best pressure.** When you're racing in light air, a small increase in wind velocity usually means a large relative increase in boat speed (and you will point higher, too). But in heavy air, that same increase will improve your speed only slightly (and it probably won't help pointing). This means that puffs are a lot more valuable, relatively, when the wind is light. So in those conditions focus on finding and sailing toward better velocity. This will usually help your performance more than sailing for wind shifts.
- **Stay between other boats and the next mark.** "Covering" when you're ahead is generally a good rule of thumb. The basic idea is to position your boat on an imaginary line between the boat(s) you need to beat and the next mark. This will put you between your competition and the mark and should make it, in theory at least, impossible for them to get past you. Of course, it's easier to cover on a beat because you can use your wind shadow offensively and you don't have to worry about clear air. On a run, however, you must also avoid the bad air of the boat(s) you are covering.
- **Avoid corners and laylines.** On beats and runs, the corners and laylines are usually bad places to be because 1) you may overstand the mark and therefore sail extra distance; 2) you will lose to other boats if you get a lift or a header; and 3) other boats may tack or jibe on you and give you bad air all the way to the mark (or make you do two extra tacks or jibes and overstand the mark). This is why it's usually better to stay away from laylines, especially when you are far from the windward mark.
- **Sail the longer tack first.** On a beat or run, you always have a choice of two tacks: port or starboard. Unless you have a strong reason not to, you should sail the longer one first. This is the tack on which your bow is pointed closer to the mark; it's also the tack that takes you away from the nearest layline. By heading toward the middle, you have a better chance to play the next shift. If you sail the shorter tack first you get to a layline sooner, which limits your options.
- **Steer by the middle telltales.** When you are steering by telltales on the luff of the jib, try to use ones that are about half way up the sail. These may be a bit harder to see (compared to telltales that are lower), but they will give you a more accurate reading for the whole sail than telltales closer to the top or bottom of the sail. Move forward and outboard to see the middle telltales more clearly.
- **Go fast first, then point.** The ability to point high is great for tactics, strategy and speed, but you can't just aim your boat closer to the wind. Pointing ability is closely tied to speed, so in order to point higher you must start by going faster. This gets the water flowing faster over your foils, which increases their efficiency and produces lift. When pointing is a problem, the natural response is simply to turn the boat toward the wind, but this is the opposite of what's needed. Instead, you should aim lower and go faster first—then slowly try pointing higher. (Of course, you may also need to make other changes to improve pointing.)

Over the course of the next few issues of the TT we'll share more of the Top 100 Tips from [Speed & Smarts](#).

CALCULATING HANDICAPS

(Handy Pull-Out Sheet)

The SISA Handicap Committee met in early April to set scoring policy for the 2008 racing season. The committee is headed up by SISA Scorekeeper Jim Monroe, and includes Race Chairman John Gabiola and Rules Chairman Keith Sander. The committee's purpose is to establish scoring ground rules, post the handicaps for all SISA boats at the beginning of the season, and deal with any disputes or questions during the season.

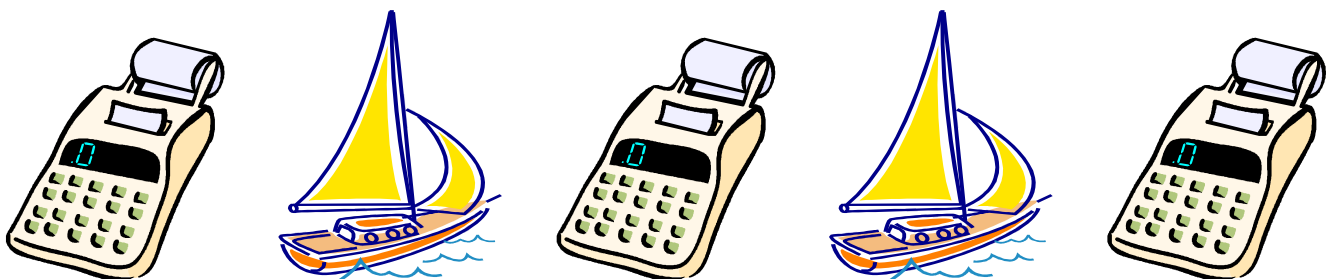
The first item of business was to review how we currently use the Portsmouth Yardstick handicapping system (there are several different options), and the decision was made to continue our use of just the basic wind-corrected handicaps, which is the method recommended in the Portsmouth manual. This means that we won't be applying generic corrections for crew complement or sail configurations that differ from the basic setup in the tables for each boat type. The only exceptions will be a penalty assessed for spinnaker use in a non-spinnaker fleet and the self-imposed corrections that have been taken by the SISA Mac 26 fleet for the past few years in the interest of fairness. This system has served us well and we will continue to use it this season. If questions of fairness arise, we will address them individually as they come up.

The handicap table posted on the reverse of this page allows SISA sailors to know their Portsmouth numbers and compare their handicaps and performance potential to other boats. We recommend that you save this table and perhaps laminate it to keep with you at regattas. By using this information and a simple calculation you can determine how much time that another boat owes you (or vice versa) for a given wind speed. You'll notice in the tables that all the handicaps are expressed as decimals such as .997 or 1.014. Say for example those numbers are the handicaps respectively for your boat and a rival boat in the 2nd column of the table (wind speed between 4 and 10 knots). The boat with the smaller number is rated as faster and owes the other boat time, but the question is how much?

Here's how to convert these numbers to seconds per hour of racing: The first step is to change the handicap numbers to percentages by moving the decimal point 2 places to the right, giving you 99.7 and 101.4 percent in our example. Now, subtract the smaller from the larger (101.4 - 99.7 = 1.7%) and multiply times 36 (1.7 x 36 = 61.2) to get seconds per hour. Since your boat has the smaller handicap number in this case, your boat is rated faster than the other boat in the 4 to 10 knot wind range and you owe him approximately one minute in an hour race, or about 30 seconds in a half-hour race, etc. So there you go! With a little practice (and maybe a handy calculator) you'll quickly be able to figure out where you stand compared with another sailor on a different type boat!

Remember:

**HCP #1 (%) - HCP #2 (%) X 36 =
of seconds per one-hour race!**



Southern Idaho Sailing Association

Portsmouth Yardstick Handicapping System						
2008 Tables						
Updated 4-18-2008		Knots	Knots	Knots	Knots	
		0 - 3	4 - 10	11 - 16	17 +	
Barient Wind Index		Force	Force	Force	Force	
	Boat	0 - 1	2 - 3	4	5 - 9	
Buccaneer 18	BCN	0.892	0.87	0.863	0.854	Centerboard
Capri 13	CAT13	0.94	0.925	0.904		C
Capri 14.2	CAT142	1.001	0.997	0.992		C
Coronado 15	COR15	0.927	0.926	0.915	0.904	C
Hobie One-14 (Holder 14)	H1-14	1.133	1.117	1.084		C
Laser	LASE	0.937	0.923	0.91	0.882	C
Lido 14	LD14	0.997	0.991	0.985	0.982	C
M Scow (M-16)	M-SC	0.942	0.906	0.881	0.874	C
M-20 Scow	M-20	0.886	0.852	0.815	0.805	C
Mutineer 15	MUTR	0.981	0.961	0.954	0.95	C
F-24 Tri Mk I	F-24	0.799	0.767	0.756	0.745	Multihull
F-27 Tri	F-27	0.724	0.73	0.714	0.657	M
Hobie 16	HOB16	0.815	0.787	0.741	0.713	M
Hobie 18	HOB18	0.768	0.735	0.695	0.668	M
Nacra 5.8	N5.8	0.721	0.693	0.657	0.622	M
Nacra 5.8 N. Amer.	N5.8NA	0.704	0.685	0.654	0.62	M
Prindle 18	P18	0.81	0.778	0.747	0.705	M
Aquarius 23	AQU23	1.058	1.043	1.023	1.028	Offshore
Capri 22	CAP22	0.926	0.915	0.901	0.89	O
Catalina 22	CAT22	0.984	0.963	0.953	0.951	O
Catalina 25	CAT25	0.956	0.944	0.934	0.92	O
Catalina 250	CAT250	0.973	0.954	0.93	0.925	extrapolated
Columbia 23	COL23	1.032	1.024	0.994	0.987	O
Ericson 25 CB	ERC25B	0.991	0.972	0.962	0.96	O
Hunter 216	HTR216	0.91	0.906	0.895		extrapolated
Hunter 260	HTR260	0.921	0.912	0.9	0.89	O
MacGregor 21	MCG21	1.005	0.997	0.993		extrapolated
MacGregor 22	MCG22	1.002	0.986	0.978	0.96	O
MacGregor 25	MCG25	0.991	0.973	0.951	0.92	O
Macgregor 26M	MCG25M	0.969	0.957	0.93	0.91	extrapolated
Macgregor 26D	MCG26D	0.958	0.929	0.921	0.901	O
MacGregor 26S	MCG26S	0.966	0.937	0.926	0.899	extrapolated
SISA Mac 26D	MCG26DS	0.958	0.903	0.902	0.901	Corr Applied
SISA Mac 26S	MCG26SS	0.966	0.912	0.906	0.899	Corr Applied
MacGregor 26X	MCG26X	1.009	1	0.98	0.972	O
Merit 22	MRT22	0.942	0.931	0.929	0.921	O
O'Day 23	ODY232	0.993	0.989	0.987	0.983	O
Ranger 20	RNG20	1	0.987	0.978	0.975	O
San Juan 21	SJ-21	0.971	0.949	0.937	0.937	O
Santana 2023C	SNT23C	0.934	0.913	0.897		O
Ultimate 20	ULT20	0.819	0.807	0.768	0.735	O
Venture 21 MH rig	VNT21	1.018	1	0.994	0.985	O

2008 SISA REGISTRATION

Skipper: _____

Crew: _____

Address: _____
(Please include complete mailing address, city, state, and zip code)

Phone: Home _____ Work _____ Cell _____

E-mail: _____

I prefer to receive the TT only by email to save money and trees: Y N

Boat Make, Model and Year: _____

Boat Name: _____ Boat Length: _____

Sail Number: _____ (A unique sail number or boat name is required for racing.)

Hull Class: Monohull _____ Centerboard _____ Catamaran _____ Laser _____

Circle all that apply:

Mast: Tall or Standard Keel: Fin / Wing / Swing / Dagger Brd Ballast: Water



2008 DUES AND FEES

Dues: Full Membership \$60.00 _____

 Additional Boat \$20.00 _____

 Associate Membership \$15.00 _____

Total Enclosed _____

Return this form to:

SISA
C/O Keith and Lynn Sander
1675 E. Picabo Ct.
Boise, ID 83716



UPCOMING EVENTS

April 26-27, 2008

FIRST REGATTA! Lake Lowell
Rust Remover

May 17-18, 2008

Training Regatta, Lake Lowell

May 31-June 1, 2008

Lucky Peak Rendezvous
Sailing/Picnic/Camping

June 7-8, 2008

Payette Cup Regatta, McCall
Registration forms available on mhyacht.com

**Send in your 2008 SIS A
membership today . . . It's
later than you think!**



SISA Secretary
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