

Jan 2015



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www.cananz.org.nz

CANANZ

info@cananz.org.nz

February 2015 Meeting

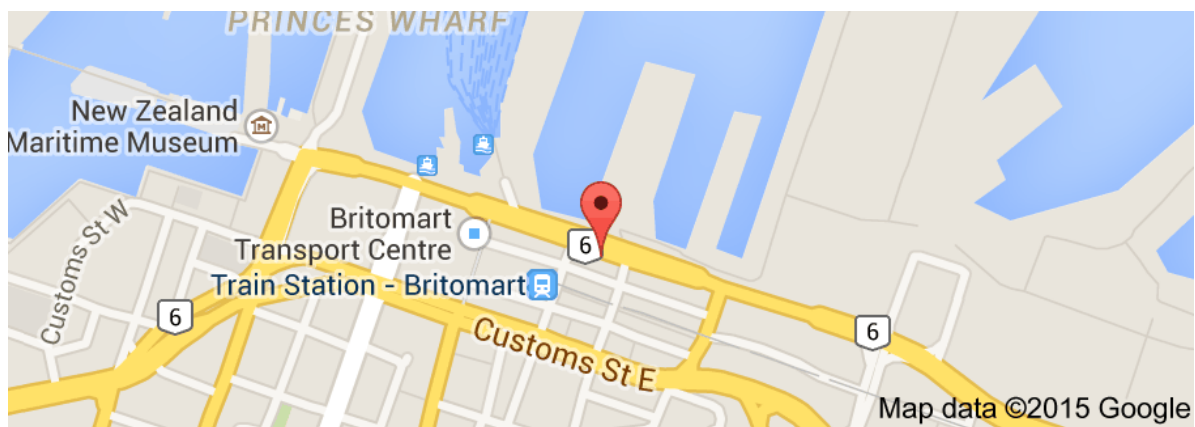
Our first meeting will be a site visit to Maritime School's ship simulator.

This is an exciting opportunity to view a real ship simulation facility. The new facility can simulate full mission controls for various ships including tug boats, cruise ships, container ships and bulk carriers. It has detailed Electronic Navigation Charts, Multi-function displays showing radar and conning screens and it can be used for port specific training.



When : Monday 9th February at 7.30pm

Where : Foyer of the Maritime School Building at 132-138 Quay Street, Auckland



If you wish to come then please email info@cananz.org.nz so that we can keep a monitor on likely numbers.

Summer Cruise

The designated day for our summer cruise is Saturday 21 February 2015. Low water is at 16:06NZDT .



We will monitor the weather during the week before the cruise and advise members of the likely destination by email on the Tuesday before the cruise.

This should give you plenty of time to make plans—and if you wish to get on the cruising list then let us know via email to info@cananz.org.nz or cell phone/TXT to Cruise controller **Ross Davenport**

On the Friday we will confirm destination or contact those on the cruising list personally to inform of any changes.

We look forward to seeing you there!

New Web Site - www.cananz.wordpress.com

We are starting the New Year by introducing our new website.

Basically we have added some static page to our WordPress Blog site that can be seen at www.cananz.wordpress.com.

These cover everything that is on the current website but makes things easier to find. We might also add a new category of blogs just for our newsletters ☺

We now await your feedback to bobmcdavitt@hotmail.com and hopefully will cement changes into place later this year.

Also let me know if you would like to add a blog—this could be your chance to advertise that pump you have been trying to sell.



Sail with More Speed and Power

The Forgotten Sail Control. (From <http://www.skippertips.com/public/2460.cfm>)

What sailing control gets overlooked more than any other aboard most any sailboat? You may be surprised to know that this can boost your power in light air and balance in heavy weather.



Trim the mainsail outhaul to match the sailing winds for power and balance. Lighter winds require more sail fullness; heavier winds require a flatter sail.

You may have heard the rather simplified explanation that fuller sails give a more powerful shape and flatter sails a faster shape. But certain controls on your mainsail will shape specific areas.

For example, the halyard or Cunningham help keep the draft forward of the half-way point and help to shape the leading edge (luff) of the mainsail. Your boom vang and mainsheet help control the leech so that the air exits the mainsail without turbulence.

But how do you control the lower part of the mainsail? That big, billowy area located from luff to leech in the lower half?

Enter the often forgotten outhaul.

Not many controls are as easy to learn to use--and yet the outhaul often stays tucked away near the end of the boom. When you first bend on (attach) the mainsail to your boat, the outhaul becomes the first control attached.

Indeed you thread the clew at the foot of the mainsail through the slot of the boom to the end and tie off the clew ring with the outhaul. Then, you attach the tack to the gooseneck fitting and bend on the luff via slugs or slides to the aft mast slot or track.

In light air, you want a fuller sail. If you have the outhaul too tight, the lower half of the main will be flat. Your sailboat might feel a bit lifeless. Ease the outhaul a bit to increase the fullness in the lower half. Feel the sailboat accelerate with speed and power.



In heavy air, you want a flatter sail. Sails tend to get a bit fuller after sailing. Sail cloth will tend to stretch a bit, and the lower half of your mainsail contains the majority of sail area.

Too much fullness in the mainsail can cause the main to "backwind". Look for flutter in the forward half of the main, in particular when hard on the wind. The Genoa directs air onto the mainsail. If your mainsail has too much fullness, the air flow from the Genoa could cause the forward part of the main to luff. Weather helm will increase (just the aft part of the mainsail will be working). Tension the outhaul and ease the Genoa an inch or two to open the slot. Test the helm again for balance.

Use your other mainsail trim controls to flatten the mainsail as the breeze builds: halyard or Cunningham and adjustable backstay (if installed). Feel the helm after you make any trim adjustment. It should take no more than three or four degrees to maintain a course in any sailing weather. This indicates good balance and your boat will provide you with more speed and power.

Outhaul Power and De-Power Pointers:

Ease the Outhaul to power up your mainsail. Trim (tension) the outhaul to de-power your mainsail. Follow this easy summary on mainsail outhaul trim:

Increase Fullness to:

- Add power in light air.
- Punch through a choppy sea in light sailing winds.
- Reach long distances for more speed.

Decrease Fullness to:

- Avoid excessive weather helm in gusty winds.
- Prevent back-winding from the Genoa or jib.
- Balance the boat in heavy winds for peak performance.

WHY CONVERT TO JUNK RIG?

By Paul Thompson

“You did what?” The incredulous look tells all: amazement, disbelief and even pity show in the eyes... and finally even condescension. What had I done to get such a reaction from my friend? Had I beat my child, kicked the dog or put my aged mother out on the street? Dear



Reader, all these would probably have been rather lesser crimes to the gentleman to whom I was speaking.

What I had done, was to convert my much-loved and -modified Tahitian, *La Chica*, (also known as *LC* to her friends) to junk rig, or the fully-battened, balanced, lug rig (what a mouthful!) as some in the Western world would have it called. “But, but, but: the mast has no stays! The boat won’t go to the windward! The rig’s a rat’s nest of ropes and lines,” stuttered my friend. “I thought you were serious about your circumnavigation effort? You’re having me on, right!”

My friend was having a hard time accepting that I'd done this deed. His attitude and reaction, while somewhat extreme, are not altogether unusual, and one that many sailors exhibit to a lesser or greater degree.

“But have you looked at your own rig?” I responded. “Your skinny little mast, held

up by a spider’s web of highly-stressed wire rope, each one with at least two end fittings, plus toggles, rigging screws and so on: each and every item a potential point of failure. A single one of which failures would potentially bring the mast down. Have you counted the number of lines that you need to control your sail? You’d get a shock if you actually did that, my Bermuda-rig friend, rather more than you thought, I bet!”

The unfamiliar always seems more complex and intimidating than what we know; once it becomes familiar, that illusion melts away whether the concept is complex or not. Hence the saying, “familiarity breeds contempt”. (Or perhaps content?) Coupled to that of course, we all like to stay in our comfort zone and would rather not have to learn new ways of doing things, or, even worse, to find out that there might be a better way to do things of which we are unaware.

Let’s first tackle the bogey that tends to be raised by nearly everyone, when junk rig is mentioned: they don’t go to windward. There was some justification to this assertion in the days when people sailed junks with flat-cut sails, but most modern junks don’t have flat sails (they have camber, as do Bermuda sails) and they go to windward about as well as her Bermuda-rigged sister. The limitation on progress to windward, is not the rig but the hull: a

hot-shot Bermuda rig, on a portly cruising hull, is not going to shine on a beat, no matter how advanced it may be. The same applies with the cambered junk sail. If the hull is not a windward hull, then windward performance will impress no one, no matter what rig the boat has. What an efficient rig does, is to let the hull perform to its potential, but there is a point at which more efficiency in the rig can do nothing more for the boat, if the hull cannot exploit it. Since we are talking about cruising boats here, I'll make so bold as to say that the cambered junk rig will drive a cruising hull to windward at least as well as a standard Bermuda rig. So I assert that windward ability is, nowadays, a non-issue.

And what about on every other point of sail? Brothers, it just gets better: once you start easing sheets, the junk rig comes into its own, and the more you ease the sheets the better it gets, until you are sailing directly downwind. At this time, all our friends who have Bermuda-rigged boats, just stare glumly at our stern as we sail away over the horizon. The only way the Bermuda-rigged boat can compete, is by setting a spinnaker, but Brothers, how many of you do that when cruising? Precious few I'm sure.

About now you'll be thinking that the wind's piping up a bit, the steering's getting a bit heavy, the reefing butterflies are beginning to flutter around in your tummy. But we have junk rig, so actually, the reefing butterflies died of hunger a long time ago. Put down your drink for a moment, Sister, (yes, Cap'n Bligh is napping down below... let sleeping dogs lie) put a wrap of the halyard around the winch, open the rope clutch and let down a panel or two. Haul in on the Yard Hauling Parrel and the Throat Hauling Parrel, then adjust the sheet. That's it, less than two minutes have elapsed and you've not even left the cockpit. The boat's on course and Cap'n Bligh has just given another contented snore. You sit back with your drink and look across the water, where your less-enlightened friends are still busy trying to get the mainsail of their Bermuda wonder to come down. Trouble is, it's plastered against the spreaders, so it's going to be a while for them folks.

And here we are, in sight of our anchorage for the night, and like all good anchorages, the final approach is a beat. (Any anchorage that you could run into would offer rather poor shelter.) So we harden up and once the sail looks right, open another beer: it's going to be half an hour or so of beating, and a few tacks will be required. However when all that is



required to tack is to put the helm down, there's surely no need to put the beer down as well! Just spare a thought for your mates in the Bermuda wonder astern.... but no! They're not sailing: it's so much easier to motor. (I always wonder why they go on and on about how well they sail to the windward, when, in truth, I can't comment on this, because I never see them beating.) They always resort to the "Iron Topsail".

So, why wouldn't I convert to a junk rig?

Read Annie Hill's coverage of the re-launch of *La Chica* (April 2013) at

<http://www.junkrigassociation.org/Resources/Documents/La%20Chica%27s%20Launch.pdf>

Paul is preparing *La Chica* for a single-handed non-stop circumnavigation. More info can be found at <http://SailingWithoutaSound.com>. Paul is trying to find a major sponsor so as to enable broadband coverage from the boat. The weather window for a circumnavigation opens in October and effectively closes at the end of November.

