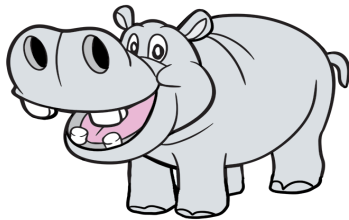


Flag Notes- Holiday Edition 2018

Flag notes are back again, after a short hiatus by yours truly...and not much has happened since the Annual Dinner and Storm session last October. For those of you who missed it, we met at Cedars, Lake Coeur d'Alene's version of the floating patio...and as in the past, we were greeted with heavy rains, high winds and most of us lurching back and forth, not from drink, but rather from the ups and downs of the restaurant. Awards were handed out for the racers, a new slate of officers was elected (with some hang-overs or hold overs, if you prefer) and in general, a great social time for member who attended. Check out the website for more information www.lpoyc.org



The first board meeting of the new year will be held on the 18th of January with lots of things on the agenda...as our esteemed Commodore has lined out several items for discussion that may have an effect on upcoming activities...some of the items to discuss are:

- Social Functions for the season...how many, when, participation...last year most social and cruising events were poorly attended...what can we do to increase participation and what would the club like in the way of themes?
- The website- how may folks use it, what can we do to improve it and increase viewership
- Education- maybe a knot tying seminar for the fingerly challenged, or as Dennis Connor once said "If you can't tie a good know, tie a lot"...how about seminars on anchoring for the cruisers (pinpointing conditions at LPO), talking about sail twist or other "technical subjects" that will improve performance of your boats
- Schedules- the folks up north (SSA) have several members what crew for LPOYC boats...so looking at some Saturday races so they can come down and crew with us and we can have some members go to the far northern reaches and participate with their boats and members.

- Cruising events- What do cruisers want to see in the way of events this year? And is there someone who wants to volunteer to be RC Cruising and help re-build this part of the club with us?
- Merchandise- we have some stuff left over from past years, but since we have no one volunteering to help with the club merchandise, we are at a loss to know what to get and how to get items out to the public.
- Youth participation...what can we do to get more of the younger generation interested in sailing and get them out on boats for various activities. And here's a twist...how do we get parents involved in this?

Needless to say, it is a large amount of work for the board to digest, and we welcome any and all comments. You can send them to me, at lpoyced@aol.com or to the Commodore, Kevin Haley hmy452003@yahoo.com or any board



member.

For information for all...I will be updating the website with the proposed racing schedule in the near future...

As I started for the last few issues last year, I will be continuing articles about sailing from various sources that have granted me permission to share their works. Generally, these articles are by sailors recognized as "experts" in the field or experienced sailor who are sharing their knowledge for all of us to glean information.

This month, I will have two articles, one on sail twist and how to use it to your advantage, the other on using a boom vang and how it helps with controlling your mainsail.

And as always, if you have some news to share with the other members of the club, drop me a line ...lpoyced@aol.com and please put LPOYC in the subject line.

More news will be posted on the site...www.lpoyc.org, so check it out. (And I have placed 3 pictures on the Notes for you to figure out a holiday greeting...let me know if you figure it out...)



May Neptune and Aeolis grant you fair winds and calm seas for your journeys.

Articles Courtesy of Quantum Sails:
"How does sail twist work"

Here's the lowdown on twist and why you need it. Twist is the change in the angle of attack from the bottom of the sail to the top of the sail and is caused by a change in wind speed, which changes angle relative to the boat the farther away you are from the surface of the water. The drag from the water slows the wind near the surface, shifting it further forward in comparison to the faster flowing wind further aloft. This effect is exaggerated at lower wind speeds. In practice, it means that the leech of a sail must open up to some degree as you look from bottom to top.



Any time the distance between the clew and the head is shortened (easing the mainsheet or boom vang), twist is increased. The same length of fabric is now strung between two points that are closer together, so the leech of the sail opens up. Conversely, pull down on the clew and twist is reduced, which closes off and rounds up the leech. A tight, round leech creates power and forces the boat to point, but it can also cause airflow to stall or overpower the boat (create too much helm and heel). In light air, when it is hard to get air to create lift, a twisted leech profile promotes airflow. In heavy air, flatter and more open sections depower the sail and help to keep the boat on its feet.

Twist on the mainsail also controlled by the traveller, and some jibs use a barber haul line to control twist I believe the term relates to the "twist" in the shape of the airfoil leading-edge of the sail(s), when there is "twist" in the sail the center of effort of the leading edge airfoil is farther aft than on the lower portions of the sail, hence the airfoil distribution is not uniform along a vertical type imaginary line - i.e. the airfoil is on a closer angle of attack to the wind at the bottom of the sail than at the top. Some twist is desirable in light to medium air as it can tend to give the sail a little belly to generate a more powerful airfoil. Too much belly and you lose windward ability however. Use of the cunningham hole on the mainsail can reduce the belly of the sail particularly in the sail's lower half. Tightening up or loosening the outhaul also has an effect. The sea state also must be taken into consideration because if there is a sea or chop, the boat will need a little more power to push through and not hobby-horse so you arrange the sail adjustments to allow a slightly lesser

angle of windward attack when the water is not flat. The boat's tolerance for sailing with varying degrees of heel also enters into the equation, because some boats do best when sailed more or less flat, others do fine at greater angles of heel.

Mastering the boom vang is an important sail control when it comes to getting the right twist for the right conditions.

“Do I really need a boom vang? I hardly ever use it.”



ABSOLUTELY! The boom vang can be a misunderstood sail control. It takes over the job of pulling down on the boom once the mainsheet is eased. Upwind, the mainsheet pulls down as soon as the boom is over the traveler. Controlling the boom height determines twist, or the shape of the mainsail leech.

If you don't use the boom vang in all but the lightest conditions, the boom will rise up as it is eased out and the sail will twist off, spilling power out of the top of the sail. This is okay when you have too much heel and helm, but not when you need power. Not taking advantage of your boom vang also limits how far out you can ease the sail. If the top is twisted off, it will run up against the upper shrouds and wrap itself around the stay, which prevents you from letting out the sail as far as you would like. The golden rule of thumb: Use enough vang to keep the top batten parallel to the boom. If it is too tight, the top telltale will stall.

There are a few exceptions however when it comes to boom vang use. The first has to do with multihull boats, which have a traveler that runs the entire width of the boat. With this type of boat, letting the traveler down allows the mainsheet to continue to do the job of pulling down and controlling twist. The length of the traveler lets the boom go a long way out before it starts to lift. Also, most multihulls have upper shrouds that are quite far aft, which prevents easing the mainsheet very far. A vang still helps, however, as it allows maximum ease on the boom before the shrouds become an issue.

The other exception has to do with high-performance planing boats that use asymmetrical spinnakers (Melges 24s, 32s, and C&C 30s, etc). To promote planing and to match the leech of the asymmetrical spinnaker when reaching high angles, a huge amount of twist is required. With this type of boat, you have to ease the vang (until it is almost off) to induce twist, then overshoot and pump the mainsail to promote planing.