

# Gulf Yachting Association



Supporting Yachting in the Southeast since 1901

July 2016

## A Note from the Commodore



Much has happened since the last GYA Newsletter.

First, congratulations to the USA Red Team from Lakewood YC (new to the GYA as of January 2016) who placed 1<sup>st</sup> at the XXX Trofeo Marco Rizzotti International Team Race Cup. They

earned an invitation to compete in Venice, Italy by winning the USODA Team Race Mid-Winter Championship this past January. What an accomplishment for this team and their coach! Congratulations to the team, their coach and all at Lakewood YC.

We've had four Capdeville events, the GYA Opening Regatta, the first race in the GYA Sportboat Championship, the Viper 640 Gulf Coast Championship, Challenge Cup, Gulfport-to-Pensacola race, GYA 420 Championship and a host of other local events. Southern Yacht Club currently leads in the Capdevielle competition, John Dane and crew Dave Bolyard and Thomas Duffy won the Viper 640 Gulf Coast Championship, Fairhope Yacht Club with helmsman Kevin Northrop and crew Don Faircloth and Buttons Padin won the first event in the Sportboat Championship, and Southern Yacht Club took top honors at Challenge Cup.

We had a great turnout for the Opening Regatta with approximately 70 boats competing in the various classes. Rondar came through on their promise to have eight new Vipers delivered in time for Opening. The week leading up to Opening, Rondar CEO Paul Young, Dan Tucker, Viper Class Administrator Buttons Padin, Kip Keelin, Don Faircloth and Wes Stanley spent their days unloading, assembling, delivering the boats to



Evolution of Capdevielle: "Fish, Flying Scots and Vipers ... the past, present and future of Capdevielle racing"

Fairhope and talking with new and not-so-new Viper owners about the boats, what goes where, etc. On Friday evening Zeke Horowitz conducted a well attended and very informative Viper clinic covering topics from boat set-up to "go fast tips". Zeke was on the water on Saturday and Sunday to observe and offer speed tips to competitors between races, and then met with competitors on Saturday evening for a dock talk. Elsewhere in this Newsletter you will find



Viper Clinic: "Zeke Horowitz leading North Sails Clinic before Opening Regatta (photo: Buttons Padin)"

some of his sailing tips and photos. All in all it was a great weekend of racing and camaraderie.

Coming up in the next several weeks are the Meigs Regatta (July 9-10) at Fort Walton, which is also the 2<sup>nd</sup> event in the Sportboat Championship; Summer Regatta (July 16-17) at Mobile YC; the Area D Chubb Sears Elimination (July 22) and Jr. Lipton (July 23-24), also at Mobile YC ... just to name a few.

As reported at the Board of Directors meeting in May, the ExCom is working on forming a GYA Safety Committee. This will be an advisory Committee whose purpose is to increase sailing safety awareness in the GYA. We are currently considering committee members and the scope of their responsibilities. If you would like to suggest someone for this committee, please send me an e-mail (commodore @ gya [dot] org). Our goal is to have this committee in place by the end of the year.

As always, I and all of the ExCom are here to answer any questions or address any concerns you might have. Please feel free to call on any of us at any time.

*Sail Fast, Sail Fair*  
Cathy Cromartie  
GYA Commodore

# One-Design Council

Kevin Blank

## "Little Boats Need Your Love"

By now, most of the sunburn from Challenge Cup and Gulfport-Pensacola should be easing up. Those events were fun and it was great to hang out with your crew, but maybe you want something more? On big boats, it's easy to get pigeonholed to a single position on the boat. No skipper wants to give up a great foredeck or main trimmer. Sometimes it can be hard to move around to different positions and almost impossible to get time on the wheel/tiller if you're not the boat owner. So how can you get experience on the helm and learn tactics when you stuck packing chutes? Single-handed dinghies!

With only a few weeks left until the 2016 Summer Olympics, I'd like to talk to about Olympic class, single-handed dinghies. The two boats used for single-handed events are the Laser and Finn. Luckily we have active fleets of both types of boats in the GYA. In fact, there is a GYA series for both boats with events up and down the Gulf Coast.



Almost everyone is familiar with the Laser. Designed in 1969 by Bruce Kirby

and Ian Bruce, it has been a hugely popular one-design boat for many age groups. With three different sails using the same hull and fittings, the Laser can accommodate sailors from 110 lb. to 185 lb. In the Olympics, the women compete with the Laser Radial rig while the men complete with the Standard. If you're looking for a boat for yourself and your children, the Laser is a great option that will grow up with your kids and also allow you time on the race course. Usually, a good used, starter boat can be found from between \$1,500 and \$2,500 while more competitive hulls will cost \$4,000 and up. Think about taking the Laser as a "beach toy" when you head to Destin or Pensacola Beach. If you get your timing right, you can work in a regatta like Meigs at FWYC held every summer near the 4th of July weekend. The Laser is fast, fun, and

simple to rig making it a great choice for weekend warriors or family time outdoors.

For the larger sailors out there or for the sailor that has a yearning to tweak things on their boat, the Finn is a great option. Although the design is older than the Laser, the class has remained strong for over 60 years. Finn sailors tend to fall in the weight range between 185 lb. and 230 lb. although with the right mast and sail combination, that range can be extended. There are more control lines on the boat than what you would see on a Laser or Sunfish which gives you much greater control over sail shape and performance. In fact, the mast itself can be changed out for different sailors and wind conditions. A typical Finn sailor on the Gulf Coast will have one mast and at least 2 sails for racing, one for light air, one for heavy. Due to design and build differences, Finn hulls will stay in racing shape longer than a Laser. Used boats are a great option with prices normally between \$7,000 and \$10,000 depending on age and equipment. These numbers can go lower or higher depending on builder and age. The concentration of Finns in the GYA is around Mobile Bay which makes for a nice, central location for many events. It's a short drive from either direction to have a great time with great competition.

Both of these designs have been tried and tested for many years with great amounts of knowledge available to get you up to speed faster. But I know not everyone wants to sail a 40 or 60 year old design. In the next article, I'll introduce some of a new single-handed dinghies that have shown up on the scene the past few years and where you can find Open Portsmouth regattas in the GYA to race them.

To find a regatta near you, be sure to visit <http://www.gya.org/documents/schedule>

I know we'll all be cheering for our team at the 2016 Olympic sailing events. See you on the water!

Kevin Blank  
One-Design Council Chairman

# Junior Lipton Regatta

July 22, 23 & 24, 2016



MOBILE YACHT CLUB, welcomes all Junior Sailors from the GYA Clubs to join us in this prestigious event, which has been conducted since 1941, with the exception during WWII.

A racing clinic will be hosted prior to the regatta on Friday, July 22<sup>nd</sup>, we welcome all sailors to come and join in the fun.

GULF YACHTING ASSN  
CHAMPIONSHIP  
JUNIOR LIPTON CUP

If you have any questions or need further assistance, please feel free to contact the Mobile Yacht Club Manager – Jacob Merritt, 251-471-3131, [manager@mobileyachtclub.org](mailto:manager@mobileyachtclub.org)  
Or Josh Murray via email at [josh@endeavouraudio.com](mailto:josh@endeavouraudio.com)

Please check the Mobile Yacht Club website for more details, <http://mobileyachtclub.org> .

[http://www.gya.org/documents/notices/2016/2016JrLiptonNOR\\_final.pdf](http://www.gya.org/documents/notices/2016/2016JrLiptonNOR_final.pdf)



## Race Management Committee -

### Qualified Observer (QO) Program

QO: Do you want to "judge" the Race Officers? Do you want to learn to be better Race Officer? Do you want to help decide who ran the best race of the year?

Join us (GYA Race Management) at Pass Christian Yacht Club for the Knost Regatta. We learn how to critique the PRO's team work. Short seminars will be held on Saturday and Sunday before and after each race. During the race, we will have front row seats of the racing and observe the race officials. Each participant will fill out the QO sheet and submit to the Race Management Committee.

Please join us,  
Clinton Edwards (GYA Race Management Chair)





**Buttons Padin, Viper 640 Class Administrator, explains how the Viper 640 Class Rules address the issue and impact of professional sailors:**

The Viper 640 Class fully embraces the notion of Group 3 sailors participating in its regattas...with only one catch. The Viper Class Rules' Prohibitions, Restrictions, and Exemptions section starts out stating that "The Viper Class Association promotes racing between Corinthian teams." It continues in paragraph 10.2 to state, "No helmsperson or crew member may be "paid" to sail in any race aboard a Viper."

This was instituted largely for two reasons: to control the costs of racing a Viper (avoiding spending battles on crew, sails, etc.) and, as importantly, to maintain the personality of the Viper Class where the camaraderie of being part of the Class can be equally as important as your position on the results.

Hummm, they are "promoting" Corinthian sailing yet allow professionals as long as they aren't being paid. As they say, "How's that working for you?"

Actually, quite well. Those that consider themselves part of the Viper 640 community are competitive sailors, yet

there is a unique camaraderie and fellowship amongst the group that balances the amateurs and the pros. Now, by far the majority of sailors racing Vipers qualify as Group 1; but there are more than a handful, mostly sailmakers, who are Group 3s.

Some of the pros within the Viper Class either own or charter boats while others crew. In no case, however, may anyone be paid to sail in a

sanctioned Viper regatta. In fact, paragraph 10.2 goes on to say that a signed declaration of compliance with this Rule 10.2 by all participants on Viper 640s at a Sanctioned regatta may be required at the discretion of the Executive Committee and in a form it specifies.

At the past two Viper North American Championships, every skipper/owner signed the declaration that they were not paying their crew, and every crew had to sign a declaration saying they were not being paid. And, while there were over a dozen Group 3s participating, there was no pushback...and, with a personal knowledge of the skippers sailing with pros, I have no reason to doubt their honesty.

For professional crews, knowledge that an untrue signed declaration would be Exhibit A in a Rule 69 hearing gives enough pause to make everyone realize that it is not worth risking your livelihood as a professional sailor for a single regatta. So between the spirit of the Class and the ramifications of the declaration, compliance with this Class rule seems high.

Now, as with Group 1s, that doesn't mean that transportation, lodging, or other expenses may not have been covered...but that's how much of Corinthian yacht racing works.

OK, so there are pros sailing...and they aren't getting paid to race. But, wait, there's more!

Actually, there's a lot more. The line between Groups, per se, is blurred on the water...and definitely at the bar and in the boat park. Yes, the pros who are part of the fleet win a lot of

races, but they give back to the fleet in their own ways.

The sailmakers who have been part of the class have been leading pre/post race briefings for years, regardless of whether they are competing with friends or in their own boats, and irrespective of what logo other

teams have on the tacks of their sails. Doyle Boston's Brad Boston, North One-Design's Ched Proctor and Zeke Horowitz, Ullman Sails Keith Magnusson and David Bolyard have been a huge influence in raising the skill level of the fleet. In addition, some of the Group 3 Viper crews, like Luke Lawrence, have written articles for the Viper newsletter and website on key boat handling techniques and tips.

What this has done is help improve the skills of every Viper sailor. Over the past five years, the quality of the sailors in the bottom half of the fleet has improved exponentially due to these pros' contributions.

So if you're asking a Viper sailor "How's that going for you?" with regards to pros in their Corinthian races you're likely to hear "Pretty damn well! Thanks to those guys sharing their knowledge with me, regardless of whose sails I'm using, I've become a better sailor and enjoy my time on the water more... and the cost of competing has not increased."

Guess that's a Win/Win for the Viper 640 Class Association.





Area D Elimination for the U S Sailing Junior Triplehanded Championship for the Sears Cup will be hosted by Mobile Yacht Club Friday, July 22, 2016. Bring your own Flying Scot, crew of three. Register on Regatta Network at :

<http://www.regattanetwork.com/event/12949>



Sears National Finals will be held at Mission Bay Yacht Club , San Diego, CA on August 11 - 15, 2016 in Lightnings.



urday evening, the adult beverages were bountiful and the fleet took the opportunity to quench their thirst as we held a well received debrief where we reviewed all the photos and videos from the day and continued the process of learning more about making Vipers go fast. I would like to thank Cathy and the Fairhope Yacht Club for welcoming me with open arms for the weekend, as well all the GYA clubs and sailors for making me feel at home! A huge thanks to Dan and Buttons as well for all that they do for the class to make sure we all have fun! I can't wait to come back and be a part of the GYA fun!

this imagine a straight line from the tack to the clew of the jib and then estimate how far the furthest away point on the foot of the jib is from that line. You can see in the first photo, the foot of the jib is virtually flat. You can even see a tension wrinkle going from tack to clew. To correct this we moved the jib car forward 2 holes and the result is the rounder foot in the second photo. This is the look we are typically targeting. In most conditions you



can pull about 2 inches of weather sheet on as well. This will add a little more depth down low and help keep the sail plan powered up.

## Controlling the Headstay Tension is ABSOLUTELY CRITICAL

The biggest factor that controls your headstay tension in the Viper is your mainsheet. The more mainsheet tension you can carry the tighter your headstay gets and the easier it is to hold the boat in the "groove" (caveat: in light air we do want a "little bit" of headstay sag).

*Continued NSOD*

I put together a few tips to keep in mind as we all continue to learn to make our Vipers go faster! If there are ever any questions about these tips, or anything else, I can always be reached at [zeke.horowitz@northsails.com](mailto:zeke.horowitz@northsails.com) or (941) 232-3984. I'd be thrilled to help however I can!

## Setting Your Jib Leads

When setting your jib leads, ideally you want to have about 4-6 inches of depth (or "belly") in the bottom of the jib. To best judge



Article by Zeke Horowitz

When GYA Commodore, Cathy Cromartie invited me to be a part of the GYA Opening Regatta this May, I quickly jumped at the opportunity. As a very enthusiastic member of the Viper Community and a fellow Gulf Coast sailor (Sarasota, FL), I knew I couldn't miss the opportunity to participate. Along with Rondar rep, Dan Tucker, and Class Administrator, Buttons Padin, we organized a fun filled weekend of sailing, eating, drinking, and learning about Viper Sailing. We had a lovely talk about all the rigging and boat handling secrets during a beautiful sunset at Fairhope Yacht Club on Friday night, and then I had the pleasure of riding on a powerboat during the weekend's racing with Dan and Commodore Cathy. We took lots of photos and videos and offered tips to the newcomers to our fleet. On Sat-





This is easier said than done, since the Viper so quickly becomes overpowered but I try to always keep in mind that the looser your head

stay is the more powered the boat will be! That said, it's important that we find the right balance between "pinching/feathering," and easing the mainsheet. In the photos above, you can see how much headstay sag there is and how deep the jib looks. Looking at the same boat from behind, you can see

the leech of the main is quite open indicating the mainsheet is not pulled tight enough. It will be very hard

to point with this set up and it will be hard to keep the boat on its feet when puffs hit. While the Viper does use the lower shrouds and mast blocks to help control headstay tension as well, if the mainsheet is too eased, all the lower tension and blocking won't matter! Remember though, there is a point at which your mainsheet can be too tight! If you look up at the tell-tales on the leech of the main and they are not flowing at all, then you need to ease the mainsheet a couple of inches until you see them start to flow again.



Below is a photo of a properly trimmed mainsail from behind.



## Depth in the Lower Main

Controlling the depth in the lower part of the mainsail is key for achieving proper sail shape to allow for maximum speed and pointing. You can tell how deep the lower part of your main is by looking for overbend wrinkles in the lower  $\frac{1}{3}$  of the sail. If you look closely you can see the wrinkles on the main of 245 that go from the luff all the way down to the clew. These wrinkles indicate that the sail is too flat and possibly even inverting down low.

This means you are "washing out" all the power and you won't be able to get up to speed very easily. This could be a function of a couple of different tuning issues. If you pull the vang too hard, the g-nav will press into the lower mast, pushing it forward and stretching the lower part of the sail creating these wrinkles. This could also be a function of not having



enough mast blocks in front of the mast.

When you add blocks in front of the mast, you are pushing the lower mast backwards (taking pre-bend out) and therefore adding depth to the lower mainsail. (adding mast blocks also adds headstay tension). Lastly, it could be the case that the lower shrouds are too loose (but we all know the risks of over tensioning the lowers thanks to Dan and Paul from Rondar!!) You can see perfect overbend wrinkles on 171. Notice that their lowest wrinkles are more horizontal than 245, and they stop about 50-60% of the way back, and do not continue

all the way to the clew. You will also notice that there are more

wrinkles as you work your way up the main but they get smaller (closer to the luff) as you go up the sail and stop about 2 ft above the spreaders. This is PERFECT, and will make it very easy to accelerate up to full speed, achieve maximum pointing, and make sail trim adjustments that much easier! In summation, if your overbend wrinkles are too long, add mast blocks, and if you don't see any wrinkles, take away mast blocks. (Assuming you are in the ballpark on all other tuning)



## Sit forward!

The Viper loves to have weight forward so, when sailing with 3 people, try to have the forward most crew in front of the shrouds.



## Continued NSOD

As it gets windier, it becomes much easier and more effective to have the forward crew hiking just behind the shroud, but try to stay forward until your legs simply can't take it any more! The same goes for going downwind, notice in the photo on the right, the forward most crew is actually standing in front of the mast on the fore-deck. This is great for keeping weight forward and also for looking for the puffs! You will also notice that the skipper and the spinnaker trimmer are sitting nice and reclined, "couch style" with their butts on the



floor, and their backs leaning against the side of the cockpit. This is because they are trying to keep weight to leeward and down low. When the boat heels to leeward going downwind, it is telling you that it could be sailing lower. That is good! The lower you can sail downwind, the closer to the mark you are pointing. So in the absence of other tactical reasons, you always want to sail as low as you can given the breeze strength.

Sitting in like this induces leeward heel which you can get rid of by heading down, and sail-

ing closer to the mark. I have found the boat is happiest and with a balanced helm with about 5 degrees of leeward heel in most conditions sailing downwind.

It's always great to be able to get out on the water to watch, coach and evaluate other sailors with their setup and sailing style. Though I'd much rather be in the Viper racing than watching! That said, we are targeting the International Championship in Bermuda this fall and our team is really looking forward to racing in that beautiful venue. Feel free to contact me if you have any questions on this article or ideas that you'd like to share. Looking forward to seeing you on the water... sailing!!



## Fort Walton Yacht Club



Have an up coming Regatta & would like to have the NOR posted on the GYA website?

Submit your NOR to [notices@gya.org](mailto:notices@gya.org)

We will gladly post Regatta results, daily and final. Where do you submit?

[results@gya.org](mailto:results@gya.org) The results will automatically be forwarded to the GYA Secretary, Webmaster and Capdevielle Scorer



## SUMMER REGATTA

16-17 July 2016

Mobile Yacht Club



Notice of Race

<http://www.gya.org/documents/notices/2016/2016SummerRegattaNORRev1.pdf>





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## 2016 Capdevielle Standings

*As of Candler Regatta*

1	SYC	0.9806	9	PYC	0.7416
2	MYC	0.8935	10	StABYC	0.7194
3	BuYC	0.8652	11	FWYC	0.7188
4	PCYC	0.8361	12	PontYC	0.6903
5	GYC	0.8238	13	FYC	0.6854
6	BYC	0.8191	14	BSC	0.6667
7	BWYC	0.7753	15	NYC	0.6517
8	NOYC	0.7611	16	GLYC	0.6404