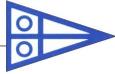


OAK ORCHARD RACERS' NEWS



A Note from the Fleet Captain

Well here we go, issue number two. I guess this a real thing now. Thank you to all that provided feedback. If there is ever a topic you would like covered or if you have information or photos to share - do not hesitate to contact me. Thanks to John Zimmerman for providing some great photos for this edition. Also, keep sending me emails of crew and interested parties. I will be sure to include them in the mailing list for subsequent editions.

As promised, the results of the survey are included in this edition. These results are far from scientific. In addition to my sometimes leading questions, we had about 75% of the fleet respond. With an already small fleet that means that it is a very small sample size. Please check out the results and let me know what you think. At the end of the survey results you can read my thoughts about what I believe they say about how the season should be run.



Redline and Spider downwind on a 2018 Thursday night race.

After a long absence, OOYC will very soon be a member in good standing at PHRF-LO. On February 9th, the OOYC Board of Directors approved application and expense. Many thanks to Dave Tufts for representing the club at the upcoming February 16th District meeting at GYC, and to Jim New and Dave for stepping up to help with the measurement process. The next edition of this newsletter will outline the plan to move forward and to get boats measured as efficiently as possible. We will need to work together to get this going. The item below outlines a training at Dalhousie. Please let me know if you are interested in attending. After this first year, handicap certificates will for the most part be renewals and the process will get much easier.

- Darren

Spring Training - March 30, 2019



PHRF-LO
Spring Training

March 30, 2019
10:00 am

Dalhousie Yacht Club
74 Lighthouse Rd
St. Catharines, On
L2N 7P5



Our Spring Training seminar (at the Dalhousie Yacht Club) is approaching quickly

[Meetings & Agendas](#)

[Remember to Register as soon as possible](#)

If you have not already registered, and would like to attend our Spring Training Seminar on March 30th, please let me know as soon as possible

Come out and enjoy a fun filled day, including interactive hands on instructions:

PHRF-LO Handicapping

- The Handicapping Process
- Hands On Sail Measurement
- Tools & Resources
- Role of the PHRF-LO Office

- Using the Handicappers Worksheet
- Measuring Sails - we are bringing sails there for you to practice on!!

We always include:

- History of PHRF & PHRF-LO
- Detailed review of upcoming handicapping changes
- Question and Answers on everything handicapping!

We have designed our format to ensure both New and Seasoned Handicappers, Commodores and owners will be enlightened.

The day starts at 10:00 am and we will be supplying



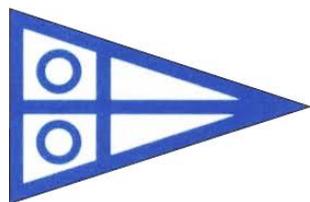
Please RSVP due to limited seating.

Call 1-800-488-9885
Email admin@phrf-lo.org



Sponsored by PHRF-LO, this free presentation is available to all PHRF-LO certificate holders and Member Club Rear Commodore of Sailing

(free of charge) a light lunch for all participants!



Oak Orchard Yacht Club 2019 Race Schedule - DRAFT

June 6	Thursday	Spring #1	6:35/6:40 Start	Travis
June 13	Thursday	Spring #2	6:35/6:40 Start	Travis
June 20	Thursday	Spring #3	6:35/6:40 Start	Travis
June 22	Saturday	Summer Sailstice	12:00	R. Leonard
June 27	Thursday	Spring #4	6:35/6:40 Start	
July 11	Thursday	Spring #5	6:35/6:40 Start	
July 13	Saturday	Boat Parade	TBA	
July 18	Thursday	Spring #6	6:35/6:40 Start	
July 20	Saturday	Henri Cup Race	9:00 Mtg	
July 25	Thursday	Summer#1	6:35/6:40 Start	
July 27	Saturday	Womens Regatta	9:00 Mtg	Almeter
August 1	Thursday	Summer #2	6:35/6:40 Start	
August 8	Thursday	Summer #3	6:35/6:40 Start	
August 15	Thursday	Summer #4	6:35/6:40 Start	
August 22	Thursday	Summer #5	6:25/6:30 Start	
August 29	Thursday	Summer #6	6:20/6:25 Start	
September 1	Saturday	Ketchup Race	9:00 Mtg	Pulver/Kowalik
TBD		Sailing Banquet		

****Race Committee Boats and Crew Needed for All Races****

Meet the Fleet Knot Behavin'

Boat Make: Hunter 386

Owners: David and Cinnamon Soehner

Hometown: Lyndonville

How did you get into sailing/racing? Started with a Minifish sailboat four years ago and then moved up over the years to a 38' Hunter 386. Racing started with my son in law Nick who raced at GYC. He took his love of racing and shared with us and OOYC.

What do you like best about racing at OOYC? Winning lol, club get together after the race.

Tell us a little about the regulars on board your boat when you are racing: We have been sailing now for about four years. My wife Cinnamon conquered her early sailing fears and now proudly races in the women's regatta. Nick has been racing out of GYC for 9 years before focusing on OOYC. We did return to GYC last year for their sponsored Scotch Bonnet Light Race in which we proudly placed fourth in our class of the genoa division. Nick won the Best New Skipper trophy! Cinnamon and I have six children that love to make appearances on Thursday nights for the race. With a much larger boat this year we're all looking forward to some longer sails up and down the south shore.

Story behind the boat name: Well, we generally play by the rules but we are a carefree bunch and there are times when we generally are not behaving!

Tell us a little bit about your boat: She's a 38 foot cruiser with all the amenities that a large family would want. That was important to us as we will including our four grandchildren for day trips and some longer voyages around this Great Lake of ours. Sleeps 6 very comfortably with heat and air as well. We will be busy upgrading her



The finely appointed, Knot Behavin'

systems this year and making her our own. Found her in Toronto last fall, fell in love, went over, and sailed her home.

What is one skill you want to improve on in 2019? Sail shaping and understanding the different characteristics of using our furling main.

Meet the Fleet Encore

Boat Make: Pearson 33

Owners: Ray and Sally Leonard

Family Members: Kyle & Jenny, Dana & Jen, Darren & Kristin, and Natalie & Brian, and nine grandchildren - Allie, Emily, Shea, Quinn, Declan, Avery, Finnegan, Leila, Caden

Hometown: Avon

How did you get into sailing/ racing? Bought a boat in 1976, joined OOYC and was encouraged to join the racing fleet

What do you like best about racing at OOYC? The camaraderie

Tell us a little about the regulars on board your boat when you are racing: Son - Kyle, neighbor - Bob Chaplin, Forrest Watson, and wife Sally,

Story behind the boat name: One more curtain call to race.

Tell us a little bit about your boat: 49 year old boat which always needs something.

What is one skill you want to improve on in 2019?

Communicating better with crew to help them help me.



Six out of nine grandkids on Encore for a daysail at Oak Orchard

Update - Summer Sailstice at OOYC



Summer Sailstice at OOYC is a go. Thank you to Ray Leonard for stepping up to chair this event. Here is a quick update from Ray:

Summer Sailstice is an event held in the northern hemisphere to celebrate sailing on the longest sailing day of the season. It was started nearly 20 years ago and now is an event in many locations. More specific information can be found at summersailstice.com.

The purpose at Oak Orchard is to encourage us to sail our boats and to introduce new people to sailing by inviting them to accompany us during the event. This is NOT a race. It is just fun sailing and is open to all at Oak Orchard and does not depend on club affiliation.

The plan is to congregate at the harbor entrance at a predetermined time on June 22 and then sail off on an easy beam reach for a length of time and then the lead boat would do a 180 and sail back toward the harbor with the trailing boats falling in as the lead boat passes. If you do not choose to head back at that time then continue on as it is your day to enjoy..

Please encourage sailors and non-sailors alike to put this on their calendars to participate. Contact Ray at scramtwo@aol.com or 585-752-5135.

Volunteers Still Needed

For a successful 2019 season, responsibilities need to be delegated to the many talented individual sailors at Oak Orchard. If you would like to take on an event contact Darren at darrenleonard1@gmail.com, or 585-754-5315. The following dates are still tentative:

June 22 - Summer Sailstice - Ray Leonard, Event Chairperson, Contact: scramtwo@aol.com or 585-752-5135

July 13th - Boat Parade - Schedule TBA

July 20th - Henri Cup - 9:00 Skipper’s Mtg - race chairperson needed - race committee boat and volunteers needed

July 27th - Women’s Regatta - 9:00 Skipper’s Mtg - Becky Almeter, Regatta Chairperson Contact: beckya@hodginsengraving.com or 585-813-7259, race committee boat and volunteers needed

September 1 - Ketchup Race - 9:00 Skipper’s Mtg - Hosted by the John Pulver Family, Wally Kowalik - Race Chairperson - race committee boat and volunteers needed

Need Crew?

One of the challenges of big boat racing is finding crew. This can be a major obstacle to getting into the game, or it can leave you feeling like you are always scrambling. I am looking for creative answers to the question -

“How can I find crew?”

Please email me with your thoughts, tips, and suggestions. GYC has created a skipper/crew finder document that they use on their website. Perhaps we can hit upon a winning formula that matches crew and boats. What can we do to help connect people?

(darrenleonard1@gmail.com)

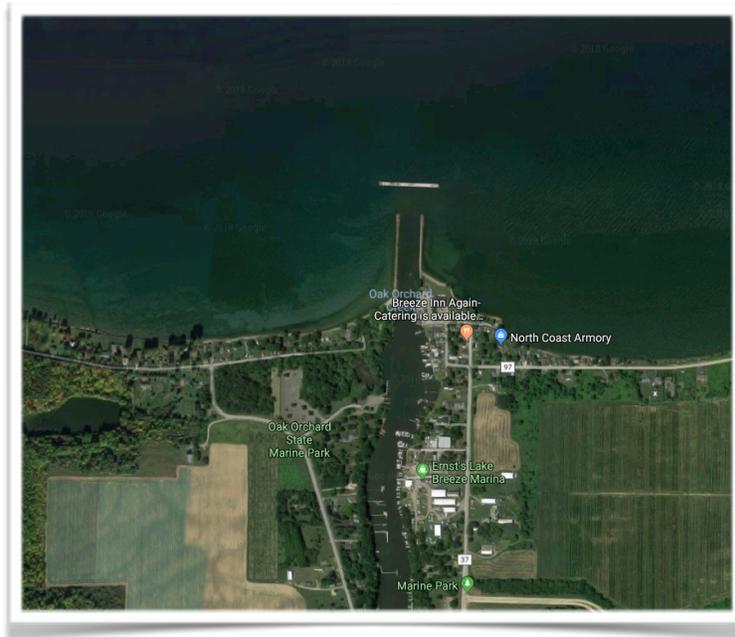


Lake Ontario Regatta Calendar

- June 21 Scotch Bonnet Light Race - GYC
- June 29 - 30 SBYC Challenge Cup - SBYC
- Jul 12 - 13 Lake Ontario 300 Challenge Race - LOOR
- Date TBA Woman Skipper’s Invitational - GYC
- Jul 26 - 28 CanAm Challenge, Youngstown YYC
- Jul 29 - Aug 4 LYRA 134th Annual Regatta, Bronte/Oakville



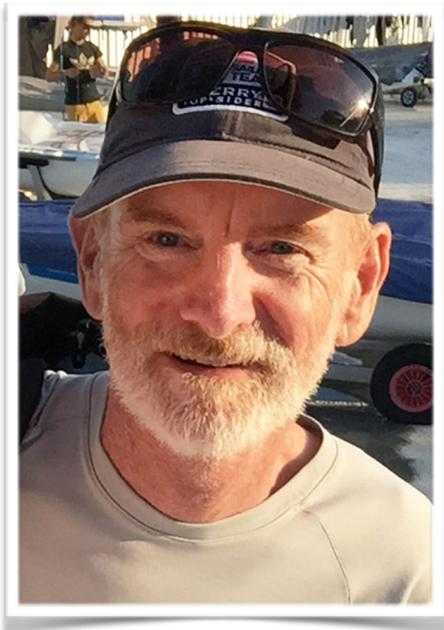
FYI - Hazards to Navigation at Oak Orchard



Video Link

<https://youtu.be/UKcZHVVeIK0>

Get Smarter



Nope that's not Ted Halsey pictured at left. It's the one and only David Dellenbaugh. His sailing resume is too long to print. Ultimately, he knows what he's talking about!

The following is reprinted with permission from Dave. Go to speedandsmarts.com to find out about subscribing to his excellent newsletter.

SPEED & Smarts™
The newsletter of how-to tips for racing sailors!



IN THEORY

Use these upwind steering guides

When you are driving a boat upwind, there are many visual guides you can use to help you get and keep your boat in the groove. I typically use three primary sources of information to help me steer the boat (*unless I have instruments – see pages 12-13*). These are the jib telltales, the boat's angle of heel and nearby racing boats.

It is very possible to steer the boat fast using any one of these guides. For example, you could spend 100% of your time looking at just the telltales or at the angle of heel. Or you could watch only the boats around you and adjust your course entirely according to them.

But the idea is to use all these sources at the same time. There are two reasons for this. First, each guide will likely give you at least a little information that is different than the others. And second, you can use each guide as a check on the others. There is probably a direct correlation between how well you steer the boat and the number of different steering guides that you use while driving.

Jib telltales

One of the best visual clues for steering upwind are the telltales along the luff of your jib or genoa.

This is where I look most often when I'm driving. Like a lot of helmsmen, I depend too much on this single source of information. But telltales probably give you the most accurate indication of exactly how close you are sailing to the wind and what 'gear' you are in.

Angle of heel

Many top sailors, including gold medalist Buddy Melges, use the boat's angle of heel as a primary guide for sailing upwind. One way to keep track of heel is by watching the angle between your headstay and the horizon. The goal is to keep this angle steady while you are steering upwind.

Even when you're not looking at the headstay, it's fairly easy to gauge changes in heel by using your sense of feel and balance. When you feel the boat heel over or straighten up, you know that you must make a steering change to keep a steady angle of heel.

Other boats

How you perform relative to your competitors is key in evaluating the job you are doing as a driver (*see photo and caption below*). But those other boats can also give you valuable information to help you

steer your boat faster. When I'm driving, I like to have one person give me continuous feedback about our speed and height compared to nearby boats. This information is very helpful in deciding whether I should steer higher or lower, for example. It is also invaluable in identifying and fixing any speed problem we may have.

Sensory clues

While there are many great visual clues for steering a sailboat, don't forget the guides you can feel with your senses. These include the sensation of speed through the water and pressure on the helm.

By tuning into these variables and remaining sensitive to how they change from moment to moment, you can learn a lot about what your boat needs in order to steer it fast. If you feel the boat slow down, for example, you may need to bear off a little to build speed. If you suddenly feel more windward helm, maybe you should head up slightly to flatten the boat and ease the helm.

Some of these guides work for sailing downwind too. Since the 'groove' on runs is more elusive, it's good to find as many clues as possible when steering on runs. •



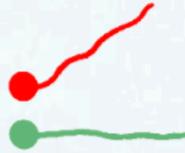
JHPeterson photos

Whenever you are racing and you want to judge how fast you are going or how well you are steering, there is only one way to measure this – you have to compare your performance to that of another nearby boat. Differences in speed and technique among sailboats are so subtle that you can never measure them accurately with instruments or your sense of feel.

What are the implications of this for steering? First of all, you cannot evaluate how good a job you are doing by watching your knotmeter or judging how the boat 'feels.' Second, the best way to improve your steering ability is by participating in a lot of two-boat testing because this gives you instant feedback. And third, the job of steering is intimately connected with everything else (e.g. sail trim, tuning) that affects the relative performance of two boats.

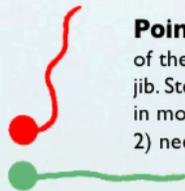
TELLTALE GEARS

The action of your jib telltales is a good guide for steering fast upwind. You want the leeward telltales streaming straight back almost all the time. On the windward side, the optimal telltale action depends on a number of factors like your boatspeed, wind speed, waves and tactical considerations.



Normal mode Windward telltales lift at nearly a 45° angle much of the time, and you seldom see a 'luff' in the front of the jib. Steer in this mode when you want an optimal combination of speed and pointing to maximize VMG upwind.

Speed mode Both windward and leeward telltales stream aft and you never see the front of the jib 'luff'. Steer in this "footing" mode when you 1) are racing in light air, especially if you have waves; 2) need to accelerate; or 3) need to go fast for tactical or strategic reasons.



Point mode The windward telltales fly nearly straight up most of the time, and you often (or always) see a 'luff' in the front of the jib. Steer in this mode when you 1) are trying to maximize pointing in moderate wind and smooth water or for a short period; or 2) need to 'feather' or 'pinch' to depower when it's quite windy.

Put telltales here, about half way up the luff.

TELLTALE LOCATIONS

Jibs and genoas typically have three sets of telltales near the bottom, middle and top of the sail. These help the trimmers a lot, but the helmsperson can never see the top telltales and often has trouble seeing the middle telltales. As a result many drivers end up sailing by the bottom telltales. This would be OK if those telltales behaved the same as the ones at the top of the sail, but they seldom do. The solution is to steer by the telltales that are half way up the luff; these will give you the best average reading for the sail. In order to do that you may have to position yourself farther to windward, farther forward or higher up. If that doesn't work, put new telltales as high up as you can see. This small change could help you steer faster right away.

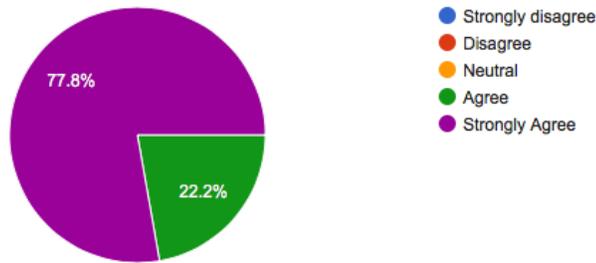
Once you get your boat tuned up and in the groove, it's possible to steer very fast by looking at nothing except the boat's angle of heel. The easiest way to judge this is by watching the angle between your headstay and the horizon. If you keep this angle constant, you will consistently sail a course that gives you the best VMG upwind. If you look at any boat that is well-sailed, you will notice that they maintain a very steady angle of heel, even when the wind velocity is up and down. This works for any kind of boat.

Speed & Smarts #103

Racer Survey Results

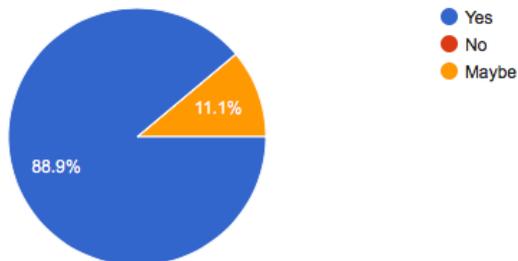
What is your opinion about this statement? Having written sailing instructions is important to insure fair racing at OOYC.

9 responses



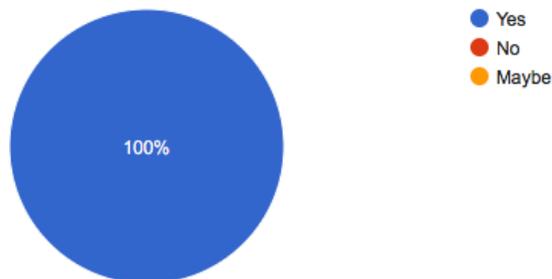
Race Committee - Are you prepared to sit out a race to be race committee, if individuals do not step forward to take on this responsibility?

9 responses



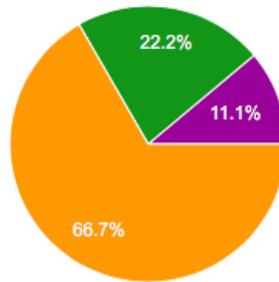
Racing Fee - Is it ok to have a small pre-season fee assessed for all racers to cover expenses?

9 responses



Thursday Schedule - Which do you agree with?

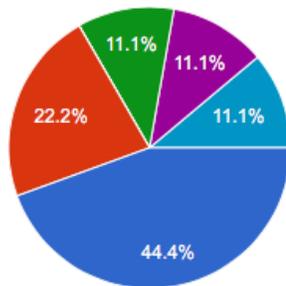
9 responses



- Less races than 2018 (less than 10 scheduled +1 make-up)
- Same schedule as 2018 (10 scheduled +1 make-up)
- Fleet captain's suggestion - Add 1 race (12 races - no make-ups with two series + overall)
- More than 12 races
- Make ups necessary to support attending regattas not at OOYC

Thursday Minimum Races to Qualify - Which statement do you agree with?

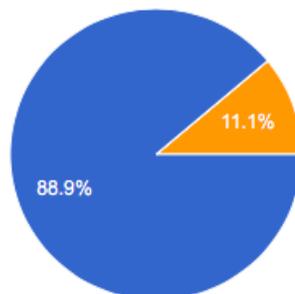
9 responses



- It is important for competitors to race a prescribed minimum number of races
- It is not important for competitors to race a prescribed minimum number of races
- I do not have a strong opinion about minimum races required to qualify.
- Not important if scoring is a points system so missing a race just does not matter
- I don't understand "qualify". Do you?
- minimum important but allow for attendance

Should race results be posted online?

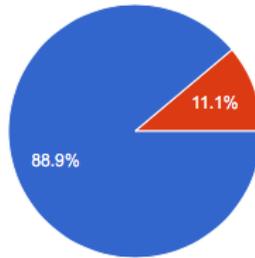
9 responses



- Yes
- No
- Maybe

Start Order - Which system do you prefer?

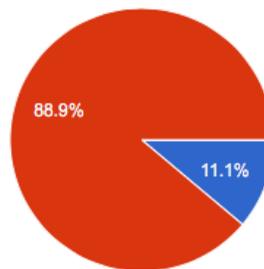
9 responses



- Like 2018 - Spinnaker first, then Genoa Only
- Genoa Only first, then Spinnaker
- Pre-2018 Method - One combined start

Start Sequence - Which do you prefer?

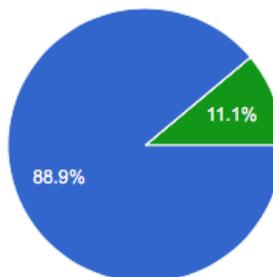
9 responses



- 2018 system - 10 - 5 - Spinnaker Start - Genoa Only Start
- Fleet Captain Recommendation: 5 - 4 - 1 - Spinnaker Start - 4 - 1 - Genoa Only Start
- Pre-2018 system 10 - 5 - Combined Start

Thursday Race Courses - Weather Mark: Which do you prefer?

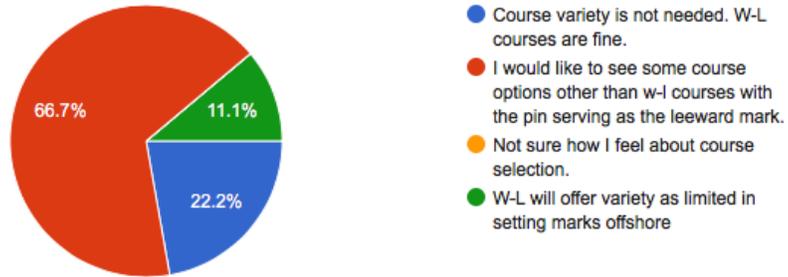
9 responses



- Like 2018 - Spinnaker and Genoa Only boats race to different weather marks (Spinnaker long, Genoa shorter)
- Spinnaker and Genoa Only boats race to the same weather mark
- No strong opinion.
- Depends on how the start is set up but no strong opinion

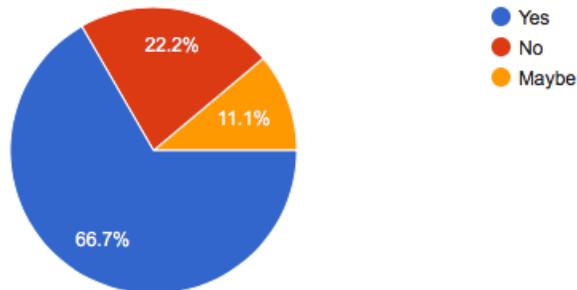
Thursday Race Courses - Course Variety: Choose which you most closely agree with:

9 responses



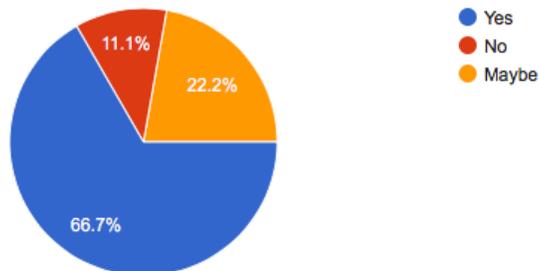
Protests - Would you be willing to serve on a protest committee, if needed?

9 responses



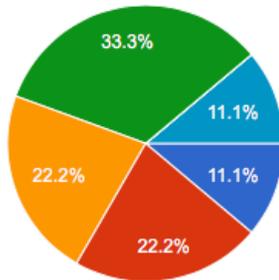
Protests - In 2019 I will have a protest flag and a rule book on board.

9 responses



Protests - Which statement best describes your philosophy when it comes to potential rule infractions?

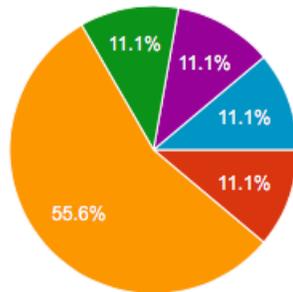
9 responses



- Applying the rules while racing is difficult. I avoid all potential disputes.
- I will hail my disapproval of another boat's actions, but won't protest unless...
- Conflict is best discussed after racing and can be used as a learning experience...
- I will protest another boat only when I feel I must.
- I want to race to the letter of the rules...
- I would only protest if I felt the infraction...

PHRF-LO Measurement Deadline - Which statement best describes how you feel?

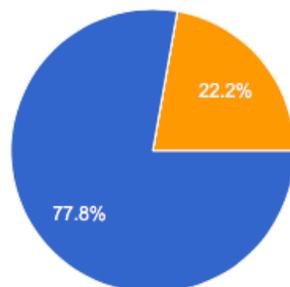
9 responses



- I am not sure how I feel about this.
- I do not believe that boats at OOYC should have to have PHRF-LO certification...
- I believe creating an absolute deadline will get boats measured.
- I do not believe a deadline with a penalty is necessary to get boats measured...
- I think every boat should be measured before they can be ranked in a race
- Deadline for series but allow additional...

Trophy Races - Ketchup Race: Are you planning on sailing in the 2019 Ketchup Race?

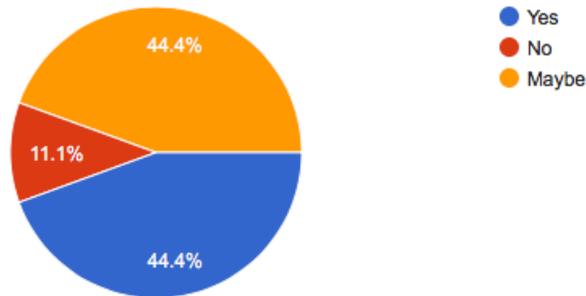
9 responses



- Yes
- No
- Maybe

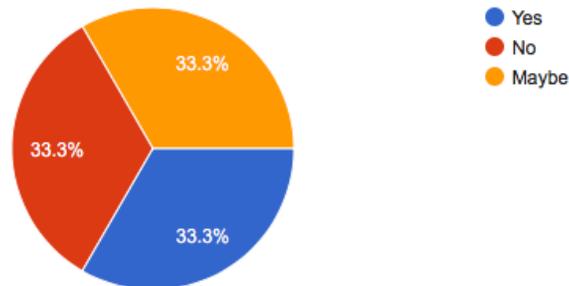
Trophy Races - Henri: Are you planning on sailing in the 2019 Henri Race?

9 responses



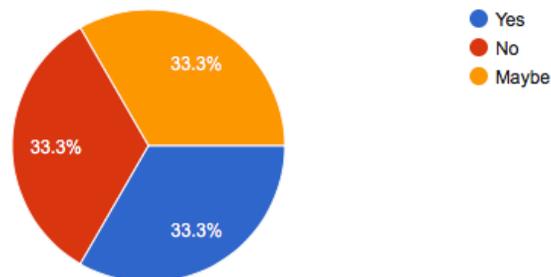
Trophy Races - Would you, a family member, or crew race in the Women's Regatta?

9 responses



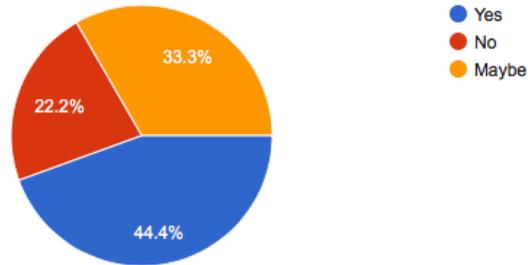
Trophy Races - If another dinghy style event were created, would you, a family member, or crew be likely to participate?

9 responses



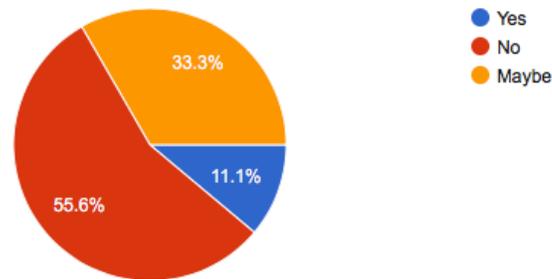
Trophy Races - Double-handed Regatta: If a double-handed regatta were run at OOYC, would your boat participate?

9 responses



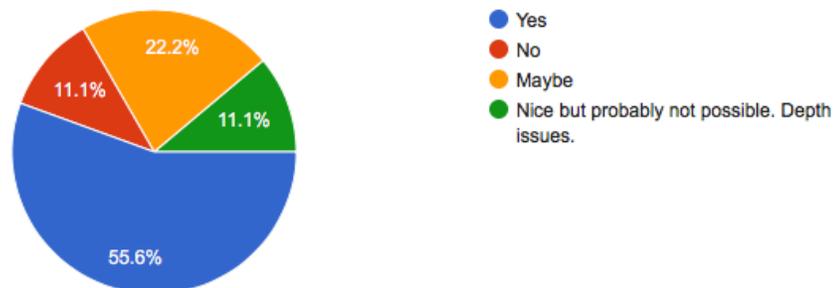
Trophy Races - Would you be interested in running/organizing an event at OOYC?

9 responses



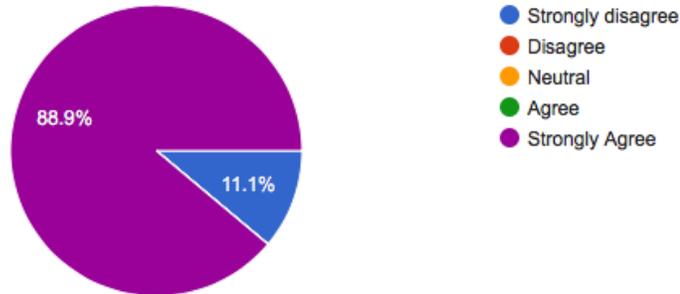
LYRA - Should OOYC host the LYRA Regatta in the future?

9 responses



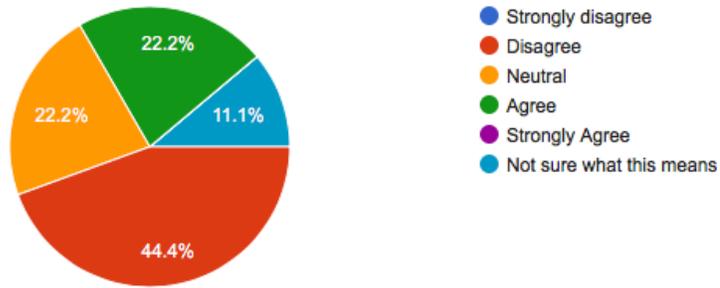
The racing program is an important part of OOYC.

9 responses



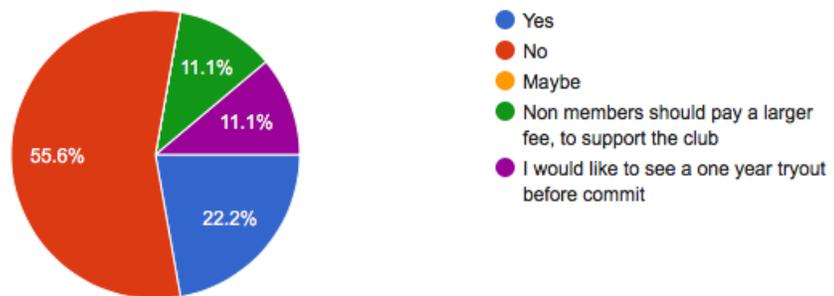
The non-racing members of the club believe that the racing program is an important part of OOYC.

9 responses



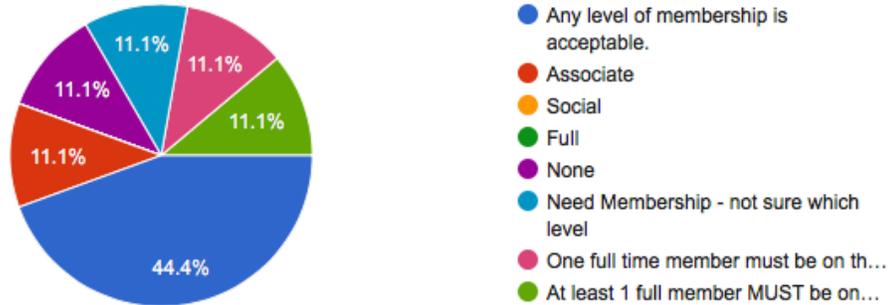
OOYC Membership - Should OOYC membership be required to race?

9 responses



OOYC Membership - What is the minimum level of membership at OOYC that should be required in order to race in club races?

9 responses



Racer Survey Results - Fleet Captain Observations

A quick summary... **Sailing Instructions?** Yep - in the works, using many clubs' existing SI's as a template and guide. They will be published for review in a future edition.

Race Committee - Those polled said they would be willing to sit out a race if they had to. Hopefully it won't have to happen. I greatly appreciate that Larry and Carol have signed on to do the first three races to help with the transition to others. After that their travel schedule will keep them away. We need to find race committee - let me know if you find someone who expresses interest.

Race Fee - Respondents to the poll



are ok with a fee assessed to help with fleet finances. My preference is to keep that number as low as possible. We don't want to create a bank for racers' money. We should develop just enough operating capital between the club budget and fees to function successfully with some room to spare. I would prefer to not sock away money with no goal in mind or imminent need on the horizon. We are currently in good shape with marks and rode. My company, Shoreline Sailboats, bought a number of large APS race marks, buckets, anchors, and rode for the M14 Summer Championship last season. We have donated those to the club.



Schedule - We will go with my suggestion of 12 total Thursday races. The six race series allows for boats to miss the first series and get scored in the second and vice versa. It also allows a boat that improves throughout the season to have their improved scores translate into a better finish position in the second series. The overall series will still be scored. Poll takers had a number of ideas about competitors getting in enough races to be scored. My initial idea was to allow boats that didn't race the minimum number of races to have throw-

outs to still be scored for the series. There are not enough takers on that - so I will scrap that idea.

Start order - My original thought was to switch the start order for the fleets. I like the idea of the (potentially) slower boats having a five minute head start so that both fleets finish around the same time and in the same breeze. Most respondents wanted to keep the order - spinnaker first, genoa second, so that's what we will do.

Courses - Racers' want to race to weather marks set up just like in 2018. There is some interest in course variety. Dropping a leeward mark downwind of the start/finish line would create one easy different course. We are limited in what we can do without a market boat.

Protests - Nobody wants them! We will need to tap individuals in advance who are willing to help in case of one.



PHRF-LO - We are making progress with this. I will be establishing a deadline for racers to get started on this.

LYRA - Answers were mixed on this. My personal take, with very limited knowledge of the prior conversations, is that OOYC is not quite ready to take on this event. We need to improve the overall quality of our program prior to running an event such as this. That is not a slight to what has been going on, but an admission that there are very few clubs on the lake that can successfully host LYRA. OOYC is getting there. If the club were to put a bid in, the LYRA board would fully understand the situation with water depth at the harbor entrance. If they are ok with it, we should be, too. If deep draft boats are kept away that is truly unfortunate. The smaller boats would have to make up for those missing numbers. The nature of LYRA is that because of the vastness of Lake Ontario you will have boats that can't or won't participate. I remember doing a LYRA regatta in Kingston many years ago. We had three boats racing from OOYC - which was fantastic, but the west end of the lake was grossly under-represented due to the location.

The Importance of Racing at OOYC - Racers think it's important, but they are not so sure that their fellow club members think so. That is unfortunate. I think at a club any activity is positive - it all adds to what a club should be about.

Membership - Mixed results on this category. Personally, I think that when the club allows individuals to race with no membership requirement they are missing out on an opportunity. Membership should have privileges. In my estimation racing is one of them. Ultimately, this is not for me to decide. When racing resumed at Oak Orchard it did so outside the jurisdiction of the club. The club has yet to fully reconcile that.

Let me know what you think...