



From the Bridge!!

Ahoy !

What a great day Saturday was, glorious weather, a nice steady 15 knot ESE wind and a big run out tide. The Tide led to very interesting racing with some yachts making good use of it and others being completely defeated by it!

The strongest outward flows are almost in a direct line from Middle Island to Corlette Head with it being extremely strong and most noticeable on the northern side of the island. It is also worth noticing that the island has a “blanketing” effect on the tidal flow for about 500 metres directly to the east.

After rounding the pile mark at the eastern end of the Island, if you head towards the northern shore and not tack until you feel the wind heading you slightly, then tack but not far enough to cross the eastern side of the island, then tack back onto Starboard and head to the northern side, you will receive the maximum possible tidal influence. I noticed particularly that yachts behind us that crossed the eastern side of the island and then headed towards Salamander Bay were very much disadvantaged when they tacked back towards the Wedding Cake marker. They completely missed out as they did not benefit from any tidal influence as they crossed the eastern side of the island.

Similarly, after rounding Wedding Cake mark and heading towards Salamander Bay, those who sailed towards Corlette Head in order to have a better angle for their spinnaker hoist were at a great disadvantage compared with those that sailed straight towards the Salamander mark. This was more apparent on the second last leg of the race when the wind shifted slightly to the north and the tide was at full strength. The official time of the change of tide was 12.28 at Soldiers Point and we were on that leg about two hours later.

Even though we had to head well below the Salamander Mark to keep our spinnakers full initially, we were kept pretty well on the rhumb line by the tide.

The wind always seems to veer to the north slightly as you come abreast of Wanda Head.

Similarly, we kept as close to Wanda Beach as we could on the way to the finish to avoid the outgoing tide further off the shore and had a great advantage over following yachts who sailed more to the east to aid spinnaker setting on the run to the finish. We had very little tide to stem whereas they copped the lot!

Don't forget the Sprint Series next weekend. With the new triangular course, it may be smart to not try and hoist your spinnaker if the leg is short or the wind very light and variable, you will often lose any gains you will make with the spinnaker if you shake the wind out of your sails hoisting and lowering it and with the loss of concentration on the part of the skipper as he sorts out the crew!

The Rules! One of the rules that you will strike next Saturday will be those applying at marks. The Port and Starboard applies but, if on the same tack, the overtaking boat keeps clear Rule (Rules 10 and 11) apply until you reach an imaginary circle which reaches two boat lengths (of the larger boat) from the mark. Once the first boat reaches this, it must allow any yacht with an inside overlap room to round the mark. Worth looking at the site that I mentioned last week to clarify this. That is: <http://finckh.net/>. Probably worth mentioning that the overlap must be established as the leading yacht enters the two boat length circle. A copy of the appropriate rule is at: <http://www.kbsc.org.au/site/yachting/kbsc/downloads/rules/Intro1-7.pdf>

Personal Buoyancy. The starter may display this flag on the mast prior to the start of a race. If it is flying, all skippers and crew must wear personal buoyancy as they cross the line or risk disqualification. Another side of this is that if you are going out the heads at some time, all crew and skippers must wear a pfd as you cross the bar. This applies throughout this state.



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Y Wear personal buoyancy.

My email is realway@nelsonbay.com

Happy Sailing.

John Way 0412493586, Jim Quinn 0412 886280, Peter Foster 49820477