

"THE HARBOUR LIGHT"

The Newsletter of
Herrington Harbour Sailing Association
Rose Haven on the Bay
Friendship, MD 20758



COMDR, Tom Willess
VCOMDR, Steve Garber
RCOMDR, Will Keyworth
SEC, Rusty Morrison
TREAS, Jim Hargreaves
CRU. COM. CHMN, George Sabo
SOC. CHMN, Josie Remmy

January 12, 1982

An executive committee meeting will be held Sunday afternoon, January 31, 1982, at approximately 3:00 for purposes of planning the 1982 calendar. Among the items to be considered will be racing events and series, association cruises, social activities, and instructional and educational programs. This meeting is open to all members. (What a great time to get together - share thoughts and ideas with one another - and by golly maybe have dinner ^{*/}.)

On the same date and immediately preceding the executive committee meeting will be separate meetings of the (1) Race Committee, (2) Cruise Committee, and (3) Social Committee. The Race Committee meeting will start at approximately 1:00 p.m.; the Cruise Committee will start at approximately 1:40 p.m.; and the Social Committee meeting will start at approximately 2:20 p.m.

Persons interested in these committee meetings and providing your thoughts, advice, criticism (there is no such thing as bad criticism) or merely listening are encouraged to attend.

The executive committee meeting (3:00 p.m.) as well as the standing committee meetings (respectively 1:00, 1:40, and 2:20) will be held at Herrington Harbour Restaurant.

Prior to the date of these meetings, should anyone wish to discuss the activities of these various committees (or other matters of HHSA) and provide input into the plans to be included in the 1982 season; please call the following persons. (In this regard, if you are unable to attend the January 31 meetings, but have suggestions, please do not hesitate to call.)

^{*/} During the month of January, 1982, Ernie is offering all dinner entrees at a 25 percent discount. (The 10% discount to slip holders still covers bar and lunch.)

- (1) Race: Steve Garber
Home: 855-5647
Work: (301) 428-4361

- (2) Educational/
Instructional: Will Keyworth
Home: (301) 741-5190
Work: (301) 867-2171

- (3) Cruise: George Sabo
Work: (202) 254-6060

- (4) Social: Josie Remmy
Home: (703) 425-7895
Work: (703) 751-2200

- (5) Membership: Rusty Morrison
Home: (202) 544-0757
Work: (301) 952-3652

- (6) Finance: Jim Hargreaves
Home: (301) 384-5607
Work: (202) 457-4327

MID-WINTER BOAT CHECK PARTY
Sunday, February 28, 1982
4-7 p.m.

Wonder if your boat is still afloat among the ice floes at Herrington Harbour? To relieve the mind and maybe dream about a summer cruise, most of us make a mid-winter trip or two to the old barge to make sure the gunwales are still above water and the boat is sleeping peacefully.

Why not make that trip on Sunday, February 28, and stop in for a MWBC Party at Dolly & Bill Gringras' home overlooking the Marina. Dolly & Bill (HELLO DOLLY) will have spirits and snacks from 4-7 p.m. for anyone who needs a warmup after pumping ice water out of the bilges. You can see the house from the Marina - it's the new brown house with the deck on the hill at Chesapeake Overlook.

For the navigators, turn off Route 261 at Kim Lane then right on Konrad Court. If you're coming, give the Gingras' a call at 855-5568 (Washington line) by Sunday morning latest - so they can alert the police for possible mob control duty.

If the weather is really bad, make it the next Sunday, March 7. If in doubt, call for the final word - just don't ask them to pump your bilge.

"SAIL DRAFT & HOW TO CONTROL IT WHILE SAILING UP WIND"

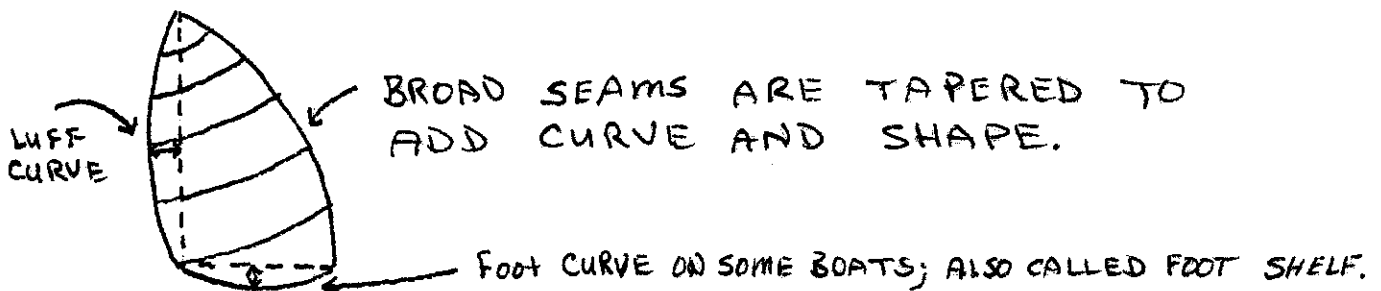
By: Will Keyworth

In the last article we discussed sail draft very briefly. We described sail draft as the "belly" or "fullness" of a sail.

All sails are built with a specific amount of draft. This amount of draft will be determined by one or more of three factors; (1) the sailmakers personal philosophies, (2) the type of boat the sail is built for (a flexible rig or stiff rig) (3) the type of sail (light air, heavy air, etc.)

There are several factors which can govern how you can control draft in a sail. These factors will be called "sail controls" and should be monitored and changed to achieve the desired shape of the sails.

The sailmaker puts draft into the sail by putting curve in the luff and tapering the broadseams of the sail (See diag. 1.1.)



When you put this curved luff on a straight object such as a forestay or a mast, the sail has a built-in "belly" or "fullness". You can observe this when you lay your sails out on the grass or floor and then stretch it from head to tack, you will see the draft in the sail.

Also, the seams in most sails are tapered to give added shape to the panels of the sail. The combination of luff curve and broad seam taper give the sail maker the first step in draft control. The remaining sail controls are up to the sailor to adjust and control.

How and When Do You Control Draft While Sailing Up Wind?

As mentioned in our last article, the basic principle of draft is to create a foil. This foil gives your sails power. The deeper the foil the greater the power. This can be observed as a jet takes off or lands. In order for the plane to stay in the air at the slower speeds, the pilot lowers the flaps, creating more foil in the wing - greater lifting power. As the plane speeds up the amount of flaps can be reduced - decreasing the foil, but the lift will remain basically the same because of the increased speed of the air flow over the foil.

The sails on our boats act very similar to this airplane wing. In light air, we need more draft to maintain power, as the wind blows harder, we need less draft to develop the power needed to move the boat forward.

First, lets discuss the main sail and how to control its draft. There are three controls on the main which we can use to our advantage. They are

(1) the down haul, cunningham or main halyard (all these act in the same manner - to tighten the tension of the sail head to tack), (2) the outhaul, and (3) on boats where possible, mast bend.

As the wind begins to blow harder the draft in a sail will begin to drift aft towards the leach. You want the draft to be in the forward - middle of the sail about 40 percent aft the mast. In order to bring the draft back forward you must increase the halyard, cunningham or downhaul tension. This stretches the sail along the mast and moves the draft forward.

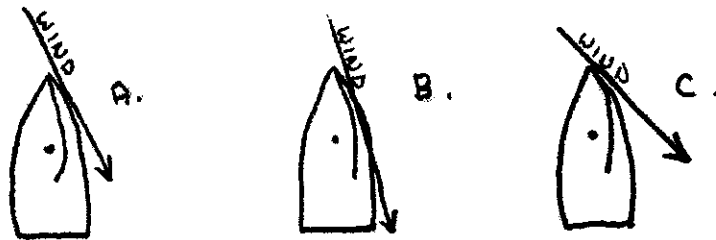
You may have started out sailing one day when the wind was very light, you pull up your sails and they look fine. Later as the wind picks up, you notice scallops on the luff of the jib between each hank and rinkles in the main leading from the mast diagonally down to the boom. This is a result of the sail changing shape as the wind blows and the draft moving aft.

The outhaul can be pulled out harder as the wind blows harder to flatten out the sail. This stretches the sail along the boom and decreases the amount of foil or draft in the sail.

On fractionally rigged boats or boats with flexible masts you can adjust the backstay tension to bend the mast which pulls the luff of the sail forward again flattening the sail. On mast head rigs tightening the back stay only pulls the head stay tighter, this effects the draft in the jib but not in the main.

This brings us to the jib or genoa. Draft controls for the genoa are (1) headstay and (2) halyard tension.

As the wind blows harder, you will get more headstay sag, this creates more luff curve in the jib creating more draft; therefore you must tighten the backstay on a masthead rig and the running backstays on a fractionally rigged boat to tighten the head stay up. Also the draft moving aft can be brought back to the forward 40 percent by increasing the halyard tension. Be careful not to put too much halyard tension in the jib, as this will affect the sails angle of entry to the wind decreasing your boats pointing ability. See Diag. 1.2.



In Fig. A, there is not enough head stay tension, the draft is well aft. The forward 40 percent of the sail is too flat.

In Fig. B, the draft is in the forward 40 percent, the angle of entry appears to be good.

In Fig. C, the draft is well forward, but the leading edge of the jib is cupped too much affecting pointing ability by several degrees.

There are also times when conditions of the sea will factor into how much draft you want in the sail. A general rule of thumb is in flat water for a given wind you can sail with less draft in the sail. The reason being that draft creates power, and the power you need to push your boat through

flat water is less than the power you need in a rough sea.

Sometimes as the wind picks up we get an abnormally rough sea. In these conditions, it is sometimes better to not flatten the sail to extremes, but to leave draft in the sails to give you extra power to punch through the waves.

In conclusion, we should state that sail draft should be maintained and changed with any change in wind and/or sea conditions. If you take time to put these controls on your boat in a fashion which makes them easy to work, you will be much more likely to use them. This will result in better boat speed and greater sailing enjoyment.

Next: "LEAD PLACEMENT FOR JIBS AND GENOAS"

In addition to the matters previously discussed regarding the January 31, 1982, meetings, anyone desiring to assist in publishing "The Harbour Light" please contact Tom Willess at home (703) 370-0682 or at work (202) 783-8131.

It should also be mentioned that various additional committees (and sub committees) will be formed for this next season i.e. (1) Rules Committee (2) Constitution & By Laws Committee, (3) Membership Committee, and (4) Election Committee (possibly others). Persons interested in these particular areas can call any of the members listed above - or discuss the matter on January 31, 1982.

Thank you,

HERRINGTON HARBOUR SAILING ASSOCIATION

P.S.: Please remember to submit membership dues during January. (If you wish, bring it to the meeting on January 31.)