
N.M.Y.C. NEWS

2020 Racing Season is Underway



We have completed Races 1 & 2 of the six scheduled races for each of our seven fleets. DF65's race on Monday, SeaWinds on Tuesday, Solings with red and white fleets on Wednesday, EC-12's on Thursday and DF-95's with red and white fleets on Friday. If you haven't already, please re-read the *Notice of Race and Sailing Instructions: Winter Series 2020*. This was updated by **Jack Knoblauch** in December and contains the guidelines we observe when racing. If you have volunteered to be a Race Director or Assistant Race Director be sure to review *Guidelines for Race Directors*. Both documents are available on the club web site.

DF95's search out every puff of wind on a recent calm morning at North Collier Regional Park. We have enjoyed 15+ knot winds in many Race 1 classes.

Webmaster Position Opening Up for NMYC member

One of our club's added values is the web page we maintain. We have background information from the earliest days of our club, fleet captains and their boats, Club officer members, a classified listing with pictures and many other items of interest. You can join the club, submit information about you and your boats and pay dues all on the web site. Visit it now at www.naplesmyc.org.

We are looking for a club member who would like the challenge of maintaining our web site. We use WIX, a leading easy to use program that builds the web site using information you key in. The current editor, Larry Brannan will coach you to make updates to the web site, add new items such as boats for sale and weekly results during our counted race season. You can add your own ideas for future site development.

You do not have to be a full-time Florida resident to be our webmaster. We move pictures around between members, interview new members to introduce them to the club and publish race results for each of the seven classes we race. You will interact with fleet captains and club officers via phone and email. We also subscribe to WIX technical support to call upon when we need technical help.

I use an APPLE iMac and the WIX program to build each page. Since WIX is web-based, you can create new pages, update existing pages and re-arrange information on the system. When I am satisfied with the update I can preview it on WIX, then publish it.

This is a volunteer position with lots of opportunity to increase your knowledge of building and maintaining a web site. PC or Mac is ok.

Contact Larry Brannan for more information: lbrannan1@mac.com

Now is the time to help your sailing club maintain our web site!



“Guide us, oh Webmaster.”

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Headstay & Jib Halyard...Setting Them Correctly

Using the jib halyard as a head stay is a big no-no.

The head stay is the solid wire which runs from the front of the jib boom, up through the pocket in the luff of the jib, to the head of the mast. The head stay and the back stay help keep the mast up. The jib halyard is the line which keeps the jib up and controls the tension in the jib luff: taught in high wind, less so in light wind.

All the boats we sail at NMYC have a head stay and a jib halyard each with an adjustable bowsie near the head of the mast, except for the DF 95. On the DF 95, the head stay and the head of the jib are attached together to one line with a bowsie, which itself is attached to the head of the mast. When you move this one bowsie, you are tightening or loosening BOTH the head stay and the jib luff. On the DF 95, tension on the jib luff is controlled with a downhaul which runs from the jib tack grommet (at the forward corner of the jib) to the tip of the jib boom and along the front half of the jib boom. The bowsie in the downhaul line along the jib boom adjusts the tension in the jib luff.

At a minimum, when you stow a boat, release the tension of the back stay and of the jib. When tuning up, tension the back stay and the head stay before adjusting the jib luff tension with the jib halyard (or the jib downhaul for the DF 95).

In essence, remember that the jib rides on the head stay, and the tension on the head stay should always be more than the tension on the jib luff.

These recommendations are really important for boats with cloth sails, such as the Soling and the Seawind, because keeping a tight jib luff when the boat is stored will eventually misshape the whole jib. The plastic sails of the Dragons 95 and 65 are less susceptible to being misshapen.

Submitted by: Denis Blaze, Sailing Coach