



## NEWSLETTER

### CAVALCADE SPRING 2016

Greetings Fellow Cavaliers

I am writing this newsletter a few days after Race Number 8 in our 2016/2017 season which marks the half way point of the competition. Our season began on 10 September 2016 and Race Number 8 was conducted on 10 December 2016. I know that it is supposed to be Spring point score, but, it is quite amazing to think that we have only sailed on Course A, the north easterly course, on one occasion. All of the other races to date have been conducted in either southerly, sou westerly, westerly or sou easterly breezes. The racing fleet for this season consists of seven boats and although the racing numbers of the last few years have slowly contracted, you can have a terrific yacht race between 7 boats. I can readily remember years during the late 90's early 2000's when we would regularly get 10 or 12 starters which were excellent numbers, but I can quite honestly say that I am enjoying the racing just as much now with the smaller fleet as I did then.

For this reason it is great to see U2 back with us following upon Brian McConnaghy's sale of the boat last year to Andrew McPherson. As members will no doubt be aware, we sadly lost Christina III from the racing fleet, however, it is great to see Andrew Christian and some of his crew sailing on board U2 with Andrew McPherson. They are doing very nicely thank you.

Thanks to John MacLeod we now have the RaceQs App which provides an excellent replay of the race on your computer screen. The big challenge is to remember to turn your mobile phone on to the RaceQs App prior to the start – it is very easy to get distracted and be thinking about other things, setting up for the start, so the tip is to turn it on in plenty of time before the action starts to hot up.

We have had some excellent racing in the 7 races completed so far, Race Number 6 being cancelled due to high winds.

At the half way point in our season, the following picture emerges with regard to our respective competitions, the scratch and the handicap point scores.

In the scratch department, we have Quattro, Centaurus and Blind Justice occupying the podium and in the PHS department we have Quattro, Blind Justice and U2 on the dias.

Congratulations to David Brown and his crew on Quattro in hogging the stage at the interval. I strongly suspect that the front runners in the pack will be snapping at their transom as the second part of the season unfolds.

Glory is fleeting, but enjoy the moment!

Racing resumes on 14 January 2017 and concludes on 1 April 2017. As with previous years, I strongly suspect that the PHS title will once again probably come down to the last race. Very exciting stuff, but not good for the central nervous system!

And now to a few points of general interest.

#### Rigging and Mast Head Issues

In Race No. 4 we lost a halyard that parted shortly after rounding the east channel mark. Whilst we quickly dropped the headsail and re-hoisted on the other halyard we were in a very close race and the minute or two that it took to rectify the problem, cost us several places. The halyard was high quality dyneema, however, as it was probably 8 or 10 years old, it obviously became weakened a few feet above where the clip connects with the head of the sail. I check our halyards periodically along with a rigger, however, I am inclined to think that if the halyards are "old" they should at least be "end for ended" or replaced. Nothing lasts forever.

On the same subject, it is timely also to remember to have a rigger look at the top of your mast as the sheaves can also become worn over time. I know full well that it is easy to forget about the top of a mast sitting up there lonely as a cloud, however, it is important to be comfortable with the health of the mast head area.

On a related subject I recently had an enquiry concerning Rig Tension.

I have kept some data from talking to sail makers/riggers over the years and it does seem that the question of the appropriate rig tension on a Loos Gauge, is a matter of who you speak to you. The recommended tension seemed to vary for anywhere between 23 to 30 for the uppers and 15 to 20 for the lowers. On Blind Justice we run with the uppers at 29 and the lowers on 18. That seems to work quite well. The leeward lowers are not too loose when you are on the wind and the mast seems to be fairly straight without the top section falling away, or being hooked out to windward.

So we come to yet another Christmas, hard to believe that 21 years have come and gone since I started sailing with the Cav Division. We have had some truly great times in that little

group over the years and we enjoy wonderful camaraderie. I am moved to quote Shakespeare "we few, we happy few, we band of brothers".

On that note I will bid you all adieu and on behalf of the Cavalier 28 Committee I extend to all members seasons greetings and hope for a happy and successful 2017.

Stephen O'Halloran,  
Secretary  
Cav 28 Association