

Sailability Scotland SCIO Tack-Tick June 2018

* * * **STOP PRESS!** * * *

✓ **We have only gone and done it!** We have been working with Monklads SC to establish a sailing centre for Sailability Scotland SCIO at Hillend Reservoir near Caldercruix, Airdrie. We have use of the clubhouse, boat storage, slip and water. Your invitation to come for a sail will be made very soon but in the meantime you can read more about the [location here](#).

✓ The second regatta hosted by Loch Venachar SC and supported by Mr Boyd Tunnock MBE was another great success. The weather finally warmed up but the wind didn't show up at first. The racing was close at times and at the end of day one, three sailors were on level points. However, the overall winner was Jessica Campbell from Southwest Scotland Sailability. Read the [Yachts & Yachting report](#).

✓ The next regatta, **T3**, is being hosted by **Solway Yacht Club** at Kippford on the weekend 16/17 June. Many of you will know this is a beautiful coastline to sail on and let's hope the wind is not as strong as last year. Please drop me a line at info@sailabilityscotland.org.uk if you intend to be racing. Having an idea on how many people might be there will really help with budgeting.



If you are a member of Sailability Scotland SCIO or SYC then we will reimburse your entry fee courtesy of Mr Boyd Tunnock MBE.

✓ If you need a boat to race in any travellers or weekend events through the year, there is a possibility to 'hire' one for the weekend at a cost of £10 plus transport. We have limited stock and availability is on a first come first served basis.

[Request a boat](#)

✓ Remember we have boats you can lease for a year. It will be your dedicated boat, you can adjust it to suit your needs and sail it where you like such as a local sailing club. If you are a club or group we recommend you lease two boats as it



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helps for training and racing. Please [contact us](#) if you are interested and would like more details.

✓ After the T3 at Solway YC we are heading back north to **Loch Earn SC** who will be hosting our **T4**. There is camping available at LESC but you will need to let Dik know in advance if you intend to compete and/or camp. More details on our [website](#).

✓ Are you new to sailing or just new to Challengers? If you would like some clarification on something, maybe about the boat or maybe about racing, then drop [Dik a line](#). Because starting from this month we have **Craig's Column**. It will be a short bit of information trying to help unpick what things are. I have asked Craig



about Gybe Lines - what are they and how do they help? You can read Craig's article below.

✓ Sorry to drone about needing a secretary. We are only a small charity and the trustee's all support each other. Please give it some thought and come aboard. The small committee is driving the charity forwards and this year promises to be an exciting one. Communication is usually by

email and we have quarterly meetings. So if you have a few hours a week spare, please contact Dik.

✓ Okay, so you don't want to be secretary. This is fair warning that the current committee can only stand for another 18 months. So please consider joining the committee in preparation for taking over the reins.

✓ Did you know that the Gwennili Sailing Trust is dedicated to making offshore sailing fun and accessible to all, no matter how disabled, physically, mentally or visually. For more information check out their [website](#).

✓ If you would like to contact [Sailability Scotland SCIO](#) you can send an email to the chairman (Dik) info@sailabilityscotland.org.uk



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Craig's Column - Gybe Lines

What's the purpose of Gybe Lines?

Let's take the analogy of your car. The Mainsheet is the accelerator - sheet in; get power on and go! The Kicking Strap, Foot Outhaul and Cunningham are your gears! Adjust them to power up or power down dependent on conditions. **Gybe Lines are your brakes! Yes, that's right - your brakes!!!!**

Usually in a yacht or dinghy, you will have a crew or be able yourself to move forward in the boat. To take way off, you let the mainsail (and jib) all the way out; you then get the crew to "back" and hold the mainsail to get the wind on the forward side of the mainsail - result the boat comes to a stop.

In a Challenger you don't have this option - you can't move forward or reach the boom. **Gybe lines** become your virtual crew!

What are Gybe Lines?

Gybe Lines are attached to the front end of the Kicking Spar/Boom and led back to the Cockpit so that they are readily to hand. When you want to use one, you just let go the Mainsheet and pull on the windward **Gybe Line**. This has the effect of pulling your Mainsail directly into the wind or if you pull further, back winding the Mainsail.

They normally consist of a single piece of line (8 metres of 4mm 8plat is recommended) tied to either side of the shackle on the upper side of the Kicker Spar/Boom and led back into the cockpit and behind the helmsman. To enable more precise control, it is preferable to lead the line through fixed eyes located on both sides outboard as far as possible in front of the helm. A lead with a stainless steel lining, such as the Holt 4282 fairlead, mounted underneath the Control Wings on both sides is ideal.

If your Challenger isn't fitted with Control Wings, then a fairlead mounted on the cockpit side top edge or a stainless ring (10-12 mm in diam.) attached by a short length of rope to the main crossbeam just outboard of the hull is a reasonable alternative.

You can just leave the line to run free behind the helm's seat, however I prefer to run mine through a small block, such as a Holt 4280, attached by a length of 4mm shockcord to the mainsheet block attachment point on the aft deck. Bear in mind that the **Gybe Line** is at its tightest when the boom is centred, so the shockcord should be under greatest tension at this point.



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WARNING!!!! Do **NOT** attempt to use any sort of cam or locking cleat on your **Gybe Lines**. The forces generated when the boom gybes, inadvertently or not, are sufficient to snap the line or pull the fitting out of the boat if cleated in any way.

Just remember that the **Gybe Lines** need to be **OUTSIDE** all the other control lines. When rigging your boat onshore, it is easy to tie your downhaul outside the **Gybe Line** when the sail is flogging and the boom moving!

The cost of attaching a set of **Gybe Lines** should be no more than 20 pounds and, in my opinion, is well worth the extra control it brings you.

When to use Gybe Lines?

As I have already suggested, your **Gybe Lines** are akin to brakes. They are very useful for taking way off as you come alongside a pontoon or coming ashore with a wind behind you. Just remember to depower early enough - you can always power up again if you are going to slow. Too much speed can result in damage to you, your boat, the jetty or someone trying to catch you!

In light winds, when bearing away onto a downwind leg, you should use the **Gybe Line** to pull the Boom forward.

Gybe Lines have one other very valuable use while racing, particularly when you are preparing for the start. With judicious use of the **Gybe Lines** and your mainsheet you can almost come to a complete stop just behind the pole position on the Starting Line. Next time Graham Hall joins us here in Scotland, have a good close look at how he can park "Daisy" on the line with consummate ease! He is definitely the Master of this manoeuvre.

If you want to emulate Graham, you need to get a lot of practice. I suggest that, while on your own with no other boats to bother you, you experiment with coming up alongside or bow to a mark and play with the **Gybe Lines**, mainsheet and rudder, until you get a feel of how your Challenger reacts.

Believe me, it's not easy, and the technique won't be mastered overnight, however practice pays off and you will get a great deal of satisfaction from mastering it! Good sailing, and stopping, with your new **Gybe Lines!!!**



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You can see the blue gybe lines on Graig's boat and where they run:



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