PENGUIN PATTER

FALL 1991

NEWSLETTER OF THE INTERNATIONAL PENGUIN CLASS DINGHY ASSOCIATION

BRAZILIAN AND INTERNATIONAL PENGUIN CHAMPIONSHIP

July 12 until 21, 1991 – Rio de Janeiro, Brazil

by Thomas Burger, helmsman

[Laerte Sobolewski de Jesus, crew]

Foi o campeonato mais bem organizado de todos os tempos.

It was the best organized event of all times.

All the competitors were totally occupied with the racing, but the effort and work done to support the event certainly did not pass unnoticed. The security, comfort and publicity of the event were perfect, from the *opening ceremony* to the awards banquet and cocktail party.

Through the television, the general sailing public was informed about the class' activities. Rio de Janeiro Yacht Club provided an excellent facility.

We received information about the tides and winds in the race program, but we talked to local sailors for further information.

On the first race we used all the centerboard area on the reaches and 3/4 board on the run, being helped by the tide coming in (high tide). At the end of some races when the finishing line was placed close to the island, it was vital to choose the last tack to sail headed against the current.

The breeze was always light in the mornings, but it would slowly get stronger until the end of the afternoons. The predominant wind was the easterly, light to moderate, and the south-west strong when the cold fronts were coming.

The Guanabara Bay's bottom consists of two channels. The one closest to Sugar Loaf Mountain is five meters [approximately 15 feet] deep, and the one closest to Niteroi is 30 meters [approximately 90 feet). Therefore if the tide is coming in and the wind is east, the best thing to do on the reach is to go up a little, because it gets deeper and the current gets stronger, and, with the sail more in we can still surf a few waves. These factors allowed us to have better speed than the other boats that were to leeward.

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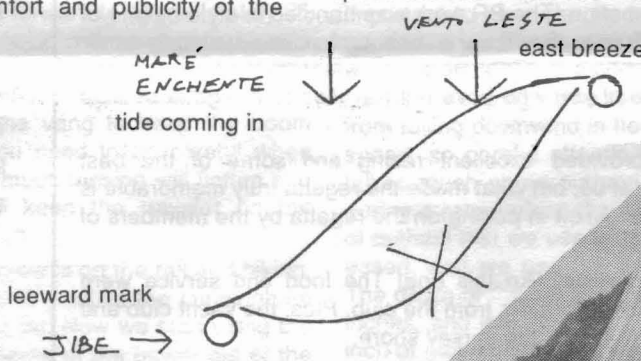

Tough North American competition takes a porch break at Seaside Park [story by Treasurer Larry Cole & editorial perspective from Frank Flaherty on page 7]. The International IPCDA Championship in Rio de Janeiro was held in the shadow of Sugar Loaf Mountain, where the contest rose to new heights with sponsorship and television coverage [see Tiller Talk, page 2, for President David Stix' highlights; page 4 for Larry Cole's recap; results are posted on page 6].

1991 INTERNATIONAL PENGUIN CHAMPIONSHIP

Campeonato Internacional da classe Pinguim													
Colocacoes e pontuacoes nas regatas													
21.07.91			Regata		Regata		Regata		Regata		Regata		
			Colocacao	Pontos	Colocacao	Pontos	Colocacao	Pontos	Colocacao	Pontos	Colocacao	Pontos	Total
Timoneiro	Proeiro	Pais/Estado	1		2		4		5		6		Reg
Thomas Burger	Laerte Sobolewski de Jesus	Rio Grande do Sul	2.00	37.30	2.00	37.30	2.00	37.30	1.00	38.70	2.00	37.30	187.90
Gabriel Tavares	Fernando Maduretra	Rio de Janeiro	7.00	32.00	3.00	36.50	7.00	32.00	6.00	33.00	4.00	35.00	168.10
Daniel John Pontes	Felipe Mandenbach	Rio de Janeiro	1.00	38.70	1.00	38.70	dsq	6.80	4.00	35.00	3.00	36.10	155.30
Bruno B. Vivacqua	Bruno Bethlem	Rio de Janeiro	18.00	21.00	6.00	33.00	3.00	36.10	13.00	26.00	13.00	26.00	142.10
Ricardo Dantas	Rolf Preben Schmidt	Rio de Janeiro	4.00	35.00	5.00	34.00	9.00	30.00	17.00	22.00	19.00	20.00	141.00
Mauricio santa Cruz	Marcello Guimaraes Couto	Rio de Janeiro	6.00	33.00	dnd	0.00	4.00	35.00	2.00	37.30	7.00	32.00	137.30
Maxim Wengert	Eduardo H. Parente Liquori	Rio de Janeiro	8.00	31.00	12.00	27.00	dsq	30.95	22.00	17.00	8.00	31.00	136.95
Jorge Fernando Oliveira Felix		Rio de Janeiro	22.00	17.00	16.00	23.00	14.00	25.00	7.00	32.00	1.00	38.70	135.70
Fabricio Canali	Mauricio Cosentino	Santa Catarina	5.00	34.00	9.00	30.00	6.00	33.00	20.00	19.00	22.00	17.00	133.00
Larry Cole	Rafael	U.S.A.	14.00	25.00	11.00	28.00	17.00	22.00	14.00	25.00	6.00	33.00	133.00

BURGER RECAP

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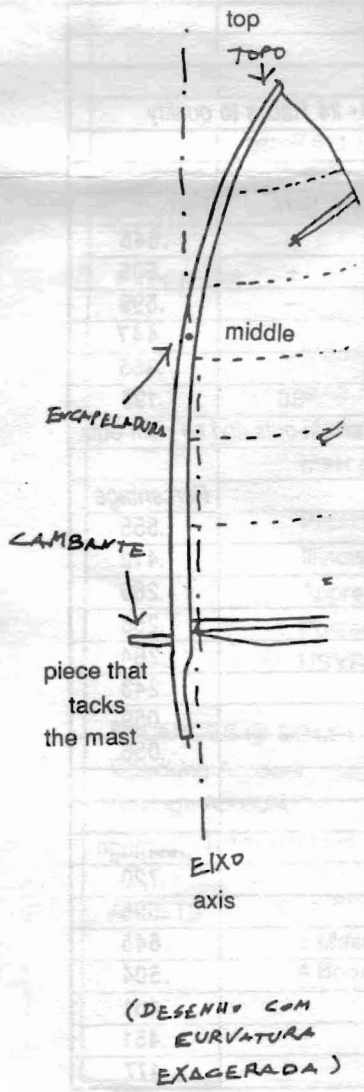
The waves could also be used when sailing upwind, when going down a wave we headed the boat to windward forcing it to gain height. We used this system to keep our advantage over another boat.

The sail that we used was flat, ideal for flat sea without rough waves. On some races we had a rough sea which required some crew work. Normally, when sailing upwind we used the outhaul tight, loosening it a little on the reaches and a little more on the run. To keep our mast from bending forward and sideways, which would make our sail even more flat, we wedged pieces of wood at the base of the mast.



Our mast was built in a peculiar way: it is straight from the base until the middle, and from there to the top, it bends back, making it look like an arc (exaggerated drawing, left).

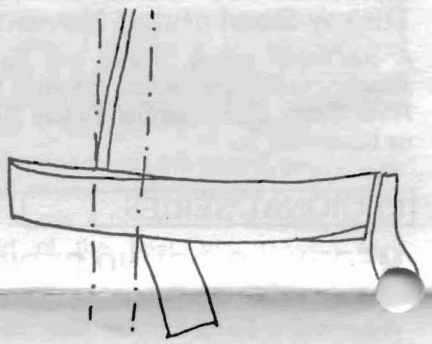
When we are sailing upwind with the mast tacked, the bottom part between the middle and the boom bends forward, and the upper part bends to leeward. In light breezes this effect is minimal and the sail is fully used (100%).

In strong winds, with this effect, the "excess" wind escapes from the top part of the sail (less sailing area) reducing the momentum created on the boat (less necessity for hiking), making it possible to keep the boat flat without giving up any centerboard area.

The fact that we have our stays loose, helps this effect, and also, lets the mast lean forward on the run and reaches (but not so loose that the mast might break).

Our crew weight and weight distribution were optimum: crew (57 kg.) and helmsman (69 kg) adding up to 126 kg against 125 kg minimum. The boat weighed 68.6 kg. against the minimum of 63.5 kg.

The trimming of our mast and centerboard was good since the rudder required only a very light touch. To get this result we had to sail without the rudder in a light breeze, trimming mast and centerboard until we were able to sail in a straight line going upwind. The drawing shows the results achieved by this mast-centerboard adjustment, creating a fast, surfing boat (due to the loose stays).



A lot of sailors check their mast adjustment when sailing, but very few check the adjustment of the centerboard. The centerboard can only be used straight down if we have a current helping us, and if, for example, we need more surface area under the water. When we use the centerboard a little pulled in we also reduce turbulence in the centerboard box, since there is less empty space in it.

How frequently we used the vang depended on the wind's oscillations. On most of the races the wind was very 'puffy', therefore the vang was intensely used. On the reach we were working with the vang anticipating the puff (sheet in) and anticipating its end (ease sheet). We were very careful not to exaggerate the trimming.

When going upwind we never used the vang because it keeps the mast from tacking. To shape the sail we used the sheet and the traveller. Before a puff we sheet in and position the traveller a little to leeward of the middle of the boat.

The real team work can be best performed when tasks are clearly divided between helmsman and crew. The helmsman, myself, would only worry about making the boat sail as fast as possible, and as much to windward as possible (when sailing upwind); and my crew would inform me about the other boats and any other happenings on the race course.

It is always interesting to hear a third person's opinion while sailing or at the club – to comment on our mistakes and to give moral support at difficult moments of a championship adds much to our competitiveness.

We also sailed the fiberglass Penguin Innovator, and we fo[illegible] it to be more rigid than the wooden Penguin, more precise wh[illegible] maneuvering and more comfortable to sail. We are sure that this boat is an important step towards further developing the Penguin Class.