



**SLOOP
TAVERN
YACHT
CLUB**

Anchorline

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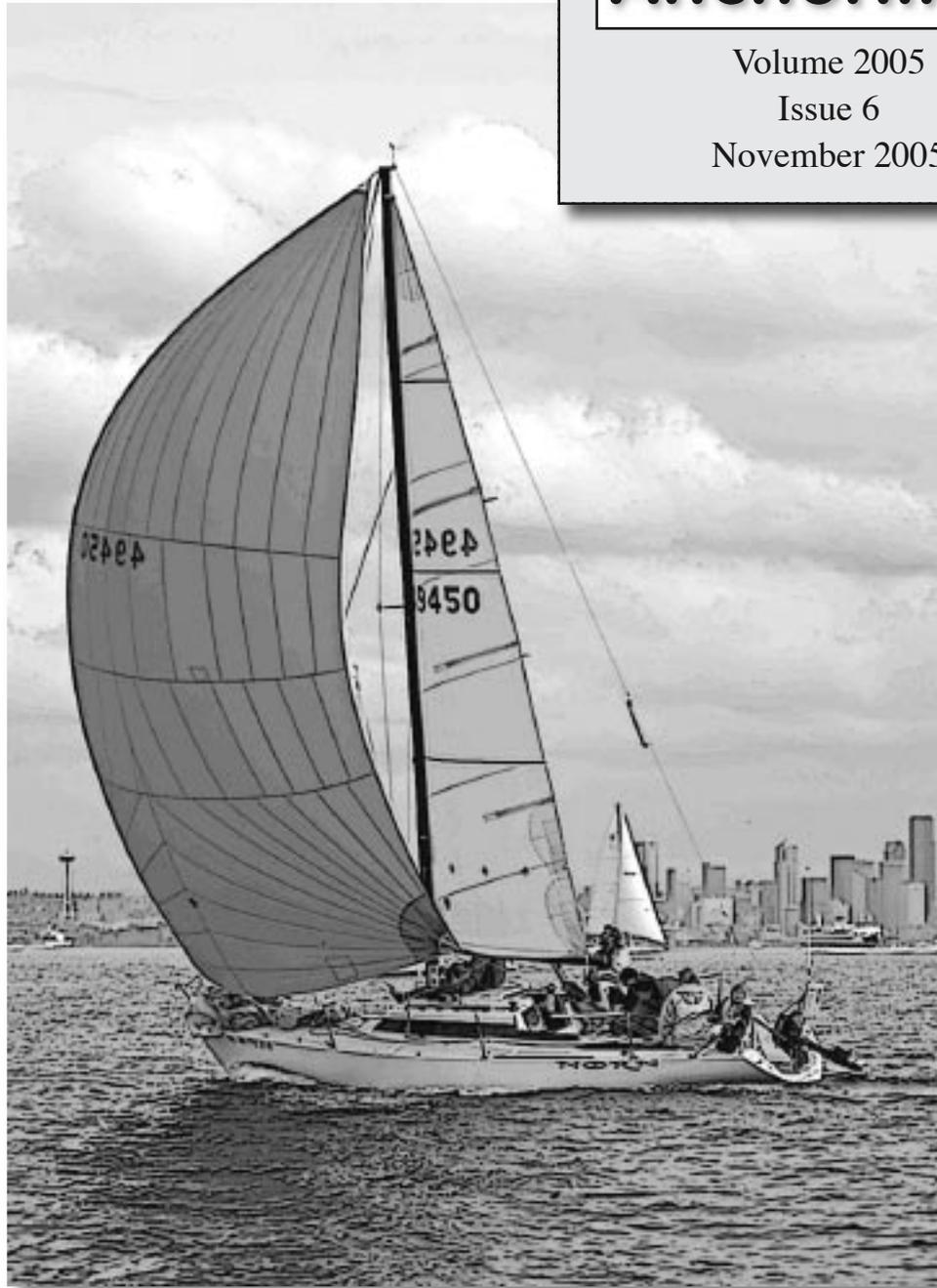
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Membership Renewal

Yes it is that time of year again to renew your membership in the fine establishment known as the Sloop Tavern Yacht Club. For a mere \$60 per year for a voting membership or \$35 per year for an associate membership you get twenty two races, various cruise and snooze venues, Christmas parties, membership parties, and of course the class and esteem that comes from belonging to such a great organization. Membership renewal is due by January 31st of 2006. Don't hesitate send your check today and get it off your to do list.

New members are always welcome to our club. There is a \$50 initiation fee and a \$60 yearly membership fee for a voting membership and \$35 for an associate membership.



Xmas Party 2005
(Mark your Calendar)

STYC Christmas Party Date Changed to Friday December 9th.

The STYC Christmas party has been changed to FRIDAY DECEMBER 9TH due to construction delays at Shilshole the Corinthian Yacht Club move was delayed and they would not be ready for our original date.

We now have everything set for December 9th. The door opens at 6:00 PM. Dinner is served at 7:30 PM. This is a potluck get together. The club will provide Roast Beef, Salmon, Beer and Wine. People attending bring the following,

(A-G) Bring a salad

(H-N) Bring a side dish such as Veggies, Pasta, Rice, etc.

(O-T) Bring dessert

(U-Z) Bring Hors d'ouvres

(1-10) Bring a Date!

The band will be Hoist and is led by a fellow sailor. The cost for the evening is \$15 per person and \$20 per couple. Bring a date it's a better deal. We look forward to seeing everyone at the party.



Dick Roberts & Nigel Baron test their new boat! (well, if such a thing could be, it certainly would be)



This one has to do with passing rights. If the following vessel is able to pass free and clear over the masthead of the forward vessel does it gain luffing rights?

From Bob Leighton: I have been traveling all over the Gulf Coast serviceing radio relay sites. Yesterday I traveled to the Alabama border and back. While tracing an interference problem we patrolled the coast from Biloxi, through Gulfport, Waveland, Bay St. Louis, all in Mississippi. For about 1 1/2 miles back from the beach everything is totally gone. There is nothing even resembling a part of a house except for concrete steps and foundations. I have thousands of pictures from all over the Gulf Coast. I will be back about 11/16.

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FALL REGATTA REPORT!

Fall Regatta - Saturday, October 8th

The weather forecast for the Fall Regatta Saturday was dismal: light winds and rain off and on. But we must have done good things in a previous life because the weather turned out to be a delightful treat – gradually building winds and SUN for most of the day!

Twenty boats vied for honors in three NFS divisions. In Division 1, GREEN CARD and TUESDAY duked it out for first place, with GREEN CARD coming out ahead. MORE UFF DA made a clean sweep for first in Division 2. TSUNAMI was not only first in Division 3, but also won First Overall for the Regatta.

The biggest excitement was at the weather mark in the second race. A tug towing a barge came through the fleet, going for the south hamburger (which was also the turning mark); later a tug towing a huge, rusty vessel also went for the same mark... From several vantage points, it looked like somebody was going to be “toast” (tonnage always wins), but it all worked out just fine.

Huge applause for Arne Hammer (NORN) who got the RC boat out, despite mechanical problems, and to Sonya Meredith (VAGABOND) who came to the rescue with the RC box and flags, etc. that had been unintentionally left at the dock.

Everybody seemed to have had a grand time! Yeah Sloop Tav YC!!!

STYC BOARD ELECTIONS

ELECTIONS FOR STYC 2006 BOARD

Looking forward to the Year 2006, it is time to think about the upcoming elections which take place at the Annual Christmas Party (12/2/05). The following nominees have already been presented for election:

COMMODORE - Kirk Utter
 VICE COMMODORE - Jennifer Braden
 SECRETARY - Nigel Barron
 TREASURER - Chris Halstead
 BOARD POSITION #2 - Chris Butler
 BOARD POSITION #4 - **still looking for a nominee**

The other 2 Board Positions are entering the 2nd year of their elected term. Other Nominees are welcome for all of the positions listed above.

Moving? Change of Address?
 Please notify the club secretary
 with your new phone and email



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HANDICAPPING

IRC – What is it and should anyone care?

Commodore Utter kindly gave me a little space to provide basic information on the IRC handicapping system.

IRC is an international handicapping system whose origins are in Britain's Channel Handicapping System. It's a formula-based system, so a boat's handicap is determined by measurements and some math. What's the formula? That's a secret kept only in two offices, one in England and one in France. It's kept a secret and modified every so often with information gleaned from around the world so that designers can't zero in completely and produce rule-beaters.

IRC is administered in the US by US Sailing. Last year US Sailing officially stopped promoting handicapping systems and now simply administers them. A group called US-IRC, funded by several yacht clubs around the country, promotes the system. It is truly a grass roots effort with many individuals stealing time from work and their own sailing to further the cause.

The rule has been in use around the world for several years and in the last year has achieved quick acceptance throughout much of the US. It actually started on the West Coast when St. Francis Yacht Club chose it for the 2004 Big Boat Series. Already 600 boats have IRC certificates in the US and everybody expects that number to reach 1,000 next year. Around the world there are more than 7,000 measured boats and most of the major events such as Sydney-Hobart, Fastnet, Cowes Week, CORK Week, Bayview Mackinac, Transpac, Bermuda Race, Key West Race Week all feature IRC.

It is like PHRF in that it is a single number system. It is most unlike PHRF in that the number is determined by formula and not individual or committee judgment. Nobody decides speed potential from observation or results. The number must come out of the formula. The rating can be appealed, but it comes down to clarifying the data that goes in, not adjusting the final number. The number is the same everywhere in the world.

There are two kinds of IRC ratings, standard and endorsed. Standard ratings are self-measured with an estimated weight. Endorsed certificates require weighing the boat and having it measured by a certified measurer. Endorsed certificates are required for events such as Key West and Block Island, but it is unlikely they'd be required for any events on Puget Sound.

Measurements include overhangs (with an empty boat) and forestay length, and having a sailmaker measure the sails. A standard certificate costs \$4.82/foot at today's exchange rate, or \$144 for a 30-footer. Renewals cost \$4.27/foot. This rating would be accepted for any IRC event in the world. It is more expensive than PHRF, but not outlandish as you might have heard. Endorsed ratings would add the cost of a measurer, weighing and \$50 endorsement fee. Again, events in the Northwest are unlikely to require endorsed certificates.

IRC is most effective when scored time on time, and is almost always done that way. It handily accommodates sport boats, water ballast, carbon whatever and canting keels. In the smaller sizes it seems to favor cruiser-racers over flat-out racers. It does not rate multihulls.

Is IRC for Sloop Tavern? Perhaps someday, but probably not. By most accounts PHRF works well for you and keeps budget's down. What IRC will do is give hard-core racers and custom boats an alternative to PHRF in some of the area's major events. There will be no lobbying of handicappers about one's rating or one's competitors. With pressure removed, PHRF should be able to better serve its constituents.

Around the country IRC has served as a catalyst for racing. New events are being planned, once-competitive boats are getting new wardrobes and exciting new boats are hitting the water. Around the world, many areas have happily adopted IRC for all racing. Hopefully it will help all the Northwest clubs thrive.

Please visit www.US-IRC.org or www.ussailing.org for more info.

2006 STYC Races

Race	Day	Date	Entries due	Skippers Mtg	1st Start	Awards
Iceberg Regatta (1)	Saturday	02/04	02/01	Open 0930	1100	1900
Blakely Rock Benefit (2)	Saturday	04/01	03/29	Open 0930	1100	1900
Ballard Cup I Race # 1 (4)	Monday	04/24	04/19	Open	1815	
Ballard Cup I Race # 2 (4)	Monday	05/01		Open	1815	
Race to the Straits	Sat & Sun	05/06-07	05/03	Open 1900 5/05	0800	TBA
Ballard Cup I Race # 3 (4)	Monday	05/08		Open	1815	
Spring Regatta (1)	Saturday	05/13	05/10	Open 0830	1000	1900
Ballard Cup I Race # 4 (4)	Monday	05/15		Open	1815	
Ballard Cup I Race # 5 (4)	Monday	05/22		Open	1815	After
Ballard Cup II Race # 1 (4)	Monday	06/05	05/31	Open	1815	
Ballard Cup II Race #2 (4)	Monday	06/12		Open	1815	
Ballard Cup II Race #3 (4)	Monday	06/19		Open	1815	
Ballard Cup II Race #4 (4)	Monday	06/26		Open	1815	
Ballard Cup II Race #5 (4)	Monday	07/10		Open	1815	After
Ballard Cup III Race #1 (4)	Monday	07/24	07/19	Open	1815	
Ballard Cup III Race #2 (4)	Monday	07/31		Open	1815	
Ballard Cup III Race #3 (4)	Monday	08/07		Open	1815	
Ballard Cup III Race #4 (4)	Monday	08/14		Open	1815	
Single-Handed Regatta	Saturday	08/19	08/16	Open 0930	1100	1900
Ballard Cup III Race #5 (4)	Monday	08/21		Open	1815	After
Jack & Jill (1,3)	Saturday	09/23	09/20	Open 0930	1100	1900
Fall Regatta (1)	Saturday	10/28	10/25	Open 0830	1000	1900

- (1) Qualifying races for the Sloop Tavern Yacht Club's Commodore's Cup.
- (2) Breakfast at the Sloop, door prizes, SYC Grand Prix qualifier.
- (3) Puget Sound Jack & Jill Championship Series.
- (4) STYC Voting & SBYC members free, STYC Associates \$15 per series, others \$25 per series.



Stuart Farrell's Tryst turns the mark - If the Anchorline editor was boss, Stuart and Tryst would be boat of the year! - Sloop Tav YC events - Van Isle - Swiftsure - Grand Prix This boat does it all!

Photo courtesy
of Cliff Estes
Borrowed Light
Images

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CONTACTS

2005 Board Members (Voting)

Commodore: Kirk Utter kirk.utter@stratosglobal.com 206 779 6110
Vice Commodore: Jennifer Braden jpunkyb@aol.com 206 297 1679 (H) 206 391 5218 (W)
Secretary: Nigel Barron nigelbarron@yahoo.com 206 334 8508 (H)
Treasurer: Chris Halstead chris.halstead@medtronic.com 425 868 5356
Board Pos. 1 (thru 2006): Steve Bunnell stevebunnell@comcast.net 206 525 5422 (H) (W)
Board Pos. 2 (thru 2005): Elizabeth Stanton 206 781 4896 (H) 206 986 1680 (W)
Board Pos. 3 (thru 2006): Neil Bennett neilrbennett@comcast.net , neil@osc-voc.com 206 937 9726 (H)
Board Pos. 4 (thru 2005): Jean Penney jpenney@earthlink.net 206 781 4955
Handicapper, Under 30': Bob Bonney sea_bob@w-link.net 206 524 5672
Handicapper, Over 30': Stu Farrell svdiva@yahoo.com 206 854 9500
Race Chair: Dick Roberts dixroberts@aol.com 206 284 -7366 (H)

Sloop Tavern YC web site:
<http://members.aol.com/slooptavyc/>



SAILING TEST #6

which of these
spinnakers is set
properly?



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