



**SLOOP  
TAVERN  
YACHT  
CLUB**

# Anchorline

Volume 2006

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June 2006

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**GREEN CARD Ericson 27 1st, Class 4  
Nigel Baron - Christopher Butler  
Race to the Straits 2006**

Photo courtesy of Pacific Fog copyright, all publication rights reserved. Contact Pacific Fog at: <http://www.pacificfog.net/> for photos of your boat during the RTTS.

## Commodore's Words

It's June and I thought it would be a good time for a half year update. As a club STYC is going strong. We held our Blakely Rock Benefit Regatta and raised \$8,200 for the Steve Molnes Fund. Over 80 boats participated in Race to the Straits. The Spring Regatta had a strong showing and great breeze. Our Monday night series Ballard Cup is going strong. I feel racing at STYC has never been better. We are including all people from beginners to experts and that is what the racing part of this club is all about.

I have had many people who are not STYC members come up to me and proclaim that we have two of the premier races on Puget Sound in Blakely Rock and Race to the Straits. They are amazed that a small club like ours can pull off the races our club does. We are able to do this because of our board members and yacht club volunteers. I want to take this time to recognize these people as without them nothing would get done. First and foremost is our resident yacht club "Goddess" Carol Pearl. Carol does an amazing amount of things behind the scenes and Blakely Rock would not have happened with out her assistance. Carol finally got her boat Solo fixed and is out racing again. Look for Carol on the water. Neil Bennett our Vice Commodore headed up the Race to the Straits committee and was assisted by Chris Butler, Nigel Baron and Laurie Turay. This regatta is

a success because of these people. They do all of the organizing and logistics for this race. Behind the scenes local curmudgeon/race chair Dick Roberts puts in countless hours on Race to the Straits and all of our races. Dick is another one of our behind the scenes people that we simply can't get along without. Our two PHRF raters Bob Bonney and Stu Farrell are always there to assist people with questions and ratings. Race to the Straits does not happen without committee boats. Special thanks to Elizabeth Stanton for bringing her boat up to Port Townsend and doing race committee from there. Arne Hammer let us use his powerboat Curlew while he was out doing the race. Club finances have been handled by Chris Halstead for a number of years and Chris does a great job of keeping a disparate group of people in line and our club above water financially. Our other board members giving time and effort are Paul Kalina and Dan Freeman. A special mention needs to go to Steve Bunnell for putting out the Anchorline. Steve puts out a great newsletter and has to put up with us giving him articles either right on the deadline or a bit past in my case. We also have a new member Bob Foldes working on our website. He is doing a great job and we should be seeing some really interesting options in the near future. I am sure I am forgetting some people and I apologize for this. In short the club is run on volunteer hours and we have an incredible group of people putting in countless hours. Get involved and help out if you can.

One last note as we head into summer and cruising. We are trying something new this year with cruising rendezvous. The only structured event we are doing this year is the annual third of July get together in Poulsbo. I want club members to send us an e-mail telling us if you are going somewhere for the weekend or for the summer and let people know so we can get more informal gatherings happening. Send myself or Dan Freeman an e-mail on your plans and we will get it out to club members via e-mail. If you want formal gatherings let me know and I will work on that. I do feel we need to build up our cruising program but I am not sure the best way to go about it. Any ideas are welcome. Contact me at [kirk.utter@stratosglobal.com](mailto:kirk.utter@stratosglobal.com)

## RTTS 2006 - Final Results

Class 1 - Single Handed NFS  
1st Alcyon

Class 2 - Single Handed FS  
1st Great White  
2nd Red Knot  
3rd Spice

Class 3 - Double Handed NFS  
1st Moonshine  
2nd Airloom  
3rd Mariah

Class 4 - Double Handed FS  
1st Green Card  
2nd Tuesday  
3rd Garufa

Class 5 - Double Handed NFS  
1st Icon  
2nd Skededel

Class 6 - Double Handed FS  
1st Runner  
2nd Emerald Lady  
3rd Red Boat

Class 7 - Double Handed FS  
1st More Uff Da  
2nd Three Ring Circus  
3rd Sputnik

Class 8 - Double Handed FS  
1st Whistling Swan  
2nd Norn  
3rd Lady Bug

Class 9 - Double Handed FS  
1st Risky Business  
2nd Outlaw  
3rd Summer Babe

Class 10 - Double Handed FS  
1st Gaucho  
2nd Godzilla  
3rd Wild Turkey

Class 11 - J-105  
1st Sunday Ticket  
2nd Jaded  
3rd Mudlark

Class 12 - Double Handed FS  
1st Pegasus  
2nd Zealot  
3rd Evening Star

Class 13 - Double Handed FS  
1st Kilo  
2nd Minor Threat  
3rd Fast Feather II

Class 14 - Multi Hull FS  
1st Strato  
2nd Fast Company  
3rd Freda Mae

**1st to Finish - Pt Townsend  
Icon**

**1st to Finish - Seattle  
Strato**

**1st OA NFS  
Icon**

**1st OA FS  
Kilo**

**1st OA  
Icon**

Committee Boats:  
Dorothy Mae  
Curlew

**Complete Results are  
available at the Sloop Tavern  
Web Site:**

[www.slooptavern.org](http://www.slooptavern.org)

Icon Photo courtesy of  
Sean Trew - Pacific Fog Photos

## RECIPROCAL MOORAGE 2006

### Reciprocal moorage grows offering our members new cruising destinations By Robert Leighton III

Our reciprocal moorage program has expanded again since last year. As of May 2006 we now have reciprocal agreements with 19 other clubs. Our newest Reciprocal partner is the Silva Bay Yacht Club in Silva Bay at the north end of the Gulf Islands.

Below is a list of the reciprocal clubs along with basic information as to how to use this benefit. In every case you must show a current membership card and fly your burgee. This list will be updated as we reach agreement with more clubs. I suggest that those of you who plan on going cruising should keep this information on board.

We have found that some clubs just put us on their reciprocal list but never inform us. For this reason, if you are out cruising and visit a yacht club not listed below, ask for reciprocal moorage. If they have us on their list, please let me know when you get home and I will add them to our list. Any questions? Call me at (425)775-6623. I will be gone cruising during May and June.

←-----→  
Astoria Yacht Club----West end Astoria Marina; 24 hours free; electricity \$3; 2 slips available; contact Harbor Master prior to or on arrival; after hours use transient slip located at the end of "B" and "C" docks.

Bellingham Yacht Club----Port of Bellingham; 1 night free; electricity \$3; check in with Harbor Master ; show membership card at the club restaurant. "The Breakwater", and get a 10% discount.

Corinthian Yacht Club of Bellingham----enter east entrance of Squilicum Harbor; proceed past Marina Restaurant (starboard side); Your bow will be pointed at "O" dock which is visitors moorage; temporarily tie up at that float; a sign located at the west end of this dock will direct you to CYC's reciprocal slips; follow the instructions on the sign and in the box at each reciprocal slip; there will be a sign in the slip if it is available.

Deep Cove Yacht Club (NEW)----First come, first served but reservations are accepted and suggested. Call (604) 929-1009 and leave name, club affiliation, boat length, date of arrival and departure, and contact number. Someone will contact you and will provide access code for gate and washrooms. The club is located at the head of Deep Cove in Indian Arm, which marks the eastern boundary of Vancouver's north shore at 49 deg. 19.67"N.; 122 deg. 56.75" W. Upon arrival, tie up at the visitor's dock (seaward float) and proceed to the custodian's quarters for registration. Alternatively you may check in at the main office or bar if open. Maximum 3 nights, first 2 free, additional night \$0.50 per foot. Electricity \$3 per night; shower free. Information available at [www.deepcoveyc.com](http://www.deepcoveyc.com).

International Yacht Club----located in Drayton Harbor, Blaine WA.; 2 nights free moorage; guest dock is directly below Harbor Master's office ;register at Harbor Master's office; upon entering the Marina follow the breakwater to the boat houses and turn to port.

Oak Harbor Yacht Club----check with Harbor Master for assignment and gate card; If no one is there and you are in a reciprocal slip, some of the self pay envelopes in the box have gate cards in them; Fill out the slip and take the gate card but don't forget to return it.

Oakland Yacht Club----Oakland Estuary on San Francisco Bay; 3 nights free moorage at guest dock; overflow available next door at Marina Village Marina at no charge; call club in advance to make arrangements at (510)522-6868; key deposit required for showers and restrooms.

Orcas Island Yacht Club----located in West Sound, Orcas Island at 48 deg. 38"N., 122 deg. 57.5" W.; 2 nights free moorage unattended; for access to restrooms and showers (combination lock); Press III, release, then press I and V together simultaneously and release; turn lock lever all the way to the right to open.

Point Roberts Yacht Club----check in with Marina Office for slip assignment; 2 slips available; limited to 2 days per boat, 2 times a year; pay for power; If arriving from Canada, check in at gas dock for Custom's clearance. We have had some trouble using this reciprocal.. If you are able to use it, let me know. If not use the Point Roberts Marina Club. (Details below)

Point Roberts Marina Club----Upon arrival at the customs dock (clearing customs if necessary) come to the marina office to report in. A slip will be assigned to you at that time and a \$5 charge for power per night will be charged. Two reciprocal nights per year and no reservations. After 5 P.M. a security officer will come by to process your moorage.

Another one for the books!!! How often in one day does the wind blow one way for a little while, then switch a bunch just in time to greet a new tide? And, how often does it do that two days in a row? Oh yeah, this is Puget Sound, so it does it often. Which it did.

This race is full of crafty sailors, so nearly everyone who had a plan for the course and the light southerly on Saturday morning pretty much had to abandon it after about an hour (or two, depending on where in the individual PHRF reverse start any boat was positioned), and just start throwing the dice. The older slow boats did their best coping with the vagaries sooner, the fast new boats got the advantage of being fast new boats, starting later, seeing what happened to the older slow boats, and pretty much ruling the day by the time they reached the Double Bluff gate and the steady 8-10 knot northerly.

Of course, no race is complete without mishap. Apparently, while beating up the west shore about 1.5 mile south of Point No Point, the J-105 *Life is Good* found one of those sneaky fingers of shore that stick out... and got stuck. Bob Bonney on *Solo* (darn, those STYC guys are everywhere, last year it was Bill Stange to the rescue) noticed that all of a sudden he was reeling these guys in big time...then the light bulb went on. After relaying *LIG's* VHF calls to the Committee boat, *Solo* rendered aid in the manner of seamen the world around...valiantly. Finally, Sean Trew came to the rescue with his 90 hp outboard and *LIG* was afloat and retired. The J-105's are an excellent and very competitive class, and they were great to see in this type of challenging race. We hope to see *LIG* and the rest of the 105's back next year. Fortunately, *Solo* was back in the race and finished in time for the awards dinner party. Which, by the way, was excellent. Plenty of food and libation, 'First to Finish' award and door prizes by Helly Hansen, and first in class blankets supplied by Staaf Sails.

Sunday, much to everyone's surprise (or was it the great party after effect?), brought a 20 – 25 knot southerly...but with Saturday's tide. Reef's were the order of the day, the sooner the better. The little boats that had to either traverse or plunge into the Marrowstone Point wash-cycle had quite the ride. There was a great progression up the East shore to Bush Point, then around Double Bluff, where the wind moderated. Most of the older slow boats were holding their own to this point, notably a Catalina 27, *Emerald Lady*, that seemed virtually invincible in any condition under what looked like a double reefed main and a furled genoa smaller than a Freedom 32's standard headsail.

By the time most boats rounded Point No Point, the big black cloud overhead sat down, with instantaneous North winds to 15-25 and rain like no one has ever seen. All that was missing was the thunder and lightning and most of us would have been in Kansas. Christopher Butler, *Green Card*, noted that driving in these wind, rain, and current conditions was similar to running a Class 5 river rapid. Eventually, the older slow boats were all passed by the new fast boats, although *Garufa* made *Tachyon* pass her twice just to be sure. Almost everyone finished and the sun came out again. Isn't the Pacific Northwest great?

It was a great regatta, and it would not have happened, once again, without the great work of the all the volunteers, and sponsors. Special thanks to the Committee boats, Curlew and Dorothy Mae, and crew, who persevered in less than ideal conditions. The STYC looks forward to seeing everyone again next year, so mark your calendar now.

Neil Bennett

Vice Commodore, Sloop Tavern Yacht Club

### **Sponsors:**

*West Marine Shilshole*

*Helly Hansen – Pacific Place*

*Staaf Sails - Bellingham*

*CSR Marine - Seattle*

*Seattle Sailing Club - Seattle*

*Northwest Rigging – Anacortes*

*Northwest Yachting Magazine- Seattle*

*Elliott Bay Marina/Trincher Family Wines – Seattle*





## PHRF Ratings - BIG CHANGES!

### NEW PHRF-NW PROTOCOL

PHRF NW Handicappers led by Chief Handicapper Arden Newbrook, have been working diligently over the past few years to refine and improve the handicapping process. With the introduction of new technology and non-traditional, even radical boat designs unimagined a decade ago, maintaining a level playing field has been a real challenge. 2006 is the year that everything will be coming together and it is anticipated that PHRF-NW will be able to implement their revised handicapping protocol by January 1st of 2007. As in the past, PHRF will continue to develop standard class or one-off ratings based on speed potential. However, many other changes and improvements to the handicapping process will be implemented shortly.

#### Here is a brief summary:

The way a rating is adjusted to allow for non-standard sails or equipment is being changed to better accommodate new technology such as asymmetrical spinnakers and America's Cup style main sails with massive headboards. Some loopholes in the rating adjustment process that have been exploited by a relatively small number of boats will be addressed with the new protocol.

Over the next few months, your club handicappers will be contacting you to obtain some new and/or additional measurements on your boat. ***It is essential that we have the necessary data on all boats by the end of June, 2006.***

It is anticipated that most ratings will change under the new measurement protocol but in most cases, these changes will be insignificant – especially when compared with other boats you normally compete against. Boats most likely to see a major change are those boats that have managed to exploit loopholes in the current rating adjustment protocol.

In any event, there should be adequate time for PHRF to address individual concerns and fix any obvious inequities before the new ratings would become effective in 2007. We at PHRF will do our best to keep you posted on how implementation of this revised protocol is coming along.

If you are a current member of PHRF-NW, you will need to provide some new and/or additional sail measurements in order to comply with the provisions of the "New Protocol" which becomes effective January 1, 2007. We need to have these measurements as soon as possible in order to fully assess the impact of the "New Protocol" on existing ratings and make any necessary adjustments.

The PHRF-NW Seattle Area Sub Council has arranged for the use of a large indoor facility for measuring sails. Sloop Tavern PHRF members are encouraged to plan on attending one of the two sessions planned for June. ***The first session will be - Thursday, June 15th, from 5:00 to 9:00 PM. The second session will be Saturday, June 17th, from 10:00 AM to 5:00 PM. Both sessions will be held at the St. Benedict School, 4811 Wallingford Ave N., Seattle, WA 98103.***

Plan on bringing your largest main, jib and spinnaker for measurement. Handicappers and sail makers will be on hand to assist. It should take about 20 minutes to measure all three sails.

We will also be providing our PHRF members specific information on how to measure your sails for the "New Protocol" in the near future. Contact your club handicappers if you can attend one of the measuring sessions at St. Benedicts, or if you have any questions.

30' and under: Bob Bonney (206) 524-5672 sea\_bob@w-link.net

Over 30': Stu Farrell (206) 854-9500 svdiva@yahoo.com

As part of the organizing committee for Race to the Straits, Nigel and I had been looking forward to dispensing with our official duties and getting down to the business of being competitors. Over the week prior to the start, we began to watch the weather and to study the tides for the best approach to the major marks of the course. In general, we stuck to our plan, but with a couple of variations.

## **Saturday - Start to Pt. No Point:**

We started in a very nice south-westerly (which, if it had held, we would have surely won over-all . . .). Like many boats, we started without a jib such that we hoisted the spinnaker just a few seconds prior to our start. Our plan was to stay on the west side as much as possible, but as we proceeded north-west, we had to move the spinnaker pole further and further forward. Eventually, when we were about one mile south-east of Point Jefferson, the wind shut down completely – spinnaker down, jib up!

We could see the new wind line to the north and the Rawson moving well just beyond it. Fortunately, we were positioned the furthest north of the fleet (except for the Rawson) such that we got to the wind first. In keeping with our plan, we beat up to Point Jefferson and then worked the shore well past Apple Cove point. As the breeze had gone to the north-east, starboard tack was favored for us on the beach. Indeed, even with the very small flooding tide, we still found that there was a noticeable amount of current such that staying on the beach seemed favorable, at least for a slow boat like GC.

## **Pt. No Point to Double Bluff:**

At about 1:00, we were still south of Pt. No Point. The tide had begun to ebb so we headed off the beach for better breeze and hopefully positive current. Anticipating a small shift to the north or north-west, we headed back to Pt. No Point to pick up a port tack lift. However, we then noticed a huge starboard tack lift on the Whidbey shore. As such, we made what we could out of the lift at Pt. No Point and then went fast forward to the shift on Whidbey Island. Despite a couple of tacks to avoid a freighter, we stepped into the shift for a few minutes and then tacked for Double Bluff. As the breeze had built considerably, we used the tack to peel from our light #3 to our heavy #3 (GC has non-overlapping jibs)!

Due to the starboard tack lift, we were nearly on the lay line for the mark – two quick tacks and we were around.

## **Double Bluff to Pt. Marrowstone:**

As the breeze had continued to build, we peeled again to the #4 (GC is tippy!) when we tacked into the bay just north of Double Bluff to get inside of the next apparent lift. Despite this move, we noticed that there was a big port tack lift on the Marrowstone beach. As such, we went fast forward across Admiralty Inlet then tacked on the beach.

Directly in front of us was Tuesday, Bill Stange's Columbia 26. As the breeze was fading and Tuesday has a genoa, we were desperate to find a passing lane. But, it was not to be – Tuesday put a hard cover on us.

## **Pt. Marrowstone to the Finish:**

At Pt. Marrowstone, we risked getting off the outbound tidal expressway to find a lane around Tuesday. If we had been in contention for over-all, this would have been a big mistake, but as we had nothing to lose, it was worth a try. As you would guess, it didn't work. We "performance cruised" to the finish.

## **Sunday – Start to Double Bluff:**

As many of you know, Green Card does not go well upwind. So, upon waking to find that it was blowing over 20, we were not pleased. We were a few seconds late for our start and had a small problem with our #4 jib, but all-in-all we had good pace across Admiralty Inlet. (We employed our heavy-air upwind technique where one drives and the other trims the main. This has been proved to be much faster than one trimming and driving while the other hikes).

We noticed that a few boats were working the Marrowstone side, most notable Moore Uff Da, but as the majority of the fleet followed us, we felt pretty comfortable about our position. We also noticed that even though the tide was supposed to have been flooding, there was more positive water on the Whidbey shore than in the middle all the way to Double Bluff. During this time, we had a great race with Moonshine, the Tartan 30. But, when the breeze lightened, they passed us easily just around Double Bluff.

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

### **Double Bluff to the Finish:**

From Double Bluff, we were lifted on starboard to Pt. No Point. But as there appeared to be a hole at Pt. No Point, we cracked off to go around it. At that time, we were still having a good race, but the Convergence was right behind us. While GC does like to be off the wind, if a northerly filled in, our race was over – and so it was.

When the squall line approached us, the wind disappeared only to be replaced with a very confused sea, which for GC is tantamount to a death sentence on the race course. (GC really likes flat water). Eventually the northerly filled in, but as the breeze was very unstable where we were, and because we had no chance of finishing well over-all, but had first-in-class wrapped up, we delayed setting a spinnaker. So we merely poled out the jib and opened a couple of beers.

Once the rain had passed, the breeze had stabilized and we had finished our beers, we finally set a spinnaker for the last few miles. We stayed to the west of the shipping lanes as it appeared that the boats that went east were either in less breeze, more anti-water, or both. The remainder of the race was downright pleasant – great breeze, sun, nice temperature, and another beer. It was an easy slide to the finish.

Hats off to everyone who helped make RTTS happen this year, especially our volunteer RC; Steve, Heather, Christy, Glenn and Crystal.

*Editor's Note: Nigel and Christopher along with Laurie Turay and Neil Bennett have been key figures in organizing recent RTTS events. If you did the race, give them a big thanks and maybe a beer the next time you're in the Sloop.*

## **RECIPROCAL MOORAGE (continued)**

### *List continues on page 7*

Port Angeles Yacht Club----located in marina; 48 deg. 7.58" N., 122 deg. 57.5" W.; If you call ahead to (360)457-4132 or on the web at [www.payc.org](http://www.payc.org). They will do their best to assign you a member's vacant slip. If you are unable to do this, check in with the marina manager's office located above the fuel dock and you will be reimbursed for up to \$25 per night for up to 2 nights per month. Limit 2 vessels per day. For reimbursement, send a copy of your membership card and your moorage receipt to: PAYC Reciprocal Chairman; P.O. Box 692; Port Angeles, WA. 98362.

Port Townsend Yacht Club----located in Port Townsend Yacht Haven; 1 night free moorage May 1 to Sept. 30; 1 night per month for the remainder of the year; check in with moorage office; Slip # 281 on D dock all year plus 60' additional June through Labor Day. Sign guest book at slip; pay for power if needed.

Rose City Yacht Club----on Columbia River in Portland at 45 deg. 36.5" N.; 122 deg. 37.5" W.; 3737 N.E. Marine Drive, Portland, Or. 97211; 500 feet of guest dock for 1 week; check in with Port Captain's Alyn and Linda Easton at (503)639-9835 ahead of your arrival.

Royal Victoria Yacht Club----In Cadboro Bay; 2 nights free moorage; check in with foreshore office; keys available for \$10 deposit.

San Juan Island Yacht Club----moorage in Friday Harbor at the end of "F" dock; 80 lineal feet of space; rafting encouraged; check in with port office; first 24 hours free; you must pay for power if you need it.

Semiahmoo Yacht Club----2 reciprocal slips per night on a space available basis; located in Semiahmoo Marina; coordinates for entrance to Drayton Harbor are 48 deg. 59.41" N., 122 deg. 47.64" W.; 1 night per vessel per month; check in with Semiahmoo Harbor Master in advance on channel 68 or (360) 371-5700; More details are available on their website at [www.semiahmooyachtclub.com](http://www.semiahmooyachtclub.com)

Sequim Bay Yacht Club----John Wayne Marina in Sequim Bay; 1 day moorage (2 boats per club); check in with Harbor Master; power free when available; stay in marked channel or you will run aground; Harbor Master can be reached at (360) 417-3440

Silva Bay Yacht Club----located at Pages Resort and Marina in Silva Bay on the northeast corner of Gabriola Island at 49.08.899N Lat ; 123.41.807W. Long.; 2 nights per month, may be consecutive except Friday and Saturday nights; bring membership card and register at Marina office.

Vancouver Rowing Club----In Coal Harbor, inside Vancouver Harbor; 2 nights free; check in with club office; Tie up initially at the guest dock adjacent to the mast tower; Reservations highly recommended. Call (604)687-3400.

**!!Come Join the Fun !!**



# Anchorline

## CONTACTS

### 2006 Board Members (Voting)

Commodore: Kirk Utter kirk.utter@stratosglobal.com 206 779 6110

Vice Commodore: Neil Bennett neilrbennett@comcast.net , neil@osc-voc.com 206 937 9726 (H)

Secretary: Nigel Barron nigelbarron@yahoo.com 206 334 8508 (H)

Treasurer: Chris Halstead howdydog@aol.com 425 868 5356

Board Pos. 1 (thru 2006): Steve Bunnell stevebunnell@comcast.net 206 525 5422 (H) (W)

Board Pos. 2 (thru 2007): Paul Kalina paulkalina@hotmail.com 206-784-8997

Board Pos. 3 (thru 2007): Christopher Butler c65butler@gmail.com 206 334-6382

Board Pos. 4 (thru 2007): Dan Freeman dfreeman@vacav.com 425 888 0808

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)

Web Site: Bob Foldes web@slooptavern.org

*Sloop Tavern YC web site:*

<http://www.slooptavern.org>



### SPINNAKER QUIZ #7

which of these  
vessels is the most  
likely to be  
disqualified?



Sloop Tavern Yacht Club  
2830 N.W. Market St.  
Seattle, WA 98107-4214