



**SLOOP  
TAVERN  
YACHT  
CLUB**

# Anchorline

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**Nate Creitz - Three Ring Circus - #7 in 48° North Top 25 boats 2007**

photo courtesy of Borrowed Light Images

## Commodore's Words Spring 2008

**IT'S GOING TO BE A GREAT 2008!**

Welcome to March. Hopefully we all survived the Superbowl, the Boat Show and ski season (OK, so that's not quite over yet – I don't get to go to Sun Peaks this year, so what's the point?)

So far, the Sloop Tavern Yacht Club is off to a great 2008. The Iceberg Regatta was smooth sailing, thanks to new race chair Tom Barrigan. We even included an impromptu flying sails class that was very well attended, thanks

## Commodore's Words continued

to Dave Marod. Never fear, Sloopers, the board discussed this in detail as only our board can, and there is NO THOUGHT of replacing the criteria for the Commodore's Cup. It will remain a Non Flying Sails competition and include the four published STYC regattas.

We plan to launch an updated Sloop website no later than March. This 'Opt In' website will serve as a full function membership, race and social activity database and allow everyone to communicate in 'real time'. Cruises can now be planned, races registered and scored, and member data updated. The Sloop's the limit for what we can do with this. The Board and Bob Foulds have done a lot of research and work to make this happen and we are very excited.

The Blakely Rock Benefit Race is less than a month away! We are in full swing rounding up donations, designing and ordering t shirts, and generally keeping busy. The Ballard Food Bank is a great organization and we are looking forward to raising a bunch of money for them. We have more volunteers than ever this year, beyond the hard working board, including Barbara and John Endresen, Bill Fraser, Jim Hewitson, John Atchison, Kirk Fraser, and Stefan K...buy these guys and gal a beer next time you see one of them.

The Race to the Straits, the 3<sup>rd</sup> and 4<sup>th</sup> of July, and summer cruising will round out the summer. And, oh yeah, a couple of membership meetings, including a Spring meeting at KAM and Fall meeting again at CSR. It's great having members in important places...Watch the website for details. We will continue to produce the printed and mailed Anchorline, but you know how time and tide can impede forward progress.

Lastly, and importantly, STYC is actively involved in the issue of USCG safety and permitting requirements, coordinating with the other local clubs. As you know, rule number one of the International Sailing Federation (ISAF) that governs our races, is

### 1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

If you are at all unclear about this responsibility, go to [http://www.sailing.org/tools/documents/0508\\_RRSintro-\[435\].pdf](http://www.sailing.org/tools/documents/0508_RRSintro-[435].pdf) for the most recent revision of the sailing racing rules.

Literally, this rule means that you are required to render aid to a boat or person in distress. Given this, it is also wise to brush up on your man overboard, rigging and/or engine failure procedures as part of your 'getting ready for the season' doings.

Anyway, 2008 is going to be great! Garufa, Michele, Mambo and Mocha and I all look forward to seeing Sloopers on the water. Hail me whenever you see me; I will do the same.

See you on the water.

Neil Bennett

Commodore



Hey, Sloopers! Do you like to be a part of something that's fun? GREAT! Call to volunteer to help either cook or serve breakfast for the Blakely Rock Benefit Regatta! Call me, Carol Pearl, at 206 297-1206 (home) or 206 783-6419 (cell). It's great fun! Thanks ahead of time!

## Commodore's Cup

### STYC's Commodore's Cup Tradition Continues

It's a bit slower, but only downwind. But the racing can be tight and become a learning experience; sometimes more than just the sailing thing.

If you want to win the prestigious Sloop Tavern Yacht Club's Commodore's Cup, your boat needs to participate in four STYC regattas over the calendar year: the Iceberg Regatta, the Spring Regatta, the Jack & Jill Regatta, and the Fall Regatta. One regatta in each season and each one a different challenge. The caveat is that all four regattas must be raced with non-flying sails; the best combined performance wins the mug.

The Iceberg Regatta takes place in the heart of winter on the first Saturday of February. You have to find enough crew to brave the sometimes frosty and wet conditions. And the course usually requires you to find the \*#@\$% stealthy Skiff Point buoy.

The Spring Regatta is usually around the middle of May, requiring the boat to race around Blake Island in the direction of your choice, sometime in changing and wet conditions. And sometimes there doesn't seem to be a right way to round that island.

For the Jack & Jill in late summer/early fall of September, it's limited to only one other crew member in the boat; that of the opposite sex. Sometimes, matches are made in heaven; sometime, it's made between the bow and the stern of a sailboat.

And finally, the Fall Regatta right before the end of the racing calendar year is in late October. The regatta consists of three tactically demanding buoy style races around Shilshole Bay. Sometimes the conditions can be varied and wet.

Every year it seems, the question pops up whether the STYC's Commodore's Cup should include flying sails (you know, real racing). An experiment was tried during this year's Iceberg Regatta. From the request of a few hard-core racers, and at the discretion of Race Committee, a flying sail division was formed to get more boats to come out. And it seemed to have a measure of success. Along with 18 boats entered for non-flying sails, there were a dozen boats signed up for the flying sail class. This created a more festive time on the water, and more stories to share at the Sloop after racing.

Because of the increased turn out for the Iceberg regatta, flying-sail boats will be allowed in the other regattas mentioned; the Jack and Jill already have classes for boats using spinnakers. But, tradition shall prevail! In order to qualify for the Commodore's Cup, you still have to do the four regattas without flying that kite.

The intent of the Commodore's Cup is to encourage boats to compete in the ethos that is the Sloop Tavern Yacht Club, the "first" yacht club for many of the membership. Here's a chance for the beginning and wanna-be racers to trim their sails against the more experienced, allowing them to have a gunwale to gunwale look at those hot-shots on the starting line. Sure the real race boats may have high tech sails and lot of whoop-dee-do go fast gadgets, but without a spinnaker, experienced crew work does not come into play as much. And there are many veterans of non-flying sail racing that are very competitive.

So here's the best of both worlds. For those who want to fly that big piece of cloth, sign up for flying sails and go sailing for fun. For those without a spinnaker, or want to challenge for the Commodore's Cup, come on out and do all four races with non-flying sails. That wonderful mug will be waiting for someone at the End of the Year Party.

As you know, last year PHRF put a “hold” on the big proposed changes to its method of determining ratings. That was because of the difficulties of implementing all of the changes at one time. Since that time there have been a number of small tweaks to the system that are designed to clarify a number of issues. These primarily involve the “sport boats” that have asymmetric spinnakers and bow sprits.

One of the changes that does affect others is that the penalty for carrying both asymmetric and symmetric spinnakers has been removed. The rating is based on the largest spinnaker, whichever type. The 2008 book will be out soon, and have all of the current rules. Stuart Farrell

## Winter Maintenance

Working in a boat yard, I (Nigel Barron) get to see all sorts of cool things haul out of the water. If you think fisherman tell tall tales, you should spend more time in the boat yard. “I lightly touched the bottom,” is a favorite. It is even better when the owner is there to see what this light grounding did.

I have been pretty fortunate with the mishaps that I have personally been involved in on boats. That being said, I seem to have more than my fair share of steering problems. In 1996 we sailed the last 500 miles to Hawaii on an emergency rudder when the new rudder we got for the race snapped. In 2007 during the Oregon Offshore, we snapped the steering chain twice, and the emergency tiller once on the boat I was on. This really brings me to the purpose of this little article. Check your steering! If you are like most of the owners of boats we see, the emergency tiller is the last thing on your mind. It is probably in the bottom of a lazarette under a bunch of extra mooring lines or lifejackets. This is bad. Such a vital emergency tool left rusting away out of sight. Well that’s what happened to us. Pretty much rusted through, the emergency tiller steered out of one swell and snapped! The reason we were using the emergency tiller was that a link broke in the steering chain. Most manufacturers recommend replacing the steering chain every 5-10 years. This is a timeframe that is far away enough in the future to get forgotten. Personally I keep a complete spare chain and wire on the boat. My theory is that it is a lot easier to drop a complete chain and wire over than it would be to try and replace a link or just the chain or just the wire.

So what is the moral of this story? Check the steering on your boat! If you have never replaced the steering chain, it might be a good idea. Most manufacturers sell complete replacements directly. Also, make sure you have a spare on the boat. Check your emergency tiller. Do you know where it is? Does it look like it will work? How does the quadrant look? If you are down there you might as well take a look. There are lots of things we inspect regularly on boats, from the engines to the rigs. All of these things to be useful still require you to be able to steer!

## From the Race Chair

From the Race Chairman:

I want to thank all of the renewing members who offered to volunteer for race committee duty. I have contacted some already and the rest will not be forgotten. We have a busy season ahead of us and need boats, crews and scoring personnel.

The Ballard Cup series is co-sponsored by us and the Shilshole Bay Yacht Club. They will provide the RC boat for the first two series and the Sloop Tavern YC provides the boats for the last series. This will require five boats from July 7 to August 11 skipping July 21 for Race Week. We are also obligated to score all 15 races at the end on the day. I will definitely need lots of help.

We are making a few changes to our races to encourage more participation. The first is to offer flying sails divisions in our traditionally non-flying sail only races. However, only non-flying division results will count for the Commodore Cup. We will also offer a double-handed class in our Jack and Jill race.

Finally, I would appreciate any input as to trophies. Please e-mail me at [Sailtheory@gmail.com](mailto:Sailtheory@gmail.com).

STYC kicked off the 2008 racing season with the Iceberg Regatta on Saturday, February 2. A new addition to this year's race, by popular demand, was a Flying Sails Division that provided an early tune-up for all types of racing for the upcoming season.

After a solid week of cold rain (and snow), the morning of the race looked to be a surprisingly great day on the water. The morning forecast was for a dry day with sun and 10-15 kt winds. The day did stay dry, but the sun and wind were less than anticipated. The primary challenge of the race was seeking out the constantly shifting light breeze. The race committee, lead by STYC's new race chair Tom Barrigan, made racers happy with a decision to send Classes 1 and 2 (NFS) on the short (Meadow Point-West Point) course while Class 3 (FS) sailed the long (Spring Beach-Skiff Point-West Point) course.

All boats finished well within the time limit with Snake Oil taking line honors and winning both Class 2 and Overall in the NFS Division, and Runner ran away with the victory in Class 1. The three Moore 24's in FS Class 3 captured all top three spots. In first place was More Uff Da, followed closely by Pendragon (a new arrival in the Northwest). The complete listing of results can be found on the STYC website (<http://www.slooptavern.org/>).

Written by Dan Randolph, Tom Barrigan, and Paul Kalina



at the dock



committee boat



the start



windward mark



commodore neil



5 beers later

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



# Anchorline

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