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Anchorline

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Gunsmoke leads the Monday Night parade

photo courtesy of Ben Braden

Commodore's Words - Fall 2008

Happy Fall, Sloopers...I hope you all were able to spend as much time on the water as you hoped and planned, and that all was safe. Garufa somehow chose to head out during the wackiest week in August on record, and in deference to King Neptune, short handed cruising buddies on Spartan and two cruising dogs, we didn't get much further North than Prevost Harbor. But, if you ever want to wait out a storm that doesn't materialize, I can't recommend a better place. Great holding ground, good beach walking and you can see Canada. We spent two days there going through crab withdrawal, then went to Blind Bay, then Inati Bay and were in crab heaven. I am here to tell you that the stainless steel crab traps are worth every penny.

Fall brings great things here at home also. First up is the Fall Membership Meeting on Oct. 16th. Once again, CSR

Commodore's Words continued

rolls out the carpet to host this great event. Not only will there be the usual beer and burgers, but there will be Al Hughes to talk about his recent Single Handed Trans Pac experience- how cool is that? Keep an eye out on the website and your mailbox for more info. The Dec. 5th Christmas party is next up after this...keep an eye on the website, your email box, and your mail box...is that enough?

Enough fun stuff, the Sloop isn't all about that, right? We have been and will be hard at work all fall and into the next year...watch out Volunteers, its going to start early. We have made some decisions to help the Sloop continue to catch up to the 21st century: first, we are going to get a real post office box-maybe that way all the mail in registrations and membership renewals will get to us...(yes, the box will still be in the Sloop, just no guarantees or refunds); second, we are going to move to credit card processing for race registrations-hopefully this will help us not lose checks, get things done a little faster and make it easier for everyone (and our handicappers) who ignores the registration deadline (read late fee) to continue to participate in our events.

Next, we have chosen our beneficiary for the Blakely Rock Benefit Race – in these difficult times, it was not hard to decide that the Ballard Food Bank is a really important contributor to the betterment of greater Ballard. So, racers – get those registrations in soon, we'll pass the money along; volunteers, get ready. You made this event the success it was last year.

Finally, some of you may have heard that the Kelly O'Neill trophy has, 'gone missing' – yep, out of the Sloop. And, while it's technically not our building, it's 'our space' and it sucks that it's gone. The Bellingham Yacht Club has been very gracious, and we owe them and this year's winners, Anacortes Yacht Club, a stand up response: We will do so.

So, that's all that's good now. See you at the parties or on the water.

Neil, Commodore

2008 STYC Jack & Jill Regatta



STYC's Jack and Jill Regatta was held on Saturday, September 6. Flying sails starts were again added to the traditional non-flying sails starts for this race in response to popular demand. Although morning wind reports indicated 13 knots at Point No Point and 7 knots at West Point, the starting area in front of Shilshole's breakwater showed nary a ripple until a nice 5-6 knot northerly filled in just as the race committee set anchor. The short course discussed at that morning's skippers meeting was then upgraded to the 15-mile long course rounding the Spring Beach and West Point buoys as the wind continued to build to 10-12 knots that remained steady throughout the race.

Two flying sails classes and one non-flying sails class were started as the sun broke to warm the air and provide one of the best sailing days of the year. Finishing first in NFS Class 3 (the only NFS qualifier for the STYC's Commodore's Cup) was Nojan Moshiri's J/24 Djinn. Darrel Jensen's Express 27 Alternate Reality finished first in FS Class 2, and the winner of FS Class 1 and First Overall was Jonathan Little's Rocket 22 Redfish Bluefish. Complete results can be found on the STYC website.

Thanks to Dan Randolph for providing the committee boat (Runner); to Dan, Brad Peterson, and Lisa Winterhalter for serving as race committee; and to Tom Barrigan, Bob Foulds, and Stuart Farrell for setting up class breaks and conducting the scoring.

Whidbey Island Race Week 2008

Whidbey Island 2008 – The Jaded Perspective - Christopher Butler

Nope, I was not actually feeling jaded - not in the least - over the prospect of racing at Whidbey Island Race Week, but sailed on Jaded, the J/105, owned by Gerald Hirschler. (Indeed, Gerald is not a Sloop, but is still a very worthy guy). I had no idea what I was getting myself into when I signed on; Gerald had not raced Jaded for nearly two years, we hadn't sailed as a crew except for one regatta on a J/109, and hadn't practiced once on the 105. I had some doubts, but as everyone on the boat is joy to be with, I figured it couldn't be so bad. Besides, a happy boat is a fast boat, right?

Monday morning brought pretty typical Whidbey conditions, a sunny skies and breeze filling from the West. The race committee placed the course quite deep inside Penn Cove, which gave the tourists a nice view, but made the course slightly more constricted than in previous years. The J/105 class had 11 boats, which seemed like a pretty good turn out. Still unsure of pretty much anything (rig tune, boat speed, crew mechanics, etc.) we had a casual look at the rig, did some straight line tuning, and tacked and jibed a few times prior to the start.

Now, as some of you surely know, the J/105 is not the flashiest boat in light air, but when there are 11 of them on the line, its not so bad! Everyone is going as slow as everyone else. In fact, it was pretty exciting to line up against 10 other 35-footers on a shortish line. From a tactician's perspective, the 105 is pretty interesting to sail because, as it is so simple (one main, one jib, one spinnaker), racing the 105 comes down to crew work and tactics – nothing tweaky about them. The drawback from the tactician's perspective is that there is no one to blame when things go wrong.

Monday's racing was generally light to moderate with lots of sun. We discovered that we had pretty good speed and were pointing the boat in the right direction. As such, we were rewarded with winning the day.

Tuesday was a different picture weather-wise – cloudy skies and moderate southerlies. The race committee placed the course in Saratoga Passage. There was a fair amount of inbound tide such that working the beach seemed to make sense, but there was more breeze in the middle. - decisions, decisions. The wind was also quite shifty so playing it conservatively was the plan of the day. Despite the higher wind speed, Jaded appeared to still have pretty good boat speed. But, as we had not sailed it much, we were a little lost as to how high to point without losing too much speed or, conversely, how low to foot in the waves without going too fast. Yes, we did have the polars on board, but it just didn't make any sense . . . We eventually got things pretty dialed in and enjoyed to higher wind speeds where the 105 lights up quite nicely.

Wednesday morning broke quite differently again, overcast, but without the hint of any wind. This was quite alright with me as I needed a little break from the two previous days. The fleet did head out to Penn Cove, but then just milled around for a few hours or tied at Coupeville before the RC pulled the plug.

Thursday, my favorite day at Whidbey because it is reggae night, was back, to normal – moderate westerlies and sunny skies. It really was perfect. The start line was tipped to favor the pin end, which on Jaded we took full advantage of while much of our fleet was vying for the committee end in order to break right as soon as possible as is traditionally done (something of a myth, in my humble opinion). The racing was really good, perhaps not as thrilling as J/24s at a crowded mark rounding, but exciting and challenging.

And then there was reggae! Andy-O, a local reggae star, provided the evenings entertainment in the tent and then at a later party on the adjacent navy base. Knowing myself well, I made the most of the evening in the tent, and then skipped the later party. There was still work to do on Friday, after all.

Friday was nearly a carbon copy of Thursday except just a little lighter at first. On the first race, we had a really bad start – not just in the second row, but more like the nose-bleed section. So it goes. We came back pretty well by working the edges of the known shifts – staying just in phase with the fleet, but on the edges enough so that we could take advantage of any leverage. The second race was more straightforward, but as evidence of how tight the racing was, the very last leeward mark of the regatta was pretty crowded and quite close between us and Money Shot.

In my estimation, it was one of the best Whidbey's ever. Hats off to Gary Stuntz who successfully took over from Bob Ross who had been the chief organizer for many years. Notable STYC finishers are Jenn and Ben Braden who won the Moore 24 PCCs, Kathryn Meyer who was second in the PCCs, and Ken Chin on Kowloon. My apologies to anyone I missed.

Lastly, the crew on Jaded were, Gerald Hirschler, Lena Hirschler, Bob Arney, Carol Reid, Thomas Harlan, and myself.

Oracle shows how it's done!



Bonding with Oracle: Given our chafing under losing Seattle sports teams (and even losing a complete team! - huh??), we can relate to the Oracle boys training for the next (maybe) America's Cup. Are they as good as the Mariners?



Fall Membership Meeting - Oct. 16th @ CSR
December Xmas Party! - Dec. 5th at CYC/Shilshole

Racing 2009

Upcoming Racing

With the new racing season just around the corner, more and more races are scoring boats from yacht clubs to award a team trophy. You might remember that STYC won the Kelly O'Neil trophy last year at PITCH. In an effort to coordinate the STYC effort, please email me (nigelbarron@yahoo.com) if you plan on participating in the upcoming Orcas Island Yacht Club "Around the County" (November 8-9) race, or the South Sound Series. The first race in the South Sound Series is the Winter Vashon race on December 6.

Well, we just returned from the 44th Annual Rolex Big Boat Series held September 11-14 and hosted by the St. Francis Yacht Club. More than 1000 yachtsmen tended 111 boats ranging in size from 35 to 78 feet in length. The racing yachts competed in four IRC divisions and six one-design groupings – ID35, Beneteau 36.7, Express 37, J/105, J/120 and the Melges 32. The racing was tight, and the wind was as usual blowing hard on the bay. The St. Francis Yacht Club Race Committee prepared forty-two different courses for the four day, seven race regatta ranging from 8 to 32 nautical miles in length. I was racing in the ID35 class on the yacht Zsa Zsa owned by Stan Glaros. We brought most of the crew from Minor Threat down with us and Stan put us up at his house. The racing was fun with Stan and I sharing the responsibility of driving and tactics, the wind everyday would start off at about 15 knots and by 2 in the afternoon it would be blowing 25 knots making the long downwinds very fun, fast and interesting for the boats gybing and staying competitive while staying out of the way of the other classes. It is often said that the big boats get all of the glory, and such was the case in the IRC A Class grouping. The battle began between three Reichel/Pugh designed boats – Bill Turpin's 78 footer Akela, Jim Mitchell's IRC 52 Vincitore and Chip Megeath's R/P 45 Criminal Mischief. While the giant eye-popping, heart-stopping Akela was able to take line honors throughout the regatta, John Kilroy's Samba Pi Ti, a TP 52, entered the final day of racing tied with Vincitore at 14 points each. The battle began at the start for the long Bay Tour race on Sunday, and while Akela was able to add another line honor finish to her scoreboard, Kilroy controlled the currents to give him his forth bullet for the regatta and the St. Francis Perpetual Trophy.

Both the competitors and the spectators were surprised on Saturday when my good friend Mario Yovkov of the ID35 Great Sensation, popped out a spinnaker on the downwind run to the finish which read "Will You Marry Me." Mario entered the last day of racing with a one point lead over Gary Boell's Diablita, but whether or not it was a negative reaction to his proposal or not quite tight crew work, Great Sensation crossed the line in fifth place, giving the regatta win to Gary. This is an annual racing trip for us and for those of you who haven't attended I highly recommend it, I can't wait to get back down



Nate wins the STYC Singlehanded

STYC's Single-Handed Regatta was held on Saturday, August 16. This non-flying sails reverse start race became a test of skill (and possibly some luck?) at locating and following wind lines, as some early starters found themselves in nearly inescapable holes and other competitors successfully navigated through tough early conditions. The breeze eventually filled to a nice 8-10 knot northerly that remained throughout the race as competitors rounded marks between the Meadow Point and West Point buoys under almost perfect summer sailing conditions (with temps in the upper 80's!). Nate Crietz nailed the start on his Olson 25 Three Ring Circus and never looked back, leading the fleet around all marks and finishing first. Second was Stuart Farrell on his Aphrodite 101 Tryst, and third was Ed Schulman on his yet-to-be-named J/100. Complete results can be found on the STYC website.



Thanks to Paul Hanson for providing the committee boat (Wings); to Paul and Nigel Barron for serving as race committee; and to Tom Barrigan and Bob Foulds for setting up class breaks and conducting the scoring.

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



Anchorline

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