



**SLOOP
TAVERN
YACHT
CLUB**

Anchorline

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Ben & Jen Braden's Moore 24 More Uff Da - (#2 48° North Top 25)

photo courtesy of Erik Simons - www.h2oshots

Commodore's Words - Spring 2009

2008 was an excellent year! Thanks to all those who participated in club events, and to all those who volunteered to make them a success. Past Commodore, Neil Bennett, did a wonderful job of orchestrating the STYC board and club events. Thanks, Neil! This year's board has many of the same faces, with the exception of outgoing Secretary, Park Densmore and incoming Board Members Dan Randolph, Nate Creitz, and Alex Simanis. Thanks to Park for his service as Secretary, and welcome to new Board Members Dan, Nate, and Alex! Please check the Board Members page on the STYC website for the names and contact information of your representatives who volunteer to keep STYC running smoothly. Tell them that you appreciate their efforts, and let them know if you can help them out with anything this year!

It was great to see so many of you at our year end party on December 5. It was a fantastic time, with great food, drink, and music provided by Beckie Sue and Her Big Rockin' Daddies! It was the perfect way to wrap up a terrific year that included impressive performances by members in so many regional races. Congratulations to STYC members Ben Braden, Pat Denney, Dan Randolph, Ken Chin, Nate Creitz, Mike Schiltz, and Scott Burbank for placing in 48 North's Top 25 last year!

2009 is looking good, too! We've got some new members, and it was great to see both old and new at our annual membership renewal party at the Sloop on January 28. New member Tammy Walker and Jen Braden have volunteered to be co-Cruise Directors this year, and they quickly organized the first cruise of the year along with Ben Braden - in February! Ben's "Get Out The Boat" initiative has caught fire, and he is doing a great job of working to get boats out and participating in events more often this year. What better way to forget about shoveling snow this past winter than to sail to Port Madison and Port Orchard with Ben and Jen and fire up the BBQ! Stay tuned for more cruising and social opportunities this year, get out your boat, and enjoy the fun!

Racing this year is looking to include new divisions, new events, new trophies, and new rules! Back by popular demand will be flying sails divisions in STYC races this year. We are currently reviewing alternatives for new events and additional trophies to recognize members that perform well in multiple events. Come to the Spring Membership Meeting in April to give us your thoughts and help determine the outcome. It was good to see many of you at Dick Rose's seminar on January 16. If you aren't familiar with the new rules yet, you can let North U bring you up to speed at the seminar at SYC on March 22 before our next race – the Blakely Rock Benefit Race on April 4.

Our first race of the year, the Iceberg Race, had a good turnout on a beautiful sunny day. Tom Barrigan, Race Chair, did another terrific job running this race and made the right call again by sticking with the short course. Thanks, Tom! Participants had a great day, and were able to find enough breeze in Shilshole Bay to finish the race before the Sound was becalmed.

Next up is the **Blakely Rock Benefit Race**. This is always a fantastic event! It's a great opportunity to help our community, and it's a Grand Prix qualifier! Raffle items are already rolling in from local businesses. I hope you all plan to join the fun, come to the breakfast, buy shirts, buy hats, buy raffle tickets, come to the awards party, and help support the Ballard Food Bank! All proceeds generated during the event will go to the food bank, and this year they need our help more than ever. Not long after BRBR is this year's Race to the Straits on May 2. Please contact me if you are able to help us out with either of these two upcoming big events.

Bob Foulds, Webmaster, has added some useful features to our website that include online renewal using PayPal and a discussion Forum. Thanks, Bob! This discussion Forum is a great tool – let's make good use of it to communicate with each other and generate new ideas for growing our membership, increasing club participation, and serving our community. If you've got ideas we want to hear them! I look forward to serving as your Commodore this year! Keep it Fast, Fun, and Friendly!
Paul Kalina 2009 STYC Commodore

Evolution of STYC Racing

The founders of the Sloop Tavern Yacht Club envisioned our yacht club as an organization offering entry level racing, and non-flying sail races were offered as the norm. The Monday Nights Six-Pack series were originally all non-flying sail (NFS) races. Staying true to our tradition, we continue to recognize the top performing NFS boat by awarding our prestigious Commodore's Cup to the best combined score for the year in four non-flying sail Sloop races; the Iceberg Race, the Spring Regatta, the Jack and Jill, and the Fall Regatta.

When flying sail (FS) racing was allowed, more competitive participants entered Sloop races and flying spinnakers captured the spotlight. Furthermore, in the highly competitive non-STYC races offered by other yacht clubs, Sloop boats are consistently found on the awards podium. Examples of this can be found in practically every major race and regatta in the Puget Sound for the last several years.

The increase in popularity of FS racing is contrasted by the recent decrease of boats in NFS classes, particularly in the four races to qualify for the Commodore's Cup. When FS classes were added to those weekend races over this last year, the total number of entries improved, and more boat came out to sail. (continued on page 3)

The idea of elevating the recognition for Sloop flying sail racing has been floated over the years; entry level non-flying sail tradition juxtaposed to competitive flying sail evolution. Over the last year, the momentum has increased and discussions to acknowledge the top flying sail STYC boat in Sloop races reached a fever pitch.

The success of flying sail boats participating in our traditionally NFS races fuelled the debate during the monthly STYC Board Meetings. The Board Members generally agree that the club's ethos of offering entry level racing club should remain unchanged. And The Board also want to acknowledge the FS boats for their performance over the year, very much like the NFS for the Commodore's Cup.

The options are varied as how to recognize the top flying sail boat. This ranged from simply creating an overall flying sail division to the Commodore's Cup, to formulating a calculation for a qualifying number of races, similar to the 48 North Magazine's Top 25 list. Most agreed that Monday nights should not be counted, and that the Sloop's marquee races, the Blakely Rock Benefit and Race To The Strait should be part of the calculation..

Another conscientiousness developed during the Board's discussions, wanting to recognize the overall top performing STYC boat for the year, not discriminating between FS and NFS.

The Board would like to hear the membership's thoughts on the Flying Sails Commodore's Cup award and the STYC Boat of the Year. The Board encourage the membership to offer your comments and opinions through the recently established forum on our website at <http://www.slooptavern.org>, or let your Board Member know what you think. Ken Chin

Racing - Iceberg Regatta & MORE!!

Iceberg Regatta

The Sloop Tavern YC began the 2009 race schedule under sunny skies and a light southerly. Given the light shifting wind and strong currents, the RC elected to use the short 8.9 mile course rather than send the boats across the vessel traffic lanes. This also allowed the boats to finish within the time limit.

The fleet consisted of 12 boats in two classes in the non-flying sail division and 15 boats in two classes in the flying sail division. Class 1 was won by the Rocket 22 Redfish Bluefish followed by another Rocket South Lake Union Trolley, with the stately Q boat Grayling third. Snake Oil was first in Class 2, first to finish, and first overall in the non-flying sail division. Second in class 2 was Mostly Harmless followed by the single-handed BJ. The flying sail class 3 was won by Pro Tanto, out of retirement and skippered by 82 year old Bob Stange. This shows that classic boats can still compete in STYC races. Second in class 3 was Runner, less than a minute behind and new member Damon Darley's Lady L third.

Class 4 flying sail was dominated by J boats with Diversion first in class and first overall. Here and Now was second and Delerium third. Complete results are on the STYC website, www.slooptavern.org.

Notice of upcoming races:

Blakely Rock Benefit - April 4th

STYC Spring Regatta Race:

The Sloop Tavern Yacht Club invites all sailors to participate in our Spring race on May 9. There will be both non-flying sail and flying sail divisions. The long course is from Shilshole Bay around Blake Island either way. The notice of race, entry forms and sailing instructions are on the web site www.slooptavern.org or call Tom Barrigan, 206.954.5116.

STYC Race to the Straits:

The Sloop Tavern Yacht Club will again sponsor this Single/ Double handed race on May 2-3. The race is from Shilshole Bay to Port Townsend on Saturday with a dinner and party. On Sunday the race is back to Shilshole. Entrants must have a current PHRF –NW handicap rating and belong to a PIYA affiliated club. Entries must be received by Wednesday 29. There will be additional awards for Jack & Jill competitors. More information is available on the STYC website, www.slooptavern.org, or call Tom Barrigan 206-954-5116.

SBYC and STYC Ballard Cup:

Shilshole Bay Yacht Club and the Sloop Tavern Yacht Club will again sponsor the ever popular Ballard Cup Series in 2009. The first 5 race series begins Monday, April 20 and continues each Monday through May 18. There will be both non-flying sail and flying sail divisions. This series is offered as a low stress alternative to the Wednesday night series of a nearby club. For information, visit the SBYC website www.shilsholebayyc.org or the STYC website www.slooptavern.org.

2008 was a banner year for STYC members represented in 48° North's Top 25 with seven boats claiming this annual trophy. The Top 25 represents the best programs in the PNW taking the top four finishes from an array of events ranging as far south as Olympia and as far North as Vancouver B.C. Leading the way in #2 position was Ben & Jen Braden's Moore 24 More Uff DA with a perfect score winning all of the CYC events including another win at Whidbey Island Race Week. Dan Randolph's Runner claimed the #7 spot with great season perhaps highlighted by a big win at Swiftsure. Runner will be missed in the future as Dan and crew look forward to the arrival of a much more modern and racy Farr 30. Kowloon with Ken Chin at the helm and his rainbow fro-warriors once again had a solid year in 2008 claiming the 10th position winning both PSSR & PSSC in the ever competitive 30 something fleet. Three Ring Circus finished 15th this year with the help of two year old Dieter (child) and Shep (dog). Rock On sailed by Scott and Susan Burbank finished a solid 20th winning PSSR and being the most consistently sailed Flying Tiger here in Seattle. Other STYC members in the Top 25 flying other clubs burgees include Pat Denny's Here & Now in 7th and Mike Schiltz in a comfortable 18th. With such a strong showing of STYC boats participating in regional events in 2008 isn't it time we had our own boat of the year trophy? - email your commodore with your thoughts on this! Nate Creitz

Member Notices

Gulf Islands / Desolation Sound Boat Delivery - are you interested??

Dreaming of cruising Desolation Sound or Princess Louisa Inlet but don't have enough vacation time? Consider having Kris and Reini Freywald save you some precious vacation days. We propose to deliver your boat to, or from, the Gulf Islands or Desolation Sound in exchange for a few extra days of travel time. Logistics could include using my car for ground transport or flying on Kenmore Air. Kris and I have 20 years cruising and racing experience. We have been STYC members for 15 years, but currently do not own a boat. Please call 425-280-5572. Thanks

Offshore Dreaming? Warmer Climes Calling?

I am planning for Fall 2009 to take my boat to San Diego and participate in the Baha Ha-Ha. This voyage will be much easier and lots more fun if I can find or train suitable crew for the delivery trip and the Ha-Ha. Contact Michael Riley, michael@timesmithmr.com for details.

Register for Sloop Tavern YC races on-line!

It is now possible to register for all Sloop Tavern Races on-line at www.slooptavern.org using Pay Pal for registration fees.

STYC Boats Receive CYC Awards!

The prestigious Corinthian Yacht Club of Seattle recognized two Sloop Tavern Yacht Club boats during their 2008 awards presentation at the end of January 2008.

Ben and Jennifer Braden's More Uff Da was co-winner of the Northwest Challenge Cup for the best combined performance for CYC's Center Sound, PSSR, and PSSC Series, sharing the award with CYC's 2008 Boat of the Year, Tantivy.

Stuart Farrell's Tryst was awarded the Stuart's At Shilshole Trophy for the best overall performance for the CYC Jack and Jill Race.

Though not acknowledged during the awards presentation, Nate and Wanda Creitz's Three Ring Circus, another STYC boat, was second overall for CYC's Jack & Jill Race.
by Ken Chin

By Roberta Comstock

Dear "Ask the expert" we had a "rockstar" on the boat who was telling the main trimmer to twist off and leave the traveler alone. The breeze was moderate but this was new to us. We normally travel down in puffs etc. Why?

You hear it all the time, Travel up or down or twist on or off but what does it mean? A good main sail trimmer like a quarterback on a football team can win boat races in spite of the driver. Our main trimmer has snatched victory from defeat by staying focused, communicating with the driver and understanding boat speed first, point second. Most consider it the most important job on a modern boat. The days off non-overlapping jibs and big roach mains remain and the set it and forget it days are gone. The main of a race boat is constantly being trimmed for either speed or point. But when do you travel down or twist off versus traveling up or twisting on. Some trimmers do both watching the knot meter but what does it all mean.

Twist is the change in angle of attack from bottom to the top of the sail. It is a measure of how open the top is relative to the bottom of the mainsail. Tightening the main sheet tightens the leech of the sail (reduces "twist"), rounding up the back of the sail forcing the boat up into the wind and making it point. Easing opens the leech (induces "twist"), accelerating the flow of air across the sail, encouraging the boat to bear off and accelerate. How far the main sheet can be trimmed to help the boat sail upwind as effectively as possible is a function of wind velocity and boat speed. In more wind the main sheet can be trimmed tighter without causing a speed loss, and pointing will improve. In less breeze, be careful not to over-trim or the boat will not accelerate. Keep in mind another fundamental rule of sail trim, "speed first, and then try to point." Start with the main sheet relatively eased and gradually trim harder once the boat is up to speed. Start with enough main sheet tension so that the top batten is approximately parallel to (pointing in the same direction as), the boom. The top telltale will just be on the verge of stalling (disappearing behind the leech of the sail). In light air you will need a more open leech. The sheet will be eased from the median setting (so that the top batten points 5-10 degrees to leeward). Finally, the main sheet is the primary pressure relief valve when the boat heels too far. Ease and let the sail luff to let the boat get back "on her feet." Ease whenever the heel is greater than 25 degrees on most mono hulls, or whenever there is too much weather helm on any type of boat.

Upwind use the main sheet functions to control the overall amount of twist in the leech of the mainsail. Once the traveller is set, we trim the mainsail until the back end of the top batten is parallel with the boom. We then fine tune the main sheet tension depending on what gear we want to go in. If we want the boat to point we can trim the mainsail harder, reducing twist and the helm will load up a little allowing us to point higher. Eventually, as we point higher, we will slowly lose speed and need to foot off again. In order to foot we need to ease the mainsail slightly to twist open the leech and ease the load on the helm, we can then drop the bow down slightly to foot and build speed without heeling the boat over and inducing helm. The main sheet can also bend the mast and flatten the sail (especially near the top).

The traveller controls the athwartship's position of the boom when sailing upwind. We've found that it never pays to have the traveller car more than 6" above the centerline of the boat. In general the traveller will be on or very slightly above the centreline in light air, and below, or well below in moderate to heavy air. Once you are overpowered constantly, or sailing in waves, it is generally faster to keep the traveller fully down and drive the boat a little faster through the water. In puffy conditions it is often faster to play the main sheet when a puff hits, than to ease the traveller or feather the boat. The goal when playing the main sheet upwind is to keep the boat flat and on an even angle of heel through all changes in wind velocity. Start judging the angle of the jib against the horizon and work to keep it constant.

On your next race try keeping the traveler position more constant in relation to centerline than you normally would and controlling speed and heel with twist. It's generally faster and easier and keeps your point and allows you to "play" the puffs with the main.

Written with the help of Quantum and North Sails.

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



“You know, normal people don’t do stuff like this”- Kevin Shaw (a friend we saw in N.J.)

We have all suffered from it. It’s a disease that affects many boat owners, but seems to particularly afflict sailors. The disease can take many forms. It can attack you in your dreams, or when staring off into space at work, or when your wife says “are you listening to me”. You’ve probably guessed it...the dream of your next boat. The fact is, no matter how happy you are with your current boat, you are always thinking about your next boat.

I recently found my elusive next boat. Unfortunately, it happened to be over 3,400 miles away in Newport, Rhode Island. I soon discovered that a symptom of this disease is that a little thing like distance will not be enough to deter the victim in pursuit of the dream.

My new boat is 31’ long, 10’ wide, and weighs about 4,600 lbs. But on its trailer, with the mast down and gear stowed, it’s over 45’ long and weighs about 7,500 lbs. I did the research, crunched the numbers and found a shipper willing to take the boat across the country in the middle of winter for only \$3,000. Sound too good to be true? You’re right. I sent a 50% deposit only to have the shipper disappear and not pick up the boat. I’m still working on getting my deposit back.

After contacting several other shipping companies, and talking with sailors that have had their boats transported, I learned that there are basically two types of shippers. There are the professional companies with large trucks and trailers that charge between \$2 and \$3 per mile, carry cargo insurance, and strictly follow DOT regulations. The other types of shippers are commonly known as Gypsy drivers. The Gypsy’s sometimes own their own small trucks or use rental trucks, usually don’t carry cargo insurance, and may not follow DOT regulations such as oversize load permitting and restrictions on night driving. The Gypsy drivers may represent themselves, but often work through “dispatching” companies with a pool of available divers. The advantage of these drivers is they are sometimes available immediately and will quote less than half what the “professional” companies charge. Many have had satisfactory experiences with Gypsy drivers, but stories like mine, when the driver didn’t show up and disappeared with my deposit, are not uncommon. I have also heard stories of boats being abandoned and impounded in remote areas because the driver was caught without proper permits and boats being damaged with no recourse for lack of cargo insurance.

Given the cost of a professional shipper, and a bad experience with a Gypsy company, I quickly determined that I would simply have to do it myself. After all, the boat came with its own trailer, how hard could it be? With some prompting from my friend and crewman Andy Vatter, we decided to fly to Rhode Island, buy a suitable truck, and tow the boat back to Seattle.

Andy and I caught the red-eye to Providence, RI on January 21, 2009. I had a list of 6 trucks for sale gathered from the internet, but as luck would have it, the very first one we looked at seemed like the perfect vehicle for the job. It was a 1999 Ford F-350 with a 7.3 liter turbo diesel engine and a Category 5 tow hitch rated to 12,000 lbs. My concerns in buying a truck were twofold. First was finding a truck I was confident could made the trip towing a large load. The second was the desire to sell it in Seattle for near the purchase price. The truck was in great shape so I made a quick cash deal for \$4,500 and off we went to check out the boat. . . .

(For the rest of Dan Randolph and Andy Vatter’s excellent adventure story, go to www.slooptavern.org - unfortunately, it’s too long for the Anchorline)

com·pli·cat·ed (kòm¹plî-kâ'tîd) adjective

1. *Containing intricately combined or involved parts.*
2. *Not easy to understand or analyze. See synonyms at complex, elaborate.*
3. *To make sailboat racing more difficult than it needs to be. See synonyms at racing rules, protest.*

To be fair, the main goal of the ISAF (International Sailing Federation) in the last several rules revisions has been to simplify and clarify to the extent possible the rules governing our sport. In fact, one of the stated objectives of the latest revision was “the new rules should be simpler than the old rules”.

A seminar explaining the latest “simplification” of the rules was sponsored by CYC Seattle on July 16th, 2009 at the Magnuson Park Theater. The seminar was conducted by Dick Rose, one of the 5 experts appointed internationally by the ISAF to draft the latest rules revision. The seminar was very well attended, almost filling the theater.

The section of the racing rules that sailors pay most attention to is Part 2 – When Boats Meet. This section covers rules 10-23 and takes up only 6 of the 153 pages in the new rule book. The fact that Part 2 is encased in only 6 pages is deceptive. These rules cover an enormous variety of situations and govern how boats must react to each other on the race course. ***For example, the recent seminar by Mr. Rose only covered Section C of Part 2; rules 18, 19, and 20. His explanation of these rules took over 2 hours...not counting the following question and answer period. For those of us still a little perplexed, Mr. Rose emailed a 21 page paper he wrote detailing changes to these 3 rules. (don't worry, you shouldn't have any trouble remembering each rule and situation as you approach the mark surrounded by charging boats! - your editor)***

In general I believe there are actually very few substantive changes over the 2005-2008 rules. A few of the more important changes for 2009 you need to be aware of are:

- The Zone around marks has been increased from 2 boat lengths to 3, as determined by the length of the boat nearer the mark.
- Mark Room when sailing to the mark now allows a boat to sail a proper course to the mark as well as room to round.
- New rules 18.5 and 20.2 provide exoneration if a boat breaks a right of way rule as a result of another boat failing to give her mark-room or room at an obstruction, or when rounding a mark on her proper course.
- Alterations in the definition of the terms Mark-Room, Zone, Finish, Fetching, Clear Astern, Clear Ahead, Overlap, and Obstruction.

Of course there have been many other changes to the old rules, but there is not room here to launch into a 2-hour seminar, so I must leave it up to you to decipher the latest revisions. It is helpful that noteworthy changes to the old rules are highlighted with makings in the margin of the new rule book. Books can be ordered through the web at ussailing.org.

Team Racing - is it time??

This year, many races and series are also awarding team trophies, based on the combined scores of boats from the same yacht club. It doesn't cost anything, it just requires a little planning to coordinate the teams based on which boats are going to participate. In an effort to coordinate this, I would encourage all members to check in to the Sloop Tavern forums on the website and send out a quick post letting us know if you are doing a race. Prior to each race or series that is offering team trophies, we will start a topic in the race forum so people can let us know they are going. If you have any questions or suggestions, please don't hesitate to contact me at nigelbarron@yahoo.com



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Sloop Tavern YC web site:
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Very close inspection of this pic reveals our club secretary exploring the physics of righting moment.

And he manages a boat yard!



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