



**SLOOP  
TAVERN  
YACHT  
CLUB**

# Anchorline

Volume 2009

Issue 2

June, 2009



Barbara & John's Newport 28 - masters of NFS - 2009 RTTS

photo courtesy of Jan Anderson [janepix@harbornet.com](mailto:janepix@harbornet.com)

## In this issue:

Commodore's  
Words

Race Committee  
Help Wanted

Southern Straits  
of Georgia

Ask the Expert  
Foot or Point?

Ballard Cup  
Series I

Memorial Day  
Snooze & Cruise  
is a huge Success!

## Commodore's Words - June 2009

Yo Ha Sloopers!

We've had a great start to 2009 and a great upwind leg! Now that it's June, we're turning the windward mark and starting our run to the finish. Thanks to all those who have participated in club events thus far this year, and thanks to all those who have volunteered their time to help make them a success!

**RACING** First on our beat upwind was the sunny Iceberg Race, followed soon thereafter by another terrific Blakely Rock Benefit Race (BRBR). Winter finally came to an end on April 4, the sun came out again, and we raised over \$6,500 for the Ballard Food Bank! Race to the Straits and the Spring Race were also blessed with good weather this year. The vast majority of

this year's Race to the Straits participants experienced both favorable winds and tides and were able to finish the long course both days. Thanks to event co-chairs Christopher Butler, Nigel Barron, and Alex Simanis for coordinating all the logistics for this race. Ballard Cups I/II have had good turnouts and great racing this year as well. Please see Ken Chin's article in this Anchorline for a wrap up of Ballard Cup I.

Our events are successful due to the efforts of our volunteers that provide their time and/or vessels. Thanks to Race Chair, Tom Barrigan, for coordinating our race events throughout the year, to Web Master, Bob Foulds, for event scoring and web posting, and to the following other volunteers for the first half of 2009:

<u>Event</u>	<u>RC Boat</u>	<u>RC Crew</u>
Iceberg Race BRBR	Theory Slack Alice	Tom Barrigan, John and Lisa Doherty, Mike Beste Jonathan Little, Tom Barrigan, Paul Kalina, Robert Leighton, and the Bellingham Yacht Club race committee
RTTS-Sea	Figaro	Pete Serafin, Carol Pearl, Chris Halstead, Laurie Turay, Duncan and Deborah Hunter, Jean Penney
RTTS-PT Spring Race	Spice Theory	Bob Leighton, Tom Barrigan, Bob Foulds Tom Barrigan, Steve Tindall
Ballard Cup I/II		Ross Peterson, Andy Scheen, Don Sarin

Still on the racing calendar for this year are Ballard Cup III, the Single-Handed Race, the Jack and Jill Race, and the Fall Regatta. Please see Tom Barrigan's article in this Anchorline regarding our need for additional support for RC boats and crew, and please contact Tom or I, or any of the event chairs (Tom Barrigan – Ballard Cup III, Dan Randolph – Jack and Jill, Ken Chin – Single-Handed Race, Nigel Barron/Christopher Butler/Alex Simanis – Fall Regatta) to discuss how you can help STYC with these events.

Many STYC members have shown some great performances in local, regional, and national races thus far this year. Watch the Transpac website (<http://www.transpacrace.com/>) to track STYC vessel "Artemis" and members Lou Bianco, Nigel Barron, and Christopher Butler as they race 2,225-nautical miles from Long Beach to Hawaii. Sixteen boats have entered Transpac 2009, which begins June 29.

CRUISING Cruise Director Tammy Walker worked with Ben and Jen Braden and "Get Out The Boat" to put on a terrific GOTBOATi event over the Memorial Day weekend. Please see Tammy's article in this Anchorline to read all about the great times had by all during this event.

STYC members have traditionally sailed to Liberty Bay and rafted up for Poulsbo's July 3<sup>rd</sup> fireworks. This year's fireworks were originally cancelled by the organizers due to lack of funding, but the City of Poulsbo has recently announced that the show will go on! Poulsbo volunteers and the Viking Fest Corporation have announced that they will host "Poulsbo's Fireworks on the 3<sup>rd</sup>" sponsored by the Suquamish Clearwater Casino and citizen donation. The contemporary Navy band "Passage" will play at the Kvelstad Pavilion in Liberty Bay Park at 8:30p, and the fireworks will start at 10p. Sail over to Liberty Bay, proudly display your STYC burgee, and enjoy the fireworks with your fellow Sloopers! The website's Forum page would be a good place to coordinate logistics with other members.

Watch the website's Cruising page for additional summer/fall cruise events, and contact Cruise Director, Tammy Walker, with any ideas/suggestions.

OTHER It was great to see many of you at our Spring Membership Meeting on May 28. Thanks for KAMgear for providing the venue (and their embroidering services), and thanks to Northwest Rigging for the rigging presentation and comic relief!

Member Lisa Doherty has been doing terrific work sprucing up the STYC trophy case. The case and trophies have been cleaned/ repaired, and the brass plaques on the trophies have been polished so that they are legible again! Please thank Lisa for all her hard work the next time you see her on Dacha and/or at the Sloop! Thanks to Jay and Catherine Thiele for the new beautiful wooden plaque with "Sloop Tavern Yacht Club" engraved on it at the top of the trophy case! Lisa is also moving forward with updating the trophies with additional plaques to bring trophies up to date.

Enjoy the downwind run this summer, and Keep it Fast, Fun, and Friendly!

Paul Kalina  
2009 STYC Commodore

For Southern Strait of Georgia 2009, I had a busman's holiday from the Artemis program in that I accepted an invitation from the J/120, Time Bandit. They are a fun crew with whom I had done a few races last year where we had been successful, so why not? This year's Strait was in April, not March, and the chances of it blowing 50+ knots again seemed pretty slim. (The last time I raced the Strait, 2006, I was also on a J/120 and it did blow well over 50). For this year's race, the forecast was actually quite pleasant – southerlies to 20 and seasonally mild temperatures.

As usual, the start was in just about the worse place possible, off Dunderave Pier in West Vancouver, just outside the entrance to Coal Harbour (note proper Canadian spelling). The tide was ebbing and the breeze was very light. We thought that we would be wise to hang back from the start a little in the event that there was a lot of sweep. But, despite the apparent conditions, there wasn't much current at all, at least not near to the start line. Many of the very fast boats made the same miscalculation such that they ended up crossing the line about the same time as we did even though their start time was 10 minutes ahead.

The first mark was Ballenas Island, about 37 miles to the west. Once we got going we stayed off the beach and favored the left relative to the rest of our fleet (Declaration of Independence, Mad Max (Davidson 40), Harwar (J/36), among others). However, it was still slow going for the first few hours. Eventually a small southerly filled in and lifted us on port away from Bowen Island giving us a large advantage against our fleet. Once we left Bowen Island behind, we were in the middle of the Strait where the wind went light again. We did our best to sail from puff to puff with the .5 ounce reacher. By late afternoon, the southerly filled to about 12 knots, in which wind speed the J/120 begins to light up. We had left Declaration behind and were now dueling with Mad Max. By late afternoon, the wind backed to about east-south-east. We jibed to starboard, which provided us considerable leverage against Mad Max. When we finally jibed back to port to approach Ballenas Island, we crossed Mad Max by a comfortable margin.

We rounded Ballenas Island in the early evening. The breeze filled a little more so we changed to a #2. The next mark was the North Flattop mark. As we were in a watch rotation, I had dinner on the rail and then slept (sort of) for a couple of hours. For the entire leg, there was a great deal of anti-water resulting in lots of short tacking the Vancouver Island shoreline. However, in retrospect, I think that there was more breeze out, which would have compensated for the current such that the short tacking might not have been very useful. Regardless, we arrived at North Flattop at about 1:00 a.m. in a dying breeze that had veered to the south. We rounded in front of a mystery J/109 that just missed fetching the mark such that they had to jibe away to try it again.

The next mark was Halibut Bank.. It was a spinnaker reach to get there, which, considering the low wind speed, was just fine. However, the further north we progressed, the harder it blew. The good news was that the wave sets were almost directly behind the boat such that the surfing was pretty good. Eventually, the breeze built to about 20 knots and went quite far forward to an easterly – it became a little sketchy. I was happy that it was not my spinnaker . . .

We rounded Halibut Bank and then very happily bore off in the easterly for the leg back to Ballenas. It was a very nice night – clearing skies, a 20 knot easterly, a following sea of four to five feet, and relative warmth, at least for a while. Top speed for that leg was about 13 knots. As we approached Ballenas, the breeze faded, which allowed the Mad Max to catch up – we had crushed them on the close reach to Halibut Bank. The back side of Ballenas was very, very light such that we changed to the light #1. It took quite a while to limp around the island and then head out to the breeze, which eventually filled in again to about 16 knots. So, back to the #2 we changed. The next mark was Entrance Island, just off the south side of, as the name suggests, the entrance to Nanaimo. It was getting cold and breezy – puffs to about 18 – 20. We debated peeling to a smaller jib, but as we had a close reach back to Vancouver, we hung on to the #2. After short tacking the Nanaimo coastline, which did pay off this time, we rounded Entrance Island with the Davidson not far enough behind us.

It appeared that it was going to be a very fast close reach back to Vancouver – we were even thinking about a spinnaker - but it was not to be. As we headed across the Strait, the breeze backed again to the south-east, and then, when we entered Vancouver Harbour, to a pure easterly. We were a little disappointed . . . As we were headed on starboard while passing Bowen Island, we tacked to avoid the Howe Sound Hole. That seemed to work as we put some time on the Mad Max (they hugged the coast line and crossed the Hole). We sailed almost into English Bay before we tacked back, which appeared extreme at the time, but, taking the ebb into account, set us up well for the layline for the finish. We were glad to be done – it had become quite cold with the snow level apparently at about 700 feet.

We ended up about seven minutes in front Mad Max, which was not nearly enough as the J/120s owe it about 8 seconds/mile for a 130 mile race. Regardless, we viewed it as a moral victory and, as we were second in class, were quite happy with the result.

Christopher Butler

## From the Race Chair - Help!!

From the race chairman

The position of race chairman is very time consuming in its current format. I need more help to spread the load. Members have approached me with offers to help so here is my proposal. I want to set up groups of volunteers.

The first group is Trophies. These members will order the trophies, arrange delivery before the awards party and distribute the remaining ones after the race. They will also seek options to our standard mugs and canisters.

The second group will manage and recruit volunteers. They will poll the membership for volunteers and provide lists for committee boats and RC crews. The 2010 online renewal form will have a place to volunteer for various duties.

The third group will be scoring personnel. This is my greatest need. They will work with Bob Foulds to select and train on scoring software. I have been using the Sloop legacy software because it works most of the time but there are other products available. Most clubs are using Sailwave. This group will work with the race chairman for class breaks, scoring after the race and posting the results on the web.

The fourth group is Principle Race Officers (PRO). These are the people who run the race on the water. I will provide training.

The Sloop Tavern Yacht Club is a performance club offering sailors new to racing a low key and affordable entry into sailboat racing. In order to maintain this, please give some of your time to the club. I can be contacted at [Sailtheory@gmail.com](mailto:Sailtheory@gmail.com)

Tom Barrigan [sailtheory@gmail.com](mailto:sailtheory@gmail.com) 206 954 5116

## 2009 Ballard Cup - Series I

The first Monday night series concluded as the month of May waned. Thanks to STYC Race Committee Chair Tom Barrigan, SBYC Race Committee Chair David Horn, the SBYC Race Crew, and the motor yacht Olele, for making this first Monday night series happen.

Nearly 40 boats signed up, forming one non-flying sail class and four flying sail classes. Included were separate class starts for the Moore 24's, J-24's - with boats mostly from the Seattle Sailing Club

The weather was the usual mish-marsh of Puget Sound spring evenings; everything from clear conditions with strong winds diminishing to a dying breeze, a 30-knot sail-makers delight, and simple gentle breeze for a pleasant evening sails.

Unfortunately, during heavy air and choppy seas, a pre-start accident between Airloom, a Baba 40, and Rev, a T-Bird (26') took place causing damage to both boats. This was an un-welcome reminder to watch out for each other, even during a casual beer-can race.

The followings collected glassware for the series:

**Division A, Non-flying Sails:** Jim Hewitson's Cal-39 Magic Button winning the tie-breaker over Duke Phan's Q-Class Grayling, and Scott Lankford's C&C-41 Prismatic Thunder won the tie-breaker over Peter Serafin's Ericson-39 Figaro for third.

**Division B, J-24's:** Separate by one point for each place, Lloyd Fogg was first, Steve Kirsh second, and Chip Ewert third, all from the Seattle Sailing Club.

**Division C, Flying Sails Class 1:** Stuart Farrell's Aphrodite-101 Tryst out distanced the class competition for first. Kirk Fraser's Yankee-30 Moonshine was second. Andy Scheen's T-Bird Rev survived their pre-start contact and tough competition to take third.

**Division D, Moore-24's:** Steve Bunnell's Sputnik was first, Anthony Devita's Frecklebelly Madtom was second, and Lisa Winterrhalter's Mordacious was third.

**Division E, Flying Sails Class:** Winning the fast class was John (JP) Peterson's J-105 Last Tango, John Aitchison's C&C-35 Moose Unknown was second, and John and Lisa Doherty's C&C-115 Dacha was third.

Thanks to all who came out.

Ken Chin

By Roberta Comstock

*We had some rock stars aboard helping the driver and we constantly heard about footing and boat speed. While we went fast I always thought we wanted to point high. So when should we point and when should we foot off? Sincerely, Pretty Slow*

The answer is not as easy as point or foot. What your rock stars are talking about is called “shifting gears,” which is one of the most difficult aspects of racing and requires a knowledge of your boat, conditions and plenty of practice. Subtle gear changing is what separates those with adequate boat speed from those who always seem to be quicker and higher. **The fast boats are constantly making adjustments.** When conditions suddenly change—a puff hits, or powerboat waves arrive—these sailors shift gears smoothly.

Trying to pinch to maintain height can be the crux of the problem. The old adage, “**foot, then point**” says a lot. A boat needs to go fast before the underwater foils can develop enough lift to hold their position in the water. To regain pointing ability, ease the sails out, bear off slightly, and get up to speed. Once at top speed, re-trim to your starting point trim and re-evaluate your pointing. If the pointing problem persists, check your sail trim.

When sail trim is the problem, it’s usually the main, not the jib. The upper leech of the main provides most of your pointing ability. Be sure to trim the main so the upper batten is at least parallel to the boom. If you need more pointing ability, try trimming the main tighter. You can hook the upper batten as much as 15 degrees to weather for short periods. Avoid the temptation to over trim the jib to help pointing ability. Hooking the jib leech will choke the slot between the main and jib, stalling the entire sailplan.

While it may seem natural to let the boat heel more when trying to point, fight the urge. Keeping the boat flat will help maintain a balanced helm and maximize the efficiency of your underwater foils. Still not pointing? Either your rig is too loose, resulting in too much headstay sag (i.e., the jib is too full) and sometimes too much mast bend, which makes the leech too open, or the luff tension on either sail is too tight (the draft is too far forward).

**Solving Footing Problems:** If your pointing is fine, but your straight-line speed is lacking the simplest fix is easing the sails. More open leeches on both sails will help the boat sail lower and faster in a straight line. Sometimes, however, this results in a pointing problem. If so, first check your helm balance. Weather helm can seriously hinder the boat’s ability to go fast. Instead of easing sheets, it’s often better to find a way to ease helm. First, try to sail the boat flat and induce more mast bend to flatten the main. Then ease the traveler until the helm is balanced. Finally, tighten the outhaul, tension the Cunningham/jib halyard to pull the draft forward and open the leeches of both sails.

**Gear Shifting: Puff On!** We’ve got you going with good speed and good height. Then what happens? The wind velocity changes and it’s time to shift gears. First, let’s look at some of the automatic trimming change that should happen as soon as a puff hits. 1. Ease the main, and sometimes the jib 2. Steer up to “feather” the boat 3. Re-trim sails.

Since a puff typically lifts you, due to a change in the apparent wind speed, you need to ease sheets and head up as it hits. Be sure to let the boat climb up into the wind and steer toward the upper end of your groove with the jib luff actually breaking. In flat water, all that may be required is a quick ease of the mainsheet. But in chop, it may be necessary to ease the jib as well.

If the puff packs some real velocity, more adjustment may be necessary. If you can’t hold the boat down, and there’s still too much helm, try the following, one at a time, until the helm is balanced. 1. Ease the traveler 2. Bend the mast (vang tension, backstay tension, etc.) 3. Tension the Cunningham on both main and jib.

**Gear Shift: Into a Lull** For the same reason that puffs are lifts, lulls usually appear as headers. In a lull, it’s important that you bear off as smoothly as possible. Make sure the boat remains flat and resist the temptation to add heel to maintain “feel” in the helm. Ease the main so the top batten angles outboard from parallel to the boom. Leave the jib trimmed initially until the bow is pulled down to the lower end of your groove with both telltales streaming aft. At that point, the jib should be eased so the leeward telltale doesn’t stall.

Here’s how to maintain speed in a lull. 1. Ease the main 2. Allow the boat to heel to weather, creating lee helm, to steer the boat down 3. Ease the jib 4. Level the boat 5. Pull the traveler up (if the boom is below centerline).

If the lull is long-lived, you may need to take additional steps to maintain speed. 1. Straighten the mast and induce luff sag in the jib 2.) Ease main and jib cunningshams to maintain correct draft position. The smoother you shift gears the faster you’ll be, so practice until it’s automatic. Heck, manual transmissions went out years ago!

Special Thanks to Greg Fisher from Sailing World

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

Our Memorial Day Weekend sail was the Traditional Snooze and Cruise/Race, STYC Style organized by GOTB founders Ben and Jennifer Braden.



The tone for the event was set with most of the cruisers meeting at the Sloop on Friday night for a round or two, and to pick-up their first two cards for the poker run. The cruising officially started Saturday with Dacha, Whiskey Run, Mitch's 210, Kowloon, Blue Lullaby, Tip-N-Ale, More Uff Da and Bamboo departing between the Hamburger buoy and the fishing pier at the north end of Shilshole. Participants were allowed to go either direction through the line and at any time they would like to start headed for Port Orchard Marina. Most of the boats left between 8am and 10:30am and had a great sail across the sound and through Agate pass to Battle point before the wind crapped out. Bamboo, Tip n' Ale and Dacha anchored to fish at Battle point for their 3 second per mile addition. Unfortunately no one caught anything and after half an hour the wind came back up and it was off to Port Orchard for the evening festivities. Joining in on the Saturday night stay in the crowded Port Orchard Marina were Kelly on Blues Power, the classic 'Epic', Bob and Diane on their Jollygood out of Olympia and Laney, Mark and Cujo aka

Curry on Steele Breeze from Hood River, OR. 12 boats tied up in 10 slips, and the best was the 48' Bamboo fitting into the 40' slip, you can see the video at You Tube ([www.youtube.com](http://www.youtube.com)), just do a search for "GOTBOAT!"

## Day 1 Class 1

1<sup>st</sup> Place was awarded to Kowloon. Ken worked hard for this since it was Tammy's first time with the Asymmetric. Really, it's more like the Tammy worked hard to overcome a couple of challenges for this.

2<sup>nd</sup> Place went to More Uff Da who sailed the entire way by Mel and Joe without using their motor... and they still like each other!

3<sup>rd</sup> Place was Mitch's 210.

4<sup>th</sup> Place was John and Lisa on Dacha.

## Day 1 Class 2 (yes, there were two classes)

1<sup>st</sup> Place was John and Barbara on Blue Lullaby. They waited to leave Shilshole until the wind came up and they could hit the max flood at Agate pass

2<sup>nd</sup> Place went to Whiskey Run, who left earlier but spent more time on the water!

3<sup>rd</sup> Place was Bamboo. Now, that's a big boat!

4<sup>th</sup> Place was Tip n' Ale, brought the whole family along!



A blast was had by all! The planned pot luck was by far the most FANTASTIC part of the day. Great appetizers, American Burgers, Mexican Enchiladas, Spanish rice and an assortment of fruits and salads – Oh my! Even the Harbor Master was impressed, moocher...



Dinner ended with some great desserts: One particular hit was the Corn Flake/ BACON cookies. Yes, bacon! The evening went on into the night at a local watering hole featuring Loose Gravel and the Quarry, a great local bar band. Bob was kind enough to purchase the groups CD titled Around the Sound as a memento of the night. Thanks Bob!



## Day 2 Class 1

1<sup>st</sup> Place Kowloon with 10 minutes left on the allowable motoring part

2<sup>nd</sup> Place More Uff Da – and well deserved since they did pick up the nastiest piece of Flotsam

3<sup>rd</sup> Place Dacha. Good thing they called their time in, even though it was after the awards at the Sloop.

4<sup>th</sup> Place Mitch's 210



*passing distractions . . .*



## Day 2 Class 2

1<sup>st</sup> Place Blue Lullaby

2<sup>nd</sup> Place Whiskey Run

Bamboo and Tip n' Ale scored DNS as they went off cruising for another day.

Day 2 was light and the tide was changing at 11:20 to a flood so we had to get through Rich passage before the current said otherwise. Boats started to leave about 10:00am (except Blue Lullaby) trying to motor through Rich Passage before the change. On Kowloon, the wind came up around the fish pens and a great sail was has on a southerly around Bainbridge and all the way into Elliot bay when the Southerly Crapped out and it was time to motor through the finish. It was a hot sunny day without the best winds but what really matters is the overall great

time and spirit everyone had that partook on this event. Blue Lullaby dominated the weekend with their strategic departure on Saturday as well as their timely departure Sunday morning to get through Rich Passage at Max ebb (John reported they hit 11.5 knots over the bottom, wow) before the rest of us had even left the dock (really before the rest of us got out of bed, which may explain all the tequila John kept buying at the bar on Saturday night). . . then they had the nerve to get the luck of the draw in the Poker Rally and went home with the bottle of Yum, a clean Sweep for John and Barbara!

Next year no one leaves without partaking in the group breakfast, which entailed egg/ham/salsa breakfast burritos and about 3 lbs of bacon with some sausage thrown in!

Special thanks to GOTB and STYC for providing fabulous prizes.

Thanks again to all for making it a great event and we'll see you on the water again soon!

-Jennifer & Ben Braden  
Whiskey Run

Tammy Walker, STYC Cruise Chair





# Anchorline

CONTACTS

## 2009 Board Members (Voting)

Commodore: Paul Kalina paulkalina@hotmail.com 206 310 5097  
Vice Commodore: David Marod dave@northwindsoftware.com 206 446 1054  
Secretary: Nigel Barron nigel@csrmarine.com 206 399 0097  
Treasurer: Chris Halstead c.halstead@comcast.net 425 241 5359  
Board Pos. 1 (thru 2008): Dan Randolph dlrandolph64@hotmail.com 206 909 2800  
Board Pos. 2 (thru 2009): Nate Creitz n.creitz@gmail.com 541 490 4118  
Board Pos. 3 (thru 2009): Alex Simanis tendegreealex@gmail.com 206 459 6599  
Board Pos. 4 (thru 2009): Ken Chin kenchin\_17@hotmail.com 206 783 5600  
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: Tom Barrigan sailtheory@gmail.com 206 954 5116  
Web Site: Bob Foulds support@deltacad.com

*Sloop Tavern YC web site:*  
<http://www.slooptavern.org>



Are they pointing or footing off?



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