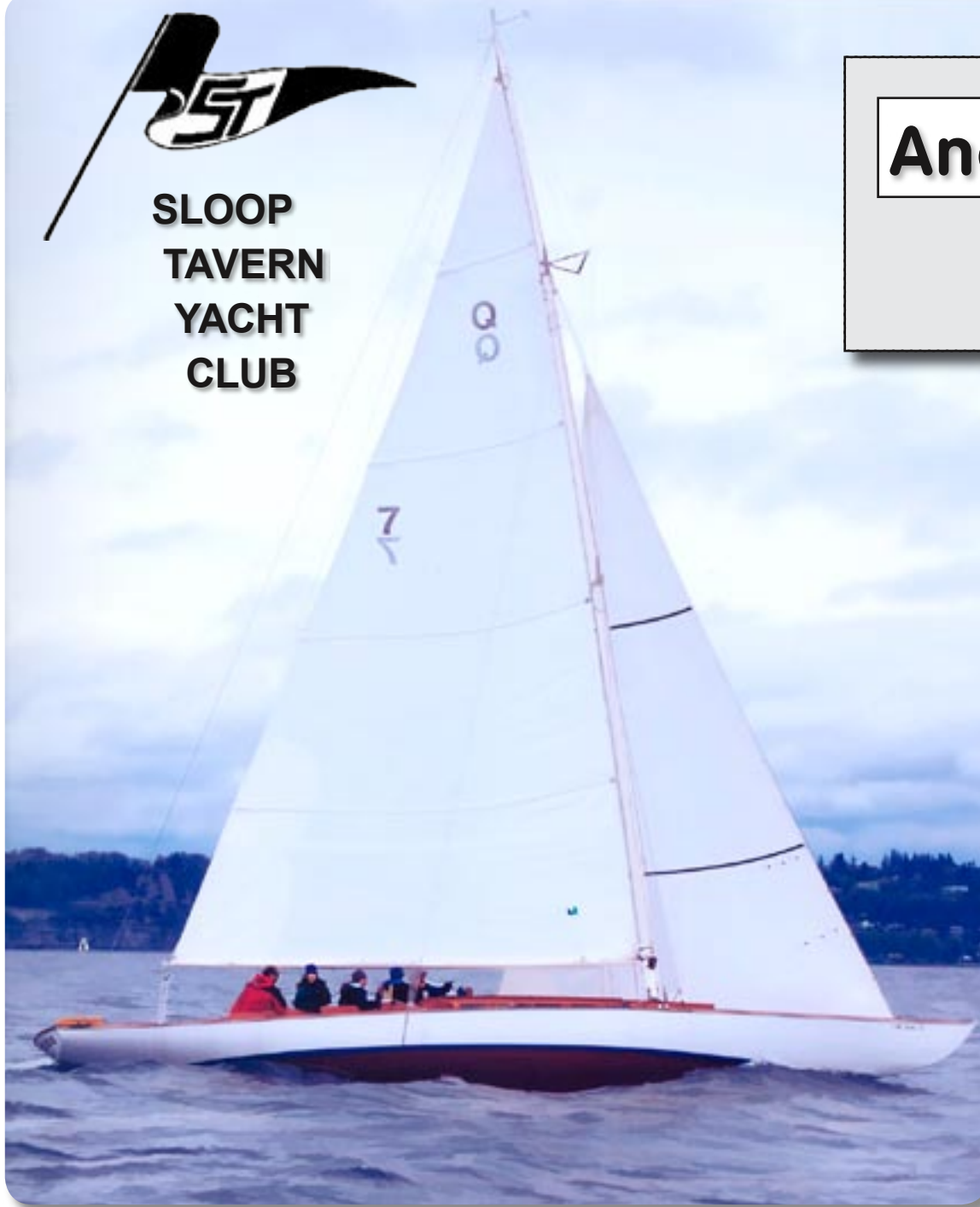




**SLOOP
TAVERN
YACHT
CLUB**



Anchorline

Volume 2009

Issue 3

Sept. 2009

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Duke Phan's Q Boat - GRAYLING - 1923 - 2009

Designed by Nathanael G. Herreshoff
photo courtesy of Brenda Bryson

Hello Again (HeA) Sloopers!

Commodore's Words - Sept. 2009

We've made it three quarters of the way around this year's lap of the sun. Hope you all had a great summer and are ready for upcoming fall racing and cruising, as well as two big STYC meetings/parties! Thanks again 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!

SUMMER RACING; included Ballard Cup races on Monday nights, the Single-Handed Race, and the Jack and Jill Race. Read more about this summer's Ballard Cup racing in Race Chair Tom Barrigan's article later in this Anchorline. Congratulations to member Duke Phan for winning all three Ballard Cup series (I, II, and III) in the non-flying sails division! Duke and his Q Boat, Grayling, have been long-time regulars on Shilshole Bay on Monday nights. Speaking of Duke and Grayling, I received an interesting call from the Herreshoff Marine Museum regarding a Q Boat, Tondelyo, which they had recently rescued from demolition. They wanted to

get in touch with Duke to find out more about him and Grayling and also let him know about Tondelyo, which is apparently the oldest surviving Q Boat – designed and built in 1909 by Nathanael Greene Herreshoff. Read more about Grayling in Duke's article in this newsletter. Like Grayling, Tondelyo has been sailed regularly (every year!) since it was built.

This summer's Single-Handed Race (August 15) and Jack and Jill Race (September 12) were both held on beautiful warm (hot!), sunny days – and the Single-Handed Race even had breeze! Read more about both of these great events in Tom Barrigan's and member Scott Peterson's articles in this Anchorline.

The last STYC race of the year is the Fall Regatta, which occurs on Halloween this year. Hope to see you all out there to show us your tricks on the race course, and to partake in Sloop Tavern treats following the race! This is the fourth and final qualifier for the STYC Commodore's Cup.

CRUISING: Cruise Director Tammy Walker is continuing to do great work coordinating cruising events this year. Please watch the cruising page on the website and/or use the website forum to get involved with cruising events.

STYC members have traditionally sailed to Liberty Bay and rafted up for Poulsbo's July 3rd fireworks. This year's fireworks were originally in jeopardy due to the downturn in the economy and lack of sponsors/funding, but the City of Poulsbo, the Viking Fest Corporation, the Suquamish Clearwater Casino, and Poulsbo citizens came to the rescue! Please see member Mike Beste's article in this Anchorline to read about the fun that was had on the star raft in this year's celebration in Liberty Bay.

Coming very soon (September 26/27) is a new event being organized by member's John and Lisa Doherty. Their Tides Tavern Trek is sure to be a hit!. More information is included later in this Anchorline, as well as on the cruising page on the website. Join John and Lisa and their boat Dacha for a circumnavigation of Vashon Island and a Saturday night at the Tides Tavern!

MEETINGS - PARTIES - ETC. Our Fall Spring Membership Meeting will be held at KAMgear (thanks to members Bill and Kathryn!) on Thursday, October 15. Nigel Barron will be giving a presentation on member boat Artemis' participation in this year's Transpac Race. Come join your fellow Sloopers for burgers, beer, salad and potluck appetizers/desserts at KAMgear, place your order for STYC apparel, and listen to stories from Transpac. We also plan to discuss the State of the Club. Times are changing, and our club is striving to keep pace. We have a new handicapping team (thanks, Kirk Utter and Nate Creitz!), and we are currently developing a new organizational structure for our race committee. Thanks to former handicappers, Stuart Farrell and Bob Bonney, and to former Race Committee Chair, Tom Barrigan. Please plan to attend our membership meeting to voice your opinions related to the future direction of the club, and also to possibly find out where you can help!

As always, we will conclude our year with a fantastic party! Please join us at CYC on Friday, December 11 (NOT the night before Winter Vashon this year!), for food, drink, music, and a great time!

Hope to see you all at the Tides Tavern Trek, our Fall Membership Meeting, the Fall Regatta, and/or our grand finale end of the year party - and Keep it Fast, Fun, and Friendly! Paul Kalina 2009 STYC Commodore

WELCOME NEW MEMBERS! Please welcome the following folks that have joined STYC thus far this year:

<u>Member Name(s)</u>	<u>Boat Type</u>	<u>Boat Name</u>
Greg Barckert and Mara Liston	Buchan 37	Mara
Damon Darley	US-25	Lady L.
Anthony Devita	Moore 24	Frecklebelly Madtom
Kirk Hede	S2 11.0	Bagatelle
Julia Miller and Ashley Hayes	Soverel 33	Splash!
Philip Mraz	Elan 40	Quixote
Skyler Palmer	Cal 2-30	Lawton P Evans
Ross Peterson	Pearson Flyer	Tenacious
Marcus Reichert and Jennifer Sill	C&C 34+	Hooked
Andy Scheen	T-Bird	Rev
Thomas and Julie Taylor	J-80	Time and Tide
Ryan Waite	C&C 99	Penelope
Tammy Walker	None	
John Plut	Rocket 22	Pluto
Ted Collier	Catalina 27	Lucy
Michele Swanson	Tartan 37	Tsunami
Gregory Smith	Melges 20	Persistence
David and Melinda DeLanoy	C&C115	Fortuna
Svein and Borge Ellingsen	JBOA35-1	Bergen Viking
Randal Gane	Islander 29	Ivy
Laney Gale and Mark J. Mazeski	Olson 911S	Blue Martini

Look for them at our Fall Membership Meeting at KAMgear on Thursday, October 15, to give them a hearty greeting and welcome them to the club!

Paul Kalina 2009 STYC Commodore

photo courtesy of G.F. Richardson - circa 1940s



The Q-class boats were the first racing class created under the Universal Rule, developed by Nathanael G. Herreshoff (NGH) in the late 1890's. The purpose of the rule was to encourage racing yacht designs that were sea-kindly and strong. The Q-class, or 25-rater, were racing yachts that had a designed waterline ranging from 20' to 32'. Most of the early designs were shorter on the waterline compared to the later Q, as sail plans became more efficient. ORESTES was the first Q built from the drawing board of W. Starling Burgess in 1904. Other designs followed, coming from designers such as NGH (DOROTHY Q, ELEANOR, MORE JOY, GRAYLING), Clinton Crane (SOYA), George Owens (LITTLE RHODY, AQUANNO), John Alden (NOR'EASTER II, HOPE), Johann Anker (SALLY XIII, LEONORE), and NGH youngest son, L. Francis Herreshoff (NOR'EASTER V, QUESTA). The last Q,

FALCON, came in 1930 from the drawing board of Frank Paine. In their heyday, the Qs were a familiar sight off Marble Head. As the interest in the Universal Rule waned, and the International Rule became more popular, the majority of the Qs moved to the Great Lakes and continued their racing career there. At current count there are around 15 Qs remaining in the world. A recent save from the chainsaw, by the Herreshoff Museum in Bristol, RI was MORE JOY, designed by NGH in 1909.

GRAYLING was built for J.P. Morgan Jr. in 1923, as a sample boat, as he attempted to revive the class and to replace the aging NY30s. According to L. Francis Herreshoff, she was a nice all around boat and well built. Her particulars were 46'3" OA, 30'7" LWL, 9'1" Beam, 6' Draft, and 20,000 lbs Displacement. However, in the midst of the depression there was no interest in starting a new class. After two years, she was sold to J.V. Santry of Marblehead and raced as a Q under the name SPINDRIFT, and later changed to MARY. Her name was changed back to GRAYLING sometime after that and remains unchanged to the present. In 1945 GRAYLING was purchased sight unseen by Mr. Gurnie F. Richardson of Tacoma, WA from Mr. Carl Dunn of Wilmington, NC. Mr. Richardson was also responsible for bringing GALE to Puget Sound from Ohio prior to GRAYLING. She was shipped to Seattle from City Island NY by the American-Hawaiian Steamship Company on deck of the freighter *Czechoslovakia Victory*. According to Mr. Richardson "...GRAYLING was the family favorite and great for cruising with two small kids. San Juan vacations (were) amongst our best memories..." Eventually the boat was sold to a Boeing engineer, Mr. Muskin, who rebuilt the cabin to include a doghouse, and replaced the toe rails with 8" bulkheads. He also fiberglassed the deck and added life lines to the boat. Also during this time her boom was shortened by 3', effectively reducing the sail area by 11%. This was her look until 1998. Up until then, GRAYLING spent her time racing and cruising the Pacific Northwest waters, and became a familiar sight among yachtsmen. In 1977 Don Wills III (current owner of the Peterson designed SHOOT THE MOON), purchased GRAYLING from Mr. Troy Unruh and became the next long-term owner. Mr. Wills, and GRAYLING were a familiar sight at many local racing events, including Whidbey Race Week, and brought home many silvers during their time together.

I purchased GRAYLING from Mr. Wills in 1994, in a rather sad state. She was leaking badly due to many broken frames, a broken maststep, and needing house and deck repair caused by the trapped water in the fiberglassed deck. Her hull was sound but needed refastening. For the next couple of years, I replaced the broken maststep, recorked the hull and sailed her with friends. With little funds available, I was fortunate to have met up with Roy Dunbar (current owner of the Perry designed WOOD & WIND), of Dunbar Marine Service, who carried with him a life time of wooden boat building experience. Starting in 1998, under the guidance and tutelage of Mr. Dunbar, over the next three years in my spare time, he and I (and many friends) completely rebuilt the deck and the cabin top, replaced broken frames, refastened the hull, modernized the hardware, and put GRAYLING back to sailing condition. Now nearly 86 years of age, GRAYLING is still proven competitive under the PHRF-NW racing rule. Her longevity is no doubt a testimony to the skill of one of the greatest yacht designer in history of yachting, N. G. Herreshoff, and the workmen at the Herreshoff Manufacturing Co. who gave her the best technology and building technique at the time. Acknowledgments also need to go out to all of her previous owners who have lovingly took care of her, and to Roy Dunbar, for all of his guidance and teaching. As her current "care taker" I have no doubt that GRAYLING will carry on sailing for another 86 years.

1. TONDELEYO, J. Palmieri, Curator, Herreshoff Marine Museum and America's Cup Hall of Fame.
2. *The Enduring Legacy of the Q Class*, J. Rice, WoodenBoat, pp. 58-65, number 207, March/April 2009.
3. *N.G. Herreshoff and Some of the Yachts He Designed*, L. Francis Herreshoff, The Rudder, March 1951.
4. Personal correspondence from Gurnie F. Richardson, Carl Dunn, and Don Wills III.

Tides Tavern Cruise - 2009

WHAT:	Tides Tavern Cruise and Vashon Island Circumnavigation
WHERE:	West Pt. to the Tides Tavern, Gig Harbor (near Tacoma)
WHEN:	Saturday & Sunday, Sept. 26 & 27, 2009

Join us for a fun-filled adventure to our sister-tavern, the Tides in Gig Harbor. This will be a logged affair and crews can adjust their start times and engine use as appropriate – just keep track of the engine hours. We've arranged a spot in the Tides for an Awards/ Happy hour circa 1630 and on. The Tides galley serves excellent pub-style fare – check out details at <http://www.tidestavern.com/> . There is *extremely* limited, first-come first served dock space in front of the tides but we are planning to anchor off the Tides and dinghy in. Also, overnight moorage can be arranged with the friendly folks at Arabella's Landing (253) 851-1793 or visit <http://gigharbor.com/servicestop.html> .

Cruise Details and Errata –

All position and name data is approximate and not to be used for navigation! Start times are suggestive and subject to adjustment according to boat speed/ engine usage etc. Finish times can be considered time limits facilitating post-race events.

Saturday, 09/26/2009			Latitude	Longitude	Rhumb Dist. NM
Time	PDT	Mark			
Start	08:30	West Pt. (Buoy)	47° 39.612' N	123° 33.514' W	–
Interim 1		Three Tree Pt (Beach abeam Light)	47° 27.021' N	123° 36.944' W	12.8
Interim 2		Pt. Robinson (beach abeam Lighthouse)	47° 23.303' N	123° 37.602' W	3.7
Finish	15:30	Gig Harbor (Entrance off Boathouse)	47° 19.555' N	123° 25.464' W	9.0
Total					25.6

Sunday, 09/27/2009			Latitude	Longitude	Rhumb Dist. NM
Time	PDT	Mark			
Start	09:30	Gig Harbor (Entrance off Boathouse)	47° 19.555' N	123° 25.464' W	–
Interim		Pt. Vashon Dolphin (N end Vashon Is.)	47° 30.818' N	123° 31.610' W	12.0
Finish	16:30	West Pt. (Buoy)	47° 39.612' N	123° 33.514' W	8.9
Total					20.9

Comments, Suggestions, Bribes etc forward to:

Tides Tavern/ Gig Harbour Cruise Event Coordinators

John & Lisa Doherty *Dacha*

Doherty46@comcast.net

(425)-778-4187 (Home)

(206)-910-0931 (Lisa - Cell)

(425)-717-0862 (John - Work) john.k.doherty@boeing.com



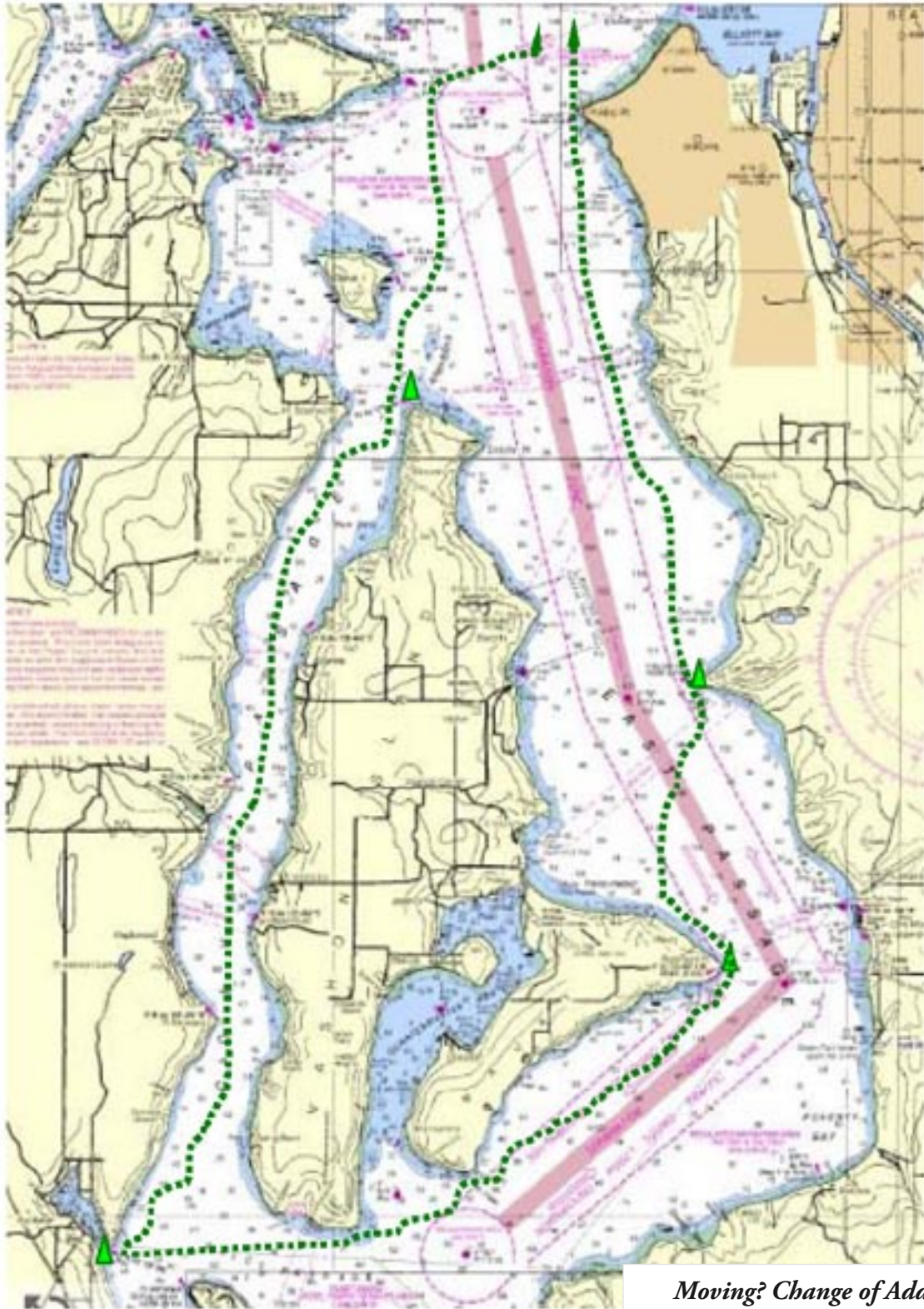
Sloopers headed to the Tides Tavern!!

See Page 10 for tide and current information for the cruise days

Tides Tavern Cruise - Course

Sloop Tavern Yacht Club – Tides Tavern/ Gig Harbor Cruise/ Race
Sept, 26 & 27, 2009

Course Marks – *Not to be used for Navigation!*



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

What's better than a nice day of racing on the water and a fun evening of partying? How about five days on the water and six evening of partying.

STYC skippers and boats were well represented at the 27th annual adult summer camp. That was the O'hana Harbor Coffee Whidbey Island Race Week at Oak Harbor this last July, produced by Clear Ahead Marine Productions. After a first day postponement due to no-wind, four sun filled days of buoy racing followed totaling 11 or 12 races for the 10 classes.

Out shining everyone was Bill Stange's Tuesday, one of the oldest boats on the water, crewed by his son and our own webmaster Bob Foulds. Bill and Tuesday took the overall prize for the week with all 11 first places in their class, including the throw-out.

Among the 94 boats that raced, the following Sloopers took home hardware:

Mike Schiltz's Money Shot, 1st in Class P4

Ken Chin's Kowloon, 1st in Class P7

Bill Stange's Tuesday, 1st in Class P9

Pat Denney's Here-&-Now, 2nd in Class P6

Ben and Jen Braden's More Uff Da, 2nd in Class P8

Mike Mechaelis; South Lake Union Trolley, 3rd in P6

Other STYC skippers and boats in the mix were Svein Ellingsen's Bergen Viking, Jerry Diercks' Delirium, Grady Morgan's Slingshot, Jonathan Little's Redfish Bluefish, Peter Dunbar's Sea Tiger, and Anthony Devita's Frecklebelly Madtom,

Let's hope that STYC's reputation as a low-key racing club stays well intact.

Congratulations to all - Ken Chin

2009 Ballard Cup - Series III

Ballard Cup III

The third 5 race series of the 2009 Ballard cup had 43 boats competing. There was approximately 10 knots of wind for each race and most competitors finished each race. Rain only marred the last race. The overall winner for the series was Last Tango. All the results are posted on the STYC website. I want thank the following members for volunteering their boats and crews:

Scott Lankford and Prismatic Thunder

Kirk Fraser and Moonshine

Tim Morgenroth and Airloom

Phil Mraz and Quixote

Ken Chin and Kowloon

These crews set good lines and got the race started on time. The Ballard Cup series is a great opportunity to learn the operation of the committee boat and observe the starts from a different perspective. It is also a good time. We BBQed on Airloom and had live music on Quixote. These are reasons the RC picks longer courses.

Next year I would like to see more boats in the non flying sail classes and encourage more participation in this non-exclusive racing venue. The J-24 fleet from the Seattle Sailing Club progressed from not starting at the proper time to a competitive fleet.

Tom Barrigan

PITCH 2009 The buzz at the Friday night Skipper's meeting could have been cut like ice with a spoon; fueled by Dead Pirates beer and burgers and the whoopdeedoo of those arriving in the 12-15 knot Southerly, there could not have been more twittering fueled anticipation than by those who could be seen peering intently at the NOAA and other weather reports for the next day.

These intrepid STYC boats – Moose Unknown, Tuesday, Stranger, More Uff Da, Kowloon, Runner, and Tipsy Gypsy enjoyed/braved the delivery to Bellingham for the 36th annual PITCH regatta. However, when dawn broke, the wind and sea conditions on Bellingham Bay did not allow the race committee to safely set and maintain a safe race course which would provide a 'fair test of sailing skill' to the competitors. At one point, the RC boat actually skewered an abandoned crab pot in its vain effort to drop and set.

The Race Committee boat experienced sustained winds of 35 kts. on both days; each day with reported gusts in the 50+ range. Wave height ranged from 6-8 feet at an estimated periodicity of 2-3 seconds. Subjective reports of 'huge and square', and 'gnarly' were common. The depth of Bellingham Bay is 70 feet at its deepest, and most of the race area is 25-35 feet, which creates unusual and difficult conditions. To make this even more fun, on one Saturday attempt to anchor, the committee boat set right into a lurking crab pot. Lacking a license, attempts to re-anchor were fruitless in the building seas. A link to Jan Anderson's photos to share this is at:

<http://www.flickr.com/photos/75869001@N00/sets/72157622287217618/>

This was the first time in the history of this regatta that these conditions were seen on both days. In recognition of this unusual event, the BYC offers an unprecedented 10% registration discount for PITCH 2010 to all fully registered 2009 boats.

The Bellingham Yacht Club wishes to thank, not only the STYC racers, but every single one of the 67 registrants for their participation in our decision making process – your willingness to listen to us and to provide constructive input made our decision making process worthwhile. After the raffle drawing on Sunday morning, several boats left for the delivery South. I received this email from John Atchison, Moose Unknown the next day:

“Neil et al, thanks for a great effort this weekend. I am sure you had a lot of feedback, I just wanted to add mine. You made the right decision on Sunday. We left for La Conner shortly after the abandonment. It was blowing >30 off the breakwater and >40 knots with rough, square, seas as soon as we got past the point –Fairhaven. A longer race would have put the fleet in a tough spot, and would have endangered boats and crew. A shorter round the buoys would have had too many boats in too close proximity for the conditions.

Thanks again, and be glad you made the decision you did.”

I do know that as an alternative activity, the Moore 24 fleet, influenced by Ben, Jen and Ray Poorman (Amore) instigated a bowling tournament in a local Bellingham lane. I am sure it will never be the same.

We want to again thank our anchor sponsors, Wilson Motors and Mercedes Benz, Port of Bellingham for the excellent barbeque and the America's Cup. Also to Coast Aluminum and Architectural, Northwest Rigging and Anacortes Brewery for libation support each night. The donation sponsors, West Marine, Seaview Boatyard, Samson Ropes, Silver Reef Casino, Hotel Bellwether, San Juan Electronics, Skookum Sail Repair, Boundary Bay Brewery, Lummi Fishery and Supply, and Landings at Colony Wharf, also supported more than \$1,000.00 in proceeds to the BYC Junior Sailing program

We welcome everyone again in 2010!!!

2009 Jack & Jill Race Report

After a two hour postponement, the 16 participating boats in the 2009 STYC Jack & Jill Race started in light northerly winds. The quality of wind for the annual couples' regatta caused concerns about the prospect of abandoning the race. But anemic wind wasn't the only problem: a scheduling conflict with another yacht club discovered days earlier caused Race Chair Daniel Randolph to relocate the start line from the northern end of Shilshole Bay to the southern end. Yet another yacht club was using that line, so an arrangement was reached before anchoring, in order to separate the starts. Radio frequencies were also changed to accommodate the separation of races.

A flotilla of anglers had descended upon the entire bay during the past few days, in response to migrating salmon.

The wind decreased as the start time approached, teasing the waiting racers with puffs from all compass points. The sunshine began to wear on the crowd and water guns emerged. A young Jill made a unilateral assault on a competitor, completely soaking him in salt water.

Watching the northern racers of the NW Harvest Benefit Regatta in a steady wind only half a mile away caused some jealous Jacks to curse.

The first (1:11pm) and second starts enjoyed a solid ½ knot northerly that had reached down to them. The third and last start commenced into a faltering wind. Boats drifted with a favorable current to start, although some unfortunates fell over the line early only to re-start.

"Whoo-hoo," said Randolph, "we got a race off."

The wind, however, promptly ceased after spreading out the boats, though the wind to the east became somewhat rejuvenated. Within 40 minutes, all boats were in the wind, with some spinnakers setting around the Meadow Point buoy on their way south.

Things looked good as boats maneuvered toward the West Point buoy, until hitting a lull at around the midpoint, where some boats began to stack up behind one another. Spinnakers came down.

At 2:50 pm, after watching the decreasing wind, the committee boat pulled anchor to motor toward shortening the course.

The committee, being the wisest of sailors-and being concerned about the dwindling onboard beer supply, decided to relocate the finish line to the West Point bell buoy. Randolph duly notified all participants via radio.

By 3:00pm, a cluster of boats from all starts had formed just inside the tide line, in order to ease the ebbing current drag. Tantivy, the leader, opted to sail south up into the back eddy just north of West Point. It wasn't long until the north breeze returned and spinnakers were raised again for the final sprint to the finish.

Unfortunately, max ebb was also set for 3:00 pm.

But the wind gods prevailed and filled in the last 300 yards, allowing most of the boats to finish strong under spinnaker at speeds of up to five knots.

The first to finish was Tantivy, although the overall winner was the J-24 Suspense. Second overall was the Moore 24 Moore Uff Da, followed by the Santa Cruz 27 Little Blue Dune Buggy.

Class 1 winners, No Flying Sails were: (1) Sea Trek II, (2) Tenacious, and (3) Blue Lullaby.

Class 2 winners, No Flying Sails were (1) Bergen Viking, (2) Blue Martini, and (3) Quixote.

Class 3 winners, Flying Sails, were (1) Suspense, (2) Moore Uff Da, and (3) Little Blue Dune Buggy.

Beer was running dangerously low just as Blue Lullaby crossed the finish line at a good trolling speed, a salmon rod dipping from her stern. As of this deadline, no fish had reportedly been caught.

As soon as the participants began heading homeward, the wind picked up, filling in the bay with a fresh five to seven knots. One sees this effect in Puget Sound so often in the mid afternoon that it raises a question about scheduling such events for morning starts.

STYC - Single Handed Race

STYC Single-Handed Race Results

The Sloop Tavern Yacht Club's Single-Handed Race was held on Saturday, August 15. Six boats competed in this year's race. The weather was warm and sunny with a light southerly. The all-volunteer race committee set a square line and started the event on time with proper signals. The short course was sailed using fixed marks (North Mooring Buoy, West Point, Meadow Point). Stuart Farrell completed the course on his Aphrodite 101 Tryst in 2 hours and 31 minutes for first place. Philip Mraz's beautiful Elan 40, Quixote, was second followed closely by Andrew Haputa on his San Juan 34 Stomp Dancer. The race committee (STYC's Race Chair Tom Barrigan, and STYC members Ken Chin, Darrel Jensen, and Mike Mechaelis) relaxed on Tom's S/V Theory with brauts, beverages, and sea stories while the single-handers wore themselves out!

Complete results can be found on STYC's website (<http://www.slooptavern.org/>).

Credit to STYC's Race Chair, Tom Barrigan and STYC's Commodore, Paul Kalina

Tides Tavern & Vashon Island Circumnav

Saturday September 26, 2009

Location West Pt.
1st Start 0830



a) Currents

	ADMIRALTY INLET (off Bush Point)			West Point, 0.3 mile west of			Alki Point, 0.3 mile west of			THE NARROWS, north end (midstream)		
	Slack	Time	Max Current Speed	Slack	Time	Max Current Speed	Slack	Time	Max Current Speed	Slack	Time	Max Current Speed
Sat 09/26/09		0212	ebb 2.4		0125	ebb .7		0133	ebb .5		0210	ebb 2.7
	0620	0927	f1d 1.6	0536	0844	f1d .6	0544	0843	f1d .5	0605	0908	f1d 3.1
	1254	1610	ebb 1.3	1238	1523	ebb .4	1241	1531	ebb .3	1329	1642	ebb 1.1
		2114	ebb .1		2027	0.0		2035	0.0		1908	2105
Sun 09/27/09		0321	ebb 2.2		0234	ebb .7		0242	ebb .4		0314	ebb 2.3
	0724	1033	f1d 1.5	0640	0950	f1d .6	0648	0949	f1d .4	0708	1011	f1d 2.9
	1353	1718	ebb 1.5	1337	1631	ebb .4	1340	1639	ebb .3	1439	1758	ebb 1.3
		2236	0.0		2153	0.0		2152	0.0		2017	2210
Mon 09/28/09		0433	ebb 2.1		0346	ebb .6		0354	ebb .4		0438	ebb 2.1
	0825	1131	f1d 1.6	0741	1048	f1d .6	0749	1047	f1d .5	0813	1116	f1d 2.8
	1442	1810	ebb 1.7	1426	1723	ebb .5	1429	1731	ebb .3	1536	1854	ebb 1.5
		2345	f1d .2		2302	f1d .1		2301	f1d .1		2119	2319
Tue 09/29/09		0537	ebb 2.1		0450	ebb .6		0458	ebb .4		0607	ebb 2.2
	0917	1219	f1d 1.7	0833	1136	f1d .7	0841	1135	f1d .5	0912	1215	f1d 2.9
	1522	1851	ebb 2.1	1506	1804	ebb .6	1509	1812	ebb .4	1618	1939	ebb 1.9
	2251			2207	2356	f1d .2	2215	2355	f1d .2	2209		

b) Tides

Station	Date	Time	Height	Time	Height	Time	Height	Time	Height	Time	Height
Seattle	09/26/2009 Sat	0455	LDT 0.9 L	1317	10.0 H	1934	7.1 L	2303	8.0 H		
	09/27/2009 Sun	0601	LDT 1.4 L	1423	10.1 H	2040	6.5 L				
Meadow Point, Shilshole Bay	09/26/2009 Sat	0454	LDT 0.9 L	1317	9.8 H	1933	7.0 L	2303	7.8 H		
	09/27/2009 Sun	0600	LDT 1.4 L	1423	9.9 H	2039	6.4 L				
Gig Harbor	09/26/2009 Sat	0517	LDT 0.9 L	1335	10.5 H	1956	7.0 L	2321	8.4 H		
	09/27/2009 Sun	0623	LDT 1.4 L	1441	10.6 H	2102	6.4 L				
Poulsbo, Liberty Bay	09/26/2009 Sat	0507	LDT 0.9 L	1322	10.3 H	1946	7.2 L	2308	8.2 H		
	09/27/2009 Sun	0613	LDT 1.4 L	1428	10.4 H	2052	6.6 L				



Anchorline

2009 Board Members (Voting)

Commodore: Paul Kalina	paukkalina@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	drandolph64@hotmail.com 206 909 2800
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Board Pos. 3 (thru 2009): Alex Simanis	tendegreealex@gmail.com 206 459 6599
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Which "boat" creates less friction???



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