



**SLOOP
TAVERN
YACHT
CLUB**

Anchorline

Volume 2010

Issue 1

March 2010



“Possible new mark for Spring Beach??”
(it would be easy to spot)

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Commodore's Words - March 2010

Yo Ha Sloopers!

slooptavern.com/newsletter

It appears that all revisions to 48 North's Top 25 Boats of 2009 have now been completed and the final results include six STYC member boats. Congratulations to these Top 25 Harken trophy winners!

#1 – *Money Shot*, Mike Schiltz (Co-Winner!)

#3 – *Here & Now*, Pat Denney

#12 – *More Uff Da*, Ben Braden

#13 – *Kowloon*, Ken Chin

#17 – *Runner*, Dan Randolph

#25 – *Tryst*, Stuart Farrell

I am always proud to be a member of this club because our volunteers do so much for local sailing and our community. Already this year we've had many great examples of this! I'll list some of them below.

Five STYC members (Tom Barrigan, Dan Randolph, Bill Blodgett, Mike Beste, and me) attended the US Sailing Basic Race Management Seminar that was held at CYC on January 23. There were more representatives from our club at this meeting than any other single club from our region. Thanks again to STYC Past Race Chair, Tom Barrigan, for helping make this seminar happen and working to improve regional race management!

Our January 30 Iceberg Race was a great event attended by 29 boats from multiple clubs and led by STYC event chairs John and Lisa Doherty. Kirk Fraser provided his Tartan 37 *Tir Na Nog* for RC boat, and Tom Barrigan, Bill Fraser, Mike Beste joined Kirk, John, and Lisa to round out our all-volunteer RC crew. Since two of our four long course marks were nowhere to be found, STYC Race Chair Dan Randolph motored *Nepharious* over to Skiff Point to set a temporary mark and STYC member Reinhard Freywald set a temporary mark at Spring Beach on his way down from Edmonds on *Kiwi Express* on the morning of the race. Tom Barrigan had trophies made that resembled engraved icebergs. All this behind-the-scenes work by our volunteers came together to make for an excellent day of racing on the water and a great post-race party afterwards at the Sloop!

Another great example of volunteer-powered sailing is STYC's current cruising program. About a dozen boats (Bamboo, Dacha, Quixote, Vanadis, Kowloon, Blue Martini, Peko, Tsunami, Ishtar, Illusionist, and Lucidity) participated in this year's February 27 STYC Winter Cruise to Poulsbo, and a great time was had by all - including some members of other local clubs that joined in the fun! Thanks to STYC Cruise Director, Tammy Walker, and STYC members Ben and Jen Braden for organizing this cruise!

Our March 18 Spring Membership Meeting was another great example where many members volunteered to help with future events and also provided some great input and offers for help with the upcoming 30th Annual Blakely Rock Benefit Race (BRBR) on Saturday, April 10. CSR donated another free haul-out for the meeting, which we raffled off to raise \$230 for the Ballard Food Bank. Thanks again to Nigel and CSR! Following our membership discussion at the Spring Membership Meeting, NW Yachting's Bruce Hedrick provided an excellent presentation regarding 30th Annual BRBR weather and tactics. Thanks, Bruce - and thanks to members Bill Blodgett and Kathryn Meyer for hosting the Spring Membership Meeting at KAMgear, to Bill for also coordinating with Maritime Brewery, to Dan Randolph and crew for transporting the barbeque, to Skyler Palmer and Alex Simanis for working the grill during the meeting, and to Carol Pearl, Tammy Walker, and Lisa Doherty for managing the food and other remaining meeting logistics!

Please plan to participate fully in this year's 30th Annual BRBR. STYC is hoping to set a new fundraising record to help support the Ballard Food Bank during this year of record need. Attend the breakfast (7:00a-9:00a) with your crew and purchase hats, shirts, and raffle tickets. Our club members are coming up with some great ideas for donating - including donations of their time and services. We are also accepting direct cash donations for the Ballard Food Bank. A silent auction page for some donated items has been created on the STYC website (www.styc.org). Please check this out and let me or any other board member know if you have any additional suggestions regarding fundraising or event improvements.

Thanks to Bob Foulds for his work on the STYC website. Please change your bookmarks to our new domain name www.styc.org, and please provide your comments regarding how we can make this website work well for the club. Most of our club information and all of our race documents are available on the website now.

Lisa Doherty continues to do great work as our new Clubhouse Coordinator! Lisa has cleaned up our trophy case and

Final Commodore's Words

is updating our perpetual trophies that were last updated in 1993! She is also working with Airloom crewmember Dave Esty (Custom Wood Interiors Inc.) to build an additional corner cabinet between the trophy case and the front window. The corner cabinet will house additional trophies as well as a digital photo frame donated by member David Marod. We also plan to soon be flying a STYC burgee on the mast above the tavern!

We've gained the following 16 new STYC members already in the first quarter of 2010!

<u>Member Name(s)</u>	<u>Boat Type</u>	<u>Boat Name</u>
Alexander Weinert	VALT42	<i>Cariad</i>
Kevin and Carrie Swackhammer	Santana 20	<i>Hitched</i>
Rod Johnson	CATA36	<i>Spirit Wind</i>
Brandt Faatz and Robin Reed	ERIC38-2	<i>Riya</i>
Geoff Pentz	C&C37-3	<i>ReignMaker</i>
David and Jennifer Dynes	HR 352	<i>Sol Lucet</i>
Andrew Vatter	MUMM30-1	<i>Nefarious</i>
Patrick Cook	Coronado 25	<i>Spreader Boots</i>
Mark Music	Express 34	<i>Summer Light</i>
Susan Weiss	Pelican	<i>None</i>
Gerald Parkhurst	Sloop	<i>Moshulu</i>
Jon Bjornerud	Martin Custom	<i>Gray Wolf</i>
Casey Dougherty	THUND26	<i>Euphoric</i>
Jim Leonard	PETR33	<i>Whisper</i>
Natalie Pryde	J92s	<i>Mustang Sally</i>
Greg Siewert	STWO7.9	<i>Avalon</i>

Please look for these new members and give them a hearty Slooper-sized welcome to the club!

To keep our club fully member-powered, STYC needs volunteers for both racing and non-racing activities. Contact me or any other STYC board member to discuss where you might be able to help the club and we will make sure you have a good time doing whatever you choose to help with!

Thanks!

Paul Kalina
2010 STYC Commodore





As our weekend guests slowly trickled into Shilshole we prepared our new boat 'Vanadis' for our first cruising weekend. 5 people and Macintosh for crew - we set off for Port Madison about 5:30pm on Friday to meet up with the Lauren's on 'Piko' and Mikey and Cliff on 'Bamboo'. While on the motor across, (in no breeze which is funny because the forecast had me thinking about reefing) we ran into a small rum front while dodging debris in the water. Not to be held back we motored through the rum front and debris and made our way into Port Madison in the dark and rain to find the other two boats.

Now 'Bamboo' is a 50' boat and easy to see, and hear, while she was motoring around the harbor in the dark looking for us. I hailed Mikey over the water asking if he had seen a

Waquiez 35 anchored anywhere in the bay, he responded that "no," he hadn't seen any. So off we went in the dark to look for the Lauren's on 'Piko,' and wouldn't you know that the next anchored boat we motored by (one that Mikey just motored by) was a Waquiez 35 named 'Piko.' Apparently the Rum Front was a bit stronger when 'Bamboo' came across the sound than when 'Vanadis' motored across! With 'Piko's' anchor already set we both rafted up to her and it was just in the nick of time! Very soon after rafting up a very strong rum front ran through the small anchorage followed by a solid Whiskey and beer front. Fortunately the anchor held the three boats and in the morning we were sitting in exactly the same spot as the night before.

Dawn came with an end to the rain and various fronts and it was a breakfast of French toast, Bacon and Coffee for the crew and then off to the races for the three of us. The three boats had planned to do the PMYC "Jim Depue Memorial" and then head off to Poulsbo to meet everyone else for beers and dinner. 'Vanadis' needed to drop off their dingy at the parents bouy, so they didn't tow it around the race course, so we set off first from the raft up. 'Bamboo' soon followed after the Lauren's assured them they didn't need any help with the anchor as they had a windlass. Unknown to the Lauren's was that over the night with the diesel furnace running they had run out of diesel and their motor soon sputtered to a stop. Fortunately for 'Piko' she keeps a one gallon tank of diesel in her belly for just such a situation. With the taste of fuel in her she fired up, lifted the anchor and then sailed out of the harbor. Debating between sailing to Poulsbo through the pass with no diesel (nor wind at the time) and sailing over to Shilshole to fill the tank they chose the later and skipped the race and reached across to Shilshole to fill their tanks and then sailed back to Poulsbo for the party! Great story!

These happenings being unknown to the crews of Vanadis and Bamboo they each set off to the 10am start at Point Monroe. Light airs at the start kept 'Bamboo' from racing as she's a true pirate ship and needs a bit more to get moving than the 3 knots we had, off to Poulsbo they went running into a few strong Beer and Rum fronts before the crew on Vanadis caught up with them later in the day. Barely enough wind to get the slightly lighter 'Vanadis' (14,000lbs) moving we chose to race and ended up grateful for the choice. The wind came up to the 18 knot range and we had a great sail around the sound, seeing 8.5+ knots of boat speed while digging the most amazing hole through the water. If I had had my surf board I would have had a great time on the stern wake following the boat! Finishing mid fleet we



had a great day of racing, saw some STYC boats reaching across the sound to Poulsbo and learned a few more things about our new boat!

So 2:30pm and we we're off to pick up our dingy from the parents mooring ball and motor over to Poulsbo for the party. Arriving in our assigned and reserved spot (thank you Tammy) about 3:30pm it was apparent that some strong beer and rum fronts had been rolling through the Poulsbo Marina while we'd been out sailing. Talk of the 6" Tsunami was rampant around the dock as more and more boats arrived, but we all made it through the wave and started really enjoying all the company. Many of the committed boats showed up but as I walked around the docks looking for Beer fronts and Heaters I noticed a number of surprise visitors which was great to see and truly a happy surprise for everyone (yes even you Tammy...:) To the right of Vanadis where our neighbors from the night before, Piko and then 'Quixote' on Piko's starboard side. Across from us was 'Illusionist', 'Frog Prints', Kowloon, Blue Martini, Ishtar, Tsunami, and then coming back down our side of the dock was Dacha, & Lucidity – representatives from STYC, PMYC and CYC Seattle, proving once again that STYC welcomes everyone and has a good enough time that people want to come and join the party from each and every club!

And a party it was, dinner was set for 7pm so we had a few hours to roam boats, see people we hadn't seen in months and tour each boat to see who had the best heater running. The storms in the Poulsbo area must have been stronger than we thought because once we made it to dinner we noticed people experiencing severe gravity storms while the beer and rum fronts just kept rolling through the crowd.

Nothing a little pickled herring, bread and dip couldn't keep under control but the fronts kept many of us on our lookout through the night until they finally ran out during the wee hours of the morning, after a very interesting motivational speech I might add.



Up early for most of the boats as the US was playing Canada in our national sport (well it should be) at 12:30. The best plan was to get back before the match, we figured we'd get home easier before than after the match as the fronts looked liked they may build again in the early afternoon during the game. Dacha followed us out of the marina and we motored with the tide back through the pass in flat calm weather while our cabin boy's (girls in this case) made us smoked salmon scramble, sticky buns and coffee for breakfast. Motoring by Point Monroe the sun was burning through the clouds, making the Olympics and Rainier as beautiful as I've ever seen them. Behind us Dacha set their sails and killed their motor for the upwind winter sail to Elliot bay. Picture perfect.

An amazing winter Snooze and cruise, anchor and raft up, racing and cruising, friends and family, another perfect weekend sailing in the pacific NW. Thanks to everyone that came out and a big thank you to Tammy for doing all the organizing and stressing so no body else had to! See you on the water soon!

Ben, Jennifer and MacIntosh Braden
'Vanadis' a Wasa 38

The 2010 STYC Iceberg Race sets the stage for what portends to be a great race year. Here s a “Sloop” and thanks to all the competitors; 33 boats registered, setting a new STYC Iceberg record that required five starts. Also a hoist to the many volunteers that brought this year s event to fruition. A special thanks to Bill and Kirk Frasier for volunteering not only for Race Committee but utilizing their Tartan 37, “Tir Na Nog”, as an impressive Committee Boat.

The 2010 El Niño influenced conditions produced a warm and a bit drippy day but included a steady 5 knot southeasterly in Shilshole Bay. Optimistically, primary race officer or PRO, Tom Barrigan, made the call sticking to the southerly long course version.

The first start was the entire 8 boat non-flying sails division that saw 6 boats eek across the line against the “Weak and Variable” Shilshole Bay ebb. Next was the increasingly popular, 25-boat flying sails division in 4 class starts including Yury Palatnic s F-27, “Escape” in a lonely multihull class. “Escape” took advantage and went for an impressively aggressive, flying ama start that unfortunately generated an “X-Flag” as a reluctant Race Committee upheld the rather flagrant “over-early”.

“Escape” was only too eager to catch the fleet now sniffing the stronger air past West Point and the reach across to a temporary mark set at Skiff Point by STYC Race Chair, Dan Randolph. After an intriguing traffic lane crossing that generated some polishing up on VTS procedures, the flying sails division popped kites compressing the fleet on a downwind leg that featured the refreshingly tight reach raising the Spring Beach mark. This another temporary borrowed from our friends at CYC-Edmonds and set by yet another volunteer, Reinhard Freywald aboard “Kiwi Express”.

The ensuing beat to the “N” finish line involved weaving through the laser races at “M”, Meadow Point before volunteer Race Committee member Mike Beste fired the shotgun giving line honors to Dan Randolph s “Nefarious”, also the Class 4 winner. “Duke H. Phan s “Grayling” stylishly won the non-flying sails class and division. Steve Bunnell s Moore 24 “Sputnik” won Class 2 – Flying sails. Garry M Greth with “Muffin” was first in the fierce and feisty Class 3 and took the 1st overall award despite carrying enough of her namesake to feed the hungry seagulls and the Race Committee!

John & Lisa Doherty



Mustang Sally & Nefarious chase down the 29 boat STYC Iceberg Fleet



Natilie Pryde makes a Committee Boat start ahead of “Bergan Viking, ReinMaker & Vanguard

I was reminded the other day while reviewing the Notice of Race that the upcoming edition of the Race to the Straits is the eighth. That moment was for me one of those events where the recognition of the acceleration of time was acute. Eight years – it astounds me it was that long ago that the first fleet hurtled toward Port Townsend in a big southerly. Eight years of Race to the Straits has, for the most part, been a great deal of fun for me. As such, I have a storehouse of memories connected either directly or indirectly with the race. Perhaps you might be interested in a few of these anecdotes.

The Origin: Even longer ago, 1991, I had started the Vashon Challenge via CYCT with the help of Ken Fine. It was successful for a South Sound race, but nothing compared to the Race to the Straits. I thought that the formula might work in the North Sound so I went about finding an avenue. At that time, Green Card was tied near to Bob Bonney's boat. I had told him about my idea of starting a race similar to the Vashon Challenge, but much longer and more fun. I had originally thought about going to the San Juans, but I would eventually be dissuaded from this idea. Bob Bonney, a member of STYC, put me in contact with the board (I wasn't a member yet) to make the pitch. So, pitch I did!

Under the leadership of Commodore Laurie Turay, I was given the green light to put something together and then get back to them. I, with the enduring conspiracy of Nigel Barron, set out to establish a race with virtually no budget, but with maximum returns (and minimal liability). I decided after conferring with the powers that be that Port Townsend was the most likely stopping point. (The San Juans were just too far for the average weekend racer – I had to agree). I was already very familiar with Port Townsend and had some good ideas as to where to go, but would the necessary proprietors allow us to do it for free?

Since the operative word in STYC is "Tavern," I thought that the fleet might feel at home in a bar. So, I contacted Sirens with the premise that I would bring them sailors with money and thirst if they allowed me a meeting space – the deal was struck. All we needed at that point was a location for the Friday night skipper's meeting – West Marine Shilshole stepped in to fill the void. (Quantum Sails now handles that task). We were ready to go – we had about 60 entries for the first race! I had high hopes.

The First Start and the First Finish: Nigel and I were planning on competing in the first edition. However, fate would have it that Green Card was to be t-boned in the Blakely Rock Benefit Regatta by a boat that shall remain nameless. GC was severely damaged, but would live to sail another day. But, we had nothing to do.

As some of you remember, the first few editions did not have waterborne race committees. In fact, we started the first two editions from Meadow Point. (This worked pretty well, but signals were sometimes hard to see and hear). So, I headed down to the Point to watch the first starts. The weather was ripping and Icon, the Perry 65, was racing. Laurie Turay figured that there was no way that her team could start Icon and then drive to Port Townsend fast enough to finish them – could Nigel and I drive to PT to act as the finishing committee? Well, . . . certainly!

Nigel and I infringed most driving laws on our way to PT. We presumed that the Edmonds ferry was the fastest, which it was, but barely made it – last car on! The trip to PT was otherwise uneventful and made it with just enough time to stop at the Port Townsend Safeway for the requisite half rack of beer and headed down to Point Hudson. Sure enough – the first boat was appearing. We scrambled down to the beach, found the longest manageable stick, tied a piece of red cloth to the skinny end, hoisted it, opened some beers, and called ourselves a race committee. Just as we established ourselves, the boat approached the finish. If memory serves, it was not Icon, but the Santa Cruz 27, Marionette – the very first finisher of Race to the Straits.

Parties: The first party, as noted, was at Sirens. It was very successful, but was clear from the start that Sirens was not going to be large enough. From the get-go, Race to the Straits had proven itself to be popular so I had to find a larger place. For the second and third editions, we went to the Chinese restaurant at Point Hudson Marina. I do not recall the name of the place, but I do recall that the proprietor loved having us there and provided the best he could under the increasingly impracticable circumstances. Perhaps the future was foretold when, during the third edition, there was a wedding party next door to us –

disaster in the making. Somehow, the bridal balloons (they were purple and silver) made their way from the wedding party to ours. I think a guy named Scooter was responsible. Soon to follow the balloons was a seriously upset bridesmaid hot on the tail of Scooter. Mayhem resulted. By the next morning, the balloons had made their way to numerous rigs throughout the fleet. Since the Chinese place, and one stop at the Port Townsend Yacht Club facility, all of our parties have been at the faithful American Legion Hall.

The Name: We had considered numerous sorts of names: “Super-Mega STYC Double-Hand Race,” (never really considered . . .) “Port Townsend Challenge,” “etc., etc.” It was during a phone conference with the early co-organizers that I suggested that we call it what it is (though it sounds rather pedestrian). We haven’t since thought of anything better, but its probably too late to change. I have heard some criticism over the syntax of the name – “there is no ‘Straits’ there is only a ‘Strait,”” some people have exclaimed. Well, this is strictly true, but “Race to the Strait” just doesn’t sound very exciting. Besides, there are other straits nearby such as Haro Strait, Strait of Georgia, among others.

Green Card: The first time Nigel and I raced Green Card in the Race, the second edition, the Saturday was perfect for a boat that rated 241. With another big southerly and a huge outbound tide, we completed the course in almost exactly four hours. Remember, Green Card was an Ericson 27 . . . We were beaten out of first to finish by a matter of seconds by our glorious Past Commodore, Neil Bennett, on his Freedom.

Another memorable instant was from a few years ago when shortly after starting we passed a Rawson 30 that seemed to be missing its skipper. We sailed by closely to have a look. As it turned out, the owner was below doing his breakfast dishes! He popped up to take a picture of us and give a wave as we surged by. For me, this instant typifies one of the great elements of Race to the Straits – its a fleet that has consisted of a Transpac 52 and a Perry 65, but also a guy in a Rawson 30 who seems to take as much joy in doing his dishes as he does in racing, all while making his way to Port Townsend to party with his friends.

Weather: The first two editions were downwind both ways – really. But, about five editions ago, the weather on Sunday was pretty big from the south. Shortly after rounding Point No Point, we saw a waterspout just to the north of the point. Fortunately, we were upwind of the spout, but it still caused some alarm. Later that same day we witnessed the hardest rainfall I had ever seen. It rained such that there was only fresh water on the surface. Green Card left no saltwater bubbles in its wake! In another (infamous) edition, the weather was very light thus necessitating shortening the course at Double Bluff with the ensuing scoring problems.

The Port of Port Townsend: This organization has been great to us. Without its assistance, much of what is great about the Race would not happen. They ensure that we have nearly exclusive use of Point Hudson every year. And, when Point Hudson was not available during reconstruction, they pulled out every stop to get everybody into Boat Haven. Of particular note is Chuck Fauls. If during this year’s race you meet him or anyone else from the Port of PT, please give them your thanks.

Sponsors: Some excellent sponsors have come and gone. In particular were Helly Hansen and Halsey Lidgard. Some of our recent sponsors, in no particular order, are Quantum Seattle (provides our skippers meeting location and beverages), Andy Schwenk at NW Rigging (beverages in PT), Ballad Sails and Rigging (beverages in PT), KAM Gear, North Sails, Ullman Sails, the Port of PT, West Marine, CSR, among many others. Thanks to all of them.

The Future: The race has settled in to a popularity that I hadn’t imagined eight years ago. I think that we might have finally got the formula down (so much so, in fact, that we are expanding the idea to Down the Sound). We have a few small ideas that might improve the race, but I think that it stands alone pretty well – at least for the time being. Our largest number of entries was 98 - I expect that when the recession ends, we will see those numbers again. So, thanks to all of you for continuously showing up for and supporting the Race to the Straits.

See you all again on May 1! Christopher

Team-Moto is made up of four skilled sailors sailing boat Terremoto! for the Sloop Tavern Yacht Club.

Terremoto! is a Paul Bieker designed Riptide 35. A regular and well-campaigned competitor in the Puget Sound area, Terremoto! began her life offshore in the '98 Pacific Cup race. She was acquired last year by Scott and his wife Susan who are actively racing Terremoto! while preparing for the 2010 Vic-Maui race.

The Burbanks hail from Clyde Hill, WA. Scott says, "The more time we spend sailing Terremoto! and working together with our great crew, the more excited we become about our dream of sailing in the blue water of the open Pacific. Our goal for 2010 is racing our little 35 footer in the Vic-Maui race. We are thrilled to participate in a race that is so well run and has such a rich tradition in the Pacific Northwest." The Vic-Maui Race, as it is affectionately called, is a major offshore event that will take place this summer for the team.

Team- Moto has started the task of getting all the offshore safety gear needed to make them self sufficient should anything happen along the 2300 mile course. Team-Moto is a crew of 4 which they are hoping will optimize the light weight advantage of the 35 footer over the heavier and bigger boats. Pete Dorsey and Alex Simanis are the other two crew members on the team. Pete has crossed the ocean 3 times and Alex's skill as a professional on the Med Cup Circuit, delivery skipper and 1 Pacific crossing give us a crew with great experience. Going to Hawaii with good sailors who don't get along is not the way to spend 15 – 18 days in a small boat. So, besides being really skilled and experienced sailors, both Pete and Alex's personalities mesh nicely with Scott and Susan's making an extremely strong team.

Team-Moto is preparing for Vic-Maui with races around the Northwest. If you would like to find out more information about the team or have interested in sponsorship check out their website at www.team-moto.org.



Cliff Estes - whose great sailing photos have frequently appeared in the Anchorline, was not available to "take my call" and provide a non-trademarked Terremoto pic - but thanks again to Cliff.

To PROTEST or not to PROTEST!!

To protest or not to protest...

There seem to be certain sayings in sailing that over time we all experience. “If you haven’t been aground, you haven’t been around.” “If you’ve never been over early, you’ve always been late.” If you haven’t been in a protest, you haven’t raced J/24s.” Well something to that effect. There are many variations. I have generally tried to avoid protests; they are time consuming, confusing, and seemingly arbitrary. Unfortunately, at this year’s Duwamish Head race I was given little choice, as a boat hit us, causing about \$3000 in damages. To me this seemed simple; we were on starboard, he was on port. Done. The protest is merely a formality. Buy me a beer, joke about it a little, and pay the bill. That was January 9, 2010. Here we are near the end of March and the process is still ongoing. On March 26, final comments are due to the US Sailing Appeals Committee on the East Coast. What I thought was a simple port/starboard has turned into a farcical process. Alas, the party that lost the original protest hearing held on the Thursday after the race appealed that decision to US Sailing.

While no one really wants to be in a protest, there are certain things I have learned along the way that can make the process better for everyone. First, know the rules. There are lots in the book, but the basics are understandable by almost everyone. It is really important to know how to apply the rules. Secondly, make sure you have witnesses. Of course the best witnesses are people not on your boat who are not party to the protest, but sometimes that’s just not possible. Thirdly, learn the speed time calculations, because this is often the most important variable in how the rules are applied. How many feet will a 53’ boat travelling at 5kts cover in 14 seconds? How many feet will a 43’ boat travelling at 6kts cover in 10 seconds? What is the closing time of those two boats over the length of the line? All of these things factor into reaction times, time to avoid, time before the gun, and the relative positions of the boats. Lastly, don’t make it personal. I have, but that’s just me. I’ll go into that later.

If you are not happy with the decision made by the Protest Committee, you have the right of appeal to US Sailing. The appeals process is spelled out in detail in the Rules. Basically, it is due within 15 days, and you can only appeal the *application of the rules to the facts found*, not the actual facts from the original protest. This is because US Sailing on the East Coast obviously was not at the race, and has to have something to go from to look at the appeal. They use the facts found section of the decision made and signed by the original Protest Committee. In my instance, the person submitting the appeal obviously is not aware of this part, as the appeal accused me of “haranguing” the person that hit us during the original protest hearing. First it was spelt wrong, and secondly you can’t appeal that. So it goes.

The biggest lesson for me from all of this has been patience. I think there are definitely things wrong with the process, but it is process we all agree to sail under and one that, perfect or not, we need to respect. Protests are not fun, and take a lot of time to prepare for. Learn the rules, and if you don’t want to go to a protest hearing, either have a checkbook handy, or stay away from port tack boats.

Nigel Barron



Anchorline

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Well, Sloopers, despite the titilating popularity of such photos as the "Shroud Tensioner" and "Passing Distractions" the hard cruel world of good taste and legality means that we can no longer "borrow" photos from the web and display them in our now more public on-line document.

Aw well, it was fun but all good things come to an end. See the above photo.

ELECTRONIC ANCHORLINE - guidelines

Submissions of stuff to the new "improved" inkless Anchorline is as follows.

- Text is best submitted as a Word document.
 - Photos/Graphics best submitted as jpegs. Again, others may work, but jpg always will.
 - DO NOT send Adobe Acrobat files with graphics imbedded expecting me to extract them. You can send Acrobat files with just text and I can copy that.
- stevebunnell@comcast.net

Moving? Change of Address?

Please notify the club secretary with your new phone and email
 nigel@csrmarine.com 206 399 0097