

Anchorline

Volume 2010
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**SLOOP
TAVERN
YACHT
CLUB**



Race to the Straits - 2009 photo courtesy of Jan's Photos



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Commodore's Words - Sept. 2010

Yo Sloopers!

STYC added two new race events this summer, and both were the brainchildren of STYC Handicapper Nate Creitz. Thanks, Nate! Take-Your-Time Fridays began the first Friday in June and ended the last Friday in July. Each Friday saw more boats registered and participating, until nearly 50 boats had registered for this series by the end of July! Thanks to member Chris Winnard and sponsor Ullman Sails for providing a party at the end of each month outside the Shilshole Marina Building. Watch for TYT Fridays again next year and plan to come out and enjoy the fun!

The other new event, Down the Sound, was a great time - with boats finishing the long course both days, a fantastic party in Gig Harbor on Saturday night, and an awards party at Ballard Sails. Congratulations to Rev, Grayling, Nefarious, First

Commodore's Words continued

Edition, Alternate Reality, and Lady Too for winning classes 1, 2, 3, 4, 5, and 6, respectively, and to Nefarious for winning first overall! Thanks to Val Maughmer and Mike Beste for providing the RC boats on the Seattle and Gig Harbor ends. If you didn't join us this year, make sure to get this event on your calendar for next year. Down the Sound looks like it will join Race to the Straits as a perennial favorite for racers in this region!

Ballard Cup III had some great participation again, with 35 boats registered! Congratulations to Grayling, Moonshine, Zap, and Whistling Swan for winning classes 1, 2, 3, and 4, respectively! Thanks to Event Chair Ross Peterson, STYC Race Chair Dan Randolph, and STYC Fleet Captain Bill Blodgett for serving as race committee for Ballard Cup III.

STYC's last two shorthanded sailing events of the year, the Single-Handed Race and the Jack and Jill Race, had both good participation and excellent breeze - a great way to wrap up our summer racing calendar! Congratulations to Kirk Fraser on Moonshine for winning the Single-Handed Race and to Moonshine, More Cowbell, and Dacha for winning Jack and Jill classes 1, 2, and 3, respectively. Next year STYC will be including shorthanded sailing events in a new shorthanded sailing series. Stay tuned!

Also this summer, our new Spring Beach buoy was seen traveling north on a cruise to nowhere. Thanks again to Dan Randolph, Scott Peterson, Andy Vatter, and the crew of Nefarious for retrieving the buoy and re-deploying it! During the replacement dive Dan, Scott, and Andy determined that a severely corroded shackle was the reason that our new tackle had failed. Dan will be following up with the supplier of this shackle to discuss this finding and acquire replacement shackles. Now that we have completed this investigation, we are confident that the new Spring Beach buoy will remain on station for years to come! Thanks to member Reinhard Freywald for setting a temporary mark at Spring Beach at this year's events when the permanent buoy was AWOL!

The Fall Membership Meeting was a good time as always! Thanks to KAMgear for hosting, to Scott and Susan Burbank for providing a terrific presentation on their Vic-Maui experience, and to Robert Leighton for providing a discussion on marine safety! Summaries of these presentations are included in this Anchorline. Also at this meeting a motion was passed by members to allow non-members to enter one general STYC race event next year without requiring the standard \$25 fee.

Our last racing event of the year will be the Fall Regatta on Saturday, October 16. Hope to see you all out in Shilshole Bay for a few races around the buoys! Moonshine and Grayling are currently battling it out for the top spot in the newly formatted Commodore's Cup, and this race should determine the winner!

STYC swept the Seattle Jack and Jill Series this year! Congratulations to Quixote, More Cowbell, and Moonshine for winning all three divisions as well as the club trophy for STYC, and to More Cowbell for also winning first overall! Trophies will be presented at the Sailboat Awards Dinner at SYC on Friday, November 19.

Contact STYC Cruise Director, Tammy Walker, if you are interested in leading any cruise events this fall. It would be great to add at least one more this year before winter sets in!

Our Christmas Party will be held in a new venue this year. Please plan to join us on Friday, December 10 at the Nordic Heritage Museum for good food, good times, and music provided by Gertrude's Hearse. As always, we will be electing next year's board members at this party. Contact this year's board if you are interested in being part of next year's board!

Thanks!

Paul



Marine Safety

By Bob Leighton

Often we get complacent on our inland waters as they are normally flat with light air. This can be a mistake as, with currents, shallow water, and the proximity of land conditions can deteriorate quickly. Somewhere around 25 to 30 years ago we were doing the Point Pulley Race and the whole fleet was bunched up, sailing in light air, off Alki Point. A sudden storm came in with no warning and in about 2 minutes, 7 boats were dismantled. The wind blew a pretty steady 58 knots for the rest of the day. Point Wilson on an ebb tide with a westerly blowing can be a vicious place with high, short waves. The Nawitti Bar, south of Cape Scott, is almost impassable on an ebb tide. The waves get so big, it is possible to bounce off the bottom in a trough. Cape Scott at the north end of Vancouver Island and Cape St. James at the southern end of the Queen Charlottes have reputations akin to Cape Horn. The Nakwakto Rapids at the entrance to Seymore Inlet run at 19 knots on the flood but are navigable on the ebb. These are just a few examples of inland water conditions. The open ocean is usually much safer.

There are 2 parts to marine safety, equipment and planning. Equipment is easy. We require race boats to comply with category 3. Racing and cruising boats on Puget Sound should try to comply as closely as possible with category 1. These requirements, as are most safety regulations, are written in blood. Every requirement is the result of a past disaster and every piece of equipment is valuable. Category requirements check lists are available at most chandleries and are often available at the Sloop. The board has decided that the race committee may do random safety inspections in Port Townsend during the Race to the Straits. This will simply enforce rule 9.3 of the PIYA Safety Certificate. If you have a seaworthy dinghy, you may be able to skip a life raft but they are not the same.

That brings us to planning. The old adage is, never step down into a life raft, always step up. As long as it is afloat, your boat is the safest place and a much easier target to find. The key to marine safety is PLANNING. What would you do if your boat was taking on water, if you lost someone overboard, if you lost your rig, if the engine wouldn't start. They say, it's too late to think about draining the swamp when you are up to your ass in alligators. It is so much easier to sit at home and imagine whatever could possibly happen and to plan how to deal with the problem. Can you sail your boat into your slip or at least into the fuel dock? You can if you practice and sail with only a small or partly furled jib. Can you tow your sailboat with your dinghy? NO you can't. The sailboat has directional stability while the dinghy does not. Lash the dinghy alongside or tie it tightly to the transom. Start the outboard, put it in gear, and then step aboard the sailboat and steer. My Islander 36 does between 3.5 and 4 knots in flat water pushed by a 10 foot inflatable with an 8 HP outboard. These are just a few examples of how to rescue yourself from an emergency. Think about what could happen and plan ahead as to what to do. There are many experienced sailors in the club and throughout the northwest who would be happy to show you techniques which they have learned by example, prior planning, or in terror when they didn't plan ahead. At least every Vic Maui year, Cruising World Magazine sponsors a safety at sea seminar in the Seattle area. This is a wonderful class, taught by well known sailors and voyagers from around the country. It is well worth the time and money. Some years ago at a seminar at Sand Point, we were able to don survival suits and jump into a pool and then inflate and board a life raft. We also fired practice flares in the evening.

When should you call the coast guard? Sailboats can normally survive anything but a large, uncontrolled fire or major flooding and in case of flooding, you can often run the boat aground and save it until help arrives. I have been lucky, In 55 years of sailing these waters, I have called the Coast Guard numerous times but never to request assistance for myself. A racing or cruising sailboat needs to be totally self sufficient. If you were to sail from Tatoosh Island to Southern California and you got into a storm, what would you do? There is no where to go in. All of the bays and river mouths are impassable and closed by the Coast Guard in storm conditions. All you can do is head out to sea and weather the storm. A good sailor and especially a good seaman wears a belt and suspenders. You can't prepare too much for safety.

2010 Jack & Jill Regatta

2010 Jack & Jill Regatta Report—Scott Peterson

The fourth and final race in the 2010 Jack & Jill Regatta series was a “blast,” according to several racers, as moderate to heavy winds tested the fortitude of the 16 participating couples.

Gusts of up to 25 knots were seen on Shilshole Bay on Sunday, Sept. 12, with averages in the 10 to 15 knot range. An early morning southerly clocked southeast for the 11:00 am start and settled in as an easterly, providing strong reaches for the traditionally north to south course.

“It was the heaviest wind for a Jack & Jill (race in the series) in years,” said Bill Blodgett, of the Moore 24, More Cowbell.

The elegant Grayling (Q Class) bowed to the wind, showing her keel at the start during a gust. Water poured into the cockpit for a moment, according to skipper Duke Phan. She righted and was the first to show around the initial windward mark.

Although no rain fell and the temperature was mild, the easterly wind and the reaches it provided gave a sporting advantage to the NFS class. Even so, a few spinnakers came out to play. One boat who ventured a chute was the Rocket 22, Redfish Bluefish. Her skipper was also the race’s Event Chair, Jonathan Little. According to Little, he and his lovely Jill found that they couldn’t hold their chute during a long reach--so instead, they decided to take it down. They hadn’t planned to go fishing, but...

“We caught...two cohos,” said Little, “and that was just the douse.”

The trademark blue spinnaker of Three Ring Circus was seen on the outside of the group speeding north. Nate and Wanda Creitz had smuggled a small tactician aboard for the crucial race.

Perfectly Strange, a Pocket Rocket, managed to hold her spinnaker the entire run from West Point to Spring Beach, giving Sloop Tavern Yacht Club Commodore Paul Kalina and his wife, Maria an edge on their competitors -- in enjoyment, it seems. “My Jill had a smile on her face all day,” said the Commodore.

Kirk and Jen Fraser found a babysitter, in order to sail their Moonshine (Yankee 30) to a great finish.

The reborn Spring Beach buoy, which had mysteriously become unmoored months ago, was again anchored in its usual place, ready for duty as race mark. A trio of anonymous STYC members calling themselves ‘The Anchormen’ had dived on the anchor hardware the previous day, thus reattaching the buoy. The permanent installation of the buoy was a cooperative project for STYC as well as the Shilshole Bay Yacht Club.

On the committee boat, Runner, lite beer bets were placed on the first boat to cross the finish line. With five minutes left, it was going to be close. A lift over here or a gust over there would mean winning or losing line honors. It was a true inspiration to see the determined Dacha (C & C 115) cutting her way toward us on port, with the methodical Quixote (Elan 40) on starboard, throwing up flumes of spray. They crossed simultaneously.

“I can’t tell which one crossed first,” said Dan Randolph, STYC Race Chair and committee boat flag man. “They were exactly even.”

The awards party for the race was held at the Sloop Tavern, where participants gathered to discuss the race as well as the weather forecast: it was predicted to be a light, southerly breeze. Like so many predictions about Puget Sound weather, this one was wide of the mark.

“Just throw the weather report,” John Doherty of Dacha commented, “right out the window.”

“It was a great race,” said Blodgett, summing it all up, “nothing got broken, no relationships were broken...”

Winners were Moonshine (Class 1 NFS), More Cowbell (Class 2 FS), and Dacha (Class 3 FS, as well as overall winner).

STYC, besides being sponsor of the last race in the series, was also the series’ coordinator/scorer for the year. See the series results article in this Anchorline for those results.

Down The Sound! - 2010 Inaugural

It's hard to dispute the enthusiasm shown for the Sloop Tavern Yacht Club's Opening Day single or double-handed Race to the Straits. The last few years have had over 100 boats sign up to race.

So why not replicate the Straits' success with a summer crossing in the other direction?

Down the Sound, an STYC event to be held Seafair Weekend proved that Seattle sailors can never have too much of a good thing. The inaugural race featured 27 single or double-handed boats, with the first start being Dennis Palmer's Coronado 27, Sublime, just before 8:00 a.m.

With the starts spread out for almost an hour and half, and a big flood tide getting underway, it looked like if the wind held it should be a quick one. A light southerly greeted the boats but fortunately held long enough to get them out into a building flood. The later starting boats were starting in better current, and quickly started to move through the fleet. Dan Randolph's Farr 30, Nefarious, while one of the latest starters was first to finish, crossing the line just north of the entrance to Gig Harbor around 2:30pm.

In Gig Harbor, most boats moored at Arabella's Landing. Arabella's has a great building with a deck at the top of the dock, where a party was held with beer and wine, along with a terrific meal catered by Mike Tunney and Susanne's Bakery & Deli. Later, results were shared, along with great stories about lead changes, and how much fun it is to do a pursuit race. Once you cross the start line, as the handicap is taken into account based on the starting time, every boat ahead of you is beating you. At one point in the evening, Slooperman even made an appearance to, "ensure beer and justice for all."

Sunday morning, a light southerly was still present, but so was that flood tide. The early starting boats this time saw a change in fortune, as they were able to make tracks north before the max current. The late starters also had lighter breeze this time around, and a slightly longer time to wait for the northerly to fill in. Contrasting the race machine that was first to finish on Saturday, Sunday saw Damon Darley's San Juan 28, Lady Too, cross the finish line first just after 3:30pm.

Nigel Barron

STYC Christmas Party 2010 - New Venue - Great Party - Friday Dec. 10, 2010

Sloopers one and all!! An early heads-up to save the date for our Christmas Party and Elections/Celebration!
The party will be held at a new venue :

**The Nordic Heritage Museum
3014 NW 67th St in Ballard.**

There's a good parking lot, it's not far from the marina (for those of you who stay on your boat for the night), Great kitchen, and a great hall with a big stage for the band, roomy dance floor AND sufficient room for tables for talking and eating. There will be plenty of space for having a fine time !!

We'll need volunteers to help with setup, food, décor, as usual. You'll hear more about this later! Call if you want to volunteer.....Thanks.

Carol Pearl

STYC Sweeps 20th Anniversary Seattle Jack and Jill Series

In 1990 four Seattle-area clubs – STYC, SYC, SBYC, and CYC founded a Jack and Jill series that combined one male/female double-handed race from each of those four clubs. Charter documents were created that described division breaks and scoring that would be applied consistently towards the participants in all four events in order to determine division winners in three divisions as well as both an overall individual yacht winner and an overall yacht club winner. Two perpetual trophies were deeded to this series, and charter documents identified that the series scoring responsibility would be rotated among the four member clubs each year, and it was STYC's turn to conduct the scoring this year for the 20th anniversary of this event. Not only did we coordinate this year's series, we swept the results as shown here:

First Place, Division 1 (PHRF <106 FS)

Quixote – Phil Mraz / Susan Mraz - STYC

First Place, Division 2 (PHRF 106-170 FS)

More Cowbell – Kathryn Meyer / Bill Blodgett - STYC

First Place, Division 3 (PHRF >170 FS)

Moonshine – Kirk Fraser / Jen Fraser - STYC

First Place, Overall Individual Yacht

More Cowbell – Kathryn Meyer / Bill Blodgett - STYC

First Place, Overall Yacht Club - SLOOP TAVERN YACHT CLUB !

There were 29 boats that participated in this year's Seattle Jack and Jill Series, and over half of them were STYC boats! Congratulations to the above winners and to STYC! Trophies will be presented at SYC's annual Sailboat Awards Dinner on Friday, November 19 at the Seattle Yacht Club on Portage Bay, and we hope to see all STYC Jack and Jill participants there! Paul Kalina - Commodore

IN MEMORY

STYC lost two dear friends this summer. Please keep them and their families in your thoughts.

Rebecca Earnest

June 11, 1941- June 30, 2010

Rebecca was an avid sailor who recently lost her battle with cancer. While in Seattle, she crewed on many boats, and raced regularly on her boat, Paradigm Shift (Merit 25). She was active in Seattle Women's Sailing Association, and was Vice-Commodore of STYC in 1997. She and her husband, former Commodore Vaughn Ploeger, moved to Orcas Island when they retired, and became active in the Orcas Island Yacht Club.

Mary Roberts

Mary, sister of Dick Roberts and dear friend of STYC passed away on Wednesday morning, August 11, 2010 after battling leukemia and a series of strokes since May 2010. Mary was an active member of STYC for many years. She served as Treasurer and helped out with RC duty, club mailings, benefit regatta support, and many other club activities. Mary was an incredible lady and STYC will remember her always.

Paul Kalina

2010 STYC Commodore

Take Your Time Fridays - casual Racing for every sailor

Summer sailing is over and so are STYC's Take Your Time Friday's! For those of you not in attendance, TYTF's were held every Friday evening in June and July. This event was created for the more casual yacht racer and featured a Golf Handicap rating system in which ratings were adjusted weekly to level the playing field. Sailors started on GPS time and then recorded their own finish times and submitted them to the website where results were soon posted by our multi-talented webmaster Bob Foulds. At the end of each series Ullman Sails graciously sponsored a party at the Shilshole Plaza featuring a BBQ and cold malty beverages! For those of you who missed TYTF's we hope to see you out next year! Nate Creitz

UpComing Events

STYC Fall Regatta

October 16th

STYC Christmas Party

December 10th @ Nordic Heritage Museum (Ballard)

SUMMERLIGHT MISSION STATEMENT:

Every journey starts with a simple narrative. Three years ago and only months after relocating to Seattle, my own story took a very unexpected turn. I was diagnosed with Lymphoma, but before typing, staging, and ultimately treatment could begin, we entered a period of 'watch and wait' for the disease to fully reveal itself. In the interim, I focused on work. The weight of mortality bore heavily on family, friends, and loved ones. During this time, I was invited by Sloop Tavern member Paul Hanson for a day out racing on the Sound.

Having grown up sailing, I thought it might be a way of substituting the stress of the unknowable for the clarity of time on the water. The day was ideal; 12-15kts of a warm southerly, brilliant sunshine, and the wonderful distraction of trimming a main sail for hours with new friends on a new boat. By the time we had finished and put the boat away, the nebulous of fear that had defined the previous weeks had been erased for the better part of a day. The degree of respite was both unexpected and entirely welcome.

In the ensuing months, my disease was diagnosed and treatment proscribed. During chemotherapy, much of one's time is spent planning what one will do when and if we're given a second chance. How would I give back to all those that had helped make my journey more tolerable?

There's little we can do commensurate with the gratitude we feel toward those who have cared for us in ways large and small. The joy and privilege of life is most certainly amplified, but 'what now?' still looms. The answer can be both simple and powerful. Paul's ride was the genesis of an idea to provide a handful of hours for patients and/or families of patients in cancer care to escape the immediacy of their disease.

MISSION: To use the resources as sailors and boaters that we on Puget Sound to help both those that have come to Seattle for cancer care by providing our boats and a few hours of our time to get patients and/or families out on the water for a morning, an afternoon, or an evening on the water. Many of our contributions toward cancer and health care are monetary, but we have a unique opportunity to contribute to the experiential quality of a cancer patient's journey.

VISION: To develop a scheduling data base and program structure that can easily be shared by regional yacht clubs for the purpose of getting cancer patients and their families on the water. This could be started at the Sloop Tavern, and later shared with other Seattle yacht clubs. The goal is to provide a large regional pool of boats and volunteers so that club members donating one or two days a year could meet patient demand on a year round basis. Starting locally, it is hoped that this could be the foundation of a national program.

For Information and/or to volunteer, contact: Mark Music Summer Light Express 34

STYC Single Handed Race

STYC Single Handed Race. - Tony Devita

You can always tell the single handed race is coming up. Strange bungee and line arrangements appear on tillers in the hope of getting a skipper a free hand for a few minutes.

It was a great day for a single-hander. 10-12 kts at the RC and a little lighter around the course.

The line was set at the hamburger. Nefarious was the RC and sent 10 starters to Spring Beach and West Point for a 10 miler.

Each boat had a designated start time and they rolled through according to handicap. Most boats allowed a bit of "fudge factor"...starting as much as 3 minutes late. There is so much to think about and to do when you are sailing solo. It didn't surprise me that many were caught a bit short when their start time came and went. Moonshine and Quixote played the game well and were across within 15 seconds of their time. Three Ring Circus must have hooked up to a bad satellite as he seemed to be on a different GPS time than the RC and caught the X flag.

Most boats took a hitch into the beach then travelled to Spring beach with a minimum of tacks. Moonshine rolled over all the early starters and came flying downwind past the RC clearly leading. BJ came through looking smooth as we figured he would. We regularly see Ed on the bay sailing solo with his lovely J100.

The Santana 20, Hitched made a really nice show for third. Just nipping RedFish/BlueFish by taking the breakwater side on the last tack and hitting a perfect finish layline.

The choice to make it an individual timed start was a good one as it allowed less experienced solo sailors to get out there on a less stressful wide open start line. As the solo sailing scene grows we will likely see traditional starts...but for now, its a great way to learn a bit more about your skills and your boat.

See you on the start line next year with your version of the bungee-cord auto pilot.

WELCOME! New Members

STYC gained the following 11 new (and/or returning) members in the third quarter of 2010

Please give these new members a hearty Slooper-sized welcome to the club!

<u>New Member Names</u>	<u>Boat Type</u>	<u>Boat Name</u>
William Barbat	Ranger 33	<i>Camelot</i>
Ashley Eastham		
Anna Elz	Catalina 36	<i>Platypus III</i>
Pat and Kim James	Wauquiez Pretorien	<i>Aeolus</i>
David and Kathy Kane	Chris White Atlantic 42' Cat	<i>LightSpeed</i>
Val Maughmer	Islander 28	<i>Mi Isla</i>
David Reid	C&C 27	<i>Whisper</i>
Michael Sawyer	J-80	<i>Fearful Symmetry</i>
Jim Seeb	Ericson 33	<i>Slap N Tickle</i>
Jake and Mac Stout	MacGregor 70	<i>Joss</i>
Scott Weiss	Santana 20	<i>Little Mo</i>

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 STYC Commodore

Vic - Maui - 2010

Terremoto! Sails to Maui

The Victoria to Maui International Yacht Race, first contested in 1968, is the pinnacle of Pacific Northwest ocean racing. In 2010, a Sloop Tavern Yacht Club crew was at the start line in early July. The boat was Terremoto! and they sailed from Victoria, British Columbia and finished near Lahaina, Maui, a distance of approximately 2308 nautical miles.



The first official Vic Maui race was in 1968 with some 14 boats entered. It has been held every even year since 1968 with 2010 being the 22nd race. The number of entrants has ranged from 9 to 37 boats. The current record holder is "Grand Illusion" skippered by James McDowell of the LYC who completed the race in 9 days, 2 hours and 8 minutes in 2000 beating out the previous record of 9 days, 19 hours and 36 minutes set by "Pyewacket" skippered by Roy Disney in 1996. Over the history of the race, no boat under 50 feet long has ever won the first-to-finish trophy. That record was broken in 2010 by the 35 foot Terremoto!. Here is a little bit of their story...

In 2010, Susan and I set out on the adventure of a lifetime. We raced our little 35 foot, Paul Bieker designed ocean going 'sport boat' to Hawaii in the sometimes grueling, sometimes beautiful Vic Maui Race. We were the lone American boat entered in the Canadian sponsored race. Joining us on the adventure were fellow Sloopers Alex Simanis and Skyler Palmer. It was a 100% STYC crew.

As is the case for all ocean races, the biggest effort was the preparation of the boat. Team 'Moto started our prep a full 12 months before the race. We had a 14 race warm-up schedule that culminated with the start of the Vic Maui race. The results of our prep races included a First in Class in the CYC Center Sound Series, a First in Class and Second overall in the SYC Smith Island Race and a Second in Class in the Swiftsure Lightship Classic. On top of all the racing was a very long list of upgrades that needed to be completed on the boat to get her ready to cross the Pacific Ocean and then turn around and return home to the PNW.

60 days before the Start

The preparation for the race was not without a few dramas. Just 60 days before the start of the race, Pete Dorsey, had to withdraw from the team. Pete, who had sailed with us for over 2 years and was a 2 time Vic Maui vet, had broken his ankle about a year earlier. The plan was that Pete would use the Vic Maui race as his inspiration to get his leg rehabilitated. Unbeknownst to any of us, Pete's leg wasn't healing well and ultimately his ankle would have to be permanently fused together. With Pete unable to race with us, we had to quickly find someone who could commit to taking 2 – 3 weeks off work, race in the 3 remaining prep races, could drive a sport boat in the open ocean and was compatible with the rest of the team. Fortunately for us, Alex was great friends with Skyler Palmer and two hours after the team meeting in which Pete and the rest of us decided he wouldn't be able to race; Skyler agreed to join Team Moto. Whew, that was a huge relief.



45 days before the Start

Just to make sure we didn't get too giddy, 4 days later on our way home from the Opening Day Mark Meyer Fun Race in Lake Washington, we smacked into an underwater cable while going under the Hwy 520 east high rise. Our keel hit an unmarked cable attached to the floating bridge. The collision happened on Sunday. We immediately took the boat to CSR boat yard. They had it out of the water by 1PM on Monday and the gash in the keel was repaired and the boat back in the water for the next weekend of racing.

. We were really lucky CSR had a window in their schedule. The incident did show us how strong Terremoto! is built. There was no damage to anything else except where the cable hit the front of the keel.

35 days before the Start

A couple weeks later and just 35 days before we left for Victoria, we got a notification from the Vic Maui Technical Committee that they were changing our Vic Maui handicap. The Vic Maui organizers use their own handicap system, It is based on the historical winds of the Vic Maui race. As an example: a Beneteau . 47.7 that rates 18 in our local PHRF racing rates a 58 for the Vic Maui. The fact that our VM handicap was originally set at 40, which is only 1 point off our current PHRF rating of 39, made us cringe a little, but we figured a rating of 40 would keep us on our toes and make sure we pushed the boat. Then, when we were notified just a little over a month from the start that our rating had been lowered to a 4, we were shocked. They did allow us to pursue a redress and request a review of the rating. They reviewed the rating and rejected our request for redress. As with any rating system, the raw number isn't important. What is important is the gap between boats. In our case, the new rating of 4 meant we now had to beat the Open 50, Starlight Express, by over 28 hours and the eventual handicap winner, Kinetic – a Beneteau 47.7, by over 34 hours. It seemed like a near impossible task. This was disappointing for sure. But, rather than get all uptight we quickly decided to focus on the line honors trophy and Susan and I quietly set our goal as being in the top 10 fastest boats to win line honors.

Our final 30 days before the race saw us put in 18 hours of work each day. Susan was working on getting all the food into pre-measured packages and then assembled into daily packets and into double ziplock bags (to keep them dry). I was focused on the electronics. We discovered during the Swiftsure Race over Memorial Day weekend that our electronic navigation system had a fatal flaw. We didn't realize it but all 3 navigation systems were dependent upon a single element in the B&G system. Fortunately, that single unit failed in the Swiftsure race. Unfortunately, that meant that we had to air freight that unit to Florida so the only B&G authorized repair facility in the Americas could repair it. And of course it was the busy season for them and they don't allow 'rush' orders. We were lucky we got the unit repaired and back right before the start of the VM. Not wanting to have a single point of failure, I installed a totally separate Garmin system. It was nice to have two primary systems plus a 3rd PC-based back up for the race. We also had 4 hand held GPS units of various styles and functions just in case....

20 days before the start

Oh, I almost forgot that 20 days before the start of the VM race, Susan noticed a crack in the lower carbon fiber mast spreader as she was working on another part of the mast. We talked to Hall Spars and Paul Bieker about the crack. Neither one seemed too alarmed. Paul had also recommended that we upgrade the cap shrouds and double their size because we were planning to run a mast-head blast reacher in the tight reaching conditions we expected in the early parts of the race. We decided to pull the mast out just 15 days before we were to depart for Victoria. We repaired the spreader and upgraded the rod rigging at the same time. We pushed hard on Hall Spars to get us the rod rigging fast. They were also in the midst of their busy season. Fortunately, our rigging wasn't too complex and we were given a production slot. The slot gave us 1 week to rebuild the upper section of the mast, get it back in the boat and tuned. It wasn't ideal, but it would work – if it all went together the first time. Fortunately for us, CSR was there again and they made it all work perfectly. We got the mast back in the boat 7 days before we left for Victoria.

Somehow during all the excitement our primary digital B&G compass went south. It started giving us random readings at random times...not something you want to have happen on the way across an Ocean. Fortunately for us, Joe Geisler, Alex's business partner at Ballard Sails, had a spare B&G compass he wasn't using. We plugged it in on the way to Victoria, swung it in the calm waters just outside Victoria Harbor and it has been working perfectly ever since.

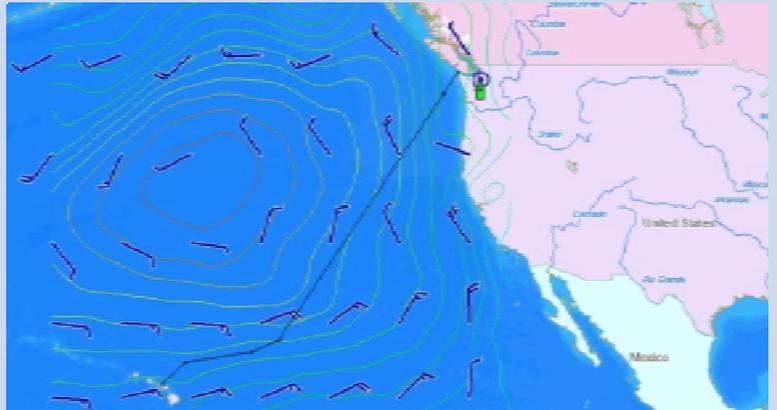
At the Start: So, we are tied up in front of the Empress Hotel. It was July 1...the 'slow' boat's start day. We started on July 3 in the 'fast' class. We had just about everything completed. Alex had some special anti-chaffe patches he wanted to install on the main and we had a few tweaks to some lines, but we were ready to go.

We started on what turned out to be a beautiful July 3. The wind built to about 18 knots as we headed out on an ebbing tide. A pod of Orcas greeted us as we went through Race Rocks - we couldn't have been more excited. We

were conservative at the start but by the time we got through Race Rocks and across to Pillar Point on the American side of the Straights, we were the lead boat. Kinetic quickly caught us when they figured out they were losing ground to us by staying on the Canadian side. At that point, we knew it was going to be a race between Kinetic and us. The other boats were fast, but Kinetic was a 3 time vet of the VM race, they had a 9 person experienced crew, a beautiful inventory of new sails and a boat that had a sweet handicap of 58.

We cleared Tatoosh Island about 6PM and turned a few degrees south. The Grib files were telling Alex we could set a course almost straight to Maui. This was almost unheard of, but it was there right in front of us. We couldn't believe it.

Everything was in place for us to have a spectacular ride to Hawaii. By the morning of Day 2 we had our tight reaching chute up and were moving fast. Our top speed by the end of day 2 was 21.1 knots. The sea state was brutal but we were flying. Alex and Skyler were a watch team and they took the 1800 – 2200 watch on day 2. Susan and I went below to



grab a nap before we came on watch. By the time I woke up at 21:30 I was sea sick. I couldn't believe it. I had been sea sick once before, but I had really worked on getting my body comfortable with the rolling seas. But it wasn't working now. I grabbed a big piece of Ginger root and went up on deck. I just kept getting sicker and sicker. But the time Alex and Skyler came on at 2AM I was well into the dry heaves. Not the way one wants to start...but I hoped it would be over in a day or two.

Susan Injured

By the time we came back on duty at 0600 I was no better so I jumped to the helm which almost immediately relieved the worst of the nausea. The wind was continuing to build which meant we needed to put the heavy staysail up. Just as we were ready to make the change, disaster struck. It was an ugly scene that I hoped to never see while sailing. Here is an excerpt from our log (written 3 days after the accident):

Susan has been injured. She has some (don't know how many) broken ribs and says she feels like she was hit by a car because her whole left side can hardly move.

It happened quickly. We were changing positions in the cockpit to prepare the boat to be more stable going downwind. The waves were merciless in their pounding on us. It was cold and very wet. Susan was sitting on the floor of the cockpit, usually the safest spot. She was ready to put up the staysail as soon as Skyler got it ready. As she sat there the boat heeled over about 80 degrees when a unexpected wave slammed into the back of the boat and the rudder came out of the water. As soon as the rudder left the water, the boat immediately leaned over and Susan fell 8 feet straight down on the lower edge of the cockpit. She was harnessed into the cockpit but the harness is designed to let the wearer move across the cockpit freely. So, nothing stopped her fall until her left side slammed squarely on the edge of the cockpit. She looked like an egg that had just been cracked on the side of a frying pan. ...Since her fall we have kept Susan still. But, today, 3 days after her fall, she is able to sit up on her own and her smile says she is actually starting to mend. She is one tough woman.



Susan's injury changed everything. Instead of 4 crew we now had 3. We adjusted our watch schedule and made sure Susan was comfortable. We tried to keep the boat as stable as possible, but the seas were merciless many days. Once we got into the trade winds the boat flattened out and we started consistently hitting 14

– 16 knots of boat speed. Unfortunately, the Trades only lasted a few days and then we hit a few light air patches.

Alex did a great job keeping us in the best wind around. At one point we were over 300 miles ahead of Kinetic. Unfortunately, they quickly closed the gap when we ran out of the wind and they were still surfing along in the Trades.

First to Finish

We picked up more wind on Day 10 and took that wind all the way to Lahaina. We finished the race in 11 days, 18 hours, 20 minutes. The 8th fastest First-to-Finish boat in history! We had done it, we had crossed an ocean... overcoming broken crew, torn sails and patches of light wind to take line honors in the 2010 Vic Maui Race.

If you want to read more of the details of our race, see some of the videos and a few still pictures, please visit our web site: <http://team-moto.org>

The race is co sponsored by the [Royal Vancouver Yacht Club](#) and the [Lahaina Yacht Club](#).



Anchorline

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