



**SLOOP
TAVERN
YACHT
CLUB**



**25th Annual
Blakely Rock Benefit Regatta
Supporting the Ballard Food Bank
Saturday April 2nd, 2005**

Anchorline

Volume 2005
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BLAKELY ROCK BENEFIT REGATTA 2005!

April 2nd will be the 25th running of the Blakely Rock Benefit Regatta. I am urging all of our members to come out and help support the Ballard Food Bank. All proceeds for the race will go to this charity. If you don't race volunteer to help on the committee, for the breakfast, or after the race. It's a volunteer run event and there is no such think as to many helpers.

Breakfast will be served at the Sloop Tavern the day of the race from 7:00 AM to 9:00 AM. It's only \$6.00 per person. For \$10.00 you get breakfast and a raffle ticket. Come on down, have breakfast, have a great day of racing, help raise money for a worthy charity and have a lot of fun.

Our annual raffle will be held after the race with great prizes such as free haul outs for your boat and many other sailing items. Raffle tickets are \$5.00 each and will be on sale starting March 1st at the Sloop Tavern. They will also be sold the morning of the race and after the race at the Sloop Tavern. Patti Martinson is our ticket seller extraordinaire. She will be selling tickets at the Sloop and you can't say no to Patti. Last year she sold \$900 worth of tickets. Patti you're great and I bet you break your record this year.

We will accept entries for the race up until Wednesday night March 30th, 6:00 PM at the Sloop Tavern. There is a mandatory Skipper's meeting at the Sloop at 9:30 AM. First division start is at 11:00 AM.

If you would like to make a donation (cash or an item for the raffle), please contact Kirk Utter at 206-779-6110.

I hope to see as many club members at this event as possible. Commodore Kirk



Anchorline CRUISING Calendar 2005

We want cruising to become a bigger part of the events for our club this year. We welcome comments and suggestions from our members.

Something new for this year will be an overnight stay at Brownsville for a joint party with the Port Madison Yacht Club. PMYC also has invited all STYC members to participate in their weekend long Round Bainbridge Island Race with the overnight party at Brownsville. So, whether you plan to join in on this fun filled weekend race, or just want to party with us Saturday afternoon, evening, and Sunday morning, be sure to come over to Brownsville. Special thanks go to Ben and Jennifer Braden for making this event possible.

For now, here's what we've got going. All of these cruises will be Huge Fun.

STYC Cruises 2005

1. April 16-17 Blake Island (Host to be announced)
2. June 18-19 Dan and Kelly Freeman
3. July 3 and 4 Poulso (This is our big raft up. Lots of fun. One year we had 23 boats)
This cruise will be hosted by Commodore Kirk Utter.
4. September 24-25 Race around Bainbridge Island with overnight in Brownsville (more information closer to the event. Thanks to the efforts of Ben and Jennifer Braden. This event is sponsored by PMYC)
5. October 15-16 Kingston hosted by Grant Fjermedal

Members have expressed interest in other destinations. The other destinations are: Manzanita Bay, Port Gamble, Gig Harbor, Quartermaster Harbor, Port Ludlow, Langley and Mystery Bay.

All of the above may be good targets for what we are going to call our "spontaneous cruises" So want to create your own party? Just send an email to Race Chair and Web Site manager, Dick Roberts, dixriberts@aol.com and he will send out a notice about your Spontaneous Cruise to the full membership.

If you would like to offer ideas or suggestions please e mail me at Stantonelizabeth@hotmail.com or phone me 206 618 5961. Also...if you have some additional cruising ideas, please let us know.

New Year's Eve Raftup in Blakely Harbor 2005

I joined the "P" dock raftup for New Year's Eve with my neighbors Pete and Lauri Serafin and their daughter Amelai on their Ericson 39 FIGARO. Lots of "P" dock denizens are (or have been) STYC members: Dan and Teresa Baker (O'Day 30, SEE YA; Jean Penney, ILLUSIONS; Elizabeth Stanton, Rawson 30 DOROTHY MAY, so I thought I'd share my experience.

What a wonderful surprise! The weather forecast suggested it would be raining on the way over, all night, and on the way back. But once again, Mother Nature proved to be fickle. New Year's Eve day was cold and clear, with a great northerly wind (unheard of! usually, if I'm going South, that's where the wind is coming from). We put out the small jib and no main, and cranked along at about 6 knots. It was too cold to drink beer, but we whooped and hollered, it was so exhilarating.

Just as we neared Blakely Rock, the clouds rolled in. We figured it would be raining soon. Not so! Once again we lucked out. We sat in the cockpit, joking and chatting. Of course, we all sipped our favorite beverages (some excellent rum and wine), and ate so many wonderful munchies (smoked salmon, shrimp, brie and crackers, blue cheese and bread, etc., finished with Elizabeth Stanton's excellent steamed mussels, then her salmon in dill sauce) that hardly anybody ended up eating dinner!

Some, not being twenty one any more, snuck in a short nap. Others retired to various HEATED cabins to chat till fireworks time. Just before the fireworks started, the drizzle came – but not enough to keep us from peering across the sound at the far away light show (Jean Penney remembered to bring binoculars) from the Space Needle.

The next day, the gods blessed us again – no rain! Another brisk northerly to beat home in, and a soak in the hot tub at home to make the chill a far away memory.

I'm really glad I was able to share these two great sailing days with the lively folks on "P" dock! Having such an invigorating two days of sailing was the best start I could ever have had to 2005. Aren't we lucky to be sailors???

Happy New Year to you all. Carol Pearl



Anchorline

CONTACTS - INFORMATION

2005 Board Members (Voting)

Commodore: Kirk Utter kirk.utter@stratosglobal.com 206.779.6110

Vice Commodore: Jennifer Braden jpunkyb@aol.com 206.297.1679 (H),206.391.5218 (M)

Secretary: Nigel Barron nigelbarron@yahoo.com 206.334.8508 (H)

Treasurer: Chris Halstead chris.halstead@medtronic.com 425-868-5356

Board Pos. 1 (thru 2006): Steve Bunnell stevebunnell@comcast.net 206.525.5422 (H) (W)

Board Pos. 2 (thru 2006): Neil Bennett neilrbennett@comcast.net , neil@osc-voc.com 206.937.9726 (H)

Board Pos. 3 (thru 2005): Ted Morgan mmsurveys@aol.com 888-209-8246

Board Pos. 4 (thru 2005): Jean Penney jpenney@earthlink.net 206-781-4955

Handicapper, Under 30': Bob Bonney sea_bob@w-link.net 206-524-5672

Handicapper, Over 30': Stu Farrell svdiva@yahoo.com 206-854-9500

Race Chair: Dick Roberts dixroberts@aol.com 206-284-7366 (H)

Please use these addresses to COMMUNICATE with your Commodores and Board members!

← ENLIST OTHER SAILORS - FRIENDS →

Contribute to the Newsletter:

Good Newsletters crave photos, member articles, stories, humor, pathos . . . So please send me anything you believe your fellow Sloopers might enjoy.

We'd like to increase the number of newsletters per year if possible, so please contribute any and all (we read some good stories and adventures last year)

It is also possible that we'll develop some sort of club "blog" and/or put the newsletter on the web site in a PDF format. But, being the Sloop, that's not going to happen overnight!

WORDS:

You can email written stuff as a email attachment (if you have Word) or simply write it all in the body of the email. Or snail mail it to me at: 1131 N. 83rd St., Seattle, WA 98103-4406

PHOTOS:

Photos of ourselves make people happy (almost famous!) and they are lots of fun. I can deal with just about anything from prints to digital (but not slides at present). If you send digital pics, send the original size captured by the camera. That way, I can re size it, increase the d.p.i. and make for a decent print image.

Or if you have the software, you can re size the photo to say a 4 x 6 with resolution of AT LEAST 200 d.p.i.

Newsletter Editor: Steve "Splash" Bunnell stevebunnell@comcast.net 206.525.5422 (H) & (W)

MEMBERSHIP REPORT!

At press time, the club membership stands at 123 sailors, one more than we had last year at this time. Please continue to solicit and recruite new members.



by Bob Bonney

A lot has been said and written about the shortcomings of PHRF as a handicapping system. Virtually everyone seems to have a grievance about boat ratings or suggestions on how PHRF should be improved. But only a few really seem to care or understand the amount of research and hard work volunteers put into maintaining and improving PHRF-NW.

PHRF-NW is now being asked to meet many new challenges that didn't exist a decade ago. Boat designers are constantly incorporating new innovations into their latest creations; water ballast, 2' headboards on mainsails, canting keels, articulating bowsprits, asymmetrical chutes, and the ability to plane in moderate breezes. It takes time and a lot of hard work to address these issues but PHRF is evolving along with the boats, to meet these challenges and is succeeding. The history of previous handicapping systems have shown us that the truth is that there is no perfect handicapping system for yacht racing. There probably never will be. Most handicapping rules have provided reasonably accurate results—for the boats they were intended to rate—until they were seriously challenged and their flaws were revealed. PHRF is dynamic and can respond, albeit slowly, to inappropriate ratings on a boat-by-boat basis without the constraints of a fixed set of rules.

PHRF-NW acknowledges right up front that there is a “probable error” in every handicap rating. The decision making process is in reality a series of compromises and approximations based on the best available data. The goal in assigning a speed potential rating is to minimize the probable error in each rating over time based on observed performance in a variety of sailing conditions.

PHRF History: PHRF was introduced as a new handicapping system in Southern California shortly after WW II and it has been growing and evolving ever since. It was conceived as an alternative to the Cruising Club of America (CCA) handicapping system and designed to accommodate a wide range of older and newer boats.

Its intent was to provide an easy way for the average boat owner to compete in organized sailboat racing. Volunteers provided the bulk of the necessary management and administration keeping the costs low. With the absence of a formal measurement process, honesty and integrity on the part of members was assumed. PHRF is not an enforcement body and is self-regulating.

Walt Little introduced PHRF in the Northwest in 1966. Around 1971, the decline in popularity of the IOR rule brought many defectors to the “new” handicapping system. PHRF-NW today covers most of Washington, Oregon, British Columbia, Montana and Idaho. It is by far the most popular and widely used handicapping system with over 35,000 active members nationwide.

Speed Potential Ratings: The most misunderstood concept in the PHRF rating process is the use of the “speed potential” (SP) of a boat as the basis of determining individual handicaps.

PHRF-NW defines SP as: “...the maximum racing speed, which can be obtained by a top 1% skipper, and crew with a top condition standard boat. This speed is the observed average performance over several representative races.”

Perhaps another way to think of SP ratings would be to imagine Dennis Conner with an all-star crew who practice regularly in all kinds of conditions, and have perfectly prepared and equipped your boat with new sails. When racing they make few or no tactical, strategic or boat-handling errors. They are sailing the boat to its full potential—your boat's speed potential. Complaining about ratings seems to be a frequent ploy used to avoid talking about boat preparation, crew skill, boat handling, tactics and strategy. In all forms of sailboat racing and under any rule, these factors separate the winners from the losers— — far more than minor rating adjustments.

PHRF the Pacific Handicap Racing Fleet - *CONTINUED!*:

PHRF—Why it's the Right System for Northwest Sailors

PHRF is the best handicapping system available for the widest range of boat types—in spite of its warts. In the last analysis, most sailors agree that PHRF-NW provides a satisfactory rating system and are perfectly content to compete under an admittedly imperfect, but serviceable handicapping system.

Here are their reasons why it the best handicap for the N.W.:

- PHRF is easy to understand—especially when compared to measurement-based rules. Competitors can easily compute their finish for any given race. Handicapping rules like IOR rapidly make some boats obsolete with design modifications that exploit the measurement rules. Most sailors can't afford to upgrade to the latest design to remain competitive. While newer handicapping systems like MORC and IMS were touted as better options with less subjectivity, they soon failed because of their complexity and the tendency of designers to optimize new boats to the measurement rules.

- PHRF doesn't create "slow" boats like IOR and IMS with a sudden rule change.

- PHRF racing allows "the rest of us" to sail with the Mckees and Buchans. We wouldn't have that privilege if they were off racing under another "Grand Prix" rule. Most race organizers could not afford to run one-design keelboat, multihull or other non-PHRF classes without the sheer numbers provided by PHRF entrants. PHRF scoring simplifies race management. It is far less complicated to score a race run under PHRF than other measurement-based rules and the results are available quicker to competitors.

- PHRF racing provides a venue that improves sailing skills for the average sailor. A year spent racing will provide more tangible experience than you could get from 10 years of cruising in the same boat. Racers generally make better offshore sailors. You learn your boat's limits as well as your own by having to deal with problems like adverse current and too much (or too little) wind rather than avoid them. Joining PHRF-NW is cheap — only US\$35.00 a year. You can't buy a round of drinks for you crew at the bar these days for that price.

- PHRF ratings can be issued quickly without extensive (and expensive to have measured) hull, rig and sail dimensions.

- PHRF ratings can be and are localized to reflect prevalent sailing conditions in the area.

- PHRF works well for a wide range of boats including both older and newer designs. For older boats, there is a great amount of data available to accurately establish a fair expectation of a boat's performance in the various sailing areas around the country. For newer boats, designers and handicappers can evaluate the boats estimated performance, assign an initial rating based on known principles of boat design, and then adjust this over a period of time to establish a reasonably accurate rating.

- PHRF is adaptable to new designs through observed performance compared to existing designs with a solid performance history. Integrating these new boats into the existing fleet requires time and a constant series of adjustments — but unlike other rules, it's possible.

Although sometimes slow, PHRF has a relatively simple rating appeals process when compared to other handicapping systems. Ratings are often changed as the facts warrant, and owners can participate directly in the process.

35,000 total PHRF members provide a good base of data useful in establishing new ratings. This data covers a wide range of boat types sailed in differing prevalent conditions across North America.

People considering buying a new boat can use PHRF ratings to estimate the potential performance. The next time you think about PHRF-NW, consider the real value of the system. Your membership and participation in PHRF racing contributes much to the very existence of our sport!

PHRF-NW
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Tuesdays—Fridays: 5-7 PM
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Anchorline

The Racing News!



RACE BOOK CORRECTIONS:

- a. The insert in the 2005 race book is off by 5 minutes - your 11:00 should read 10:55. We will send a correct insert with your Membership book.
- b. The instructions on page 7 are correct. The diagram on Page 8 is 5 minutes fast.

UPCOMING RACES!

Entering its fourth year, the Sloop Tavern's *Race to the Straits* (May 7-8) is turning into one of the premier racing events in the Puget Sound. Single and Double-handed sailors with either flying sails or non-flying sails race from Shilshole to Port Townsend on Saturday, and then reverse the course on Sunday. A lot of planning has already gone into the event for this year, centering on the race itself, and the party in Port Townsend. Due to the growing popularity of this event, we have moved the party to the VFW Hall near Point Hudson marina, and are having the party catered by local "rib guys." As with any major event, we are always in need of volunteers. If you are interested in participating in this event, or helping out, please contact Laurie Turey at laurie1528@aol.com Sponsors for the event include Halsey-Lidgard, CSR Marine, West Marine, and Helly-Hansen. As of this printing, reserved slips at Port Hudson were fewer than 10. Get your reservation in SOON!

Another sure sign that winter is leaving is the start of popular *Ballard Cup* series held each Monday in front of Shilshole Marina. Free to any Sloop Tavern member, the first race is April 25th. These races offer something for everyone; from flying sails to non-flying sails, sports boats to cruising boats, everyone can find something to enjoy about this series. Like anything else at the Sloop Tavern, the success of this event rests on the many volunteers that make it possible. We are looking for people interested in volunteering for committee boat duties. No experience is necessary. We provide the race committee, and you provide the boat. This is an excellent opportunity for someone that might not be interested in racing to help out their yacht club, or for someone that is new to racing to get another perspective on the race. If you are racing in a series, your score is averaged, so no ground is lost. If you are interested in helping out with a boat, or just coming along to enjoy the view, please contact the Commodore, Kirk Utter, at kirk.utter@stratosglobal.com

Spring Regatta - May 14th

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

