



**SLOOP
TAVERN
YACHT
CLUB**

Anchorline

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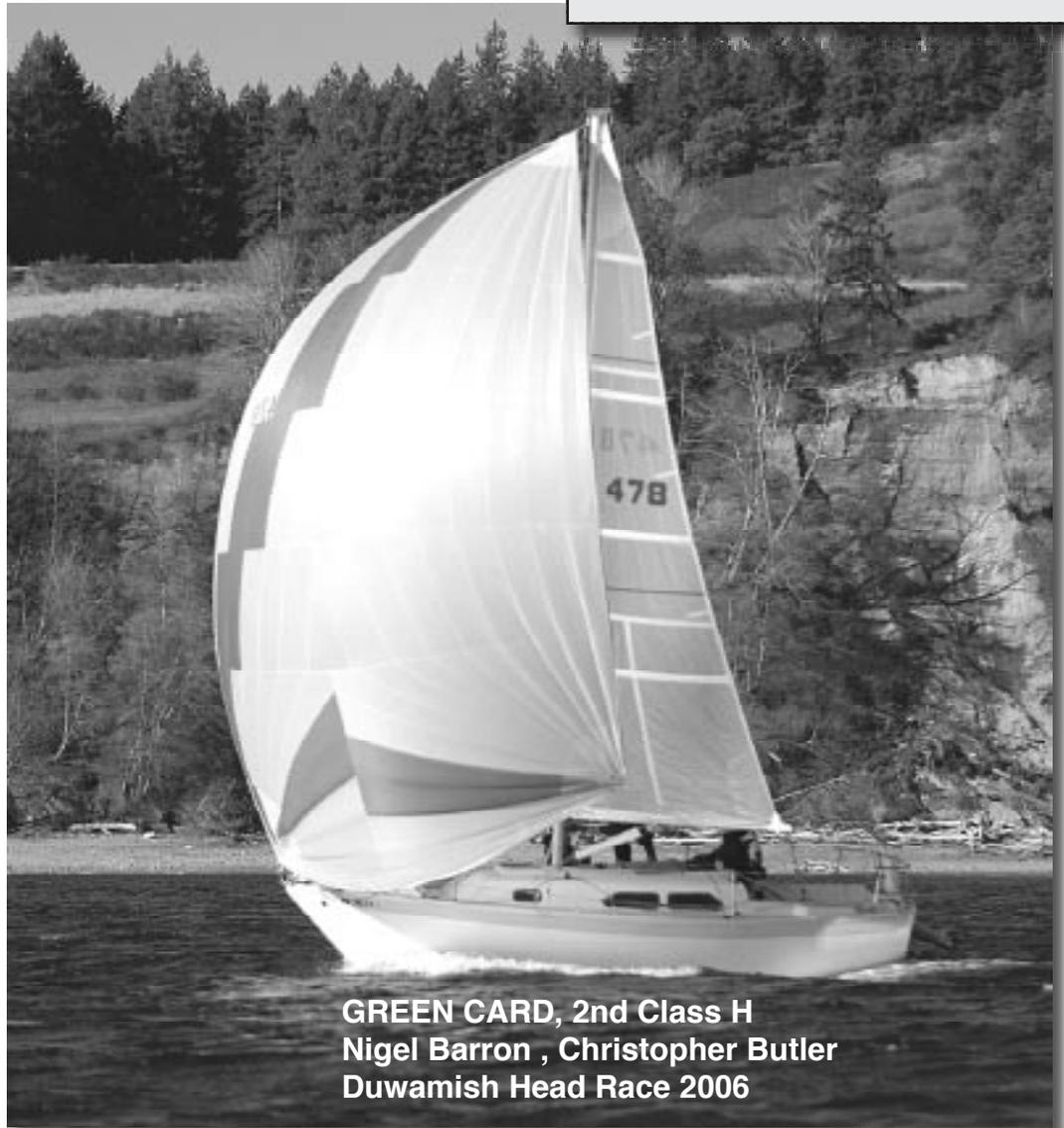
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**GREEN CARD, 2nd Class H
Nigel Barron , Christopher Butler
Duwamish Head Race 2006**

Photo courtesy of Sean Trew Pacific Fog Photos pacificfog@gmail.com

Commodore's Welcome

Welcome to Sloop Sailing 2006. I am looking forward to another great year with the Sloop Tavern Yacht Club. Our membership grew substantially last year and the club is looking good financially. We have great people on the board and several wonderful volunteers.

Our racing program is, I feel, one of the best in the area. We have the Blakely Rock Benefit Regatta coming up on April 1st. This year we are supporting the Steve Molnes Fund at Ballard High School. This fund helps support special education students needs. With the cut backs in funding at our public schools this extra help is vitally important. Please show up and support this great race and event!. (continued on page 2)



COMMODORE'S WORDS (cont.)

Our second big race this Spring is Race to the Straits on May 6th and 7th. **We are expecting close to one hundred entrants in this race.** This race has become the most popular single handed and double handed race in the Northwest.

We also have our Spring Regatta, Ballard Cup, (Monday night series), single handed, Jack and Jill, and Fall Regatta coming up. It's a great racing schedule and we are successful in our races because we keep things fun. We also keep a non- flying sails division in all of our races for those who are just starting out or who simply wish to race without a spinnaker. Our formula for racing is working well. All of the volunteers who help in this program are greatly appreciated.

One area we do need to improve upon is our cruising program. Dan Freeman one of our new board members is talking over the cruising reigns and will be working to jump start this program. We are going to be trying some new ideas out this year. Please give some of the cruises a shot they are a lot of fun. If you have any ideas get in touch with Dan.

Please remember the Sloop Tavern Yacht Club is a volunteer organization. We have a great group of volunteers working for the club right now. It is a great mixture of old members and new members. We are always looking for more people to help with the club. If you are interested in helping out give me call.

Thank You,

Kirk Utter
Commodore
Sloop Tavern Yacht Club



Photo courtesy of
Cliff Estes
Borrowed Light
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tion elsewhere

Ken Chin and crew drive the mighty Kowloon. This Olson 911 is a consistent competitor throughout Puget Sound. And they have fun!

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ICEBERG REGATTA REPORT!

Iceberg Regatta - Saturday, February 4th

Neil Bennett, SV Garufa, Race Committee

The way I figure it, all the skippers that signed up for the first regatta of the year who didn't get to go out should just write and send me a check for \$100.00. If you think about it, this is way less than the repair bill (whether sails, standing or running rigging, or fiberglass work, it would have cost money) would have been for all of us...I mean, how much is a new anchor anyway?

Actually, I was really pumped for this. I delivered the Coast Guard permit to the Sloop and chatted with Nigel and he was all pumped. I told him how I had talked to the Coasties twice about this race, and he was impressed. Then I showed him the cover letter and he was so impressed that he showed it to Dick Roberts who said, " (well, its a family newsletter so I can't really write it, but it was something to the effect of "we can do it"). Then I talked to Chris the lawyer and I was even more excited. Oh, and a lot of the guys at the table offered all sorts of great advice about exactly where to anchor and how much scope I might need in 45-60 knots of wind in 50 feet of water...and something about how close I should either get or not get to the breakwater...(I have to admit I was having a little trouble absorbing all this great free advice). I left the cover letter on the bulletin board for anyone who wants to read it. Then, Michele and I saw all the Moore 24 fleet, and they were really stoked! 'How could we not do this', they asked? Honestly, the image of Ben and Jen and Kirk on one boat, Steve on another, and loyal Sloop, Andy Schwenk who came all the way from Anacortes on another, all surfing at 20 knots in complete control was just almost more than I could handle.

So, when, at 4:30 in the morning, after 2 hours of the Mighty Garufa rolled over in her berth and the wine bottle on the sink had slid and ceremoniously dumped itself in the sink (you do the list angle math), the neighbor's dodger frame had ripped itself off the deck of his boat, Michele punched me in the ribs and said..."do you mind if I put my cute little foot down now?"...I said the only thing a responsible race committee skipper could say. "If it's still bad when..."

I got up at 6:30 and walked to the top of the dock and looked out over Elliott Bay and saw nothing but whitecaps; the seagulls and herons were 'on belay', and the wind speed thingy on the top of the mast said 35 in the marina. I made coffee, corrected it, and summoned the courage to call the Commodore. "It is," I told him over the whine of wind through the masts, " not a good thing. We have a duty to more than just our selfish little fun loving, don't care how wet we get selves. I'll get over it, I confessed, it's the right thing to do."

Especially when those checks start rolling in. Or, just stick it on the bulletin board, because that's where I'd spend it anyway.

BLAKELY ROCK BENEFIT HELP

Remember Sloopers, there are many, many tasks in the production of this event. Your Sloop Board needs any and all membership help - everything from serving the pancake breakfast to committee boat to managing the benefit auction. Please contact Commodore Kirk and/or other board members to volunteer your help. It's a great event for a good cause and you'll have fun pitching in.

Thanks in advance, your Sloop Board

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



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By Bob Bonney
PHRF-NW Director for STYC
2nd VP PHRF-NW

PHRF NW NEWS!

PHRF has been working diligently over the past few years to refine and improve the handicapping process. With the introduction of new technology and non-traditional or even radical boat designs unimagined a decade ago, maintaining a level playing field has been a real challenge.

2006 is the year that everything will be coming together and it is anticipated that PHRF-NW will be able to implement their revised handicapping protocol by January 1st of 2007.

As in the past, PHRF will continue to develop standard class or one-off ratings based on speed potential. However, many other changes and improvements to the handicapping process will be implemented shortly. Here is a brief summary:

The way a rating is adjusted to allow for non-standard sails or equipment is being changed to better accommodate new technology such as asymmetrical spinnakers and America's Cup style main sails with massive headboards. Some loopholes in the rating adjustment process that have been exploited by a relatively small number of boats will be plugged.

Over the next few months, your club handicappers will be contacting you to obtain some new and/or additional measurements on your boat. It is essential that we have the necessary data on all boats by the end of June, 2006.

It is anticipated that most ratings will change under the new measurement protocol but in most cases, these changes will be insignificant – especially when compared with other boats you normally compete against. Boats most likely to see a major change are those boats that have managed to exploit loopholes in the current rating adjustment protocol.

In any event, there should be adequate time for PHRF to address individual concerns and fix any obvious inequities before



the new ratings would become effective in 2007.

I will do my best to keep you posted on how implementation of this revised protocol is coming along. You can also find information on the PHRF-NW website at <http://www.phrf-nw.org/> or by contacting your club handicappers.

Photo courtesy of Sean Trew
Pacific Fog Photos
pacificfog@gmail.com

Green Card down South doing the Duwamish

Race to the Straits 2006

Since the founding of the Race to the Straits, it has grown in scope and content from a mere race to an event. The first year attracted about 55 boats. The stopover party was held at the (in)famous Siren's. As I recall through the murk of now-distant memory, the musical entertainment consisted of a local guy with a mandolin. I do recall, however, that the weather, though cold, was quite favorable – down wind on Saturday and downwind on Sunday. By all accounts, it was not bad for an inaugural event, but it nearly turned out otherwise . . .

My favorite story from the first running concerns not events on the course, but the attempt by Nigel and myself to beat the fleet to Port Townsend by car. (Green Card was in the yard due to a mishap, not our fault, during the Blakely Rock Benefit Regatta). It became clear to all those at the start off Meadow Point that it was likely that Icon, the Perry 66, was going to arrive at Point Hudson before the Race Committee. Laurie implored us to make haste by any means necessary. Nigel's car seemed to answer. The Kingston ferry was the next most likely ferry available though we made it only by minutes and were nearly the last car on.

From the ferry, we could see the fleet speeding toward the finish. "This is going to be close," we mumbled fearing for the future of the event if we failed to establish a finish line. Between Kingston and Point Hudson, we broke most major traffic laws. However, being contingents of the Sloop Tavern, we did, of course, make a quick stop for a half-rack on the way to the Point.

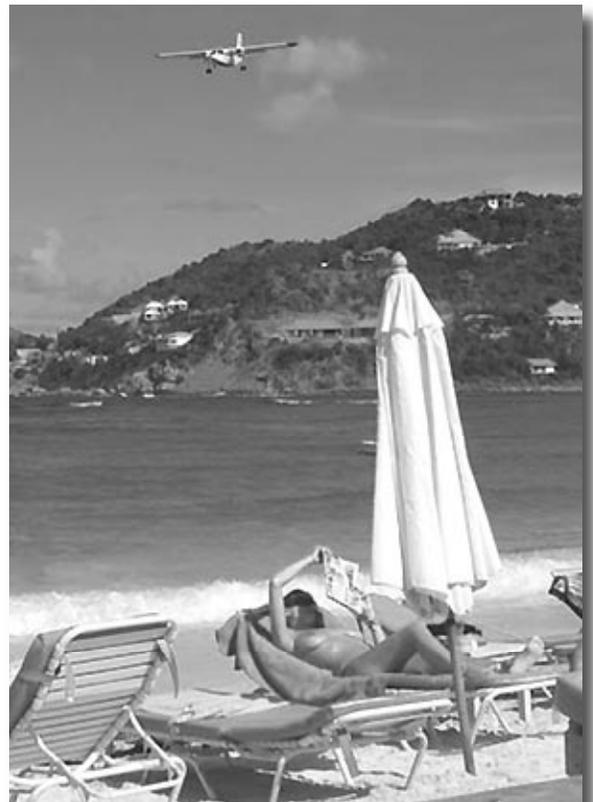
Once on the beach, we were then faced with the question of how to attract attention to ourselves as the Race Committee as we had neither flags, horns nor lights. Our solution was to tie a piece of red plastic that Laurie had given us to the end of moderately sized piece of driftwood that we propped up between the logs on the beach. Once established, we opened our beers and waited for the first boat to arrive – I believe that it was Norn. They crossed the finish line only a few minutes after our arrival at the Point. All boats finished within about 40 minutes.

Subsequent years have been equally interesting. In 2004, Nigel and I thought that we had Leg 1 wrapped up overall only to be beaten by Garufa by one second. I believe that it was the same year on Leg 2 that we saw a water spout just north of Point No Point.

During another stop-over, which year has escaped me, the fleet shared the Point Hudson banquet facilities with a wedding party. The results of this confluence can only be imagined. However, I do recall that on Sunday morning many competitors rig were festooned with purple balloons.

The race has grown every year by about 10%. Last year we had about 88 starters. I believe that this year we will have nearly 100 entries, which is an increase of nearly 100% since starting the race five years ago despite the over-lap with Opening Day! To this growth I would attribute some tangible aspects such as thoughtful and responsive organizing on the part of the STYC, an excellent venue, and a challenging course. I also attribute some intangible aspects such as the enthusiasm with which the STYC has embraced the race to make it "ours", the receptiveness of the Port and City of Port Townsend and its businesses, the enjoyment derived from short-handed sailing, an excellent half-way party, and the camaraderie amongst the fleet at Port Townsend. Provided that we maintain these factors, I am confident that the "RTTS" will exist for a long time and is destined to be a Northwest "classic" - an event unto itself beyond mere sailboat racing.

This year moorage could prove to be a problem as some of the slips were destroyed earlier this year by the combination of a very high tide and very strong wind. Additionally, there will also be a youth regatta held very near by. While the Port of Port Townsend believes that the fleet should be able squeeze in to Point Hudson, it will require some creative mooring - patience will be a virtue. It has been rumored that the slips could be repaired by race day, but this has not been confirmed. As such, there are few, if any, unreserved slips. Please call the Port of Port Townsend (360) 385-0656.



**This is a shot of Nigel flying into St Barth.
Can you see him in the airplane?**



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CONTACTS

2006 Board Members (Voting)

Commodore: Kirk Utter kirk.utter@stratosglobal.com 206 779 6110

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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 2007): Open

Board Pos. 3 (thru 2007): Christopher Butler 206 334 6384 cebutler@travelers.com

Board Pos. 4 (thru 2007): Dan Freeman

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)

Sloop Tavern YC web site:
<http://members.aol.com/slooptavyc/>

SAILING TEST #7

is this a legal
way to increase
tension?

that's
shroud tension



SAILING TEST #8

is this a NW
version of
America's Cup
privacy
"skirting"



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