



**SLOOP
TAVERN
YACHT
CLUB**

Anchorline

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Sputnik flies through the Gorge - 2007 Moore 24 Nationals

photo courtesy of Pacific Fog Photography

Commodore's Words Fall 2007

2007 MEMBERSHIP MEETING

The 2007 annual membership meeting will be held October 25, 2007 at the CSR Marine, 2620 W Commodore Way, Seattle, (same place as last year) beginning 6 PM. Just like last year, the Sloop will offer burgers, dogs and brew (and condiments, of course). Members A-L, please bring salads; M-Z, please bring veggies or desserts.

Commodore's Words continued

The features of this year's meeting will include the 're-Awards' of the 2007 Race to the Straits, as well as the official honoring of the Kelly O'Neill award that the STYC swept away from the Anacortes Yacht Club at the 2007 Bellingham Yacht Club PITCH Regatta. The crews of Moore Uff Da, Three Ring Circus, and Tuesday will receive this trophy and attempt to set a Guinness World Book of Records award for most crew to drink beer out of a single award!

YEAR END PARTY

This thing of being Commodore is great this time of year: I get to announce party after party after party! The End of Year party (and ELECTIONS!!!) will be held December 7, 2007 at the CYC Clubhouse. Gathering at 6:00 PM, Dinner at 7:00, Dancing soon after. The STYC will supply beef and fish; members A-K appetizers; L-R salads and vegetable ; S-Z desserts. Paul Kalina has signed up Little Bill and the Blue Notes - a famous Seattle R&B band so get out your dancing shoes!

VOLUNTEERS AND BLAKELY ROCK

It used to be I didn't hate the word volunteerism; well, I still don't but, 'gosh darn it, its hard to find folks to help out'. I am told that CYC Seattle runs more races every year than any other yacht club in the country. Yeah, well, I think that the Sloop is very close behind (well, SYC is probably busy, too), and what's the difference? They have paid RC's - as I am sure you painfully aware, we are a VOLUNTEER Club. And, Sloopers', its time to step up. This year or next, we are running out of flesh. Most of your Board has been carrying the weight and its time for a change. Just look at the results and see who the committee boats have been and its obvious.

Tom Barrigan runs a good race, and is a great resource – we need boats, willing skippers and crew for the 2008 season. Give either one of us a call, please.

The Blakely Rock Benefit application is on the website. Please be involved in this. I am committed to making this an 'all club' event this year; I want to attract attention, so volunteer early before I start harassing you to help out: soliciting donations, serving breakfast, committee boat and race committee, etc, etc, etc.

All in all, its been a great year. Your Board has worked hard, weathered a few squalls, made a few 'right decisions', had a party or two, did some good community service, and managed to be 'ambassadors of Ballard' to the greater sailing community. We added a few new yacht clubs to our reciprocal list, made some new friends, and explored some new waters – what more can you ask for?

Neil - Commodore

Your Commodore and crew, and the newest STYC Reciprocal club

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Van Isle 2007

2007 Van Isle 360 - Stuart Farrell

The 2007 Van Isle 360 proved to be a spectacular event. The course involved a huge variety of conditions, from narrow channels up the inside, to Johnstone Strait, the Narwhitti Bar, and the open Pacific. A total of 42 boats were at the start line for leg 1. They ranged in size from Oriole at 102 feet and 93 tons, to Makika the 25 foot trimaran at 1700 lbs. The fastest rating in the fleet was Icon at -69, with Tryst at 135. The first 6 legs were days races varying from 22 to 40 miles. After Port Hardy, the legs (for us at least) usually became overnights.

The weather this year was very similar to the 2005 race. It was generally light on the inside and light to moderate on the outside. The competition and camaraderie were fantastic. The organization of the event was excellent.

Tryst's crew consisted of Al Hughes, Kirk Utter, Pete Serafin, Lauri DeVore, and Jerry Edwards. We sailed with 4 on the inside legs, and 5 on the overnights. This crew size works out well. Any more and there's no room to move, any fewer and maneuvering the boat in a breeze becomes an issue.

One of the absolutely essential parts of our program was the shore support crew. My wife Sandy and nephew Matt took on this role. They were at every stop with camp set up and things ready. There's no way that we could do the race on a boat this small without that kind of help.



Our race started slow with two light air legs. While we finished 6th in each, we were still in the hunt. Leg 3, from Comox to Campbell River, was light at the beginning, but filled in for a great spinnaker run to the finish. This was the first of the four consecutive legs that we won. Campbell River is where the Strait of Georgia connects to Seymour Narrows. The current really runs through there. Atalanta was flushed outside the finish line by the current and forced to tack back upwind to finish.

The start of Leg 7 in Port Hardy was notable for its lack of wind. We started at the far end of the line (which stretches all the way across the harbor), and for the first few minutes we looked good. Then a small puff came down the other end of the line and took the rest of the fleet out towards Goletas Channel. It took us a couple hours to get to the breeze, while the rest of the boats dwindled into the distance. Once out, things got going, and we really never stopped. The Narwhitti Bar was flat, and the wind built from the Southeast as we approached Cape Scott.

Once around, it was a beat to the finish at Winter Harbor. We were down to the small jib and a reefed main.

Leg 8 from Winter Harbor to Ucluelet is the longest leg of the race at 138 miles. The start was in light air that gradually built and then faded overnight. The leg took us 38 hours for a 2nd place finish. The next leg to Victoria ended up being abandoned because ½ of the fleet retired. We quit when it was apparent that we wouldn't make the finish in time even motoring at top speed. This leg featured no wind but plenty of rain.

The last leg of the race is always the most interesting. The leg starts in Victoria and ends in Nanaimo. There are no required marks, so you can go any way that you would like. The leg started in a good breeze which died as soon as we turned the corner. When it came time to decide whether to go inside the islands or out to the strait, it looked to us like everyone going outside was parked, while there was still wind on the inside. So, we went up the inside. We had a great sail, close reaching with the spinnaker. When we got to Porlier Pass (the last chance to go outside), we had about 4 hours to make it through Dodd Narrows before the current turned foul. We were doing about 5 knots at the time, and the shortcut takes off several miles of sailing, so we thought it was a good bet.

Unfortunately, we were wrong. The breeze started dying about a mile further on, and just got lighter from there. We missed our window of opportunity, and had to anchor and wait out the tide. Next time, we'll know better (hopefully)! Stuart



Stuart and crew receive the 2nd place trophy.

and aboard another vessel . . .

Riding High on the Hog

There is a time and place for adventure sailing. In the case of Tryst, it was a 10-leg race around Vancouver Island. In my case, it was that same 10 legs race around Vancouver Island with an additional 36 feet of boat under me as I was fortunate enough to do the VanIsle 360 on Icon, Sloop Tavern member Dick Robbins beautiful 66ft carbon art form.

If you have not done this race, you should! Broken into 10 legs, the 580nm trip around the island takes you to some incredibly beautiful places. Icon was the fastest rated boat entered this year, which meant we needed to finish each leg first, but there were a lot of really well sailed boats that wanted to stop that from happening. The shorter inside legs with fickle winds and some crazy currents meant that rating wise, we needed to beat the second fastest boat by, in some cases, 20 minutes. That is not a lot of time in light air on a big boat. Waterline, waterline, waterline. Without wind, it does not work. Plenty has been written in sailing magazines about such trials and tribulations, along with the usual outcomes. From my perspective on Icon, this was one of the hardest races I have ever done. Most people on the boat commented this was harder than any Hawaii race, as we stopped each day, made a ton of sail changes during each race, partied each night, and never really got into a rhythm. It was not all bad. Going to weather in 25-30kts near Cape Scott was a lot more fun on Icon than it probably was on Tryst. Driving Icon at night with a full-size runner during the Winter Harbour-Ucluelet leg is a great memory, as was the run into Victoria. What I liked most, was the party at each finish. Not just because I like to party, but because we got to see so many great places, got to know other crews and swap stories with them. With built-in lay days, we had time for fishing in Winter Harbour, and hiking in Ucluelet. While we did set a couple of leg records, and recorded the fastest elapsed time, Flash managed to beat us by ONE point! Oh well, what an adventure! Nigel Barron

Garufa's carousing

At anchor in Winter Cove, Saturna Island, BC. The scrapes on the fingers from re-repairing the repairs of the yacht repairers are finally healed; the humiliation of checking into Canadian customs twice (never in Ganges) resided; the worrying about the 4 legged crew fitting into the cruising lifestyle abated. We are finally gunkholing - and Winter Cove is our favorite 'hole'. Great holding, good protection, excellent scenery - eagles soar, seals abound on Minx Reef, no Dungeness off Irish Point, oh well. Long walks ashore, 'Fields of Dreams' baseball parks; big skies and stars so bright they turn off the auto anchor light; glimpses of smooth seas on the Straits of Georgia through Boat pass. In short, this is why we do this.

Nights before, hunkered down in Annette Inlet, the discussion was all about the differences between racing and cruising (this was with the owner of Mystique) - we almost agreed to not race in 2008 and just cruise - can you believe this? But, really, cruising and 'hanging out' soothes the soul like nothing else. I mean, when you get down to making lists about the virtues of cruising with dogs, and the top of the list is, 'not fretting about a clean boat', you know you have arrived.

So, do as one of our members, Ben, says, 'get out and go sailing'. See you on the water.

Neil, Commodore and owner of a boat named after a dog.

Electronic Anchorline??

A Question for all Sloopers - PLEASE give us your answer.

Are you ready for your club to enter the 21st century???

Your hard-working board would like your input. We are considering changing from "snail mail" to e-mail for all (or some) of our club publications: the Anchorline, the Membership Book, and possibly the Race Book.

What do you think?

It would be cheaper for the club, and the Anchorline could be more frequent (and thus more current). The items would never be lost, because they'd always be available electronically and could be archived on the web site. The Anchorlines could include nifty stuff like color pictures and links to other sites of interest for sailors. Perhaps we'd even be able to coerce (oops, I mean encourage) submissions from a larger percentage of the membership at large.

A scan of the membership book seems to indicate that most members have e-mail, and perhaps the members who don't have one listed really have one, but just haven't given it to the club.

Please e-mail me (CPSail@aol.com) or call me 206-297-1206 (home) or 206-783-6419 (cell) to let me know your opinion! I'll pass it on to the board.

Carol Pearl

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



Anchorline

CONTACTS

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The highs and lows of
sailing



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