



**SLOOP  
TAVERN  
YACHT  
CLUB**

# Anchorline

Volume 2008

Issue 3

July 2008

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**Race to the Straits 2008 version**

photo courtesy of Pacific Fog

## Commodore's Words - Summer 2008

It's going to be great year for sailing. What better time to be a Sailor and a Sloop Member? Think about it. Gas is hovering at \$4.50 a gallon (closer to \$4.75 up here in Bellingham). By my way of thinking that has got to have an effect on all the water-pushing stink pots out there. The last I checked the wind was still free, so this summer has got to be a better summer for cruising than ever. Now, if only the weather cooperates!

And there is no better time to be a Sloop member either. First of all, our membership is growing, so that means there are more of us than ever. Welcome to all you new members. Fly your burgee proudly and cast no wake on our club. Call Park Densmore if you are new and don't have a burgee.

## Commodore's Words continued

Enjoy the benefits of our club, many of which are cost saving. First of which is the reciprocal moorage program. We are adding new clubs all the time, so check the website often, and for the latest deal in cheap on the water accommodations, call Bob Leighton. Second and growing is the club discount at Fisheries Supply. Last weekend when I bought a new fresh water system pump, I saved 30%. One more of those and I just made back my dues for the year-and don't worry, Garufa will help me with that, no question. Power to the Sloopers!

Speaking of cruising, thanks to the power of the internet and our website, we can announce upcoming cruises as they happen. If you haven't, check out the STYC forums and let's get something going. If you're headed North in early August, stop in at Inati Bay on Lummi Island (on the way to Sucia) and join the Bellingham Yacht Club for their inaugural Buccaneer Cruise ([www.byc.org](http://www.byc.org) for more information). Don't forget to get your I-68 form (and decal if necessary) from the Customs people for easy re-entry back into the 'good old USA' after that Gulf Island, Barkley or Desolation Sound cruise. Honest, it's really easy, especially if you drive up to Bellingham, which by the way, is where the whole program originated. Ask for Mike Brydie, Port Director and tell him I sent you.

We have had a busy spring racing season and look forward to more in the fall. As I write, Nigel and Stu are in the midst of planning the replacement of the Spring Beach buoy. Thanks to Fisheries Supply and CSR Marine there will be a brand spanking new mark that will hopefully stay where it belongs for many seasons to come.

Finally, the STYC is a US Sailing Organizational member...this means we support US Sailing and its mission to bring sailing into the lives of many. They offer a great benefit program as well. We don't require US Sailing membership, but we sure can encourage it.

Hope to see you on the water. Neil Commodore

## STYC Spring Regatta

The Sloop Tavern Yacht Club's Spring Regatta has always been one of the four traditional non-flying sails qualifying events that make up the STYC's Commodore's Cup competition. This year, due to popular demand, a Flying Sails Division has also been added to these four events to give those not competing for the Commodore's Cup a chance to run the same course under full sail.

This year's race was held on Saturday, May 17 on one of the biggest and best sailing weekends of 2008. Beautiful sunny, warm weather with a perfect 10-15 knot breeze greeted sailors at the start of the race. Tom Barrigan officiated on his RC boat **Theory**, with assistance from Stefan Kristjanson and Mike Beste. Conditions were perfect for the long course from Shilshole Bay's south mooring buoy around Blake Island (either direction) and back. The RC boat started two non-flying-sails classes and one flying-sails class on their way to Blake Island before lighting the BBQ and settling down with cold beverages to watch the Seattle NOOD Regatta that was running just to the north.

Boats got off the line in a nice breeze, but all classes were becalmed by a hole about 3 miles into the race. While other boats were hanging lifeless sails, however, the FT10 Rock On somehow continued on through the fleet as if no wind was required. The wind filled in (for the other boats) about a half hour later and then remained a fairly consistent 5-10 knots for the rest of the race. All competitors chose to round Blake Island in a clockwise direction and all finished well within the 7 hour time limit. The first boat through the line was one of the Goodtime vessels (!), followed soon thereafter by the racers. Magician skippered by **Brian Berg** placed first in NFS Class 1, Penetration skippered by **Ken Jones** won NFS Class 2, and Rock On skippered by **Scott Burbank** won in FS Class 3. Complete results can be found on STYC's website (<http://www.slooptavern.org/>).

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Dan Randolph, Tom Barrigan, and Paul Kalina

## Thank You from the Ballard Food Bank!



7001 24th Avenue NW • Seattle, Washington • 98117

ballardfoodbank.org

206.789.7801

April 30, 2008

Sloop Tavern Yacht Club  
2830 NW Market St.  
Seattle, WA 98107

Dear Sloop Tavern Yacht Club,

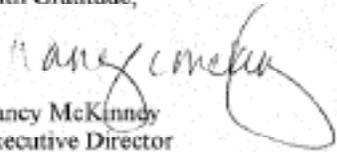
Please accept our heartfelt thanks for your generous donation. Your contribution makes a material difference in the lives of many people in our community.

During the past month, your gift -- along with an amazing 1,800 hours of volunteer service in the food line, meal program, and here in the office -- brought help to the most needy of our neighbors. In fact, not counting the hot meals we served in our lunch program, the food bank distributed over 71,000 pounds of food in the month of March alone! In addition, 363 of the 2,766 clients we served were under the age of 18 - with 32 of those being under the age of two.

Your donation will allow the food bank to offset the expense of having a security guard on site two days a week. This service allows the food bank to be in good standing with our neighbors along with giving a sense of security to those in the food bank during distribution.

The need is great, but so is your generosity. Thank you again for the important part you play in helping us serve our neighbors in need.

With Gratitude,

  
Nancy McKinney  
Executive Director

## Thanks TO Fisheries Supply

Donation:

The Sloop Tavern Yacht Club would like to thank Fisheries Supply for the donation of a new race mark to replace the missing Spring Beach buoy. Fisheries Supply has a history of supporting racing in the Puget Sound, and this is yet another example of a great organization supporting racing. Next time you are shopping for supplies, think about how you can support or thank those that support our club.

### Join the 2008 TransPuget Benefit Race to support adaptive sailing on Puget Sound and compete for a free haul out

On September 13, 2008, sailors are invited to compete in a benefit race to support adaptive sailing. The TransPuget Benefit Race is sponsored by the Shilshole Bay Yacht Club. Registration information and forms can be found at the Yacht Club's website at [www.shilsholebayyc.com](http://www.shilsholebayyc.com). The entry fee is \$25 plus \$1 per foot LOA. First place in each class wins a *free haul-out* from one of a variety of local boat yards.

The post-race party features live music by "The Tropics." This year, all of the proceeds from the event support the local nonprofit organization Sound Experience. The mission of Sound Experience is protecting Puget Sound through education aboard the historic schooner Adventuress. They offer shipboard environmental education programs to more than 3,500 participants each year. Sound Experience strives to teach and inspire people of all ages, abilities, and backgrounds, with the belief that by making small changes in our day-to-day lives, we can make a big difference in protecting the waters on which we sail. To find out more about Sound Experience and their programs, visit their website at [www.soundexp.org](http://www.soundexp.org)

Contact: Lindsay King Lindsay 206-356-2163 or [myodyessy@yahoo.com](mailto:myodyessy@yahoo.com)

### Slooper does the Pacific Cup

At this writing, Sloop Tavern YC member Darrel Jensen and his brother Duane will be doublehanding Darrel's Express 27 "Alternate Reality." in the Pacific Cup race from San Francisco to Hawaii leaving on July 14th. Since both have considerable ocean racing experience and since the Express is a terrific downwind flyer, we expect that the Jensen brothers will place very well. Here's a link to an epic doublehanded Express 27 story - boat speed 15-20 knots CONSTANTLY through the black of night!

<http://express27.org/articles/squallbusters> Read it and tremble!

### Dogbark does the Singlehanded TransPac

**Good Luck Al!** For the third time Sloop Tavern member **Al Hughes** will race his ex-Open 60 "Dogbark" in the Singlehanded Transpac Race. The race starts in San Francisco on July 12, and finishes in Hanalei Bay on Kauai. The first race was held in 1978, so this is the 30<sup>th</sup> year. There are 23 boats entered, ranging from Al's 60 footer to a Cal 20. For the 2120 mile course Al owes the Cal over 8 days on handicap. Last time he was 3<sup>rd</sup> in class & 5<sup>th</sup> overall. Daily position reports and emails from competitors are at: [www.sfbaysss.org](http://www.sfbaysss.org)

### Sloopers do well in 2008 Swiftsure!

Swiftsure 2008: Lots of Sloop Tavern boats made the annual trek north to compete in the 65<sup>th</sup> running of the Swiftsure International Yacht Race. This year's edition of the race featured light and variable winds for the first part, splitting the fleet into two distinct groups: those that made it through Race Passage before the tide change and those that anchored. The westerly continued to build through the day, giving the usual fun ride back to Victoria. Sloop Tavern members met with some success in the various races this year. Taking 1<sup>st</sup> Place in Division D in the Swiftsure Lightship Classic was **Alexander Weinert** on the Valiant 40, Cariad. In the Unlimited Flattery race, **Lou Bianco**, on Artemis, his Andrew's 53', corrected out to 3<sup>rd</sup> place. In the Cape Flattery race, **Michael Pack** on this Wauquiez 49 CAELESTIS, took 1<sup>st</sup> in Division and 1<sup>st</sup> in class by over an hour over the second place boat. **John Aitchison** on his C&C Moose Unknown, was third in his division in the Cape Flattery race. **Dan Randolph** and crew on his Ranger 26 Runner continued their excellent season with a 1<sup>st</sup> in Division and 1<sup>st</sup> in Class in the Juan de Fuca race.

Despite various technical difficulties such as a forecast that seemed to change minute to minute, entries down by about 15, and a less than suitable party venue, this year's edition of Race to the Straits was by all known accounts a success. On Green Card, which I raced with Pete Dorsey of CSR, we knew that it was going to be a long weekend for us when on Saturday morning, there was only the faintest of northerlies, which was accompanied by drizzle. We drifted across the start line pushed more by tide than by wind, the tide being the only element in our favor.

By the time we reached Kingston, about 9:30 am, the northerly had filled in nicely. Shortly after, the tide changed such that most of the fleet following was now passing us, moving up the west side. It all looked good until they reached the first restart at Point No Point. On Green Card, we were about five minutes late for the gate, which slammed shut almost completely. The boats that got through appeared to be launched for the finish line, but one half hour later showed them to be struggling to even make the Double Bluff Buoy. On Green Card, we threw out an anchor just inside Point No Point to wait it out along with many other boats, large and small, fast and slow.

Patience prevailed as a small northeasterly filled in allowing parked boats to make our way across to Whidbey Island side and Double Bluff. While passing Double Bluff, we began to calculate time remaining to finish and pondered starting the engine. However, the flood decreased and the northerly filled in even more. After working the Whidbey side, we crossed to Marrowstone where we found some current relief and had a great race with Paul and his crew on the Ranger 26, Runner. As it turned out, we finished with time to spare.

As this year's party was at the Port Townsend Yacht Club, the majority of boats moored at Boat Haven and then made the short walk to the clubhouse. As with previous year's, the event was catered by In Season catering who provided yet another delicious meal of calzones and other dishes. Although the turnout was slightly smaller than in previous years, the revelry was no less – a good time seemed to be had by all.

Sunday morning broke with clear skies and a light northerly. But, with the tide ebbing strongly, the challenge was to get around Point Marrowstone. Pete and I were the first boat to round the point, so close and so shallow that we could determine the gender of the crustaceans that lurked just below the keel. We stayed on the Marrowstone side until the wind shifted to the northeast such that we were lifted off the beach on port, nearly laying Bush Point. Unfortunately, we did not get much current relief on the Whidbey side. After rounding Bush Point, we stayed close to the beach and rounded Double Bluff amongst a large group, most of which jibed (or tacked depending on how the wind was blowing at that moment) toward Point No Point, while others chose the high risk/high gain option in going toward Scatchett Head – we were one of those.

It looked like our choice was the correct as we slowly passed all of the boats that went toward Point No Point. However, it was not to be. The boats that made it to Point No Point were rewarded with slightly more breeze and more current relief. On Green Card, we slowly drifted into the black hole that sometimes lies between Edmonds and Scatchett Head and there ended our race. Even though a northerly eventually filled on, it was too late for us.

We are planning next year's race already. So far, it appears that we will be returning to the American Legion Hall such that the fleet will also return to the Point Hudson Marina. Also, we will attempt to secure In Season Catering again. If anyone has any suggestions regarding the race, please do not hesitate to contact me.

Christopher Butler

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



# Anchorline

## CONTACTS

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*Sloop Tavern YC web site:*  
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better wet or dry?



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