



THE WHISTLER NEWSLETTER

COMMODORE'S COMMENTS

Ahoy! Can you believe it is already August? Where has this year gone?

August signals the preparation for our biggest event of the year: Redwood Regatta! This year we are excited to host our Sea Spray friends from Canada who will be racing a total of three days. Please note that the Friday racing this year is ONLY to help the Sea Sprays facilitate their races and is not part of the official Redwood Regatta schedule. However, the Sea Sprays will be racing with us on Saturday and Sunday as part of our event. You can sign up for camping, racing or both on our website: <https://www.humboldtyachtclub.org/redwoodregatta>.

We can always use extra hands at the regatta, so feel free to contact Larry or me if you'd like to help. Also, we have our Clean-Up the weekend before to prepare the site. Saturday, August

25th will be our clean-up party, starting at 10:00. Please come join us with gloves, chainsaws, rakes or other equipment. Remember, many hands make light work!

Other fun events this month include the Whistler Race and Social hour on the 4th, the potluck on the 7th, the Hiney's fabulous Fog Watch BBQ on the 8th, a single-handed keelboat race on the 11th, and the Big Lagoon Picnic/Sail and El Toro Challenge on the 19th.

Keep in mind, if you aren't sailing the Fog Race on the 8th, come on down to the clubhouse for a free burger or dog at 18:00. In July, we had quite a few members at the clubhouse eating, socializing and watching the race. We even had a prospective new member come hang out! It's going to be a busy month and we look forward to seeing you!

- Commodore Stacy

Nautical Nonsense

FAST"

-by Mark Roundings -

Firmly attached, as for example, a rope made fast to a piling. Also used to describe a boat that has run aground. Thus, a boat that appears to be unusually slow, may in fact be "fast." Nautical terminology is full of these amazing paradoxes!

FLAG OFFICERS' DINNER ON THE MOVE

The Flag officers' dinner was scheduled for November 10th. That date has been changed to the following day, **November 11th**, starting at 1800 hrs. Mark this on your calendar! Cost is \$30 per person and will be held in the Great Room at the Wharfinger Bldg. Look for a formal announcement in the Fall.

WHISTLER



BOARD OF GOVERNORS

Commodore:
Stacy Lane

Vice Commodore:
Larry Fox

Rear Commodore:
Stephen Buck

Secretary:
Shane Mizer

Treasurer:
Garrett Coonrod

Port Captain:
Bruce Braly

Members At Large:
Jim Hendry
Rich Robletto
Jared Pepper

Past Commodore:
Richard Hendry

Newsletter Staff:
Richard Hendry, Editor
Lee Braces
Mark Roundings

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AROUND THE MARKS

- by Larry Fox, Vice Commodore -

We've been off to a great start for racing in the Bay this summer. Three intrepid sailors braved predicted 30 mph winds for the second installment of the In-Bay Keelboat series on June 16. They decided on one long race. Yours truly decided to sit this one out, not wanting to make my 71st birthday my last. The Ed's won with Curt Brown coming in second. In an ironic twist, Tom Thee grew tired of waiting for any wind in the middle part of the bay and sailed back early. Weather predictions are not guaranteed.

July 7th brought the rescheduled Whistler Race #1 and Richard Hendry was able to get some great photos. Be sure to read his article about the race in this issue.

The first Great Bay Race was held on July 15, sailing into a very strong flood tide. Bruce Braley exclaimed, "who scheduled this race anyway?" at the skipper's meeting in jest because, as he said next, **he scheduled the date**. We decided to go with a long course proposed by Richard Hendry that explored the north bay after rounding #8 rather than sail down and back the narrow channel in south bay. So, the staggered start began at noon with starts stringing out 40 min. or so. The wind was out of the south and fickle, so we had to tack down the bay. Tacking against the strong incoming tidal current with light wind became a game of seeing if one made 20 yards or fifty yards on each tack. I was convinced we would never reach the fuel barge! Strong winds came up as we reached buoy #8 at the entrance to bring us back up the bay, with the tide and with the wind. However, it was 1630 by the time we reached the Wharfinger Building and we were so tired, we retired and didn't finish the last two legs. Turns out only the Ed's finished and we would have been second if only we had the energy to sail for another hour or so.

See ya out there, Larry

WHISTLER

SEAMANSHIP

- by Bruce Braly, Port Captain -

You might not think someone sailing a Laser would consider seamanship. And, what is seamanship? The dictionary says "knowledge and skill pertaining to the operation, navigation, management, safety, and maintenance of a ship." I'll get back to this later.

Jim Christopher can be credited for introducing the concept of "The Great Bay Race" in 1978. This is a pursuit race where the slowest boat entered starts first and fastest last in relation to their ratings and course length. All things being equal everyone should finish in a dead heat, all at the same time. This race is open to all. It's a race for everyone, you don't even need to be a member of our club.

This year the course chosen was very long. Mark 8 (south side of the bar entrance) 21-19-3-2, finish between 19 and the flag staff on shore. There were a number of alternative shorter courses, but this was the one chosen over my advice for a shorter one.

On this day we had a very strong incoming tide until 3:37pm and it was a dead beat into the tide to mark 8. For me this is fun as you have this challenge of making ground over the bottom because this wind direction. So, the idea is to get out of the tide, which means sailing into and as close to the shallow water as possible. But, you have to be careful not to sail into an area where the wind is blocked by obstructions on shore. I stayed on the east side as a result. It took two hours until I could see the rounding mark 8. I realized that if I continued to mark 8 I was in jeopardy of not being able to make it back to my dock before the tide turned, much less sail the remaining portion of the course.

Here's the seamanship part. I ain't got no stinkin' motor like the rich keel-boaters where they can just press a button. In a Laser you have to be able to *actually sail* all the way out and all the way back. Nature doesn't care that your Mommy loves you. So, I made the seaman-like decision to get back while the getting was good.

WELCOME BACK ON BOARD

Please help welcome back

PAUL & LORI REGALO

as returning members to the club!

Now Hear This:

You can pay your club dues on-line!

Here's how:

go to humboldtyachtclub.org

click the tab "Pay Online"

You will see link for membership dues.

Save a stamp!

WHISTLER

RACE TO THE WHISTLER BUOY

-by Richard Hendry -

The "make up" Whistler Race #1 on July 7th was quite the event. Sunny skies greeted the fleet and some reasonable wind for the start at noon. Low tide was coming up at 1315 so the fleet had to hurry to get out the entrance channel before the tide started coming in.



adding some excitement was the gargantuan dredge sitting in the entrance channel.

MegaHurts and *Ru-Bun* were able to get out and around the Whistler buoy before the wind died completely but *Truant* was about half way from the entrance to the Whistler buoy when the wind died. *Truant* bobbed like a cork for a half hour or

The race down the bay proceeded at a reasonable pace but the wind was dying and dropped to almost dead calm by about 1300. The faster boats were able to tack out the entrance before the tide change but slower boats hit the incoming tide with little wind to stem the current. Adding to the excitement was the massive fuel barge transiting the entrance just the first boats started up the channel. Also

so until a slight breeze came up to get around and ride the incoming tide back through the entrance channel. Slower boats were caught in the entrance channel still trying to get out, tacking back and forth with no westward progress and eventually decided it was hopeless.

[Photos by R.Hendry]



FAR AWAY



BONNIE BLUE



MEGAHURTS



HAWK



RU-BUN



TRUANT

WHISTLER®

Wear Your Croakies

Editor's Note: Larry Fox, our Vice Commodore, lost his sunglasses to the deep six during a recent sailboat race. Here is his account:

"I had the 'interesting experience' of having my glasses knocked off as I was approaching the Whistler Buoy. I don't like the way eye-wear retainers catch on the back of my neck and pull on the glasses, distorting the view. As a result, I haven't worn a keeper for the last year or so with no trouble. However, this day, while Brad McCabe (one of our new members) was at the helm, I was standing forward ready to pull in the jib sheet on a tack as the main sheet bumped into the side of my glasses at the perfect spot to knock them off so fast that the first thing I was aware of was massive distortion as the transition lenses

were twisted slightly while flying off his head. I didn't realize what had happened for a few seconds and then noticed that things were slightly brighter and my 20/400 vision was unable to see much beyond the immediate area of the cockpit. Fortunately Brad is an excellent helmsman as I wondered if we could have made it back to the marina without my glasses. This should remind everyone that eye-wear keepers are nice things to wear and an extra pair of glasses in the sailing bag wouldn't be a bad idea either for all our near sighted sailors."

keeping a weather eye:

Aug. 4	Whistler #3 - 1000 hrs
Aug. 4	Social Hour - 1700 hrs
Aug. 7	Potluck - 1900 hrs
Aug. 8	FOG Watch BBQ - 1800 hrs
Aug. 11	Single-handed Keel #2 - 1200 hrs
Aug. 14	Board Meeting - 1900 hrs
Aug. 19	Big Lagoon Picnic/Sail - 1300 hrs
Aug. 25	Redwood Regatta Clean-Up - 1000 hrs

Sailing the Bay and Sea
since 1938



Humboldt Yacht Club