

THE WHISTLER NEWSLETTER

COMMODORE'S COMMENTS

One of the things I like best about this club is the diversity of our membership and the impressive combined knowledge base we possess, both in terms of sailing and power boating. When John Bradley first introduced me to the idea of sailing, I was terrified and knew absolutely nothing.

Some might argue that that is still the case! However, the thing I quickly learned is that the people in this club are very welcoming and supportive of new members who want to learn. If you need help with your boat, want to crew, are as afraid of the racing rules as I am, or just want to talk shop, all you have to do is ask.

If you're new to the club, I encourage you to get involved. Come hang out at our next social hour, on Saturday, February 3rd or at the Potluck on February 6th. Our racing season is starting this year with the Single-handed Keel #1 on February 4th. We are still in need of members for the Race Committee for this year, as well as for hosts for the monthly social hours and potlucks. You can see which dates are available on the Sign Ups tab at www.humboldtyachtclub.org.

If you're new and want to learn, or know someone who might be interested in learning to sail (aka scouting for potential new members!), please invite them to participate in one of our many events. Lets start our racing off with a bang!

Stacy Lane.



Crab feed & Awards Dinner - Photo by R.Hendry

P.S. Thank you to everyone that helped out with our Annual Crab Feed & Awards dinner on January 7th...a great time was had by all!

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
Lee Shore
Mark Roundings

HUMBOLDT YACHT CLUB
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humboldtyachtclub.org

RACE AWARDS PRESENTED

Awards for the HYC 2017 races were presented at the Crab Feed & Awards Dinner held on January 7th. Here is a list of the winners and runners-up for the major races:

Whistler — 1st Allen Barkley [no other boats qualified].*

In-Bay Keel — 1st Garrett Coonrod; 2nd Ed Mattson;
3rd Curt Brown.

Dinghy — 1st Jim Christopher; 2nd Bruce Braly; 3rd Ed Mattson.

Single-Handed — 1st Curt Brown; 2nd Garrett Coonrod; 3rd Tom Thee.

Great Bay Race — 1st Ed Mattson; 2nd Curt Brown [no other boats qualified].

[* This award was incorrectly given to Ed Mattson at the Awards dinner.]

Nautical Nomenclature

Poop, to: a ship is pooped, or pooping, when a heavy sea breaks over her stern or quarter when she is scudding before the wind in a gale. It is a situation of considerable danger, and in smaller craft, such as yachts, it will bring a great weight of water inboard. The danger of being pooped in a heavy following sea can always be reduced by slowing down the ship's speed in relation to the speed of the sea by towing a drogue.

One dinghy-dock space is available.

First come, first served.

Contact Bruce at 445-2285

or at bralyb47@aol.com.

WHISTLER

AROUND THE MARKS

- by Larry Fox, Vice Commodore -

In keeping with the major mess ups of the last few years (wrong "best picture" and wrong Miss Universe), I just "had" to join the parade with the announcement of the wrong winner of the Whistler Race Series at the Crab Feed! I wish I could blame the vagaries of the Sailwave computer software but the fact is that I entered the wrong boat for the first Whistler race, a boat that did not enter that race. In actuality Allen Barkley, sailing the Hawk, was the winner of the Whistler Series 2017. Sincere apologies to Allen! I plan an award ceremony for Allen at the February Potluck.

Speaking of potlucks, we have a few dates still available for hosting them. March, May, August and October are still available so sign up at the February Potluck or email me to secure your spot to have some fun with table decorations! And, don't forget to consider hosting a social hour on the first Saturday of the Month at 1700 hours. This is a great opportunity to share your signature cocktail or favorite libation of any type. Several months still available, May onward.

Also, we're still looking for a few race committees, especially for the dinghy races in the bay. If you're not sure how to run a sailboat race but would like to try it, please join me at 1030 hours on April 7 as committee in training for the

dinghy races on that day. Sign up sheets will be available at the February Potluck or email me.

Maggy Herbelin still plans to do Safety inspections for us this year even though the Humboldt Bay Coast Guard Auxiliary is shutting down for lack of interest. Maggy will travel to Crescent City to be designated as an inspector with the Crescent City Auxiliary, and therefore be able to inspect our boats upon her return. Stay tuned for appointment times and dates. THANK YOU MAGGY! Be sure to check the dates on your flares, mine expired in 2017 and I need to buy new ones. Also check the charge on your fire extinguishers.

Parting shot: Jim Christopher sailing his Laser with no wind, amazing! By shifting weight left and right, a laser sailor can propel the boat forward.

Here's to a great sailing season in 2018, and

Fair Winds, -
Larry



WHISTLER

BEWARE: THE "FREE" BOAT

Sources close to former Commodore John Bradley report that, once again, he has acquired a "free" boat. This time it's an El Toro. You may remember his last "free" boat, a Hobie 16. Well, his new "free" boat is pretty much all there except, of course, for one or two little parts. So, **if you have an El Toro MAST OR BOOM sitting around and could let it go to a good home**, call John at 616-4922.

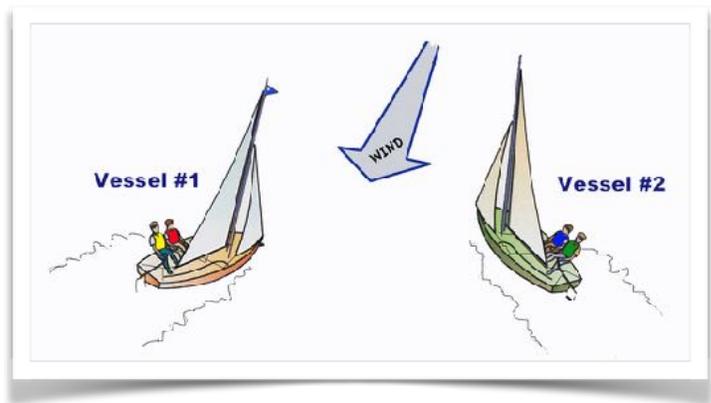
Quiz: Rules of the Road – Part 1

- by Mark Roundings -

The Rule of Prudent Seamanship would have you avoid any collision. However, there are International [high seas and connecting navigable waters] and Inland Navigation Rules which determine which vessel should **"stand on"** [keep her course] and **"give-way"** [take early and substantial action to keep well clear].

Using the boats' points-of-sail and the navigation rules, answer the following **two questions**:
You are Vessel "1".

- You are the:
 - Stand-on boat
 - Give-way boat.
- Which rule applies here:
 - A boat leeward shall give-way to a windward boat on the same tack.
 - A boat on a starboard tack shall give-way to a boat on a port tack.
 - A boat that is overtaking another boat must give way.
 - A boat on a port tack shall give-way to a boat on a starboard tack.



Answers: 1. B and 2. D - - Remember: "Starboard Tack Rules"

keeping a weather eye:

- | | |
|--------|----------------------------------|
| Feb. 3 | Social Hour - 1700 hrs |
| Feb. 4 | Single-handed Keel #1 - 1200 hrs |
| Feb. 6 | Potluck - 1900 hrs |
| Feb.13 | Board Meeting - 1900 hrs |

Welcome Aboard!

New members:

Tom & Monta Genter

WHISTLER

THE RACE

- by Bruce Braly, Port Captain -

Last time I talked about starting. I made a mistake regarding the “Vanderbilt start”. I said to sail away from the line on a broad port reach and come back on port. You can’t do that. Come back on Starboard.

Before the start get out early if you can to warm up and get a feel for the weather. Try to find what the wind is doing and form a strategy. Should I go left or right? Sail up to the line and luff up pointing at the weather mark. The boom will point to the favored side. If it points right, then start on the right side. Regarding strategy, sometimes things change and your plans need to be modified. I find this happens frequently.

After the start I get so excited I have to try not to hyperventilate. Take a breath and just sail.

Okay, we’re racing! First thing, try to keep clear air, meaning don’t let someone else get between you and the wind. The books say that your air can be affected from another boat up to seven boat lengths away. That’s a long way.

What you can do is tack or sometimes you can just bear off a bit to escape the bad air. This is not easy in a group. The other way to get your air fouled is from a lee bow. This means a boat that is to leeward from even to ahead. It doesn’t look like a problem from where you are maybe, but it is. The other boat creates a change in wind direction with its sail which is a header for you along with

decreased velocity. The other thing is don’t get in a fight with someone else. You lose time and distance not just the other guy, but to the whole fleet.

The other old time rule is; sail the long tack first. Imagine the wind is coming more from the right. That means you will be spending more time on starboard tack heading to the weather mark. That would be the long tack. Now, it says sail the long tack first but maybe it should say sail the long tack the most. That’s the one pointing more at the mark, hence you sail the least distance. Sailing the least distance is what it is all about. I wrote about using the geography of the land when it is causing a change in the direction of the wind in a previous article.

To get that advantage I had to tack onto port to get over towards the point that was causing the wind direction change.

So, what I’m saying is that you have to sail a short hitch to take advantage of the geographical lift. Also, sailing the long tack means being in phase with the wind shifts. When you get a header and tack over you are sailing the long tack until another header and you need to tack back.

So get a good start, keep your air clear, sail on the tack pointing more at the mark. Now isn’t that easy? Ha!