



THE WHISTLER NEWSLETTER

CHANGE AT THE HELM

David SanGiovanni, our Commodore of 2017, has sailed on to the waters of the Upper Chesapeake Bay, Maryland. He and his wife Jenni plan to sail their newly acquired 42' Whitby ketch to the BVI perhaps, and maybe beyond. Thank you David and Jenni for all you have done over the past several years. As the blessing goes, may you have "fair winds & following seas." So....., stepping in as Interim Commodore to fill out the rest of David's term is Larry Fox, our very own Vice-Commodore, who has so graciously agreed to undertake the duties of Commodore [as well as his own] until our annual election of officers at the potluck/general meeting in November. Remember Larry, that the primary duty of the Commodore is to "delegate, delegate, delegate."

COMMODORE'S COMMENTS

If you haven't chartered in Southern California, I highly recommend it. I was able to charter a Catalina 309 from Marina Sailing in Long Beach Harbor for a great day sail with kids and grandkids, with the Queen Mary for a land mark!

Convincing the manager at Marina Sailing to give me a boat was easier than I thought, requiring a fairly short sailing resume form to fill out. My ASA ratings through ASA 104 (bare boat charter) maybe helped a little but they seemed to be most favorably impressed by boat ownership and recent, extensive sailing experience. After a short check ride in and out of the slip, the check-skipper gave me the boat with some telling advice, "don't hit anything."

I loved the newer boat, wide aft section, lots of room down below, and went like a bandit! Modern diesel engines are a breeze to start, no glow plug warming, starts in idle with no problems. The loose footed, mast furling main sail was kind of strange in that it had no battens? Seems like a problem for best sail shape but I could change the shape of the main quite a bit with the outhaul since it was loose footed. A nice breeze came up for a great afternoon on the water.

I remembered the admonition about hitting things as I spotted a rather large and ugly mooring buoy used for the large tankers that frequent the outer harbor. Our big family required two outings: 2-5 and 5-8, so I got some extra docking experience. The photo shows our return from the sunset sail. Marina Sailing is a great company, highly recommended. Yes, a little pricy but sailing with your sons and grandchildren is priceless!

Larry Fox
Sailing Long Beach- June 16, 2017



WHISTLER



BOARD OF GOVERNORS

Acting Commodore:

Vice Commodore:
Larry Fox

Rear Commodore:
Jared Pepper

Secretary:
Suzi Hendry

Treasurer:
Stephen Buck

Port Captain:
Bruce Braly

Members At Large:
Jason Buck
Rich Robletto
Jan Carroll

Past Commodore:

←—————→
Garrett Coonrod

Newsletter Staff:
Richard Hendry
Lee Shore
Max Flood

HUMBOLDT YACHT CLUB
Post Office Box 445
Eureka, California 95502

humboldtyachtclub.org

SEEKING SAFETY BOAT

Do you have a small run-about that we can borrow [or buy] to use as a safety boat at Redwood Regatta. Maybe a 10-15' aluminum or fiberglass boat. If so, please contact Commodore Larry Fox at (707) 845-4854.

Trinidad Race A No-Go

Sorry to say, but with waves out to sea at 7 feet at 7 seconds, and with the return-leg somehow scheduled on Fathers' Day when many skippers are required elsewhere, only one boat signed up for the the annual Trinidad Race, so it was cancelled. After all, it takes two boats to make a race.

REDWOOD REGATTA

New this year is the addition of "on-line" registration. If you want to register on-line go to regattanetwork.com/event/15089#_home - - then click on the "quick link" for online registration. Of course, you can still send in a paper registration form and check by snail-mail. You can also find all the forms, sailing instructions and course sheet on our website: humboldtyachtclub.org - click on the Redwood Regatta tab. A copy of the registration form for 2017 is attached to the end of this edition.

The Great Bay Race - - 57 Tacks Back?

- by Richard Hendry -

Five boats turned out on June 11th for the Great Bay Race #1. The Race Committee, which "Makes the Rules," decided that the South Bay course was it. The rounding mark was buoy #13, opposite the Fields Landing boat ramp. Going 'round the mark meant going to weather for the trip back. With the opposing wind & current in that very narrow South Bay channel, it also meant taking back and forth, forth and back, back and forth, *ad infinitum*. Although 57 tacks might be a slight exaggeration, it was certainly a lot of work !! Gotta love it or hate it.



WHISTLER

READING YOUR SAILS

- by Max Flood -

A sailor who can identify the mast or boom vang, but can't read his or her sails, is not quite yet an old salt*.

Pivot Point: Every sailboat, no matter what size, will spin or "pivot" just like a top that is spun. The top will spin the direction of the pressure. The part the boat spins on is near the middle of the keel. So, just like a top, if there is pressure on this side of the top, the pointy end goes this way. And the part behind the pivot point goes exactly the other way. Just like a top.

Angle of Attack: How do we create pressure on either side of the pivot on a sailboat? By adjusting our two sails, the "main" and the "jib". The jib is in front of the pivot point and the main is behind the pivot point. Using our "sheets", we adjust the front edge of each sail so it "splits" the wind. The goal is to create pressure

differences on either side of the sails. That pressure difference will create the motion needed to move the boat forward, or to the left, or to the right.

When in Doubt, Let it Out! How do you know how or when to adjust your sails for the proper Angle of Attack? By watching the front, or leading edge of your sails. If you see the front shaking, or "luffing", they are not trimmed properly. If you see the leading edge of the jib—"the luff"—shaking, pull it in using the "jib sheet", just until the luffing stops. Do the same with the main, using the "main sheet". On the other hand, if you don't see any luffing at all on either sail, ease out each sail just until you see it start to luff, then trim in just until the luffing stops. When in doubt, let it out.

[* In my experience... your mileage may vary, sold by weight and not by volume, void where prohibited, offer not valid in Oregon or South Carolina.]

keeping a weather eye:

July 1st	Social Hour - 1700 hrs
July 4th	Fireworks Raft-Up & BBQ - 1900 hrs
July 11th	Board of Governors' Meeting - 1900 hrs
July 12th	FOG Watch BBQ - 1700 hrs
July 22nd	Poker Run #1 - 1200 hrs
July 30th	Whistler #3 - 1010 hrs



WHISTLER

“Shiver Me Timbers....”

I sure did have an exciting ‘sailing flotilla’ experience around Lake Michigan.

- by Vern Korb -

But first I had to get there. The ‘hypothetical’ 8 hrs from California to Michigan turned into a 40-hr United trip overall that was somewhat frustrating & excruciating to say the least. This left me little time to check over the boat & gather supplies that I’d need over the 7 day water endeavor I was about to undertake. I merely had put my trust in my Traverse Yacht Club buddy that was generously lending me his craft. 18 sailboats going, 15 of which were charter. Around 30 fun sailors, of which 1/3 were return flotilla people from previous ones here.



I had a 27’ Catalina “Somewhere” that was graciously lent to me by my Grand Traverse Yacht Club friend. And I had another experienced buddy with me the first day. The 2 of us were approximately 3-4 hrs & 12 miles into a 30 mile destination for the 1st night. My sailing buddy decided to go below for sandwiches. He then exclaims in a rather unbelieving shrieking voice “ We’re taking on water !! We’re part-way to sinking !! “

That was a hard one for me to believe as I stood behind the wheel, until I glanced below. We had at least one foot of water in the galley, with things floating around. We then immediately phoned the owner of the boat and he says “Oh No.... I think I know right what that is.. that’s happened

before... I thought we had that fixed!” (that was a real relief to us... knowing that it was all fixed).

Soooo, we grabbed the hand pump which threw out water unto the back deck floor until the old decrepit hose started to squirt out the sides in several locations.

The owner on the speaker-phone then exclaimed ‘there’s a newer one in the lazaret. As we hand-pumped with the newer one we discovered the bilge pump was not working... the owner says ‘Oh No, guess I gotta buy a new one’. OK... that’s not what we wanted to hear. Then when we thought we had heard the worst, he also said “If you’re pumping the water into the aft deck floor, be sure to plug the drain hole on the starboard side with a rag (we used a pair of socks), because that drain only drops back into the engine room. (that was a real relief to hear).

Then as water was still coming in almost as much as we were pumping out, we could not figure out ‘for the life of us’, where it was coming from. I felt as if God might be testing me to see if I could walk on water yet. ?? And me without my rosary. Mother always said there’d be days like this.

The owner on the speaker phone then said, if it’s not going out of the rear port drain fast enough, try putting it into the galley sink – but you may have to use a plunger first, as it’s been sort of plugged a little. (and this owner is the manager of a very high-class ultra expensive restaurant - be sure to never eat there !)

So to make a long story short, we were about 3 mins from calling the coast guard when another flotilla 40’ sailboat came close enough to hail down and have them follow us. They were sympathetic enough to totally drop their sails & turn around and go partially back with us. When we eventually reached the dock we were greeted by the marina staff, and by that time had most water pumped out. (damn it’s tiring to hand pump Lake Michigan out of your boat !)

For Sale
San Juan 7.7 Sailboat, 1980
“Bonny Blue”
\$5,900



Quick and Nimble Club Racer / Cruiser

• Club PHRF rating 195	• Sleeps 4 plus quarter berth
• 2 sets of Sails - North (1996), Pineapple (2005)	• Galley with alcohol stove
• Spinnaker and all gear	• Sink with fresh water bladder tank
• Honda 8hp outboard (2002)	• 2 anchors plus rode
• Compass	• 12 volt battery
• Depth sounder	• Deck and masthead running lights
• Marine VHF radio	• Bottom paint 7/2015
• LOA 25'9", LWL 20'0", Beam 9'6" Draft 4'0"	• Displacement 3200 lbs., Ballast 1100 lbs.

Contact: Tom Elfers

(707) 498-5111

trelfers46@gmail.com



REDWOOD REGATTA

BIG LAGOON, CA.

Labor Day Weekend, September 2-3, 2017

In the Redwoods – By the Ocean – Good Time Sailing– Free Camping for Registrants - Boat Launch – Camp Fire & Great Food
 Registration: 0800 to 0930 Sat. - Skippers' Meetings: 1100 Sat. & 1000 Sun. - Racing First Shape: 1200 Sat. and 1100 Sun.

BBQ Dinner – Saturday 1800 – juicy Tri-Tip or fresh albacore entrée, and our famous regatta beans, salad, bread, dessert and soft drink.

Breakfast – Sunday 0800 to 0900 – pancakes, sausage, eggs, juice, coffee, tea or hot chocolate.

Camping is available starting at 1330 hrs Thursday, Aug. 31st through Sunday night, Sept. 3rd.
 Camp closes promptly at noon on Monday, Sept. 4th.

EVENT REGISTRATION

Name: _____ Phone: _____
 Address: _____ City, State & Zip: _____
 Yacht Club Affiliation: _____ E-mail: _____
 Camping: No Yes: If camping, # nights: _____ (Tent: _____ Trailer: _____) # people _____

RACING REGISTRATION

Skipper's Name: _____
 Boat Type: _____ Sail # [required] _____ Portsmouth # [required] _____

FEES

By 8/25/17 After 8/25/17

Racing:

Pre-registration (postmarked **By** Aug. 25)

Late Registration (postmarked after Aug. 25 or at event)

(USSA Members: Deduct \$5.00 From Race Fee)

@ \$45.00 \$55.00 _____

Meals:

_____ Smoked Tri-Tip Dinners @ \$20.00 \$25.00 _____

_____ Albacore Dinners @ 20.00 \$25.00 _____

_____ Yacht Dogs & Beans @ \$5.00 \$ 5.00 _____

_____ Sunday Breakfasts @ \$6.00 \$10.00 _____

[Please Note: On-Site Meal Purchase Subject To Availability]

Mail to: *HYC Regatta Registrar*
 Post Office Box 445, Eureka, CA. 95502

Message & Information Contact:
 Richard Hendry – (707) 267-8272 or rhendry@suddenlink.net

PLEASE READ & SIGN

I agree to sail by the rules of the U.S. Sailing Association and the written Sailing Instructions. I recognize and accept that my personal safety and the safety of my crew and yacht are my sole responsibility. As a voluntary participant, I agree to hold harmless the sponsoring organization or its officials individually.

Signed: _____ Date: _____