



WHISTLER

NEWSLETTER

COMMODORE'S COMMENTS

Ahoy All, hope you are all staying dry and warm during this very wet winter !

Hopefully the coming month will give us some nicer weather to get our racing season going. We have a few races planned for March: Dinghy #1 on the 5th, Whistler #2 on the 18th, and In-Bay Keel #1 on the 26th. Hope to see all you racers there.

I want to thank everyone who has signed up to host the social hours, the potlucks, and race committees. I am pretty sure every month and race are now covered! And thanks to Ed and Lynda Mattson for hosting the potluck last month. My wife, Jenni, and I are hosting the March potluck - - we will be bringing corned beef dinner for St. Patrick's Day.

I would also like to say how encouraging it is to see so many visitors at our monthly potlucks. We have been picking up new potential members and have one new member, Wes Temby - - lets all make him feel welcome! I know that he is looking to crew at some races.

That's all for now. Have fun out there!

Dave SanGiovanni, Commodore



FOG Races: On The Move

With the return to daylight savings time on March 12th comes the biannual switch in when the FOG races are held. These informal races switch over to **Wednesday evenings at 1800 hours** beginning on March 15, with the race starting off the foot of "F" Street in Eureka. So you skippers come out a few minutes early and jostle for the best position at the line. Or, if sailing is more your idea of a spectator sport, anywhere along the Eureka boardwalk is a good place to watch.

WHISTLER



BOARD OF GOVERNORS

Commodore:
David Sangiovanni

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

AROUND THE MARKS

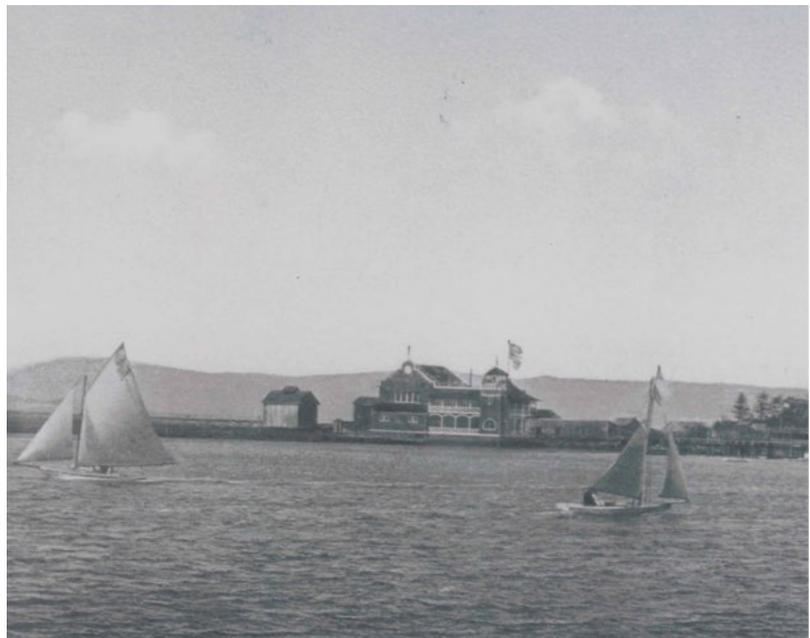
- from the Vice Commodore -

Heavy winds and spitting rain greeted our first Whistler Race of the year on February 18th! An emergency flooding situation for Steve brought me in as substitute race committee. Hats off to Doby who showed up at the skipper's meeting at 0910 hours! I was there but I had already decided not to sail my boat. I postponed the race to a day with better weather, to be determined. Wow, what a winter it has been, rain and sailing don't mix that well.

I'll be hosting the next Arts Alive Social hour, March 4th at 1700 hrs at the club house. Looks like the signature drink will be the "Shark Bite" so fins up and see ya there!

I would love to organize some kind of club cruise this summer. Anyone have connections with Chevron to see if we might use the Chevron fuel dock to tie up for dinner at Shamus T Bones? Or is this even possible? Thanks.

Fair Sailing,
Larry Fox



- OLD SEQUOIA YACHT CLUB ON GUNTHER ISLAND -

WHISTLER

SEA SCOUT SHIP YANKEE



March 9th

Seatings at 6:00 pm or 7:00 pm

Arcata Methodist Church
 1761 11th St., Arcata

**\$25 - fundraiser to support the youth in the
 Great Kinetic Sculpture Adventure**



for info or tickets call
Skipper Eric Hall at (707) 702-1601

SAVE THE DATE!

MAY 6TH OPEN HOUSE

*Join us for Member
 Appreciation Day*

Looking for past members to record our history, share stories and photos. Catch up with what's new at the Club

MARINE SWAP

Bring your unwanted marine stuff to swap with others. Find something you need and get rid of your discards. Treasure chest of goodies await!

keeping a weather eye:

Mar. 5th	Social Hour - 1700 hrs
Mar. 5th	Dinghy #1 - 1200 hrs
Mar. 7th	Potluck - 1900 hrs
Mar. 14th	Board of Governors' Meeting - 1900 hrs
Mar. 18th	Whistler #2 - 0915 hrs
Mar. 26th	In-Bay Keel #1 - 1200 hrs

Reminder:

HYC Non-Sponsored FOG Races are:
Mar 4th & 11th - Saturdays at 1400 hrs
Mar 15th and after - Wednesdays at 1800

WHISTLER

TALES FROM THE SAMARA

Windows Completely Submerged ??

Club member Eric Bergel, delivery skipper extraordinaire, is currently sailing his client's 55' Beneteau named Samsara, from France to the west coast of the United States with the help of two friends. Along the way, Eric is posting a blog about their adventure. Here is one entry from the tenth day underway, 1075 miles from his point of departure in Les Sables d'Olonne, and then 260 miles to Tenerife:

"It's been blowing non-stop for a few days now. The boat is constantly rolling on this point of sail, sometimes pretty violently. Every once in a while, I'd say less than five or six times an hour, a set catches up with us and throws Samsara sideways so she's broadside to the weather. Her response is to lay over on her beam ends to the point that the

windows in the side of her hull are completely submerged for several seconds before she straitens out, stands back up, often over correcting and then taking a big roll the other way.

"As I write, I realize it sounds pretty awful, but it's really not. We are pretty well used to it now and just go on about our business acting like it's the totally natural thing to have to hang onto the walls and grab onto the furniture anytime you need to move about the cabin, or to be sent involuntarily skating across the room anytime your in your stocking feet, or to set your water bottle or coffee cup down on the floor instead of up on the table when your reading your book. It really is amazing how adaptable our species is. Give me twenty four hours and I'll give you the new normal. "

NAUTICAL NONSENSE

"The Heavy Mantle of Responsibility"

Side the boys have been a part of naval tradition since the early days of sail. Necessity dictated the transporting of officers between ships, whether in port or on the high seas, to attend conferences or perhaps accept an invitation to dine.

If the sea state was less than ideal, visitors were hoisted aboard in baskets or bosun's chairs by the ships crew, who we're said to be attending the "sides" of the ship.

Although the number of side boys attending an officers arrival today conveniently mirrors rank (the more senior the officer, the more side boys used), the larger number was initially required out of necessity rather than respect.

An individuals rank and girth often increased proportionately, more sideways we're needed to hall such worthies over the rail.

- from *Jack Tar and the Baboon Watch*, by Capt. Frank Lanier