



THE WHISTLER NEWSLETTER

COMMODORE'S COMMENT

- by Stacy Lane -

September sure blew by quickly, considering how little wind it came in with! September 1st ushered in the first race of our 2018 Redwood Regatta. Despite learning a great deal about patience with the light winds, a great time was had by all. Joined by our new friends from the Canadian Sea Spray group, we enjoyed two full days of racing, great food, awesome new HYC t-shirts and sweatshirts and great camaraderie! I'd like to thank our Board and volunteers who made this another fun event. We couldn't have done it without you! If you'd like to purchase one of our new t-shirts or sweatshirts, feel free to let us know at any club event and we can make it happen.

October kicks off with our potluck on Oct. 2nd at 1900 hrs. The club continues to grow this year, and we will be voting on the application of at least one new member at this potluck! Several races in October to keep your eye on are: the In-Bay Keel #4 on the 13th and the Great

Bay Race #2 on the 20th. Our FOG races continue on Wednesdays at 1800 hrs until daylight savings time ends, then switches to Saturdays at 1400 hrs.

Please keep Sunday, November 11th on your calendar for our annual Flag Officers' Dinner. Invitations will be sent out in the next few weeks. Looking ahead, in November we will vote in a new Board of Governors. If you know someone [including yourself] who you think would make a great Board officer for 2019, please let me know.

If you know someone that might be interested in joining the club, or learning how to sail, invite them to one of our events. Our next social hour will be on Saturday, October 6th at 1700 hrs. Come on down to the club and spend some time with friends old and new!

Commodore Stacy

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
Max Flood
Mark Roundings

HUMBOLDT YACHT CLUB

Post Office Box 445
Eureka, California 95502

humboldtyachtclub.org

AROUND THE MARKS

by Larry Fox, Vice Commodore -

The marks moved up to Big Lagoon in September for our Labor Day Regatta. We expanded this year's event to include the North American Championships for the Sea Spray catamaran fleet. We were glad to welcome eight boats from Canada and the Northwest US to our lagoon.

Friday's racing was frisky with enough wind to lift a hull as the cats zoomed around the courses. Saturday brought the beginning of the entire regatta with four classes of boats along with the Sea Sprays. Light winds attended the event on both days and tested sailor's patience and awareness of whatever wind there was. Full results are available on our website, check the "Redwood Regatta" tab to find out who took home the Big Foot trophies.

Fun and fellowship continued on shore with a great BBQ dinner Saturday and sumptuous Sunday breakfast. A huge thank you to Bill and Sharon Hiney and all the cooking crews and special thanks to our race committee led by the intrepid Garrett Coonrod who also doubled as master-hauler to get all of our gear up there and back. We are also very grateful to every volunteer working behind the scenes that made this regatta possible, from porta-potties to potable water, brush clearing to kitchen cleanup, mega thanks to you all!

The marks in Humboldt Bay were lonely in September as two scheduled races did not attract at least two participants. Winds were very light on both days. Looking forward to races Saturday, Sept 29th and two races in October on the Bay.

See ya out there, - Larry Fox

WHISTLER

BEFORE THE MAST - - ON THE “**GOLDEN RULE**”

- by Stephen Buck, Rear Commodore -

Recently the opportunity was given to me to join the Golden Rule for the trip from Eureka to San Diego. Of course, I was all in!

The Golden Rule left Eureka on a flood tide for the first leg, a two day trip to San Francisco, with a NW swell and a fresh breeze. A short spell of fog down to Cape Mendocino lifted giving us clear skies. Four crew broke into pairs to provide for watches and rest. Beautiful starry skies accompanied our night watches.

Swells built on our second night making the tiller steering physically challenging. After rounding Pt. Reyes, conditions eased for the boat and crew. After a bout with fog on the morning of the second day, the Golden Gate appeared out of the clearing gloom.

It was a great pleasure to enter the protected waters and proceed to our slip on South Beach Harbor.

The Rolex Race series was being held and we had the pleasure to be on the water while the races were underway. At one point, it looked like the J105 fleet was going to run us down. It was a treat to see them tack right in front of us.

A week in SF, then leg two of the trip had us cruising down the coast to Santa Cruz. Unexpected calm required motoring. At midnight(!), the alternator/water pump belt failed. I never get seasick, but I decided to make an exception in this case. Smelling burnt rubber while working in the bottom of a boat bobbing in the swells was a bit unsettling.

After recovering the motor, a southwest swell and breeze developed opposing our progress. The Golden Rule prevailed however and we entered the recreationally busy port of Santa Cruz. Kayaking, whale watching, paddle boarding, and a very active sailing culture exist here. Many boats are dry sailed with a yard in the marina and a shore crane to float the boats. Santa Cruz Yacht club had races all weekend.

If weather permits, we'll leave for Morrow Bay Tuesday, Sept. 25. Regards to all. You can follow us on the Golden Rule project page at www.vfpgoldenruleproject.org.



WHISTLER

REAL Light Air

-by Bruce Braly, Port Captain -

Lately it seems like we either get hurricane or mill pond for the Redwood Regatta. This was the second year in a row for mill pond. Real light air, when you can just see a discoloration on the water from a (small) puff is what I'm talkin' about. Real light air can actually be challenging and fun racing. Those of us in the Lasers all pretty much agreed.

Steady concentration is what's needed. You can't get down if you're passed by others because conditions can shift to your favor the next moment. Small puffs can net big gains. Oh yeah, one other thing, SIT STILL and SHUT UP. Well, that's two things.

Hull Trim

Reducing wetted surface is key. As you would imagine this means the least about of the surface area of the hull touching the water. This is accomplished two ways. First is to sit forward so as to lift the stern out of the water. If the stern is in the water then it pulls water along behind. I call this "don't tow the bucket." Second, heel to leeward going upwind and to weather going down wind. Even if some of the hull is sunk deeper into the water, that doesn't matter, it is the reduction of wetted surface that matters. In a Laser we can keep the boom out by over rotating the mast such that the boom goes beyond 90 degrees. A Snipe, for example can't do this as its mast does not rotate like a Laser, so rig a "JC" strap. This is a length of bungee cord running from the boom to a bow eye and back to the boom. This will pull the boom out when you ease sheet.

Sail Trim

When you heel to leeward up wind it helps the sail to fall into its designed shape. On a Laser, particularly the new Mk II, I carry some vang so that the max draft will be carried at the mid point of the sail. This may not be necessary for other designs as the mid point of the draft already sets without vang on. Also, I don't carry the foot to full as I feel flatter is faster as the slow moving air doesn't have to turn too much. This helps to not stall the sail.

Most important, don't try to point too high. I sail essentially a close reach and come up when I can on the puffs. This means don't centerline your boom. Speed through the water means the board and rudder will keep leeway to a minimum. SIT STILL. If you get a puff get greedy and milk it for all its worth. If you hit a lull don't necessarily tack as this can kill momentum. It's said that one should only tack in a puff, but I don't always adhere to that if I see a puff close by that I can access.

Lastly, I have a saying, head towards the side of the course that the wind is coming from. In light air at Big Lagoon the wind usually comes from the left. When it blows it tends to come from the right. Play the shifts while keeping in mind working towards the favored side.

Good Luck! And SIT STILL!

WHISTLER®

2019 HYC CALENDER

Back by popular demand!

This is your chance to have your favorite nautical-themed photo, above one of the months in next year's calendar. For a mere 30\$ you can pick an available month by contacting Commodore Stacy or Vice-Commodore Larry. Don't delay, your favorite month is up for grabs!



Please Help
Welcome
NEW MEMBERS:

Jack Cline

Michael Love

2018 REDWOOD REGATTA RESULTS

<i>Class</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>
HP DINGY:	BAKER	BAKER-BERRY	McCABE
LP DINGHY:	MATTSON	BECKETT	LANE
CATAMARAN:	HARR	HODGES	HUESTIS
LASER:	WYLLIE	BRALY	DULER
SEA SPRAY:	BUTLER	GARDNER	FURGESON
SNIFE:	THUNT	R.HUNT	WATT

keeping a weather eye:

- Oct. 2 Potluck - 1900 hrs
- Oct 6 Social Hour - 1700
- Oct. 9 Board Meeting - 1900 hrs
- Oct. 13 In-Bay Keel #4 - 1200 hrs
- Oct. 20 Great Bay Race #2 - 1200 hrs

POTLUCK

Tuesday October 2nd at 7:00pm
Hosted by Suzi & Richard Hendry

“BRING WHAT YOU WANT”