

WHISTLER



COMMODORE'S COMMENTS

- by Wesley Hodges -

Well, I still say February has some of the best sailing weather despite the display of the most extreme wintery conditions in recent North Coast History. And as they say, March comes in like a Lion. So let's get those boat projects done now before the days get long and the spring wind sets in.

I have to take a moment to appreciate Crew Members after the last two months of sailing. Volunteering to Crew on a sailboat takes a good deal of guts and even more trust. Guts to run the risk of spending some time way out of your comfort zone while being asked to perform new tasks at the same time. Trust in the driving skills of your skipper and trust in the equipment that is also maintained by the skipper. And racing increases the potential greatly, we sail close, get stuck, injured, stuff breaks, etc. on forever. I really appreciate those who trust me and have the guts to join the circus.

And as a Crew Volunteer there are expectations and there are opportunities to perform beyond those expectations. Owning a sailboat is more than hopping in to go driving

around for a while, it is the constant attention that keeps these boats race ready. Take a look around the marina and see what even a few months of neglect will do to a nice sailboat. Aside from the overhead, I always have a list and at least a task a week to check off or ignore a little longer.

And even with minimal brightwork, there's always something that needs a coat. So my hat's off to those who help oil the wood, scrub the bottom, put in a stitch, flake the sails, coil the lines, attend to all the covers and on and on. Your Skippers appreciate you.

(Continued on next page)

HUMBOLDT YACHT CLUB
Post Office Box 445
Eureka, California 95502



humboldtyachtclub.org

WHISTLER

COMMODORE'S COMMENTS (Cont'd)

February saw some great action in HYC Racing on the bay with Great Bay Race #1 and four Commodore's Cup races in excellent sailing conditions. I think the Long Course is a hit when the tide isn't dropping and a great opportunity to have some bonding time between the Crew. We took the chance to try some new things on Xwing and even tried out a new boat for the Great Bay Race. Watch out for those mud flats, the Mud Trophy is being tossed around like a hot potato right now. Barely enough time to brag about it to your friends before it gets a new recipient.

HYC Racing hosted an evening of Race Committee Training that was well attended. The training featured a presentation on Race Committee Duties with out-takes from the US Sailing Race Committee Training Course. Some of the seasoned skippers offered their feedback and advice for Committee Members to use in conducting the upcoming season. Together we generated a document called "*What We Are Striving For As A Guide To Race Committee Volunteers*" that will be included in the Big Black Folder. Anyone can run a race committee with a little guidance and support.

Your calendar should have a tiny umbrella shaped pin in Social Hour at the HYC Tiki Bar on March 4, hosted by the Bagnalls. Trader Will serves up his famous "Tip Tao Punch" accompanied by Davena's "Plenty Pupu Platter."

And come join us for an extra-special Potluck on March 10. The cuisine theme is Mexi-Terranean Fusion" which translates to Flavor Abundance. The Wickmans will share a movie from their collection of adventures called "Ordeal or Adventure" which showcases a leisurely cruise down some of the more treacherous coastline on the West Coast. You may recognize some of the actors. Socialization at 5pm; dinner at 6pm.

- Commodore Wes

BOARD OF GOVERNORS

Commodore:
Wesley Hodges

Vice Commodore:
Wendy Zampardi

Rear Commodore:
Bill Wickman

Secretary:
Martin Stephan

Treasurer:
Garrett Coonrod

Port Captain:
Will Bagnall

Members At Large:
Darren Weiss
Caris Cassidy
John Brown

Immediate Past Commodore:
Bridge Randall

WELCOME BACK!

Please help welcome
PATRICK THERRIEN
back to the club! Patrick has sailed
an Aquarius 21 and a Ranger 23
among other boats over the
past 8 years. After a brief hiatus
away from the club, Patrick is now
sailing Humboldt Bay on
Seascope,
a Ranger 26.
Welcome back, Patrick!

WHISTLER

SOUND PRODUCING DEVICES FOR VESSELS <12 METERS

by Past Commodore Bridge Randall
(from US Sailing)

Vessels less than 12 meters in length are only required only to carry an "efficient" sound-producing device, such as a bell, air horn, or whistle. While banging on that galley pot may technically qualify as meeting the letter of the law, do yourself (and everyone else) a favor and carry an appropriate a sound-producing device. As the goal here is to be heard, ditch that wimpy horn and get one that makes the other boats think the Queen Mary is headed their way!

Sound Signals During Restricted Visibility

The below summary focuses on some of the sound signals applicable for several recreational vessels over 12 meters during restricted visibility. Keep in mind, however, that vessels engaged in other activities (towing, for example) will often have different or additional sound signal requirements and that sometimes variations may apply. When in doubt, always refer to the Navigation Rules.

1. Power vessels making way through the water must sound one prolonged blast at not more than 2 minute intervals.

2. A sailing vessel, a vessel not under command, a vessel restricted in her ability to maneuver, or a vessel engaged in fishing must sound three blasts in succession (one prolonged followed by two short blasts) at intervals of not more than 2 minutes.

3. A vessel at anchor must ring a bell rapidly for about 5 seconds at intervals of not more than 1 minute apart.

While vessels less than 12 meters in length are not required to give the above signals, they are required to make some type of efficient sound signal at intervals not more than 2 minutes apart.

While there is leeway regarding sound signals for vessels less than 12 meters, why try to reinvent the wheel here? Having a proper sound-signaling device on smaller vessels and using the same sound signals (where practical and permitted by the rules) are a win-win for everyone on the water, in my opinion.

Remember these sound signal rules (we recommend carrying a cheat sheet on board), and you can cruise with the confidence of having added to your boating safety skill set.

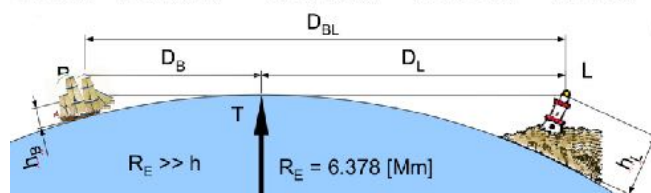
I heard a great quote the other day on docking.... " the hard part is allowing the boat to do the wrong thing while waiting for the right thing to happen" :)

DISTANCE TO HORIZON

$$D_{BL}[Km] = D_B + D_L = \sqrt{2 \cdot R \cdot h_B + h_B^2} + \sqrt{2 \cdot R \cdot h_L + h_L^2} \sim 3.57 \cdot (\sqrt{h_B} + \sqrt{h_L})$$

$$D_L[Km] = \sqrt{2 \cdot R \cdot h_L + h_L^2} \sim \sqrt{2 \cdot 6.378 \cdot h_L} = \sqrt{12.756 \cdot h_L} = 3.57 \cdot \sqrt{h_L}$$

$$D_B[Km] = \sqrt{2 \cdot R \cdot h_B + h_B^2} \sim \sqrt{2 \cdot 6.378 \cdot h_B} = \sqrt{12.756 \cdot h_B} = 3.57 \cdot \sqrt{h_B}$$



(See the article on Page 4 for the narrative)

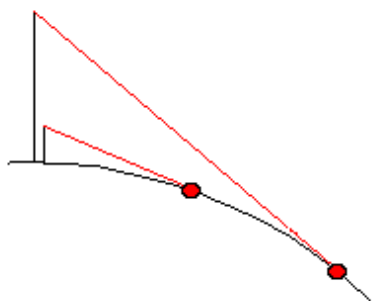
WHISTLER

DISTANCE TO THE HORIZON

- by Gail Forsewin -

One of the funniest things about the ocean is the fact that its surface is **curved**. We tend to think about water forming large flat sheets, but the surface of a large body of water is not actually flat at all -- it follows the curvature of the Earth.

Because of the curvature of our planet, the distance between you and the horizon when you look out over the ocean depends on your height above the surface of the water. The following diagram shows you how the distance to the horizon can change depending on the **height of the observer**.



So the distance to the horizon depends on the height of your eyes above the water. If your eyes are 8 inches above the water, the

distance of the horizon is about 1 mile away. A rough formula for calculating the distance to the horizon (where "height above surface" is in feet and "distance to horizon" is in miles) is:

$$\text{Square Root (height above surface / 0.5736)} \\ = \text{distance to horizon}$$

If you are 6 feet tall and standing right at the water's edge, then your eyes are about 5.5 feet above the surface. The distance to the horizon is:

$$\text{Square Root (5.5 / 0.5736)} = 3 \text{ miles}$$

The distance you can see is also influenced by the size and height of the object you are looking at. For example, a container ship will be visible from farther away than a small rowboat. While the distance you see might be 3.5 miles on a clear night standing on the deck of your sailboat, you may be able to see the light of a 50-foot high lighthouse perched on rock from a distance of 14 miles from that same position.

SEVERAL PHOTOS FROM THE COMMODORE'S CUP



WHISTLER

AIRSTREAM BLOG

- from Bill & Janet Wickman -

For those members who might consider the the sail cruising life style, a bare boat charter somewhere or any maritime travel, our sailing blog airstreamvoyages.blogspot.com might be of interest.

The posts cover nine years sailing around much of the globe. There are many photos. There is no advertising or any form of commercial interest.

The blog is organized with most recent posts first and there is a index organized by date on the right of the title page. Give the blog a visit!

FOG RACES MOVING

With the change to daylight saving time on March 12th, the HYC non-sponsored FOG Races will return to Wednesday evenings beginning on the 15th.

The races are at 6:00pm with the starting and finishing line between daymark #21 and the Purple Octopus at the foot of D Street.

Word of the Month:

GILGUY

a lanyard used to keep halcyards away from the mast

**This is what happens when you
finish a race and the tide is so
low you can't get back to your slip:
RAFT UP!**



Keeping A Weather Eye:

Mar. 4	Social Hour - 1700 hrs
Mar. 10	Potluck/Membership mtg - 1800 hrs
Mar. 12	In-Bay Keel #1 - 1300 hrs
Mar. 14	Board of Gov'nors mtg - 1800 hrs
Mar. 25	Single-handed Keel #2 - 1300 hrs

