

WHISTLER



COMMODORE'S COMMENTS

- by Wesley Hodges -

"Is anything happening? All I know is Redwood Regatta!"

It's that time of year again when Humboldt Yacht Club hosts Redwood Regatta, one of the premier dinghy sailing events in Northern California. 30-50 boats of all makes battle for clear air on Big Lagoon, with some of the best sailing conditions you can find. HYC sets up camp on the NW shore of Big Lagoon at the Old Hammond Homestead and invites you to come camp and play with us. The club serves dinner on Saturday and breakfast on Sunday and hosts a campfire every evening. This is our main fundraiser so early sign ups are appreciated. Invite your friends up for dinner but please pay in advance to help us plan. Even if you aren't into racing there's plenty of room for sailing, paddling, swimming and appreciating nature. Humboldt Lagoons State Park is located on the land of the Ner'-er-herh/Coastal Yurok People. The name of this place is Chah-pek-w Hee-koh.

Redwood Regatta is where I was first introduced to the Humboldt Yacht Club and got to experience racing. Through years of participation I gained confidence in sailing close, a better understanding of sail trim and practice with right of way and racing rules. After a few years of attending Redwood Regatta I joined HYC in order to volunteer and make an

attempt to give back for what I feel I gained from others. There are lots of tasks that make up the event and its easy to find a way to contribute that might fit your skills and only takes a little time. Volunteering is an excellent way to make new friends at any conference, festival or event. It will also give you an opportunity to create a common bond with other people in the form of shared experience. I have found some of my best relationships and some of the greatest opportunities in my life have been spawned by the simple act of showing up and giving some time. Thank you to everyone who has signed up to help us host. I hope to see you there.

- Commodore Wes

HUMBOLDT YACHT CLUB REDWOOD REGATTA



WHISTLER

HUMBOLDT YACHT CLUB
Post Office Box 445
Eureka, California 95502

humboldtyachtclub.org

BOARD OF GOVERNORS

Commodore:

Wesley Hodges

Vice Commodore:

Wendy Zampardi

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Martin Stephan

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Caris Cassidy
John Brown**

Immediate Past Commodore:

Bridge Randall

WOMEN AT THE HELM

The third annual "Women at the Helm" race will be on Saturday, August 12th at 1300 hrs. There is a mandatory skippers' meeting on the meridian (noon).

Remember, although crew can be co-ed, only women can helm the boats!

When your boat comes back
fine and you tie up her line,
that's a moor, eh?

**WELCOME ABOARD!**

New members to the yacht club:

**MARLA WESTON
SPENSER WATKINS
MARK HARLEN**

WHISTLER

PRIDE GOETH BEFORE THE FALL..... OVERBOARD

- by Bridge Randall -

We went for a nice sail out to the Whistler buoy the other weekend. Conditions were not perfect but not atrocious with 15kts of wind, and 8ft swell at 8 second. I had tied off the large buoy that we found on the beach on the stern of *Shadowfax*. Beautiful big orange ball, perfect for fending off a large boat from an aggressive dock. The mouth of Humboldt Bay is notoriously bouncy, especially with a short steep swell crashing in. As we smashed westward half-way through the mouth, my "round turn & two half hitches" failed and my prize buoy slipped into the cold drink. Oh No! Buoy Overboard!

Unlike a person in the water that has lots of drag, a buoy blows! We made multiple approaches using the quick-turn and/or figure 8 techniques, but could not catch the wee beastly! A horrible decision by the skipper to lunge over the rail and attempt a last-minute snatch almost sent the captain into the drink! What a real catastrophe that

would have been. What was I thinking?!? It's just a buoy that was salvaged off the beach! After a few more passes and the crew starting to get seasick from swirling around in big swell we called it lost. Deciding to anchor out and spend the night at Oyster Bay was the best decision. If we aren't having fun, then why are we sailing?

Looks like we are going to need to do some serious practice with MOBs. Racers, cruisers and dinghy sailors all need to practice regularly in all conditions. Consider what would happen if the most experienced person on the boat goes into the drink. Will your crew be able to save you?

P.S. - - One note from US Sailing, having researched injuries caused by MOB procedures of stopping the boat with the victim at the shrouds. With more modern chined hulls, people are getting struck in the head in swells. The use of a lifesling has been moved to the top of the safest options to recover your person in the water. Do you have one? Have you ever practiced tossing it out?



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WHISTLER

RACING JARGON

-by Gail Forsewin-

Understanding sailing terms is vital to effective communication on a sailboat. When you begin to crew or even skipper a race boat, it's even more critical that everyone speaks the same language because naturally, in a race everything happens more quickly.

Ranging from phrases used in everyday language couched in nautical history, to specific terms important to learn for a beginner sailor, learning to speak the language can be a daunting task, but doing so will make for much smoother sailing when you start to learn to race.

Sailors who race have an even more specific language vital to understanding what is going on when attempting to become the local yacht club champion. As you get immersed in the sailing racing culture, you will understand the commonly used terms on board during a yacht race, but your skipper will appreciate a crew who has done their homework.

For a condensed primer, here are some of the standard sailing race terms you should be familiar with as you venture into the racing scene:

- Beat – sailing upwind towards the windward mark.
- Reach – sailing perpendicular to the wind, at an angle between a beat and a run.
- Run – sailing downwind away from the windward mark.
- Start line – the line across which boats start a race.
- Starting gun – the signal that starts the race.

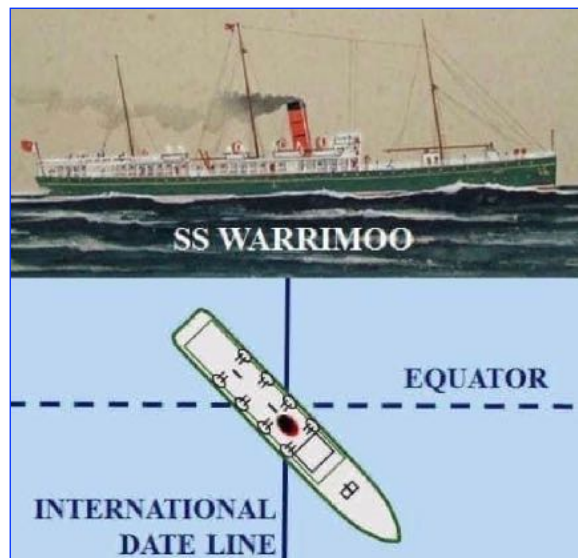
- OCS – “on course side,” meaning a boat crossed the start line too early and must restart
- Layline – the imaginary line that a boat must sail to in order to round a mark without tacking or jibing.
- Mark – An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a mark is not part of it.
- Mark rounding – sailing around a buoy or other fixed object on the course.
- Finish line – the line across which boats finish the race.
- Protest – An allegation made under rule 61.2 by a boat, a race committee, a technical committee or a protest committee that a boat has broken a rule.
- Penalty – a penalty imposed on a boat for breaking a racing rule, typically a time penalty or a penalty turn.
- Zone – The area around a mark within a distance of three hull lengths of the boat nearer to it. A boat is in the zone when any part of her hull is in the zone.

If you really want to expand on your sailing racing vocabulary and rules knowledge, take a look at the “Racing Rules of Sailing,” and you’ll round out your sailing language skills.

“UNDER THE WEATHER”

Although the modern sense describes someone who’s feeling ill or poorly, the term itself originates from the discomfort sailors standing the forward watch often had to endure. A watch stationed on the weather side of the bow was subjected to the effects of both wind and wave, placing the sailor literally “under the weather.”

WHISTLER



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John D.S. Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LONG 179 30' W.

The date was 31 December 1899. "Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the

opportunity for achieving the navigational freak of a lifetime.

He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather & clear night worked in his favor. At mid-night the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the Southern Hemisphere & in the middle of summer. The rear (stern) was in the Northern Hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899. In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in: two different days, two different months, two different years, two different seasons, but in two different centuries - all at the same time!

Keeping A Weather Eye:

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|---------|----------------------------------|
| 5 | Social Hour - 1700 hrs |
| Aug. 8 | Board of Gov'nors mtg - 1800 hrs |
| Aug. 11 | Potluck/Member mtg - 1800 hrs |
| Aug. 12 | Women at the Helm - 1300 hrs |
| Aug. 19 | El Toro Challenge - 1300 hrs |

Aug.

