



COMMODORES' COMMENTS

- BY NANCY RANDALL & ANJIE MCCABE -

Spring is in the air! As we shake off the remnants of winter, let's embrace the fresh energy and opportunities that spring offers. It's time to get those boat projects done and your vessels ready for some great sailing! Don't forget the club has an array of boats just waiting for you to reserve and get out on that bay or the lagoon!

April started off with a fantastic Open House at the club. It was wonderful to meet potential new members that came by the club house to find out what we're all about. Thank you again to all that supported the event. I believe it was so successful because of our member participation. We had more than a handful of people who showed interest in joining.

I want to give a shout-out to Bree and Mario Kalson who were the first to get to use the newly re-done Tiki Bar for Cocktail hour. It was a wonderful way to end the day with your delicious Empanadas, and mojitos. Thank you both!

April showed some challenging sailing with some rough water and winds but those that sailed had a good time as always. We had two In-Bay Keel races and an In-Bay Dinghy race.

Hopefully those April showers are behind us and folks can get ready for the Great Bay Race and Whistler Race that comes in May! Don't forget the Wednesday night FOG race at 6pm on the bay. It is a great time to come to the club and watch a beautiful sunset our clubhouse view has to offer.

Lastly, I would like to invite you all to transport yourself to a galaxy far, far away as we celebrate Cinco de Mayo with a twist this May 4th. The McCabe's will be hosting this month's cocktail hour with a fiesta among the stars, where every sip is a journey through galaxies and cultures, bridging the gap between two iconic celebrations. May the 4th be with you!

Co-Commodore Anjie McCabe



WHISTLER



BOARD OF GOVERNORS

Co-Commodores:
Nancy Randall & Anjie McCabe

Vice Commodore:
Ed Mattson

Rear Commodore:
Bill Wickman

Co-Secretaries:
Steve Buck & John Brown

Treasurer:
Garrett Coonrod

Port Captain:
Will Bagnall

Members At Large:
Darren Weiss
Caris Cassady
Mike Bynum

Immediate Past Commodore:
Wesley Hodges

HUMBOLDT YACHT CLUB

Post Office Box 445
Eureka, California 95502

humboldtyachtclub.org

WELCOME ABOARD

Chris Adams
Tayana 37 "Hooligan"

Andrew Smith
Mauv 37

GREAT BAY RACE

May 4th - - 1:00 pm

The Great Bay Race is one of several races that is open to the general public. Courses for the race vary from year to year but generally they begin between the HYC flagpole and marker #19. Racers then head south down the bay and return back to the yacht club for the finish.

This is a pursuit race so the slowest boat starts first and every boat has their own start time depending on their handicap. All other things being equal, all boats should finish at the same time, so the first boat to cross the finish line is the true winner.

WHISTLER

“LYING AHULL” or “HEAVING TO” What Is The Difference?

- by Marlin Spyke -

Lying ahull is a controversial method of weathering a storm. It is executed by downing all sails, battening the hatches, locking the tiller to leeward, and letting the boat fare for itself. The boat tries to point to windward but this is balanced by the force of wind and waves. This strategy may work in limited situations when the waves are not too big. In some cases it may be necessary to lie ahull to attend to an injury or simply because one is too exhausted to continue active sailing strategies. If the waves are large and breaking, however, there is a very significant risk of the boat being rolled and capsizing because it will tend to lie broadside to the waves. A sea anchor is not used, allowing the boat to drift freely, completely at the mercy of the storm. Ideally the boat should rest with the wind just forward of the beam so the boat is not broadside onto the waves. Modern boats with fin keels may have too much windage at the bows for this technique, and come to rest broadside on or may not be stable at all.

Heaving to (to heave to and to be hove to) is the premier safety position for keelboats. It is a way of slowing a sailing vessel's forward progress, as well as fixing the helm and sail positions so that the vessel does not have to be steered. The boat is turned close to the wind, the jib (partly furled or smaller jib hoisted) is backwinded, the helm is locked into position to leeward, and the boat slowly jogs along without turning broadside to the waves. This is a valuable skill for all sailors, and it's a good idea to practice it in your own boat to know how best to accomplish it when needed. An advantage of heaving to is that you don't have to stay at the helm, but you can take a break - - this may be to wait for the tide before proceeding, or to wait out a strong or contrary wind. For a solo or shorthanded sailor it can provide time to go below deck, to attend to issues elsewhere on the boat or to take a meal break. Heaving to can make reefing a lot easier, especially in traditional vessels with several sails. It is also used as a reliable storm tactic.

2024 RACE RESULTS TO DATE

Here are the results of races so far this year:

Great Bay:

1. Mattson
2. Fox
3. Barry

In-Bay Keel:

1. Mattson
2. Coonord
3. Fox

In-Bay Dinghy:

1. Randall/Hough
2. McCabe

Single-handed:

1. Mattson
2. Hodges
3. Randall

For complete results, go to our website, humboldtyachtclub.org and under menu goto racing, scroll down to 2024 race results.



WHISTLER

HANSEN'S SEA COW

- by John Steinbeck -

"We come now to a piece of equipment which still brings anger to our hearts and, we hope, some venom to our pen. Perhaps in self-defense against suit, we should say, "The outboard motor mentioned in this book is purely fictitious and any resemblance to outboard motors living or dead is purely coincidental." We shall call this contraption, for the sake of secrecy, a Hansen Sea-Cow - a dazzling piece of machinery, all aluminum paint and touched here and there with spots of red. The Sea-Cow was built to sell, to dazzle the eyes, to sputter its way into the unwary heart. We took it along for the skiff. It was intended that it should push us ashore and back, should drive our boat into estuaries and along the borders of little coves. But we had not reckoned with one thing. Recently, industrial civilization has reached its peak of reality and has lunged forward into something that approaches mysticism. In the Sea-Cow factory where steel fingers tighten screws, bend and mold, measure and divide, some curious mathematick has occurred. And that secret so long sought has accidentally been found. Life has been created. The machine is at last stirred. A soul and a malignant mind have been born. Our Hansen Sea-Cow was not only a living thing, but a mean, irritable, contemptible, vengeful, mischievous, hateful, living thing. In the six weeks of our association we observed it, at first mechanically, and then, as its living reactions became more and more apparent, psychologically. And we determined one thing to our satisfaction. When and if these ghoulish little motors learn to reproduce themselves the human species is doomed. For their hatred of us is so great that they will wait and plan and organize and one night, in a roar of little

exhausts, they will wipe us out. We do not think that Mr. Hansen, inventor of the Sea-Cow, father of the outboard motor, knew what he was doing. We think the monster he created was as accidental and arbitrary as the beginning of any other life. Only one thing differentiates the Sea-Cow from life that we know. Whereas the forms that are familiar to us are the results of billions of years of mutation and complication, life and intelligence emerged simultaneously in the Sea-Cow. It is more than a species. It is a whole new redefinition of life. We observed the following traits in it and we were able to check them again and again:

1. Incredibly lazy, the Sea-Cow loved to ride on the back of a boat, trailing its propeller daintily in the water while we rowed.

2. It required the same amount of gasoline whether it ran or not, apparently being able to absorb this fluid through its body walls without recourse or explosion. It had always to be filled at the beginning of every trip.

3. It had apparently some clairvoyant powers, and was able to read our minds, particularly when they were inflamed with emotion. Thus, on every occasion when we were driven to the point of destroying it, it started and ran with noise and excitement. This served the double purpose of saving its life and of resurrecting in our minds a false confidence in it.

4. It has many cleavage points, and when attacked with a screwdriver, fell apart in simulated death, a trait it had in common with opossums, armadillos, and several members of the sloth family, which also fall apart in simulated death when attacked with a screwdriver.

(Continued on next page)

WHISTLER



REDWOOD REGATTA

Attention all sailors and enthusiasts! Get ready to set sail and celebrate Labor Day Redwood Regatta Weekend! Prepare your boats and gear for an exhilarating weekend filled with thrilling races and exciting competitions. Stay tuned for more details on registration and events. Let's make this Labor Day Weekend one to remember!

RACE TO THE WHISTLER BUOY

The first of three races this season offshore to the Whistler will be held on May 18th at 2:00 p.m.

SEA COW (cont'd)

5. It hated Tex, sensing perhaps that his knowledge of mechanics was capable of diagnosing its shortcomings.

6. It completely refused to run (a) when the waves were high, (b) when the wind blew, (c) at night, early morning, and evening, (d) in rain, dew or fog, (e) when the distance to be covered was more than two hundred yards. But on warm, sunny days when the weather was calm and the white beach close by - in a word, on days when it would have been a pleasure to row - the Sea-Cow started at a touch and would not stop.

7. It loved no one, trusted no one. It had no friends.

Perhaps toward the end, our observations were a little warped by emotion. Time and again as it sat on the stern with its pretty little propeller lying idly in the water, it was very close to death. And in the end, even we were infected with its malignancy and its dishonesty. We should have destroyed it, but we did not. Arriving home, we gave it a new coat of aluminum paint, spotted it at points with new red enamel, and sold it. And we might have rid the world of this mechanical cancer!"

John Steinbeck,
The Log From The Sea Of Cortez

keeping a weather eye:

May 4	Great Bay Race #1 - 1300 hrs
May 4	Social Hour - 1700 hrs
May 7	Potluck & Member Mtg - 1800 hrs
May 14	Board of Gov'nors Mtg - 1800 hrs
May 18	Whistler #1 - 1400 hrs

