

Gold Country Yacht Club

newsletter

a little dinghy 2001

<http://www.nccn.net/~gcyc>

COMMODORE'S CORNER

Shiver me timbers, I'm at the helm now. Not only that, I have the bell! So hoist the sails and batten down the hatches, I'll try to make this a smooth ride.

First off I want to thank Wayne and Tish for a superb Christmas party. It was the most successful club party ever, with 64 people sitting for dinner. Great job, Buti's. I also want to thank the past Board, especially Wayne, for the tremendous job they did. We accomplished so much, and we have so much more to do. I know I can count on your support. Don't forget to get your passes to Scott's Flat Lake now. Through the end of January they are \$100; if you wait until February they will be \$110, and after that they will be \$120. At the same time you should reserve your mooring ball, but you won't have to pay for it until May 15. Don't wait -- join in the fun! And don't forget, your membership renewal is due January 1st. Avoid the rush and pay on time! The racing program looks especially exciting this year. Jerry Lewis has already had a meeting and some really positive ideas have been generated to make the racing season a lot more fun. Such as: breaking the season into three parts, with a winner at the end of each season and an overall winner for the year. We would also like to dedicate two Saturday races that will not count in the overall standings, to help club members with their racing skills. Come to the meeting and Jerry will explain more of his ideas. Kent Bennett has some new, innovative ideas for the newsletter and I know he would appreciate input from club members. If you have any ideas for articles, let Kent know. We'd love to hear about your adventures. You can contact him at heykb2@yahoo.com At January's meeting I will be handing out the club calendar for 2001. It's going to be a good year! Thanks for your support.

Anchors Aweigh! Hugh

At Our Helm



Scuttlebutt from the Poop Deck...

Santa blew the Stellby's in all the way from Maui for a special appearance at our Christmas party. Rumor has it that the Samuelsons, the Stellby's and the Fellows (our Texas outpost!) will all meet up for a wonderful holiday in paradise.

Your now past Commodore, Wayne, is plotting a kidnap of Jeff Lund's "Billy Bass". Better keep those doors and windows locked, Jeff, or it'll be the "one that got away."

We see the "No Vacancy" sign is up again at the Butis KOA. As the Talmans await the finishing touches on their new home, Wayne is busy taking reservations for the New Year.

Overheard a conversation at the party - it seems Paul Butts wants to trade in his "rock" Calibri, for a sleeker sloop. And Karsten Owens is taking aim at the Club trophy this coming year. Jerry Lewis has been seen towing one of the Club boats around town while Wayne's chasing him yelling "Show me the money!"

Commodore
Hugh Talman on the move

Vice Commodore
Tish Buti 273-7819

Secretary
Pat Lund 273-4523

Treasurer
Janet Moyette 432-3368

Race Chairman
Jerry Lewis 272-9380

Cruise Director
Lynn Buchanan 273-0345

Newsletter Editor
Kent Bennett 478-9099
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Port Captain
Doug Epperson 273-3551

Publicity/Membership
Nicolette Talman on the move
(all area codes 530)

Dick Pennock's neighbors are-wondering if his property is growing boats instead of pine trees.

And Mel Winer says he's coming by taxi to the Christmas party next year. Seems for the second year in a row, Mel and Bebe got blocked in and had a heck of a time getting out.

Members Profile

Hugh Talman

By the time you read this interview Hugh Talman will be our new commodore and hopefully in his new home. He sold his home and is waiting for his new home to be completed . He's staying up at the Buti's for a couple weeks and that's where I talk to him.

Hugh has been a Gold Country Yacht Club member for 5 years. Has a lovely wife, Nicolette two children a son, 22 and a daughter,19. They ALL sail!!!

Hugh what kind of boat do you own?

Its a Allied Mistress. A 36 footer.

What are your plans for that boat?

Well, this spring I will be bringing it up to the Delta. My daughter will be living on it while she goes to collage. I plan on doing a lot of work on the boat in the next 3 years, basically I want to retrofit the whole thing. After that, I plan on going cruising to Mexico or wherever.

How did you first become interested in sailing?

Well I'll tell ya, I've been sailing most of my life. My great grandfather was a yacht designer.

I grew up around a shipyard down in the town of Wilmington. That's in southern California. My grandfather taught me how to sail at around the age of 6. I used to sail a lot with him out to Catalina and up and down the coast. Basically just sitting on his lap pulling lines and stuff. That's where I learned how to sail. Those were my greatest sailing experiences.

You said he was a builder also?

Yes , he was a designer and builder. Had his own ship yard. He designed, built and sailed one of his boats in the Trans-pac and won it. I believe that was in 1957, a 36 footer

How does it feel to be the new commodore?

I feel good about it! I look forward to completing some of the ideas that Wayne and I have come up with even before he was commodore. The dinghy dock was one of our ideas and now we hope to get the club house done this coming year.

How's the club house coming along?

We have the design all done, drawn up by a architect who is a member of our club. We have most of the material. We will be meeting with the County and NID in January to see what we need in the way of permits. The sale of the boats Wayne got last year should pay for most of the permits. Most of the material has been donated. So were in good shape.

What are your goals for your first year as commodore?

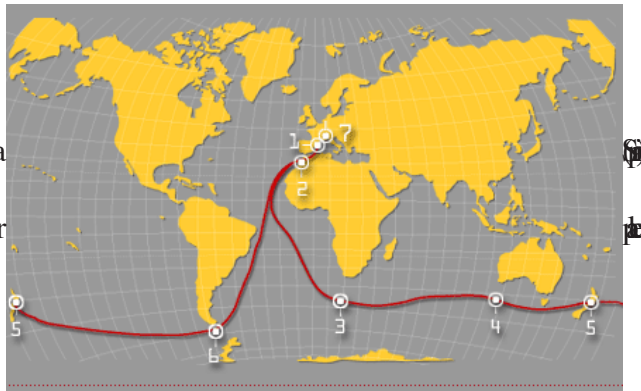
The club house is number one. Also I would like to work hard at getting our racing program going a little better. You know this club used to be all racing. Now the racing part of the club seems to be kind of flat. There is only three or four boats out there each weekend and they seem to be the hard core racers. We need to make racing more enticing and less intimidating to our members. I think this is where Jerry is going to do a great job. He has some good ideas. Hopefully we can make our racing program simpler and a lot more fun for all members. We need to get more people interested in racing. I think this is the direction we're headed. I support that. You know when I joined the club there was a lot more racing than cruising. When you mention cruising people would say "what the heck is that". People like myself, Wayne , Dale and some other people have made the cruising aspect of the yacht club more apart of the club, which I think is a good thing. I think there's room for both racing and cruising in this club. Second we need to make sure our Regatta get's back on track. We need to always be thinking of ways to make it better. I've asked Wayne to head up this years Regatta, to be the chair person. We will be getting on the Internet after the first of the year, trying to get some of the small boats back to the Regatta . The one's that didn't show up last year. The Regatta is our bread and butter. It's our biggest event of the year. The Regatta this year, will be our 20th. That's a milestone , we should make it a little extra special. (see Hugh page 17)

The Race is the first non-stop, “no rules” and unassisted round the world race.

Take some of the best yachtsmen and best naval architects of our time. Give them the freedom to design giant yachts capable of unprecedented performance. And set the scene at the turn of the new millennium for the most fantastic non-stop, unassisted round the world crew race. “The Race” is the name of this extraordinary project brought to fruition by the dogged efforts of the French yachtsman Bruno Peyron over eight long years and which has won the enthusiastic support of an ever increasing band of supporters.

The Race, marking the new millennium, will start from Barcelona on 31 December 2000.

In order to win their prize on the starting grid, the yachts and crews must have achieved a best crossing time on one of the qualification courses specified in the rules.



The route of The Race will take the boats south through the Mediterranean Sea and then out into the Atlantic, where they’ll head south, cross the equator, and then bear east around the tip of Africa and into the Indian Ocean. The next mark of the course is Cape Horn. The shortest and fastest course to that southern promontory will take the competitors as far south as possible through the notorious southern ocean. Here, the navigators must be careful to avoid icebergs and the intense, low-pressure systems that rake this region of the globe. After successfully rounding the Horn, the boats will charge north up the Atlantic and back to Barcelona, arriving some 60-plus days after the start. (The existing record, set in 1997 by Olivier de Kersauson aboard Sport Elec, stands at 71 days, 14 hours, 18 minutes, and 8 seconds.)

The official website, TheRace.org, invites you to take a look behind the scenes of this event, from the initial preparations to the race.

Below are two of the boats. We'll look at some more of them next month and have an update on **The Race**.

PlayStation—USA American Steve Fossett had the vision and resources to start the design and construction of his boat before the other contenders. Fossett's goal was to be the first maxi catamaran in the water and therefore have the first opportunity to break as many records as possible.

LOA 105 feet
Skipper Steve Fossett
BOA 60 feet
Designer: Morrelli Melvin
Builder Cookson Boats
Sail Area, Upwind 7,153 square feet
Sail Area, Downwind 11,626 square feet



Club Med—New Zealand Grant Dalton, with over 300,000 ocean miles on his resume, has a wealth of experience racing in the same waters that the fleet will traverse. A one-time winner and several-time contender in the Whitbread (now the Volvo Ocean Race), Dalton knows how to manage a successful program and get a boat to the starting line.



LOA 110 feet
Skipper Grant Dalton
BOA 57 feet
Designer: Gilles Ollier Design Team
Builder Multiplast (FR)
Sail Area, Upwind 5,704 square feet
Sail Area, Downwind 8,611 square feet

Configuration Catamaran with single rig stepped on the main beam. The forward beam supports the forestay and forward rig loads.

Monthly

Race tip

Scalloping

By Anne Schwab

Racing on local lakes, everyone is out for the same thing - to be the fastest boat out there.

Oh sure, you also need the technical know how to make the boat work, and that sixth sense to know where the wind will be, but to combine those elements with speed, then you have the winning boat.

One way to increase upwind speed is by scalloping.

Scalloping is taking the boat up into the wind and back out again, while maintaining a constant fullness in the sail.

The tricky part is to bring it up far enough into the wind to get the best point to the mark, but not too far so the sails begin to luff.

By scalloping, you help your boat position when you're heading up, and you increase the speed when you take it back down.

When you begin to try this maneuver, think in terms of the width of a dollar bill. That's all the further you need to push or pull the tiller as you head up and back down again.

Push your bow up towards the wind, pointing as far up as you can, but be careful! Watch your sails. At the slightest indication of a luff, take it back down - but not too much.

A good indication you've gone up far enough, is when you see that telltale bubble begin in the main sail. When that starts, slowly push the boat back out of the extreme, and gather up speed again.

The more you do this the higher you will end up pointing, if you remember one simple thing. Try to always push the boat farther up towards the wind that you pull it back out.

Racing - *Tips*

For example, if you head up an extra six inches into the wind when you pull back out of it, only head down four inches. Then the next time you take it up towards the wind, you'll be surpassing the old mark, even as you take it up the same amount.

This will ultimately improve boat position, while maintaining a constant speed at worst, and increasing your speed at best.

This is a great technique if your are attempting to edge someone out at a mark, or even if you are trying to make the lay line.

Imagine you are coming in to the mark on a port tack, and there's a competitor coming at you on starboard. If you can just keep your boat pointed high enough, you'll make it to the mark in time to call room on them, if you can't keep your bow up, you'll be forced to dip way down to duck them. By scalloping your boat, you should be able to gain those precious few inches, and most probably force your opponent to tack to make the mark.

On the flip side of this scenario, if you are the boat coming in on starboard, and you want to have starboard advantage before they have buoy room on you, scallop your boat high enough to the mark so that you will make the mark without having to tack. If you can do this, they can't call room because you'll have the starboard advantage on them.

By scalloping your boat in and out of the edge of the wind, you'll end up pushing the boat a little faster than it might have gone.

It is important to practice this maneuver before race time. On very light wind days and very heavy wind days it can prove to be very tricky, and not always in your best interest. But the more you practice it, the better feel you'll get for how far to push it into the wind, and how quickly to take it back out, and that is where you'll develop your extra speed.

With a little practice, the art of scalloping should help you win races.

The 2001 Race Season

by Jerry Lewis

The 2001 Race Season is going to be exciting and lots of fun! Many of the racers met last month and we came up with the following suggestions for the new racing season. Please let your feelings about these changes to our “normal” race management be known ASAP so we can get this finalized and the Sailing Instructions completed. Race dates to be determined in early January at the Board of Directors meeting.

1. Equal number of Saturday and Sunday dates, try to alternate.
2. Split the race season into THREE parts: Spring (Apr/May), Summer (Jun/Jul) and Fall (Aug/Sep): four race dates with three races each day in each series; with individual ‘season champions’ and an overall ‘full year champion’ (counting the top 9 races of the total 12, allowing 3 throwouts). This will allow vacations, water level, and other factors that might determine your participation level be considered, and still allow you to see the results of your efforts both short term and longer term (if applicable).
3. Intersperse four additional fun race dates that do not count toward any of the Season (spring, summer, fall) or Overall Championships, but strongly encourages fun, practice and camaraderie.

First FUN RACE DAY would be BEFORE the first race of the Spring Series and be ‘all about starts’ with maybe 5-6 starts and a very short “drag race” to a finish line half way up the normal first leg. After the first boat crosses the finish line, the race is over, go back to the start line for another sequence. This will help everyone to learn how to start and hone their first leg skills and the RC to learn how to square the line, handle the flags and course numbers and judge the line for “over earlies” and “bargers.” ONE MAJOR RULE: no contact between boats or boat and the barge! A pizza party follows (raft up BBQ if weather permits; remember this is April).

The second FUN RACE DAY would be the fifth race date of the Spring Series, a fun day to crown the Spring Champion and have lots of fun on the water with other sailors. This fun race will force the top racers to get off their boats and crew on the boats of the slower performers and all the cruisers we can get to come out; you are not allowed to race your fast boat but must crew on slower or cruiser’s boats. Picnic on the lake to follow with a barge raft up in the south cove (dam end of the lake).

The third FUN RACE DAY would be the fifth race date of the Summer Series; a fun day where the Summer Champ is crowned and two fun races are held. There will be two “poker runs” with ‘tokens’ attached to each of the four marks rounded (2 in each race) that would be ‘exchanged’ for playing cards at the local Pizza parlor where you get the fifth card for your complete poker hand (nothing wild). The best poker hand would win the prize (yet to be determined, but could be free pizza and beer or something similar). As you can see, performance would not be a factor; fun is the primary purpose.

The fourth FUN RACE DAY would be the fifth race date of the Fall Series; a fun day to wrap up the whole racing season. Two ‘hare and hound’ races this day involving a reaching there/reaching back race (from the mooring area to Cascade Shores and back) with the RC on the barge sounding an alert as the first boat to the mark is halfway around triggering everyone to ‘about face’ (180 degrees) from right where there are at that point in time. First one back to the finish line wins. Followed by a raft up on the lake or picnic at our clubhouse (if ready in early October).

4. Or, instead of having throwouts and 16 race dates (!) for 2001 (we might not be able to schedule it all in, given outside regattas, etc.), we could designate the fourth race date of each Series as the FUN RACE DAY and count the 9 races in that season’s Series (ie., spring, summer, fall) toward that specific season and 27 races toward the Overall Championship. A racer that finishes mid-pack in all 9 races of a series might finish higher for the Series than a good racer that misses a single race day. In essence, no throwouts. That’s why there are three separate Series. The Overall Champion would still be determined by 27 races, as currently. This needs more discussion, but keep in mind the available time to get both the racing and the fun race days into a tight racing, cruising, fun racing schedule.

5. Try to equalize the handicaps to better match performance: if a boat is finishing last all the time, give them that much more of a handicap adjustment (first adjustment, if necessary, at the end of the Spring series). This will require more updating of the handicaps on our own creating a GCYC handicapping number. We could adjust from each end of the PHRF base: the quicker skippers get their numbers adjusted down, while the slower boats get adjusted up. This rating system would be based on actual performance, actual keel/bottom conditions, actual sail inventory, etc. (not projected/proposed/national average).

6. Protests to be dealt with immediately after the last race of the day. All boats to converge at the barge. A 10 minute limit for each side to present its case and a 10 minute deliberation limit for the protest committee (made up of non-involved racers) for a maximum of 30 minutes. We can all learn more about the rules from participating in protests and it doesn't have to take a long time.

Another thing to consider is that of having one race each race date to involve Reverse Pursuit racing with staggered starts based on the boats' handicaps. The slower boats get their 'handicap difference' as head starts with the fastest boats starting last. All boats should finish at the same time if properly sailed in steady breezes. Ie., on Course A (2.0 miles) with the slowest boat Catalina 22 (rated 253) starting at noon, the Capri 22 (223 or 30 seconds per mile faster) would start at 12:01:00, with the fastest Holder 20 (rated 200) starting at 12:01:46. First one back to the finish, wins!

We'd like to get RC help from non-racers in the club. If you can commit to multiple times to help on the barge with the Race Committee work (as RC or a helper), let Jerry know ASAP. You can choose either normal races or the fun day races to RC (or help) if you desire. If we can get two or three folks each time, we can free up all the racers to race and not worry about 'the zero' reward, etc. If we don't get enough volunteers from the general membership, we may solicit help from our Junior Sailors and/or the youth of our club by offering to pay a nominal fee (\$25) for a day on the barge and provide music and munchies. This will free up all racers to race and hopefully educate more folks on race management; it's easy and a lot of fun.

And we're going to try to have an active Crew List this year. If you are interested in learning more about racing, there's no better way to learn than to actually do it! And more crews are needed as our club racing is getting into larger boats with many flying spinnakers, which require more helping hands. If you need crew or are available to crew (season-long commitment NOT required; try it once and come back for more if you like it), contact Jerry ASAP. We'll post the list on our website and in our newsletter.

Hope to see many more of you out on the lake this year, getting faster and having more fun!

Jerry

The Next General Meeting

January 10th 2001

6:00 PM Eat, 7 PM Meet

At Larry & Lena's Pizza & Grill

20% discount on food if called in before 4:00PM



15690 Johnston Place
Grass Valley, Ca 95949
Phone:530-272

Classifieds

FLICKA for sale!

Allied Seawind II-32 foot ketch. Thomas Gilmer designed offshore cruiser. Refit 1995. Monitor windvane. Roller furling. Full sail inventory. Ham radio. Radar. GPS. Watermaker. Sewing Machine. Spares!

Check Allied Seawind II webpage for reviews. Call for full inventory. \$56,500. 510-915-5146.

If you have something that you would like to sell..let me know by the 20th of the month

kent

heykb2@yahoo.com

This is the transcript of an ACTUAL radio conversation of a US naval ship with Canadian authorities off the coast of Newfoundland in October, 1995. *** Radio conversation released by the Chief of Naval Operations 10-10-95.

Americans: Please divert your course 15 degrees to the North to avoid a collision.

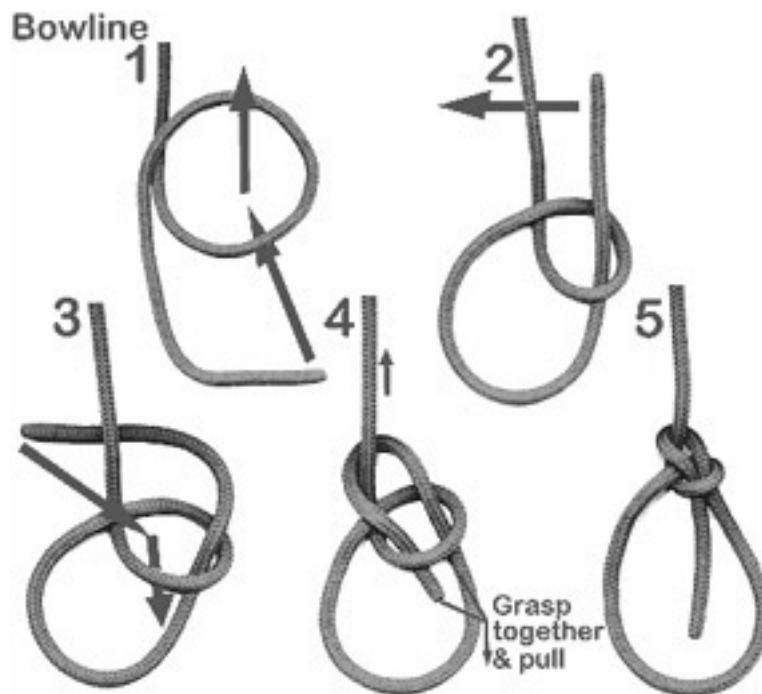
Canadians: Recommend you divert YOUR course 15 degrees to the South to avoid a collision.

Americans: This is the Captain of a US Navy ship. I say again, divert YOUR course.

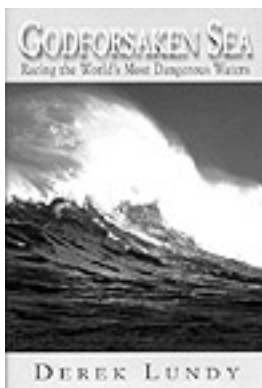
Canadians: No. I say again, you divert YOUR course.

Americans: THIS IS THE AIRCRAFT CARRIER USS LINCOLN, THE SECOND LARGEST SHIP IN THE UNITED STATES' ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, THAT'S ONE FIVE DEGREES NORTH, OR COUNTER-MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP.

Canadians: This is a lighthouse. Your call.



Book of the Month



The Southern Ocean is the sailor's Everest. These are unquestionably the most dangerous waters in the world: hurricane infested, frigid, wholly unpredictable, and so remote, according to Derek Lundy, that "only a few astronauts have ever been further from land than a person on a vessel in that position." Encircling Antarctica, this fearsome body of water has terrorized sailors and wrecked the ablest of ships throughout maritime history. Imagine, then, a round-the-world, single-handed sailing race of the most extreme kind--no stopping, no assistance--requiring each lone sailor to spend half the total race distance (roughly 13,000 miles) fighting this nightmarish, merciless sea.

The race is the Vendee Globe, and **The Godforsaken Sea** is the story of the 1996-1997 competition. Fourteen men and two women began the race in Les Sables-d'Olonne, France. Six officially finished; three were wrecked and rescued; one sailor performed emergency surgery on himself mid-race; one perished. This is high adventure of the most gripping, perilous sort, demanding a tightly controlled, suspenseful narrative: "Visualize a never-ending series of five- or six-story buildings, with sloping sides of various angles ... moving towards [the sailors] at forty miles an hour. Some of the time, the top one or two stories will collapse on top of them." But Lundy delivers more, weaving a superior fabric of psychology and physics, action and reflection. Even the utter novice will emerge understanding the architecture of racing vessels, the evolution of storms, the physical and psychological courage required to survive five-and-a half months battling the ocean alone.

Sailing aficionados may already believe that the Vendee Globe is the pinnacle of extreme sports. With Lundy's help, armchair adventurers can dig in and hang on for the ride. --Svenja Soldovieri

Cruise Page

Beyond racing, it's called soaring.(sailing)

Author/s: Gary Jobson

You never plan the best days on the water. They sneak up on you, and suddenly the day is bright and the wind is perfect. When it happened to me again recently, I called my friend Roger, loaded lunch, and we set sail on my 28-foot sloop. With a brisk northwester, we set a closehailed course from Annapolis Harbor, aiming for the head of the Severn River some 13 miles away. Our reward would be a swift spinnaker run home and a reminder of why sailing renews our spirits. When you're racing, you focus on your competition, not on your surroundings. About 10 years ago I started thinking that there must be more to it, even though the only daysailing or cruising I'd done was on the way to or from a racecourse.

My first challenge was to find an appropriate boat. I knew it was important to define, in advance, how the boat would be used. I found this process slow, because I wanted to avoid compromises. I began to realize that boats are best when they fit a specific purpose. My criteria narrowed.

Racing was out. So was overnight cruising. My goal was to periodically connect with the water. Sailing time would often be brief, perhaps only one or two hours.

Specifically, I wanted the boat to have a classic design, a full-length keel, a sloop rig, and shallow draft. It had to have room for five (the number in my family), be sturdy, and be easy to maintain. It also had to perform well in light or strong winds, be easy to sail by myself, and most importantly, be fun to sail.

My search took several months, but I settled on a beautiful fiberglass re-creation of a 1932 L. Francis Herreshoff design called a Stuart Knockabout.

I named it Whirlwind in honor of an America's Cup boat that never won a race in the 1930 New York YC defense trials. I'd always been struck by the remarkable spirit its crew demonstrated throughout the trials despite their boat's lack of speed.

With this research long behind me, Whirlwind lay ready at its mooring, and the stage was set for our afternoon sail. As Annapolis Harbor faded astern, new events seemed to take place every few minutes.

The wind was shifty. Even though there were no boats to race against, Roger and I couldn't resist tacking on every header. Nor could I resist guessing how long it would take to sail to each successive buoy.

Maneuvers were always fun. Whirlwind makes a nice arc when you tack slowly. Roger studied our wake after each turn. He was looking for perfection, which was almost achievable thanks to Whirlwind's self-tacking jib.

A few powerboats crossed close ahead of our bow. Why is it that powerboat skippers feel the need to cruise by at half speed throwing maximum wake? Do they ever consider actually passing behind a sailboat?

By design, Whirlwind has no instruments. I prefer to sail by feel. My centerboard can act as a fathometer. As I sat in the cockpit looking up at the main and jib, I noticed directly above the mast, in a perfect line, a bird and a Boeing 737. It dawned on me that our sails worked under the same principle as their wings. We were all soaring.

There were other birds around us. Some handsome, black-headed ducks swam by, and we watched a loon dive for fish. We tried to guess where it would surface after each dive.

Later, a flock of geese flew over in perfect V formation. Roger wondered what we looked like to them.

Aesthetics count in daysailing; colors are mandatory. I'm a student of marine paintings, which all include flags. On Whirlwind the Annapolis YC burgee flies from the masthead, and the ensign, from the stern.

As we passed near other sailboats, their crews usually gave us a thumbs-up sign of appreciation. Thank you, Mr. Herreshoff, for making this boat look so special. (continued on page 17)

from page 4 (Hugh)

Do you have anything to say to the members

Were looking forward to a new year. We've got a lot to do. I think were going in the right direction. I think we have a really good board this year. I'm real happy with the people on the board. You know 20 years is a long time for us to be in business. I think it's time for us to celebrate that fact and also start looking forward to another 20 years.

On behalf of all the yacht club members I would like to thank you for taking on the job of commodore and wish you all the best in that endeavor.

Thanks.

(from page 16)

Beyond racing, it's called soaring.(sailing)

Whirlwind's low, attractive freeboard also kept us in tune with the water. It felt as if the boat, the water, and the crew all existed as one, and I never grew tired of watching the water pass by the hull along the leeward side.

In time, we looked to the high banks of the Severn River, where we noticed eclectic architecture ranging from elegant to kitsch. We sailed under two bridges, quiet and peaceful beneath but humming with the busy pace of traffic above.

Over our 26-mile cruise, the channel varied in width. When it narrowed, we became more alert, but there was plenty of time for conversation, which ranged from nothing at all to the events of the day. The Baltimore Orioles were playing the Cuban national team. Events in Eastern Europe were getting ugly. Without question, this afternoon on the river was the best possible place for us, away from land and absorbing the elements.

On the run home, we flew the spinnaker. Whirlwind sails twice as fast downwind as upwind. It took two and a half hours to sail 13 miles up and one hour and 15 minutes to return home. We sailed no race, and there were no trophies, but each moment was a keeper.

From the Editor



First I would like to thank Barry for doing a great job on the newsletter this past year . I'm sure as time goes by I'll appreciate how much time and effort he has put into each and every issue.

As you can see the newsletter has changed. New blood as they say and with new blood comes new ideas. I expect the newsletter to improve and get better as the year progresses This is my first attempt at such a thing, so please bear with me.

Every month or so, I plan on having an article called "Members Profile". This will be a little biography on one of our members. Hopefully it will help us get to know our compadres a little better.

It is my goal to include more pictures and articles with each issue (*as soon as I can convince my computer that I have a new design program installed and yes it's ok to print from it*)..... Wayne has indicated he will still be writing the Scuttlebutt for us each month. Also Don Eagle has told me he will be writing a column .

I hope you enjoy this issue. I'll be looking forward to putting together another one.....next month.

If you would be interested in writing a article one time, two times, or all the time, please contact me.

Your comments and suggestions are always welcome.

Kent Bennett
Newsletter Editor
e-mail
heykb2@yahoo.com