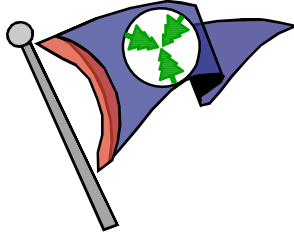


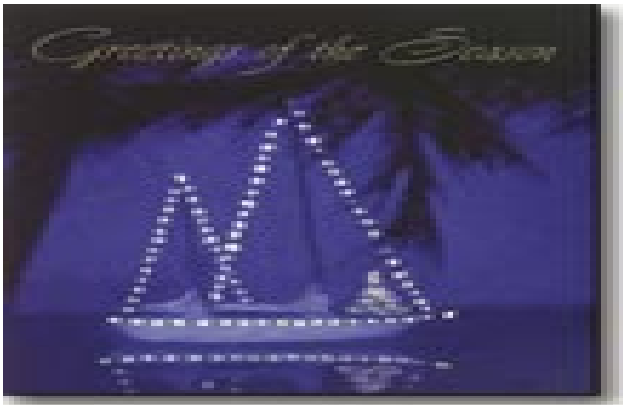
Three Tree Point Yacht Club Newsletter



# The Barnacle

December 2006

P.O. Box 98700, Des Moines, WA 98198 (206) 824-3674



## Event Calendar

### **December 2006**

**2** Winter Vashon Race (TYC—SSS 1)

**30,31** New Year's Eve Rendezvous

### **January 2007**

**1** New Year's Eve Rendezvous

**6** Duwamish Head Race (SSS 2)

### **February 2007**

**6** Spring General Membership Meeting \*

**10** Vashon Island Race (Windjammer 3)

**17** Toliva Shoal Race (OYC—SSS3)

## Commodore's Corner

A November to remember-breaking all sorts of records, Apple Cup, (no three-peat) rain, snow, cold-BRRR! Hopefully none of you suffered any damage, except for heightened mildew patrol. Despite all the rain and snow, we managed to sneak a sail in last weekend. Our racers experienced howling winds, on the last race of the Series, and Gene, Davey and Orv had some ride, too on Cayuse, the Committee

boat. At least the wind was on their nose. It took some work to lift that anchor.

Mark your calendars for Tuesday, December 12<sup>th</sup> to join us at the Des Moines North Beach for the annual Christmas bonfire. The Argosy Jazz Christmas Cruise departs from Des Moines @ 7pm. The City builds a bonfire at the North Beach for all to enjoy, weather permitting. The Argosy cruise boat goes off the beach and plays carols for those on the beach from 7:10 to 7:30. For bonfire information, call the Des Moines Park & Recreation Department at (206) 870-6527. Hope to see you bundled up and there.

Our cruise season starts off with a New Year's cruise to Dock St. Marina in Tacoma. Make sure you complete the form in this Barnacle and send to Tom Spohn, Cruise Chairman, to reserve your slip. This is a first class facility, and close to Tacoma's downtown activities, such as the glass and history museums and light rail.

The Duwamish Head race is scheduled for Saturday, January 6<sup>th</sup>. This is quite a sight, with

90 or so yachts queuing up to race north to Seattle. The race will start off the fishing pier. Care to join the racers for breakfast? Dave Garman and Bob Post are working with the Des Moines Yacht Club to provide a racer's breakfast, for a nominal amount. Breakfast is served around 7am at the Des Moines Yacht Club.

With pleasure, Larry and Jamie Wheir have agreed to be our Social Co-Chairs this year. They have some fine ideas, so watch the Barnacle and website for future details.

Wishing you all the best for a safe holiday season, take care and share.

--Commodore Tim

## **2006 HEROES**

*Gold Burgee Commodore Cup*

**Bill Walton on Farr-ari**

*Minta Mingle Winner*

**Ron Moblo**

*Cruise Boat of the Year*

**Steve Luengen on Guiding**

**Light**

## **Race Corner**

Winter Series has been completed. The last race was windy! Only Cherokee and Fast Feathers competed. The committee boat set a long, long course. While Fast Feathers won the race, Cherokee won the series!

Our new member Mike Clausen on Sanquinity won Performance class!

Performance class will be FREE in the upcoming Windjammer Series! We will give you a handicap based on your experience, sail conditions, bottom condition, etc., which will make you competitive. Also, call me and I will

assign a mentor for you if you want to help you get started. Hope to see more of you out there!!

We held a sail measurement workshop on Saturday, November 18 from 11am to 3pm. Only two boats, Suddenly and Zzzap had their sails measured. All boats competing in Speed Potential next year will require new sail measurements. Contact me for details.

Details are in work for the upcoming Duwamish Head race. Gene Ellison will be in charge of finding moorage for all the racers the night before the race. Bob Post will host the breakfast at DMYC the morning of the race as well as register the boats. Tom Davis will be race officer. The Coast Guard has issued the race permit.

--Pat Waters, Race Chair

## *Call for Duwamish Head Race Volunteers*

On January 5 at 4:00PM at the Des Moines Marina, please come help park boats for entrants in the Duwamish Head race. This is a great way for new members to get acquainted with members active in the race program. There will be hot drinks and refreshments. Bring warm clothing. Call me if you have questions.

-Gene Ellison, Race Committee

## **Membership**

While your board was meeting this past week, Steve and I had a fine time interviewing Betty Haines (membership No. 151) in her living room. Here's her story. Hope you enjoy it as much as we did recording it.

Betty's love of sailing started early as she grew up 5 blocks from the Encinal Yacht Club in Alameda a/k/a. (The Club). (See encinal.org) At the time it was mainly a swimming and small boat club because the water was so thin on that side of San Francisco Bay. Around age 15 Betty got becalmed on a Snipe with a girl friend and 2 boys until midnight. The parental ban on any more sailing confirmed her love of sailing.

Some more sailing followed in college at UC Berkeley on rental sailing dinghies.

Later in Seattle, around the time that Betty's kids were moving out of the house, she spotted sailing lessons for \$5 per lesson on Lake Union. These lessons were taught in 10' Sea Scouter dinghies. She signed up. This was quite a commitment, as the freeway didn't go to Seattle yet. Eventually, she bought a Sea Scouter.

Back in Des Moines Betty took the Power Squadron class at Mount Rainier High School. A friend from the class had signed up for moorage at the yet to be completed Des Moines Marina. He was working for Boeing at the time and worried about his job. (Remember, "Will the last person out of Seattle please turn out the lights?") Anyway, he just gave his slip to Betty. A 10' Sea Scouter won't do when you have a 28' slip, so Betty had to go shopping for a boat.

At that time shopping meant high heels, gloves and dresses. For boat shopping you would have to take along tennis shoes of course. After tennis shoeing all over Lake Union, she chose her present Haida 26. The reasons were that the demo model had a nice and cute brass stove and Ed Gove (Gove's Cove) actually took her seriously. Betty was the first woman customer that Ed Gove ever had.

Now, the real sailing lessons started. Apparently, someone had told Betty that the best way to learn to sail was to race. This turned out to be true and Betty thanks all of her past racing crew for teaching her how to sail. Betty was asked to join TTPYC just before TTPYC hosted the Adams Cup. The club needed someone with a big house to billet a team from Hawaii.

Besides sailing Betty is a paper clipper, likes to travel and enjoys the arts. Betty had many more stories but space is limited, so ask her for more details the next time you see her.

*-Janet and Steve Sisson, Membership*

## Pacific International Yachting Association

I attended the annual Pacific International Yachting Association meeting on Saturday, Nov 18, and the PHRF Handicapper meeting along with Pat Waters, on Sunday, Nov 19. Both were interesting meetings although on very different areas of racing. The PIYA meeting dealt mainly with the safety certificate and trophy issues while the PHRF meeting dealt mainly with specific issues within the new rating protocol.

Regarding the **PIYA Safety Certificate**, it was agreed that Category IV is intended for one design, and anyone racing on open waters ought to be at least Category III. Also, there is on-going research into the use and effectiveness of **radar reflectors**. It was agreed that several leading reflectors are NOT effective at various heeling angles, and the only reliable standard is the 12" corner reflector. (See the March/April 06 issue of "Ocean Navigator", PG 54). The ORC is quite more restrictive than PIYA on this issue.

Also, the use of **Life-Slings**, only, was discussed. It was agreed that Life slings and horse-shoe or ring preservers are different life-saving "tools"...as one is tethered to the boat and is designed to be used when the boat can immediately turn and circle the MOB, and the other is designed to be thrown and left with the MOB until the boat can come back. This requirement also was left undecided, as the ORC, Canadian and US CGs have different requirements, and may or may not recognize the Life-Sling (regardless of how it is promoted by various organizations), but all recognize the ring thrown preserver.

The **current 2006 certificate will continue** to be recognized as-is until rescinded by a later-dated certificate—including Southern Sound Series, Windjammer, and on. So, **DO NOT DISCARD** your current 2006 certificate, just make sure to keep it until the next one comes out, and make sure the boat complies with the Cat III requirements in it. (Several of our Si's should be revised to require Cat III, except for one-design participation like Range 22's etc.) Also there is

research into the lineage of the **Key City Trophy**, which has not been awarded the last several years. (It's origin has been traced to a race series in Port Townsend.

The radar reflector issue will come up again at the Spring meeting on Feb 24, as well as plans for Swiftsure. The USSA seems to be off and going under it's new Constitution, essentially being run by a central council, not the constituent-represented council from the Sailing Associations as before. Incidentally, **USSA Area H** is being re-defined, and rumor has it Pacific NW/PIYA will now be a new area. Also, that the Canadian Coast Guard is planning on restricting multi-hull racing if the multi-hull-owner cannot show that if/when it goes "turtle", someone cannot be trapped underneath the hull(s). That might be tricky.

The PHRF meeting was interesting in a different direction and somewhat disappointing from a Director's standpoint, as there were several issues that were previously in the "agreed-to" protocol, that were "undone" during this meeting, potentially impacting the March 1 implementation date. The major hit was the implementation of "**Specified Configuration Rating**" standard boats (a super-set of class-boats) for which a different "standard" rating – not based on the 150% jib and 180% spinnaker standard configuration...to allow "hot--sport" boats and other "unique" configurations to be established beyond class boats. This was left open and the Specified Configuration tables in the new protocol were to be removed pending further definition. Leading into this discussion was the general discussion of exceedingly large or **non-standard configuration** sails and other boat modifications leading to an "X----" boat rating. The sense was that one single large modification or an aggregation of smaller modifications could lead to this designation. It was stated that mains are now measured from the bolt rope, and not the sail slugs (if used), as previously. Also, several minor modifications were implemented in Spinnaker area formulas, which did not affect actual sail measurements.

As it stands, the **new handicap system will be implemented March 1, 2007**, area-wide. Most PHRF members have received their 2007 dues statements (which—yes—are \$5 more than the last umpteen years, mainly due to postage and admin costs). Upon payment, you will get a **certificate with your current rating for use in Southern-Sound Series** races (including GHYC Islands Race) and our Windjammer Series. For boats that have submitted new measurements by December 31 to Pat Waters, you will get a **new certificate** with your new measurements and a new handicap (hopefully not much different from the current one) that will be **valid effective March 1**. Also, everyone who has paid dues should be in the printed roster, but only boats with the new rating will have a rating published in the roster for that boat. When someone updates his or her measurements after Jan 1, the rating will be effective in March (or whenever the boat is measured) and available on the web, but will not be in the printed Roster. Please see the PHRF-NW website ([www.phrf-nw.org](http://www.phrf-nw.org)) for further details and updates as they happen. The PHRF annual meeting is Sunday January 21 at SYC.

As I plan to be somewhere along the South American Coast during the January 21 PHRF meeting and February 24 PIYA meeting in Bellingham, Pat Waters is looking for a stand-in to attend these meetings to represent the club as PHRF Director and PIYA Corresponding Secretary in my absence.

*-Tom Schacht, Webmaster*



## THE NEW YEAR'S EVE PARTY

**DECEMBER 30, 31, 2006 AND JANUARY 1, 2007**

**DOCK STREET MARINA, TACOMA**

Brush the frost off the boat and sail on over to the New Year's Eve Party at the Dock Street Marina at the end of the Foss Waterway directly in front of the Glass Museum in Tacoma. We will moor at Dock Street and use the clubhouse at Delin Docks Marina for our party.

**Schedule:**

**Saturday: 6:00 PM Gather on the warmest boat for Happy Hour. Bring your favorite beverages and snacks to share. After Happy Hour eat on your boat or visit one of the many fine local restaurants.**

**Sunday: Gather on the dock at 7:00 PM for transport to the other side of the waterway to the clubhouse. Bring beverages and potluck to share. Table service, paper plates, etc. are provided and the Marina is providing Champagne. Times Square program will be on the wide screen TV later. Transport provided back to the boat after the party.**

**Monday: Check out. (But not too early)**

**Directions: Call "Dock St. Marina" on VHF 78a for docking assignment. Please don't call prior to arrival. Power is available at the Marina for your electric heater. You may arrive Friday if you wish to take advantage of Shopping and Sightseeing. Just let me know, please.**

-----Cut Here-----

**Cost: Niente, nada, nichevo, (\$0.00) per Adult (It's free!)**

**Send to: Tom Spohn  
11925 Marine View Drive SW  
Burien, WA 98146**

**By: December 12<sup>th</sup>, Please**

**Name of Boat: \_\_\_\_\_ Length: \_\_\_\_\_**

**Names of Attendees: \_\_\_\_\_**

**Number of Persons: \_\_\_\_\_**

**What Day You Will Arrive: \_\_\_\_\_**

Des Moines, WA 98198

(206) 824-3674

[www.ttpyc.org](http://www.ttpyc.org)

**Officers**

**COMMODORE** Tim McShane  
**VICE COMMODORE** Paul Jones  
**TREASURER** Caroline McShane  
**SECRETARY** Joe Thomas  
**PAST COMMODORE** Ray Valpey

**Trustees**

Dave Clifford  
Peter Gelinas  
Gordon Kells-Murphy  
Jim Redmond  
Debra Valpey

**CAPTAIN RACE FLEET** Pat Waters  
**ASST RACE FLEET CAPT** Pat Stewart

**Appointed Officers**

**CRUISE** Tom Spohn    **SHIPS STORE** Pat Ellison    **MEMBERSHIP** Janet Sisson  
**REGISTRAR** Bob Post    **SCORER** Tom Davis    **HISTORIAN** Rose Edmiston  
**BARNACLE** Jean Spohn    **SOCIAL** Larry & Jamie Wheir    **WEBMASTER** Tom Schacht

The **Barnacle** is published almost monthly by the Three Tree Point Yacht Club.

Material for the **Barnacle** must be submitted by the 1<sup>st</sup> of each month of publication to:

Jean Spohn at [jeanspohn@comcast.net](mailto:jeanspohn@comcast.net) or 11925 Marine View Dr SW, Burien, WA 98146



Three Tree Point Yacht Club  
P. O. BOX 98700  
Des Moines, WA 98198