

Southern Idaho Sailing Association

TRAILER TONGUE

Message from the Commodore

By Commodore Ken DeAngelo

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SISA Survey Coming Soon ...

I can't believe the sailing season is over. What a bummer... Soon, the SISA Board will need to turn it's attention to planning the 2011 sailing season. First, we need your feedback about the 2010 season. We'll be sending out a questionnaire in early November. The SISA Board would greatly appreciate your efforts to provide feedback.

Holiday Party

The SISA Holiday Party will be held on Friday, December 3 at Englefield Greens Clubhouse in Boise. Cocktails will be at 6:30 pm with the potluck beginning at 7:15 pm.

SISA will be providing a large ham. Please bring a dish or dessert to share. Driving directions can be found at our website: www.idahosailing.org

Since the attendance at our holiday party has been very large the last couple of years, we are going to make some changes to the gift exchange. Please bring one gift per couple (not per person). This will reduce the amount of time needed to have the gift exchange. For the kids, please bring one gift per kid and the we'll have the kid's gift exchange separate from the adults since there was a large propensity of booze at the adult exchange.

Recruiting for New SISA Board Members

In January 2011, we'll begin planning for the 2011 sailing season. We have several SISA Board members stepping off the board and need to replace them due to their terms expiring. Thank you to Bob Entwistle and Lynn Sander for their tremendous service to our club. The next time you see Bob or Lynn, please thank them! They are great people who've done an awesome job for our club. John Spurlock will be renewing his term on the Board. This past year, John has been in charge of the committee boat and he's done a great job. Please thank John too.

In 2011, we expect to have about 6 Board meetings and they last about 2 hours each (including dinner). At our meetings, we'll be planning for: the 2011 sailing schedule, Business Meeting, Spring Banquet, 2 sailing rendezvous, and 7 or 8 regattas.

If you are interested in being on the SISA Board of Directors, please contact Joe Zosso, Dick Armstrong, or Ken DeAngelo at DeAngeloID@msn.com.

Why not perform public service that is fun for you too!

Redfish Lake Rendezvous

At the Redfish Rendezvous, we had 23 people show up at this event. The weather was fabulous. Thank you Barry Ott for helping reserve the campsites in advance of our event. Pictures have been posted on the website. The next time you're at a SISA event and you see Joe Zosso playing the guitar around the fire, ask him to do his dueling guitar and banjo routine (you have to see it for yourself).

One of the highlights was watching some of SISA's newest members (Elisa, Tom) practice righting their capsized Chrysler Buccaneer 13' boat. It's good to develop this skill for all non-ballast boats.

For our mid-August Rendezvous next year in 2011, we are looking for a new rendezvous location. If you have any ideas, please send them to your commodore at DeAngeloID@msn.com.

Race Committee Review 2010!

By Lynn Sander, Race Committee Chair

Thank you to everyone who served as part of a Race Committee this past season!! We had race committees or rendezvous hosts for every one of the 10 events this season including the Payette Cup hosted by Mill Harbor Yacht Club and our annual Cascade Cup in early July. In case you don't remember who served on the committee boat and you want to thank them (or harass them) at the Holiday Party, here's a list of our terrific volunteers:

John Gabiola, Larry Pegg, Tom Valasek, David Hiner, Joel Santarone, John Spurlock, Keith and Lynn Sander, Darrell Early, Joe Baldwin, Sergio Mercado, Tony and LeAnn Lloyd, Dick Armstrong, Bob Entwistle, Ken DeAngelo, Denis Cleary, JT More, Barry Ott and Nick Farley.

As usual we had regattas with lots of boats and very few boats, too much wind and not enough wind, sunshine and clouds, but I don't think we ever had any rain or thunderstorms. Two things were consistent at every regatta in 2010: we had an enthusiastic committee and we had great food at the potluck. Who could ask for more than that?! And for all of you who missed the last regatta of the season at C.J. Strike, it was truly awesome with seven very "creative" races and the best end-of-season potluck ever!

If you haven't served on a race committee and you're a member of SISA – please plan on volunteering next season. The new committee boat is a pleasure to spend a day or two on, and you'll learn a lot about sailing and racing tactics. We are lucky to have several members who are experienced race committee leads and they always welcome assistance from members who want to learn.

Thanks again to everyone who served on a race committee this year – you made my job really easy!

The 34th America's Cup

The greatest show on H2O.

Boy...where to even start with the next chapter of the America's Cup? Let's first take a look at the location. 2013 will be the year of the next America's Cup, cumulating after a new annual World Series starting in 2011. After BMW ORACLE Racing won the 33rd America's Cup, its patron yacht club, San Francisco's Golden Gate Yacht Club, became the defender of the 34th America's Cup. As defender, they chose the San Francisco harbor as the meeting ground for the next Cup races.

Establishing a Challenger: The Challenger of Record is the Club Nautico Di Roma, from Rome, Italy. This history-filled location is the setting of a modern and dynamic club whose members include national and world wide sportsmen and is today's Challenger of Record in the 34th America's Cup representing Vincenzo Onorato's Mascalzone Latino, which has competed in 31st and 32nd America's Cup campaigns.

And, finally, THE BOATS: The America's Cup has pioneered yacht design for 159 years, and this coming cup is no different.

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In the 34th America's Cup the best sailors in the world will meet their ultimate match; the fastest boat in the world. Technology returns to the fore with the AC72 wingsail America's Cup catamaran, capable of regularly exceeding speeds of 30 knots. The AC72 will excite fans as it zips around the racecourse with one hull in the air. Equally important, it will leave the crews exhilarated and drained after a day of adrenaline-fueled racing.

Crucial to the new boat is its ability to be raced hard in light and strong winds, a necessary development to do away with the frustrating delays of racing because of not enough wind or too much.

Fast to grab and retain the attention of a new audience, it also had to be technically stimulating to design and physically demanding for the crew to sail.

There will only be 11 crewmembers, six fewer than the heavy-displacement ACC monohull it replaces.

"The AC72 Class adds a new dimension to America's Cup design and technology," said Pete Melvin, a chief architect of the rule and champion multihull sailor. "The AC72 will place exacting demands on the helmsman, crew and support team that the vast majority of us who call ourselves 'weekend racers' could never hope to develop."

The new class of America's Cup catamaran is a tightly defined "box rule." Certain parameters have been set, such as overall length, beam, displacement and sail area. Other factors are limited to keep the competition close across all wind speeds.

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So that no team would have an unfair advantage by creating the rule, US SAILING and Morrelli & Melvin Design & Engineering authored the rule.

“Near the beginning of the process we were requested to look at a catamaran instead of a trimaran because it’s easier to transport, assemble and disassemble,” Melvin said.

“The difference in the performance characteristics is not significant, and a cat was judged less expensive to build. From there, the experience of two America’s Cups in which wingsails were used (1988 and 2010), coupled with the latest developments in wingsail technology, made it natural to morph the design rule into a catamaran with a wingsail,” said Melvin.

AC72 approximate dimensions:

LOA - 22.0 meters (72 feet)

Beam - 14.0 meters (46 feet)

Displacement - 7,000 kilograms (15,500 pounds)

Wingsail area – 300 square meters (3,229 square feet)

The catamaran will be able to fly a hull in 5 to 6 knots true windspeed. The target boatspeeds in winds under 10 knots were set at 1.2 times the true windspeed upwind and 1.6 times true windspeed downwind.

High speeds are derived from enormous power. The AC72 has a righting moment of approximately 60-ton-meters. Determining the sail plan dimensions was difficult because the boat has to be powerful in light winds and not overpowered in stronger winds.



“It’s been challenging to have the cat fully powered-up and flying a hull in light winds, yet also able to sail in 30 knots,” Melvin said. “We put a lot of time and effort into sizing the wingsail and the platform dimensions in order to sail in that full range.”

The height of the wingsail will be approximately 40 meters (130 feet) with a maximum chord length between 10 and 11 meters (32 and 36 feet).

Two options for depowering are removable flaps on the upper leech or a removable mast tip. Both options would reduce sail and weight.

With such a wide boat, additional structure has been required to optimize the longitudinal stability of the AC72 to dampen flexing and to resist the high forestay loads.

A draft of the AC72 Rule has been completed and the final rule will be issued by September 30.

Other highlights of the new class:

- **Ease of assembly:** The AC72 can be assembled in two days and disassembled in one to accommodate the shipping schedule for the America’s Cup World Series events.
- **Platform configuration:** Either a conventional layout catamaran, one with cockpits and helmsman stations in both hulls, or teams will have an option of designing a central pod to centralize all the wing and sail-handling controls.
- **Wingsail or soft sails:** The AC72 class rule allows for wingsail and soft sail options to promote racing through a broad range of conditions.
- **Power source:** Engines are banned but electrically driven valves to control the wingsail might be permitted.
- **Rudders and daggerboards:** The rule limits a maximum of four underwater appendages, two rudders and two daggerboards. To reduce costs, standardized, one-design daggerboards are being considered.
- **Construction materials and methods:** Limits on high-modulus carbon-fiber have been put in place for hull construction. The class rule outlines a minimum outside skin weight of 600 grams per square meter, similar to other racing boats of that size. Core materials may either be foam or honeycomb. High-modulus carbon will be allowed in the wingsail, to add stiffness and strength.
- **Onboard cameramen** will be carried during racing.

New Series: *Dear SAILING Abby*

Sailing Abby

Got a question you're dying to get answered about racing, boats in general, or other nautical trivia? Send them to <mailto:idahosailing@gmail.com> and look for answers in the next Trailer Tongue.

October 2010 Sailing Abby

Q: Dear Sailing Abby,

There has been a lot of talk this year about sailing etiquette. As a relative newcomer to sailing, is there a handbook I can read? -Clueless in Cascade

A: Dear Clueless,

Sailing 'etiquette' is not something you can just read a book and learn the rules for. Kinda like sail trim, it is something that is acquired with lots of experience on the water. The only written rule comes from RRS #69 which refers to a Protest for "Allegations of Gross Misconduct," which is about three pages long and too wordy to include. Here are a few pointers to help you get started:

Post Race Debrief – Racing in SISA is relaxed and a great place to learn (meaning no blue blazers and big \$ dues like the snobby yacht clubs). Since everyone usually hangs around for dinner or de-rigging boats on Sunday, use this time to ask your fellow sailors questions.

Leave Disputes on the Water – Since racing is ultimately a competition, there is always bound to be conflict. The best course of action is to leave the yelling and screaming on the water. If you do happen to get into the wrong end of a situation, spin your circles (a 720° for fouling someone, a 360° for hitting a mark) and keep on racing. As a general rule, Protests are a bad deal for everyone involved. Do your best to settle it on the water and avoid the protest room. And remember the best end to most arguments is buying your competitor a drink once back on shore!

Leave Other Class boats Alone – Often times SISA will have two or three separate classes of boats starting or racing at the same time. This eventually leads to boats in separate classes crossing tacks or coming into mark roundings at the same time. The polite thing to do is to let boats in other classes race the boats in their class. If you happen to be flying a spinnaker downwind, don't cover the air of a smaller boat who is racing deck to deck with someone else in their class. And at the start, try to stay clear of boats that are not in your fleet.

Remember that racing is something that should be fun for everyone on the water. Don't be that sourpuss that ruins the day for the rest of the sailors out there. Go fast and have fun!

-SAILING ABBY

Last Regatta (of the season) Results:

CJ Strike Date Oct 2-3, 2010

| Name | Boat | Race 1 | | | Race 2 | | | Race 3 | | | Race 4 | | |
|----------------|---------|----------|----------------|-------|----------|----------------|-------|----------|----------------|-------|----------|----------------|-------|
| | | Raw Time | Corrected Time | Place | Raw Time | Corrected Time | Place | Raw Time | Corrected Time | Place | Raw Time | Corrected Time | Place |
| OPEN | | | | | | | | | | | | | |
| Sander | MCG26DS | 25.87 | 28.76 | 2 | 17.17 | 19.09 | 1 | 30.88 | 34.34 | 1 | 14.73 | 16.38 | 2 |
| Valasek | MCG26SS | 27.32 | 30.12 | 4 | 18.37 | 20.25 | 4 | 33.27 | 36.68 | 4 | 15.85 | 17.47 | 4 |
| Cleary | CPT24 | 28.08 | 30.53 | 5 | 20.90 | 22.72 | 5 | 35.38 | 38.46 | 7 | 14.55 | 15.82 | 1 |
| Davis | HTR216 | 29.37 | 32.41 | 6 | 21.27 | 23.47 | 7 | 35.35 | 39.02 | 8 | 19.35 | 21.36 | 9 |
| Orlovich, John | CAT22 | 32.80 | 34.06 | 9 | 18.78 | 19.51 | 3 | 34.53 | 35.86 | 2 | 18.30 | 19.00 | 8 |
| Armstrong | F-27 | 24.55 | 33.63 | 8 | 19.38 | 26.55 | 11 | 31.02 | 42.49 | 10 | 17.78 | 24.36 | 10 |
| Hiner, Marty | SJ-21 | 27.00 | 28.45 | 1 | 18.17 | 19.14 | 2 | 34.17 | 36.00 | 3 | 16.92 | 17.83 | 5 |
| Hunt | CAP22 | 30.33 | 33.15 | 7 | 23.30 | 25.46 | 10 | 35.73 | 39.05 | 9 | 16.43 | 17.96 | 6 |
| Plane | RNG20 | 39.00 | 39.51 | 13 | 23.68 | 24.00 | 8 | 37.73 | 38.23 | 5 | 16.52 | 16.73 | 3 |
| Baldwin | MCG26SS | 26.77 | 29.51 | 3 | 21.90 | 24.15 | 9 | 34.72 | 38.28 | 6 | 16.52 | 18.21 | 7 |
| Zosso | MCG21 | 34.40 | 34.50 | 10 | 23.30 | 23.37 | 6 | Cook | #VALUE! | 7 | Cook | #VALUE! | 7 |
| Greer | VNT17 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 |
| DeAngelo | MCG25 | 33.58 | 34.52 | 11 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 |
| Fiechter | ODY232 | 35.12 | 35.51 | 12 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 |

#VALUE = DNF(did not finish) or DNS(did not start)

DNF = # boats starting + 1

DNS = # boats in fleet + 1

Cook = # boats in fleet / 2

CJ Strike Date Oct 2-3, 2010

| Name | Boat | Race 5 | | | Race 6 | | | Race 7 | | | Regatta Total | | |
|----------------|---------|----------|----------------|-------|----------|----------------|-------|----------|----------------|-------|---------------|----------------------|-----------------|
| | | Raw Time | Corrected Time | Place | Raw Time | Corrected Time | Place | Raw Time | Corrected Time | Place | Regatta Total | Total with throw out | Final Standings |
| OPEN | | | | | | | | | | | | | |
| Sander | MCG26DS | 30.62 | 34.05 | 1 | 36.38 | 40.46 | 1 | 44.85 | 49.87 | 1 | 9 | 7 | 1 |
| Valasek | MCG26SS | 31.85 | 35.12 | 4 | 39.50 | 43.55 | 2 | 49.42 | 54.48 | 4 | 26 | 22 | 2 |
| Cleary | CPT24 | 34.92 | 37.95 | 5 | - | 46.63 | 6 | 52.43 | 56.99 | 6 | 35 | 28 | 3 |
| Davis | HTR216 | 31.63 | 34.92 | 2 | - | 45.38 | 5 | 47.35 | 52.26 | 3 | 40 | 31 | 4 |
| Orlovich, John | CAT22 | 33.78 | 35.08 | 3 | 45.65 | 47.40 | 8 | 59.73 | 62.03 | 8 | 41 | 32 | 5 |
| Armstrong | F-27 | 27.87 | 38.17 | 6 | 32.38 | 44.36 | 3 | 36.98 | 50.66 | 2 | 50 | 39 | 6 |
| Hiner, Marty | SJ-21 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | 56 | 41 | 7 |
| Hunt | CAP22 | 37.82 | 41.33 | 8 | 43.37 | 47.40 | 7 | 51.98 | 56.81 | 5 | 52 | 42 | 8 |
| Plane | RNG20 | 38.68 | 39.19 | 7 | 48.00 | 48.63 | 9 | #VALUE! | #VALUE! | 15 | 60 | 45 | 9 |
| Baldwin | MCG26SS | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | 70 | 55 | 10 |
| Zosso | MCG21 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | 75 | 60 | 11 |
| Greer | VNT17 | #VALUE! | #VALUE! | 10 | 50.38 | 44.63 | 4 | 69.48 | 61.54 | 7 | 81 | 66 | 12 |
| DeAngelo | MCG25 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | 101 | 86 | 13 |
| Fiechter | ODY232 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | #VALUE! | #VALUE! | 15 | 102 | 87 | 14 |

Last Thoughts

Remember, the most recent news, notes, updates and whatnot can be found on the website: www.idahosailing.org Recently updates include End-of-Season party pictures!

For those of you who had been following SISA on Twitter, we will not be providing further Twitter updates.