

Southern Idaho Sailing Association

TRAILER TONGUE

Message from the Commodore

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By Commodore Ken DeAngelo

Lake Lowell Regatta, May 15-16

Our second and last event at Lake Lowell is quickly approaching. You can race, cruise, or do both. If you don't own a boat, please come and help crew on another boat. It's a lot of fun! You do not have to be a SISA member to crew on another boat or to race your own boat. We had 8 people show up to crew on boats at the last event and everybody was placed on a boat.

On Saturday morning, May 15, we'll be setting up our boats in the west boat ramp parking lot. If you are bringing a boat, please have it in the water and ready-to-go before the captains meeting. The captains meeting will start promptly at 11 am. If you need help setting up your boat, please don't hesitate to ask your fellow sailors for help.

If you are new to sailing and would like to crew on a boat, please attend the captains meeting at 11 am. Crewing on a boat is a great way to learn about sailing. At this meeting, we'll match crew volunteers to captains who need help on their boat. For new boat owners or new captains to racing, we'll do a quick review of the race course and the start sequence. The captain's meeting is usually about 20 to 30 minutes. The first race is scheduled to start at 12 noon. After racing on Saturday afternoon, we plan to hold a potluck at 6 pm in the parking lot or at the pavilion in the adjoining park. After 5 pm, we'll announce the specific location for the potluck. The potluck is a great way to meet your fellow sailors. SISA members and non-members are welcome to join the potluck. If you plan to attend the potluck, bring your own meat for grilling and a dish to share. For Saturday night, we have obtained special permission from U.S. Fish and Wildlife to store our boats overnight on their trailers in the west boat ramp parking lot. There will be a SISA volunteer staying overnight in the parking lot to keep a protective eye on the boats, but we are not taking responsibility for your boat. In the past, we've never had a problem.

On Sunday morning, May 16, the first race begins on the water at 10 am. We will not start a new race after 3 pm.

Lucky Peak Rendezvous, June 5-6

Our third event of the season will be the Lucky Peak Rendezvous on June 5-6. It is our 3rd annual cruising event at Lucky Peak Reservoir. In the past, this has been a very popular event and we expect strong attendance this year too. John Spurlock will be the host of the event and I know John has a great Poker Run planned!

If you are new to sailing and would like to crew on a boat, please attend the Skipper's Meeting at 11 am.

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On Saturday, June 5, we'll be passing out the Poker Run instructions at 12 noon at the camp site across from Spring Shores marina. This is the same location as last year. The objective is to pickup up a poker card at 4 different marks throughout the day. You can sail or motor to the marks. After the Pot Luck, we'll be playing poker for great prizes. If you are a SISA member, you'll be eligible for prizes (if you haven't paid your 2010 SISA membership dues, it's not too late).

Obviously, you can pleasure sail earlier than 12 noon on Saturday as the morning winds on Lucky Peak are quite nice. There will probably be several boats arriving on Thursday or Friday to reserve the campsite and start the weekend early! If you want to start your weekend early on Thursday, Friday, or Saturday morning, please join us.

On Saturday night, we'll have our Pot Luck and overnight camping at the camp site across the lake from Spring Shores marina. For the Pot Luck, bring your own meat to grill and a dish to share.

On Sunday, June 6, we'll be pleasure cruising around the reservoir. There is no specific agenda planned, just layin' back and cruising.

For the sailors who say "I prefer to cruise than race", the Lucky Peak Rendezvous is your event! I know the racers will be there too... to try to get the best poker hand. I hope the cruisers show the racers how poker is really played. I hope to see you there. -Ken



News

SISA news:

We had a wonderful, if not exciting, first regatta at Lake Lowell. There were many new boats, many returning boats, many new sailors, many returning sailors; overall it was a very well attended regatta. Saturday's skipper's meeting had our first 5-minute rules review and it went great...look forward to many more of these at the following Skipper's meetings at each event. Mother Nature was very kind to us in the wind department. We had PLENTY of wind on Saturday, enough in fact to have most boats with reefed mains and working jibs. The gusts provided many challenges as we had changes in wind speed of 5-10 knots in a matter of a couple seconds, and many of us were rounding up quite regularly. Sunday had less wind and more variability in the wind direction. For the weekend, we were able to get 7 races in with 19 sailboats racing and a few more there cruising.

Sailor Profile

Meet Janice and Jeff Bowman. This interview began in the last issue.

The first portion of this interview appeared in the last issue of the SISA Trailer Tongue (Volume 41, Issue 2.)

An interesting or amusing anecdote or mishap? It's been said that there are no mistakes, only learning opportunities. Given so, one might wonder how we haven't been awarded some sort of honorary PHD from the Annapolis Sailing School. To cull one or another event from that herd of errors might be compared to trying to pick a favorite child or describe the ideal shape of an M&M (we prefer the dark chocolate kind with peanuts inside).

It's been said that there are no mistakes, only learning opportunities.

Perhaps one of the more useful 'mishaps' was the day we learned about the effect of mast bend and it's relationship to sail stretch. Seems a simple matter, really... but we easily found a way to foul it up.

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Toward the end of last summer, about 3 weeks after the SISA 'End of Season' regatta/campout on CJ Strike, we decided to take advantage of those brisk autumnal winds. CJ lived up to it's reputation, delivering congested whitecaps with more than a few areas of streaked foam across the face of the water. We rigged the boat with the only two sails we carried (jib and main) and launched with the lake entirely to ourselves.

It didn't take us long flounder around under the standard rookie mistake of over canvassing the boat, so we spent the first 20 minutes or so laying on our ear making easily twice as much leeway as headway.

It didn't take us long flounder around under the standard rookie mistake of over canvassing the boat, so we spent the first 20 minutes or so laying on our ear making easily twice as much leeway as headway. In our defense, we were still somewhat impressed with our little boat every time she causally rounded up into the wind rather than let the gusts push her over. Sure, the books tell you that's how it's going to happen, but there is a certain comfort in repeating the experiment over and over, each time failing to lay the mast down on the water because the boat won't allow it. Buys a certain feeling of security, too. Sure, it won't always happen that way, but on that day with the wind whistling through the standing rigging and a helmsman bent on wetting the masthead, the righting arm had no intention of surrendering to the healing force.

We, however, wouldn't be denied a chance to break something. So here's what we did.

First, we got around to deciding to sail rather than beat up the boat, so we reefed the main. This bought us some love in the form of forward motion, and we were able to start deciding our own course of movement. However, as we are new and poor, we have only one headsail - a 100% working jib - hanked onto the forestay. We might have been smart enough to switch to a smaller sail had there been one in our possession, but as it was we went a different way. We decided to spill as much wind as possible by pulling the belly out of our sails. This involved hardening the sheets and vang, of course, but our jibsheet leads are fixed on deck with no track, so the sheeting angle was what it was. As the wind picked up throughout the day, we just kept up with the same singular strategy. After a couple hours, one of those little circus-show fellows probably could have tightrope-walked on the sheet out to our jib and cut cheese with the bar-taunt luff, as tight as we had them pulled. They say the breaking load on 1/8th wire is about 1800 pounds. I'm pretty sure we had a solid 1750 spread across our poor standing rigging. Not to fret, the rigging would have it's revenge shortly.

The wind, as it will do from time to time, continued to build as the afternoon waned. Eventually our IdaSailor Marine* tiller, custom-built to be as oversized as it is, wasn't long enough to offer adequate leverage to hold the boat on course. We gave up on our pre-existing strategy, and decided the only option left was to douse the jib and sail under main alone. It should be noted that we had avoided this course thus far because we had sailed under main alone in lighter airs and found the performance to be rather lackluster. But here's an interesting lesson.. sailplans perform differently under varying wind conditions! Sure, fellow reader, it seems obvious to you now. Us, too. But we aren't smart enough to learn anything without botching something first.

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To return to our story, picture the boat rigging. Both halyards as tight as two large men can make them. Sheets stretched bar-taunt, then a little tighter. Main reefed, held down at 5 points along the boom. And then we dropped the jib. If you are smarter than us (and Lord knows that's not hard to do) you'll have already realized that the forces exerted on the fractional-rigged boat had bowed the mast such that the middle of it arced forward, pushing the masthead aft. Not far, admittedly, but as far as the total bodily strength of over 500 pounds of man-flesh could lever it. (There's a pretty picture).

If you've never heard a main rip out, then take our word for this: it's a special kind of experience.

Once the jib was lowered, those forces bending the mast were removed and the mast stood up to it's full height... at least, as full as the reefed main would allow it. There was, after all, still the main halyard (which we had pre-tightened along with everything else) pulling the mast down like an archer's bow-string. But with the first goodly gust of wind, enough force was exerted on the sail to tear out the reef points, and continue that tear long enough to give the audience an excellent view of everything previously hidden by the now-perforated sail.

If you've never heard a main rip out, then take our word for this: it's a special kind of experience.

We had another of our countless if-only-we-could-back-up-time-about-30-seconds-and-do-that-differently moments, then dropped the main into a heap on the deck, tightened the topping lift (the vang being already more than tight enough) to give some stability to the mast while we bobbed around in the wind and waves, and lamented our defeat. We didn't care to chance scudding under jib alone, as we figured no mast could resist that sort of invitation to breakage.

To conclude our adventure, our outboard once again got us back to dock, scotch once again picked up our spirits (I now understand why sailors drink), and we once again reflected on the many lessons of the day.

Ask us next time about how Tim fell overboard trying to adjust the topping lift that day. That's a good story, too.

*Hey Joel.. apply that endorsement check to our tab, would you please?

Sailing goals and aspirations? i.e. upcoming trip, retire and move aboard, If you will pardon the explicative, we say 'to hell with retiring, lets move aboard now'. If only it were that easy. Extracting oneself from the trappings of society is not a simple matter. Still, if at least half of us aren't stamping our return address with a slip in a tropical marina within the next 12 months, then it will have been a particularly bad year. Beyond that.. well.. we'll just have to see where the wind blows.

- Interview conducting and contributed by Joe Zosso

Upcoming Events

May 15/16 - Lake Lowell Regatta

NEXT REGATTA

MAY 15/16 - Lake Lowell

June 5/6 - Lucky Peak Rendezvous hosted by Joel Santarone and John Spurllock.

June 12/13 - Payette Cup - Mill Harbor Yacht Club, McCall, ID

Results of Previous Regatta

Lake Lowell
April 24, 2010

Name	Boat	Race 1			Race 2			Race 3			Race 4			Race 5			Race 6			Race 7			Regatta Total					
		Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Regatta Total	Total with throw out	Final Standings
Catalina 22																												
Klamt, Tina	CAT22	#VALUE!	#VALUE!	7	39.85	41.82	4	36.20	37.99	2	#VALUE!	#VALUE!	6	42.42	44.05	1	46.33	48.11	2	132.52	137.61	1	23	16	1			
Farley, Nick	CAT22	39.07	40.57	1	38.10	39.98	2	36.12	37.90	1	64.93	68.14	1	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	26	19	2			
Wilhite	CAT22	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	48.63	50.50	2	45.43	47.18	1	140.15	145.53	2	33	26	3			
Nelson	CAT22	40.08	41.82	2	37.00	38.82	1	36.35	38.14	3	#VALUE!	#VALUE!	6	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	33	26	4			
Burke	CAT22	48.10	49.95	4	39.52	41.47	3	36.75	38.56	4	78.13	81.99	3	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	35	28	5			
Weber, Rico	CAT22	42.08	43.70	3	#VALUE!	#VALUE!	7	40.63	42.53	5	77.95	81.79	2	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	#VALUE!	#VALUE!	7	38	31	6			
Open Fleet																												
Hiner, Marty	SJ-21	37.87	39.90	3	31.50	33.62	3	32.50	34.69	1	63.85	68.14	2	36.40	38.36	1	36.60	38.57	1	116.57	122.83	3	14	11	1			
Sander	MCG26DS	34.88	38.79	2	27.42	30.44	1	34.75	38.58	4	59.40	65.95	1	35.03	38.96	2	36.08	40.13	3	112.00	124.55	4	17	13	2			
Clary	CPT24	40.92	44.47	5	35.12	38.01	7	39.68	42.95	7	78.30	84.74	6	38.73	42.10	3	-	41.94	4	110.52	120.13	1	33	26	3			
Monroe	S2-6.9	43.83	48.65	7	30.35	33.87	4	38.03	42.45	6	65.48	73.08	4	41.90	46.50	5	39.15	43.45	5	110.33	122.46	2	33	26	4			
DeAngelo	MCG25	44.27	45.59	6	33.43	35.16	6	37.90	39.85	5	72.55	78.29	5	42.90	44.99	4	38.05	39.11	2	#VALUE!	#VALUE!	14	42	28	5			
Kennedy	ULT20	30.63	37.96	1	28.40	34.38	5	29.60	38.54	3	55.57	72.35	3	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	54	40	6			
Davis	HTR216	37.67	41.57	4	29.98	33.50	2	34.12	38.12	2	#VALUE!	#VALUE!	11	#VALUE!	#VALUE!	14	-	#VALUE!	14	#VALUE!	#VALUE!	14	61	47	7			
Lloyd, Tony	MCG26M	58.20	60.82	10	50.55	54.35	8	63.00	67.74	9	#VALUE!	#VALUE!	14	55.02	57.49	6	49.70	51.93	6	#VALUE!	#VALUE!	14	67	53	8			
Gilmore	CAT25	49.97	52.93	9	55.20	59.10	9	42.08	45.06	8	#VALUE!	#VALUE!	11	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	79	65	9			
Foster	MCG26M	#VALUE!	#VALUE!	14	62.47	67.17	10	67.00	72.04	10	#VALUE!	#VALUE!	11	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	87	73	10			
Werner	WNR18	56.52	52.92	8	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	11	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	89	75	11			
Serio	SJ-21	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	51.25	54.00	7	#VALUE!	#VALUE!	14	91	77	12			
Ott	MCG22	#VALUE!	#VALUE!	12	#VALUE!	#VALUE!	12	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	#VALUE!	#VALUE!	14	94	80	13			

#VALUE - DNF(did not finish) or DNS(did not start)
DNF - # boats starting + 1
DNS - # boats in fleet + 1

Guest Article - Call for Submissions

This is a call to anyone that has the desire to share their perspectives, knowledge or other sailing-themed writing. We need your input to make this newsletter as entertaining and informative as possible. Please submit your ideas, stories, writing or ??? to webdude@sailingidaho.org. If you want your writing to be anonymous, just say so...

What to know one of your fellow sailors? Nominate them for the Sailor Profile...shoot me an email and let me know who and we'll see what we can do to get some info on them.

Have a location you would like to share, write us with the details and we would love to share. Does not have to be Idaho-specific, we can all learn from someone expanding our sailing horizons.

2010 SISA Schedule of Events

Date	Day	Event		
TBD	TBD	Race and Committee Boat Seminar		
Date	Day	Event	Race Committee	Race Committee Intern
April 24/25	Saturday Sunday	Lake Lowell Regatta - Rust Remover/Training	Joe Zosso, John Gabiola, Larry Pegg	
May 15/16	Saturday Sunday	Lake Lowell Regatta - Training Regatta	Tom Valasek and David Hiner	
June 5/6	Saturday Sunday	Lucky Peak Rendezvous	Rendezvous Host: Joel Santarone, John Spurlock	
June 12/13	Saturday Sunday	Payette Cup - Mill Harbor Yacht Club McCall, ID	One more volunteer for Race Committee	
June 26/27	Saturday Sunday	Lake Cascade Regatta	Darrell Early, Joe Baldwin	
July 10/11	Saturday Sunday	Cascade Cup	Keith and Lynn Sander	Tony and LeeAnn Lloyd
July 24/25	Saturday Sunday	Lake Cascade Regatta	Dick Armstrong, Bob Entwistle	
August 13/14/15	Friday Saturday Sunday	RedFish Lake Rendezvous	Rendezvous Host: Ken DeAngelo	
Sept. 18/19	Saturday Sunday	CJ Strike Reservoir Regatta	Need Volunteer	
Oct. 2/3	Saturday Sunday	CJ Strike Reservoir Regatta - End of Season Party	Tom Valasek, Don Gray	