



Commodore's Letter

Summer 2011

It was quite a Spring. I didn't think I'd be wearing fleece and gloves to sail in our Regatta over Memorial Day weekend. I had wanted to scrub the bottom of my boat before the Regatta, and the 58 degree water temperature made that pretty challenging.

But it looks like Summer is finally here. We held our first social at the Lake on June 11th, and an attempt at a fun non race race, "The Fiasco". While the skies were somewhat overcast, the temperature was a comfortable 70, the winds were right, and the pot luck dinner worked out just fine.

A short wrap up on the event is in the newsletter.

Since we are doing just four hard copy newsletters this year, (mainly due to people's time and cost) it is hard to stay ahead of upcoming events through the



Lusty maneuvers during the Keel B start at the Regatta

written word. So please check the website often as we are making every effort to keep it very current. Also, we will send emails to all members a week or two ahead of time as reminders, or even earlier if we announce an event by email.

The Spring racing season is nearing an end, and like the Regatta, it has been cold, sometimes rainy and fairly windy.



Getting launched, Saturday morning of the Regatta

On July 9th and July 25th, Mike Kelly has the YMCA group coming out to the Lake for an introduction to sailing course. Once again, volunteers with boats will be very helpful, so please contact Mike if you can help.

We are planning another social event at lake for July, and if anyone has any thoughts or ideas on what they'd like to do, please let me know. Short of that, another "Fiasco" and pot luck dinner is scheduled for July 16th, with the start at 5PM and dinner around 6:00 - 6:30. Please come out for dinner even if you don't sail. Check the

website under "Events".

There is regatta coverage in the Newsletter, and an article by Jim Milestone on his first regatta experience. When Jim joined the club, we didn't know we had a comedic writer onboard! You'll also find an article by Michael and Donna Moore about bare boating that should inspire some thoughts of the Caribbean.

See you on the Lake,
Jake

WSC Social

July 16th

Mini-Fiasco and Potluck

Fiasco start is 5:00 PM

At the barge off brandy Creek Marina.

Pot luck to follow on shore at 6PM, bring a dish

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The Whiskeytown Regatta



Heavy traffic at the mark.

The ten day forecast for Memorial Day weekend said sunny, highs 75 on Saturday and 78 on Sunday. By the time boats finished racing on Saturday afternoon, May 28th, the sky and the lake turned green, white caps blew up, wind howled and the temperature dropped twenty five degrees. A great night for camping.

But a terrific mixed fleet of 71 boats showed up for our Regatta, an increase in number of 50% over last year despite high gas prices and cool weather. Seven one design fleets and three handicap fleets sailed in temperatures ranging from the low 60s and 70s, and in winds ranging from knots from 5 to 15 knots on Saturday and up to 23 knots on Sunday.

Having done a survey after last year's regatta, we implemented many of the excellent suggestions and communicated those changes to prospective entrants and fleets. These changes made a big difference for our marketing efforts.

First of all, we made the race marks stand out from the Shoal and No Wake marks by putting an orange flag atop each one. Our thanks to Race Committee Chairman Jim Kelly for not only making the flags but installing them before the regatta. We moved the start line from out behind the island, so boats had more room to maneuver and so the start was visible from the beach for spectators. We had a separate finish line, which was a huge improvement. In the past, every boat had to wait for the slowest boat in the entire regatta to finish before we could start another race. With this method, a second race could be started whenever the last boat in that fleet finished.

We also sailed three races per day, instead of two as we did in the past. We were able to do this by using the Sound Signal starting system, a three minute sequence rather than the normal five, which shortened the start sequence, and because of the separate start and finish line as noted. We heard from several

fleets who felt that if they haul their boats to Redding, they want to do more than two races a day.

We also did away with the old temporary marks, and sailed shorter windward/leeward courses up and down the lake. We were fortunate with generally steady Northwest winds for both days.

Running the Race Committee boat during a big regatta is a daunting task. This year, working with the Moore 24 Class President and Vice President, we were able to get some very experienced help. John Super, from the Bay View Boat Club in San Francisco, brought key members from his Race Committee to Whiskeytown, and working with Don Sheely on the barge and Jim and Chris Kelly and Kipp Heidel, who manned the Finish Line boat, did a fantastic job of running a very polished series of races. John even brought his "Ollie Horn", which provides automatically the starting sound signals for the start sequence. John and his crew freed up several of our club members so that they could race, which was very much appreciated.

The competition was very stiff among all the fleets, with the WSC's best showing being in the Multihull Class, where Bob Hepler and crew Marty Lendl took a first followed by Chris Strahle with a second. Wes Wright took a third in Keel B with his McGregor 26. Full results are posted on the web site under the Memorial Regatta tab. The twelve boat Moore 24 Fleet was dominated by San Francisco Bay boats, and saw some very exciting and tight racing by guys who are used to the high winds we saw on Sunday.

Making this Regatta come together and be successful requires a tremendous amount of work and organization which is typically carried about by only a few people. The Regatta "to do checklist" is extremely long. Our Regatta Committee Chairperson, Nancy

Continued on page 6

Viking Tom on the Barca Bella

47th Whiskeytown Sailing Club's Memorial Regatta

Jim F. Milestone

Sailing is a mind game; it is similar to chess in that one must always be thinking at least a move or two ahead of your current position. To stay competitive in a regatta, one must be thinking three to five moves ahead. On May 27, 2011, the Brandy Creek Marina parking lot was filling up with sailors and their racing boats from Seattle and San Francisco in preparation of the Whiskeytown Sailing Club's Memorial Regatta. I met local sailor Carl Strahle on the docks and he told me he was getting excited about the next two days of racing. He told me he "usually doesn't sleep well the night before a race." Carl helped me prep my 25 foot Catalina, the "**Barca Bella**" just in time to have her ready for the next day's races.

During race day's Competitor's Meeting, I noticed standing in the cool morning air with the other 70 skippers and crew of 100 or more people, a bare chest man in shorts, wearing a faded red knitted Viking helmet with white horns. He stood tall and firm with hands folded across his protruding belly, his long gray hair blowing in the stiff breeze. My quick assessment gathered from his attire was that he was from out of town and likely from the Bay Area. This was just one of my first mistakes of the day.

I listened to the directions of the race officials and tried to figure out the race schedule and remember the complicated sequence of horn blasts and warning sounds,



Greg Kockrow's Chase Boat transporting Viking Tom to the Barca Bella early Sunday morning.

but gave up after a while. My strategy was to follow the red stern of Ray Profit's boat the "**Lusty**" who shared with me similar class boats; the Keel B Fleet. As I headed down to the docks to gather my 10 year old son and our friends from Portland visiting for the weekend, another local sailor and brother to Carl, Mike Strahle told me, "Viking Tom

was looking for a boat to crew on." "You mean the guy in the knitted Viking Helmet?" I asked. Mike assured me Viking Tom had sailed in numerous regattas over the years



Viking Tom (Mr. Tom Arend of Anderson, California) handling the lines of the Barca Bella during the Whiskeytown Memorial Regatta.

and would be of great assistance to me in experiencing my first big sailing race. Apparently he is a local too!

Upon boarding the **Barca Bella**, I dispatched the cabin boy my son Sheridan, to find Viking Tom. Although Sheridan had never met him before, he knew by my description, exactly who he was looking for! Moments later the boys returned with Viking Tom and proper introductions were made as we put on our life jackets. Sheridan piloted the **Barca Bella** into the choppy blue waters of Whiskeytown

Lake as Viking Tom and I exchanged pleasantries.

It was through the course of this busy day of racing that I became acquainted with Viking Tom and learned he indeed knew quite a bit about sailing on Whiskeytown Lake and other north state venues. Despite Viking Tom's expertise, we remained safely in last place, always keeping my eye on the stern of the **Lusty**, eventually incorporating binoculars to keep tabs on her movements.

Sunday morning, I became more confident in my skills of sailing in a regatta. My crew also switched from the boys to the girls as my wife Cindy and daughter Sage and our friend Ariel from Portland, Oregon, joined me for the second day of racing. Again seeing Mike Strahle in the parking lot, I asked if he had seen Viking Tom and if he does to tell him he is needed on the **Barca**

Bella for another day of victorious sailing.

With stiffer winds and white caps skimming across Whiskeytown Lake, I pointed the bow of the **Barca Bella** into rough water. With a 31 foot Trimaran from Klamath Lake scurrying back and forth along the starting line intimidating all boats shorter than she, I fought for position among sleek Moore's, Banshees, Weta's, Snipes and Old World looking Pelicans. Cindy and Ariel, who had never sailed in winds over 10 mph, quickly lost confidence in their skipper as the **Barca Bella** heeled over to the rails as we jockeyed for position prior to the first race of the morning. .

"Where's Viking Tom? My wife Cindy pleaded in a prayer-like fashion, which brought on nervous laughter from Ariel and Sage. They too began chanting, "We want Viking Tom." I tacked again and tried to find Ray Profit's boat amidst the 70 sailing boats in their pre-race, near miss collision courses. Words of "Mutiny" could be heard below deck as my crew began considering alternatives to the day's agenda like a leisurely hike to



As the official Chase boat pulls off our stern, Viking Tom arrives on the Barca Bella just prior to the start of Sunday's Memorial Regatta.

Whiskeytown Falls. I told my crew I felt like Jesus in Nazareth, "not appreciated in his home town, let alone as skipper on his own boat!" They gave me no sympathy as we heeled over to the rails one more time.

Just moments after the 3 minute horn blasts of the race start, the Official Red Chase boat came up on our stern honking. I twisted around in the cockpit and looked back through the morning sun and spray of white caps and saw Viking Tom with a broad smile, his hands out stretched over his head, with his striking faded red knitted Viking Helmet, flowing long, gray hair with side burns that extended to his throat. The

continued on page 5

Bareboating in the Caribbean

By Michael Moore

For those who love to sail, are ready for an adventure, and would like to see the islands of the world from the sea, a bareboat charter may be for you! After my first experience as a first mate on a 51' Beneteau in the Windward Islands of the Caribbean, I was hooked!

A few years later my wife Donna and I went back with three other couples to rent our own 51' monohull and we had the time of our lives! With instructions from the Sunsail crew, a cruising guidebook, a map in hand, and provisions on board, we set sail for a week of exploring the islands and beauty of the Caribbean.

I was amazed that with a few years of sailing experience under my belt, a letter from my old captain from the St. Lucia experience (which may not be required at all), and a Visa card, we could rent a boat just about anywhere. We were on our way. Wow! That was easier than I had thought.

Our experience of bareboating has turned into some of the best vacations of our lives. We have been out eight times now to other destinations including the British Virgin Islands, Greece, and most recently, Croatia. Croatia is the only location we have sailed so far which now requires a Basic Keelboat certification available through organizations such as the American Sailing Association. Every time it is a fun and exciting new adventure. Depending on the region, you can choose a charter company, each having an array of boats, choice of sizes, be it monohull or catamaran. They will help you with the itinerary and recommendations from the Marina Base. When our three children were old enough to sail with us, we found the catamaran much more comfortable and family friendly.

Most of the sailing is line-of-sight (meaning you can see the next island) but at times we have made compass crossings of 30+ miles without land in sight. You learn to trust your compass, your autopilot, and your instincts. For this lake sailor, it is always good to see the land emerge over the horizon.

The Caribbean region moorage is usually by anchor or you can sometimes pick up a mooring ball. You must be careful, however, to make sure the mooring ball is securely attached! You may laugh now, but in a bay called Soufryere in the south of St. Lucia we picked up a mooring ball to stay the night and luckily decided to stay on board for dinner. A couple hours later, while below deck eating, I noticed the lights from the city through the

portholes were changing, and eventually disappeared. I thought to myself, *that's interesting. Maybe the wind has shifted.* On second thought, I went on top to realize we were floating out to sea. Then life got a little exciting as we reset our anchor in the midst of other boats. Did I mention it was dark? Like I said, bareboating is for those who like an adventure. After it was all over, we sat down for another beer, another round of cards, and thought how much fun that was.

greeted warmly as a "yachtie" and have had many fantastic experiences.

One of my favorite Jimmy Buffet songs has a line that goes like this, "There is one particular harbor, so far and yet so near, where the children play on the shore each day, and all is safe within." We have found that bay in the windward islands of the Caribbean called Mayreau which Donna and I have had the fortune of visiting two times now. Whenever life gets a little crazy, I can close my eyes and walk the beach



Michael and Donna Moore

In the Caribbean, you can awaken to a morning swim in 80-degree water, walk the beach, explore the islands villages and restaurants, and of course shopping if the island is inhabited. Through the day, you can enjoy a very gentle laid-back culture and people compared to the fast pace of our American life. We have always been

and somehow the challenge or problem I had before me does not seem so big any more, and a certain calm returns within. I trust we have all found that sort of place in our lives. If you have not, and you are a sailor, a bareboat experience may be your opportunity to create a memory of a lifetime on your next adventure.

Whiskeytown Sailing Club Welcomes five new members to the club this Spring:

Tryg & Elizabeth Stratte, Redding, CA

Rich & Mary Smith, Sunnyvale, CA

Jim & Julie Farmer, Redding, CA

Harvey & Charlotte Frese, Red Bluff, CA

Lincoln & Kirsten Schoenberger, Shelton, CT

Welcome Aboard!

A Successful First “Fiasco”

Saturday evening, June 11, at 5 PM the warning horn sounded for the start of the Whiskeytown Mini Fiasco, a non scoring trip around buoys 2, 5 and 6. Ten boats were out under somewhat overcast skies and temperature hovering in the low 70s. The wind gods were with us, as a flat calm at 4PM turned into a nice southeasterly blowing at a steady 6-10 exactly at 5PM. A couple of boats were a few minutes late for the start, but since there is no scoring, it really didn't matter.

The instructions for the Fiasco said you could round the above mentioned marks in any order and in any direction. The choice of courses seemed to be 2 – 5

– 6 to the finish, 6 – 5 – 2, and a clever 5 – 2 – 6 to finish. Vice Commodore Mike Archibald flew around the course, using reaching legs to full advantage for his Hobie 16, and was done in 30 minutes. Of course, Mike stayed out, sailing around, enjoying a great breeze. Everyone finished before 6PM, the barge



The Kelly's Freedom at the Fiasco



Marty Lendl at the Fiasco

was tied up by 6:05, and the pot luck was quickly set up. Fried chicken, cold cuts for sandwiches, a myriad of salads, and delicious brownies and lemon squares provided a fine meal for everyone.

Chairs were set up around the picnic tables, and after much initial discussion about “which way

did you go?” the talk turned to sailing and socializing. More than thirty members enjoyed the evening and the sailing, so the consensus was to definitely do it again.

Mark your calendars, July 16 will be the second Mini Fiasco and pot luck dinner. The warning horn will be at 5PM, the start at 5:05. Check the web site under Summer Events for the simple sailing instructions. Come on out whether you sail or not, it was a great time. And if the wind fails us, the dinner is worth the trip!

Viking Tom on the Barca Bella

continued from page 3

women cheered Viking Tom aboard with smiles and yelps as our instant hero of the day had arrived. Obviously saving my crew from their current skipper's limited skill set and pending multiple disasters. Viking Tom did have a misstep as he transferred from the Official Chase boat to the **Barca Bella**, requiring me to pull his lower half into the boat as he dangled over the side for just a moment or two in the cool lake waters.

“Aaargh!” He groaned upon boarding and said, “Viking Tom has arrived; now lets win this Regatta!” Within moments, Viking Tom had the women situated outside the lifelines attempting to level the Barca Bella as we headed for Race Buoy # 8 on the west side of Whiskeytown Lake. His instructions

to extend themselves as rail meat was something that just moments prior to Viking Tom's arrival, had I suggested, would not have been obeyed! I queried; how is it that my crew would follow this man's every instruction and yet they had never met Viking Tom before in their lives? Was it his outrageous faded red knitted Viking Helmet that gave him command presence over me or was it just their years of experience with me that had flagged their lack of confidence in my orders?

Viking Tom smiled broadly and almost in tears stated, “It's been years since any woman, let alone a bevy of beauties, had ever cheered so sincerely for my arrival.” He mumbled something about restraining

orders, but it was time to tack and orders were quickly issued and the thought was never completed. Viking Tom tightened the mainsail and we headed east across Whiskeytown Lake for buoy 2 and another great day of sailing.

In the end, even with Viking Tom giving us specific tailored sailing instructions, the **Barca Bella** remained in last place in the Keel B Fleet. Happy memories persisted, however, due to the crew's good spirits, the beauty of the surrounding snow capped mountains of Whiskeytown National Recreation Area and fun sailing action in a stiff breeze during Whiskeytown Sailing Club's Memorial Day Regatta.

The Whiskeytown Regatta

Continued from page 2

O'Brien, worked tirelessly on the Regatta since last January. The Regatta Committee included Chris Kelly, Pamela Hanford, Cynthia Harkness, Ken Berryman, Mike Kelly and Michael Moore. They were ably assisted by Katie Heidel whose past experience was extremely helpful. Mike Archibald and Ken designed and assembled the trophies, the famous whiskey jugs, although, as in the distant past, not filled with whiskey.

Jim Kelly and Gordon Briggs worked on the race marks, as a couple of new ones needed to be built and set out in the lake. Jim made new courses letters, flags for the marks, new anchors for the pins, and as an afterthought, he designed the Regatta T shirt as well! By the way, we still have a few left in assorted sizes if you are interested.

On Regatta weekend, the Friday afternoon and Saturday morning registration and skipper check in is always busy, and Bruce Gillette, Don Sheely and Barbara Kelly were there to

lend a much appreciated hand. And finally Greg Kockrow brought his power boat to the lake both days to act as a chase boat, but he also carried around the photographers who took so many great shots. As you'll read later, he also delivered Viking Tom.

Many thanks also go to our photographers, Ron Lute and Dan Langford from the Shasta Photo Club. We hope everyone saw the Record Searchlight's Sunday morning front page story and have looked at the photos of the regatta. Go to the Home Page of our web site to click on the link to the article and the

photographer's web site, where pictures are available to order.

The Coast Guard did a great job on the lake, although there were very few pleasure boats out there due to the weather. Some eleven racing boats were brought to shore by the Coast Guard after capsizing in Sunday's very windy conditions.

Our thanks also to the Shasta Fire Department, who were there with EMT's, trucks and equipment. Fortunately,

they were not required to perform any emergency services.

The campgrounds were overflowing this year, and the Rangers at Whiskeytown were great in their understanding, helpfulness and willingness to work with us. When the log boom at the Marina broke due to the high winds on Saturday afternoon, they were very quick in getting it fixed.

To every member who contributed either a lot or a little to the success of the Regatta, and to all those who sailed, we extend our sincere thanks. An event like this, and one as successful as this was, does not happen by chance. We have sent another short email survey to all participants and hope to get feedback on how to make it even better next year.

To those who didn't have a chance to race, we hope you'll be out there next year!



photo by
Jim F. Milestone

Keel A start, Jake on UFO #27



photo by
Ron Lute

Barge ready for business.

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