



March 2008

..... www.tritonyachtclub.org

Calendar

General Meeting

Friday, March 28th; 6:30 pm
Vets Club - Eugene

Practice/Chilly Chili Nite

Thursday, April 3rd,
(rain, shine, or low water)
Shelter, Richardson Park

All Fools Regatta

Sat., April 5th,
Richardson Marina, Fern Ridge

Spring Racing Begins

Thurs., April 10th,
Fern Ridge

Loyalty Days Regatta

Sat.-Sun., April 26-27th,
New Port Bay, YBYC

General Meeting

Friday, April 25th; 6:30 pm
Vets Club - Eugene

2008 Board Members

Commodore: Michelle Wood
mmichellewood@gmail.com

Vice-Commodore: Merry Peticlair
merry_peticlair@symantec.com

Past-Commodore: Denise Murschel
CMursch@aol.com

Secretary: Karen Martin
riverchild2@hotmail.com

Treasurer: Craig Latham
lathamremodel@hughes.net

Race Chairs: Mike Schwarze
mschwarze@comcast.net

Emerald Cup Chair: Carrie Harrington
sail-verboten@comcast.net

Newsletter: Lyle Mayer
guanoguy@comcast.net

Web Master: Ted Walkup
twalkup@docutrakimaging.com

This Time It May Be True!!

Our venue has moved to the
“Blue Room” – upstairs at the Vets Club
on the north end.

(bring a compass - dead reckon your course)

- 6:30 pm - No Host anything social time.
- 7 pm - General meeting to discuss sailing season, water levels, and Emerald Cup – the green regatta.
- Highlights from winter Puget Sound cruising.
- “Beat the Board Trivia” contest.

— To Be Brief —

This is the season of anxiety... even though Orion is up there, comforting us with his winter aids to navigation and Mentaka rises faithfully in the east every night, those of us who sail on Fern Ridge have our sights set a little below the horizon - watching the lake level and endlessly calculating the moment our boats might go in the water. For myself, I'm optimistic. I think we will have a wonderful season and encourage all of you to plan to participate in the Chilly Chili Fest and All Fools Regatta ... Those of you with Lidos and catamarans...let's make TYC the club with the first sailor on the water this year!!!

Lyle tells me that the Newsletter is already full and I should be brief. So, I remind you to check out the website of a new organization, Sailors for the Sea (SFS) - <http://www.sailorsforthesea.org/> - whose goals are noble and novel - a sailor's voice for the sea. They have donated a BEAUTIFUL FLEECE TOP for our raffle at this month's general meeting. Emerald Cup Chair Carrie Harrington will be talking with you about our ideas for working with SFS to make Emerald Cup the first SFS certified "Green Regatta" on the west coast. Good for our lake, good for our club.

Keep Sailing and Keep Smiling, Commodore Michelle



- Carrie has a couple of volunteers positions she needs filled for Emerald Cup, info is on the web site – www.tritonyachtclub.org.
- The JRC has filled all the vacant spots for race duty nights with members who had not yet “volunteered.” Look for your scheduled time listed on the web site.

Cruising The Ice Juans

by
Carrie Harrington



*Can you find the water bottles
in these photos?*

Can you find the beer bottles?

I suppose for most people, sailing anywhere above 48° north in winter is just not an option. Then again, no one has ever accused us of being anywhere near sane. I accompanied fellow TYC members Mike Schwarze and John Carter to the San Juan Islands for a four-day cruise at the end of January. We had a sweet ride – a 2006 Jeanneau Sun Odyssey 45 – and a great plan; to find some wind. Well, we found the wind, some waves and lots of snow. It was a bit surreal to sail around a very white Orcas Island.

Our trip started in Anacortes and took us out to Port Angeles at the base of the Olympics, back across the Strait of Juan de Fuca, past Vancouver & San Juan Islands, up to Friday Harbor and back across to Deception Pass State Park. We sailed all day, every day but one, had no rain except at night and plenty of ice in the rigging in the mornings.

Until Friday morning, our only real excitement was dodging container ships and riding the long ocean swells in the Strait. Even though they were pretty slow (about every 15 seconds) and mild (5-6 foot mean height), they were still my first 'rollers' so somewhat worthy of note.

Friday morning, after a raucous night at anchor, swinging and pitching, we set out in 20 knots with 2 reefs on the main and a half-furled genoa. The 5 foot gentle roll had turned into 7 second, 6 foot swell with a white-cap topper. Beating out of Barlow Bay was work and the run up San Juan Channel was exhilarating, but

the quartering sea as we turned up the channel was not an experience that bears repeating.

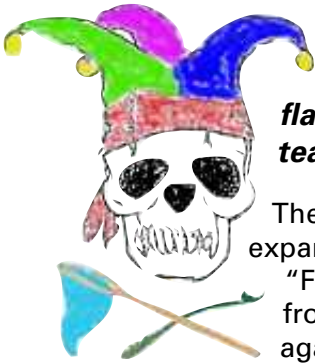
Deception Pass was another eye-opener – picture 500 yards of foul current pouring through a 50 yard (at the most) wide channel. We had the boat pushing 7 knots through the water, but were only covering .5 - .75 knots over ground. There were more eddies and swirls than in a washing machine and it felt like driving up a 20% grade on ice in a rear-wheel drive sports car without chains.

We topped off the trip with an after-dark foray back out into Rosario Strait to battle ferries and reefs to make a night run back to Anacortes. Having not tried this before, our intrepid friend and skipper, Mel Olsen (the boat owner) was blissfully unaware of a very interesting fact – none of the navigational aids outside of the marina are visible after the sun goes down. Two flashlights, one million-candle-powered search light and at least two 'last-minute' direction changes later, we dock, shake out our shorts and congratulate each other on another successful trip.

So, while our ambitious fellow sailors were competing in a world class regatta and rubbing noses with the high mucky-mucks of racing, I was simply racing my dad and Carter to the heated cabin and just plain rubbing my nose. It was cold enough that we wore our life-jackets as another blessed insulating layer, but we kept something forefront in our frozen little minds – at least we were sailing!

Fools Fighting on FernRidge Flinging Floating Footballs

April F(ool)ive (April 5th)



This year's All Fools will feature a floating version of capture the flag. The flags will be a couple of footballs within a floating hoop and tagging the other team will be achieved by hitting the opposing team boats with tennis balls.

The costume theme will be expanded from "Pirates" to "Fighting Sailors" of any kind from any time. We will once again have numbered balls and "Fabulous Prizes."

Richardson Park Saturday April 5th
Tentative Schedule depending on water level.
(Watch Fernsail for changes)

1:00 Check-In & Late Registration followed by a skippers meeting. At the meeting ammo and instructions will be issued.

2:30 Game on! Two teams of mariners with colored streamers maneuvering and flinging green fuzzy cannon balls at each other with tennis ball chackers. The first team to get both footballs in their home-hoop wins the round. After the battle or battles gather up the Prizes (unclaimed numbered tennis balls)

5:00 Party Shelter Dogs BYOB Record your ships victories and defeats to the committee. Prizes will be awarded for the following categories:

The Fools Fork (an emerald encrusted triton)
Best costume (a tradition)

Most successful Ship (Victories times 2 minus defeats)

Raffle the remaining prizes, numbers will be drawn corresponding to those on the tennis balls and prizes issued to the ball holders.

Object of the Game

Time allowing, there will be an odd number of rounds – no rounds to commence after 4.00 PM. To start both teams assemble in their home waters. Team captains sound a horn once to indicate his team is ready. To win a round be the first Squadron to successfully capture the opponents football and place it in your team's home floating ring along with your own football, sound your horn 3 times to signal victory. Boats then head to home waters to start next round.

Guidelines

Safety: Each Captain shall be responsible for the safety of his vessel and crew and abide by the rules of the road as outlined by Coast Guard. This game is about skill and seamanship. No harm should come to either vessel or crew in a proper engagement.

Each Captain shall carry adequate liability insurance just as in yacht racing. It is further recommended that since this activity may involve crew standing fully erect while underway and launching balls, that PFDs worn be the order of the day since high center of gravity may increase the probability of overboard situations.

Rules

Area: Three lined up marks will divide the two sides. There will be two anchored hoops, one on each side of the line approximately the same distance from the line (you may not move the hoops). Each boat will display a colored team ribbon from the backstay and be subject to tennis ball attack by opposing boats, if your boat is struck by a tennis ball you must exonerate your boat before continuing to participate in the game. Un-exonerated boats may not attack other boats, pick-up balls or touch the footballs.

Exoneration: You must perform a 360 if you are in home waters (your side of the line). You must perform a 720 if you are in unfriendly waters. Be well clear (at least 3 boat lengths) of any other boats, hoops or the footballs.

Capture and movement of the footballs: The football will be painted in the color of the team. At the start it will be in plain sight floating inside an anchored ring. If an opposing boat picks up the ball it must be displayed in plain sight near the stern. If a boat has possession of a football and is hit it must jettison the football in the direction of its original home and complete exoneration at least 3 boat lengths away from the ball, the hoop or any other boats. A team cannot hide or move away its own football. When recovering your own ball it must be moved back towards its home hoop or thrown in that direction.

What you will need to Bring

Recommended Weapon: At least 1 tennis ball chacker (plastic thing for throwing balls for a retriever dog) with which to attack. Optional: Tennis Racket, Funnelator, Lacrosse Stick, anything that will send a tennis ball distance.

Retrieval gear: Long handled fishing net, butterfly net or anything you could use to grab a ball from the water.



Triton Yacht Club

P.O. Box 366
Eugene, OR 97440

www.tritonyachtclub.org

First Class Mail

Address Correction Requested

Next Meeting
Friday, March 28th
Vets Club, 16th & Willamette
Eugene
Look for us upstairs in north room

Renew Now, it is almost as satisfying as actually sailing!

Triton Yacht Club Membership Form

Your Name: _____

Additional Family Members: _____

Address: _____

City: _____

Home phone _____

Work/Cell phone _____

Email: _____

Your crew position _____

Renewal New Member

Boat type: _____

Boat name: _____

Sail number: _____

Interests: Racing Cruising Social Other _____

I (we) would prefer volunteer duties as follows:

- Race Committee Race/Rescue "Fun" Races Social Events
- Other (specify particular events or dates) _____

I don't want to save the club postage by receiving a full color digital version of the newsletter. **Send black & white version in the costly U.S. Mail.**

Membership Fees:

- New Members (includes \$40 initiation fee) \$80.00
- Family or Individual 1 year renewal \$50.00
(\$10 discount if paid before March 1st)
- Racing Fee* \$15.00
- Dual Membership (EYC members) \$40.00

Total Dues Enclosed \$ _____

*Skippers Pay Race fee if you race, and **do not** belong to Eugene YC

Make checks payable to: Triton Yacht Club

P.O. Box 366
Eugene, OR 97440

The Triton Yacht Club is a Casual Community of Sailors Sharing Friendship, the Corinthian Spirit, and providing Racing and Non-racing Activities. Anyone and Everyone is Welcome! Visit with us and see for yourself. Meetings are held the last Friday of each month, at 7pm at the Veteran Club on Willamette Street in Eugene. Board meetings are held monthly. All members are welcome. Contact a board member for roving location. Be sure and check the newsletter for information about meetings and events at www.tritonyachtclub.org