

Spring 2003 Newsletter
Singlehanded Sailing Society
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Sfbaysss.org

Shorthanded Racing in San Francisco Bay

Changes to Standing Sailing Instructions

#2 Racing Rules - Deleted: ~~“As always, safety and common sense must prevail over rules and rights.”~~

#2 Racing Rules - Any boat finishing between sunset and sunrise that does not show proper running lights will be disqualified. Added: “In all races except the Longpac and Transpac, the official times of sunset and sunrise shall be the data for San Francisco on the date in question, published by NOAA (National Oceanic and Atmospheric Administration)”

Important Dates & Events

The next SSS race is on June 7th. The **In The Bay Race** is a loop around the central bay either singlehanded or doublehanded. Be sure to get your entry in sooner instead of later. I would recommend that all potential participants attend the skippers meeting on Wednesday June 4th at Oakland Yacht Club.

The **2003 LongPac** race is shaping up to be a winner. We have 20 interested sailors, and as of this writing four are already registered (a month and a half ahead of the deadline). We still have need of some help though, from anyone who's not racing.

We need race committee volunteers! Here's the deal. We'll have a big, comfortable boat parked at the Golden Gate Yacht Club from late Friday (June 27th) through the weekend, ending Sunday evening. You volunteer to take a "shift" on board. Here's the shift schedule:

Friday Night	Saturday	Sunday
6:00 PM to 9:00 AM Saturday morning	9:00 AM to 2:00 PM	9:00 AM to 2:00 PM
	2:00 PM to 7:00 PM	2:00 PM to 7:00 PM... if everyone finishes before 7:00 PM on Sunday, then your shift is reduced as needed
	7:00 PM to 9:00 AM Sunday morning	

The boat will be plugged into shore power, so you leave the radio on and promise to stay within earshot during your shift. If a racer checks in, you hustle up to the Club race deck or in front of the deck on the street and take their finishing times. When they turn the corner and come on it, you hand them that first drink and something to eat, and offer the first congratulations.

If you'd like to volunteer, e-mail Alan Hebert at ahebert@california.com Or call Alan at (650) 299-2850

Singlehanded Farallones - View from the race deck

It looked like a long day as 56 legal starters plus three sailalongs crawled out the gate in light air and the beginning of a moderate flood. But before long the wind was honking and DNF calls started coming in, reporting rough conditions, some gear damage, and excessively low readings on the fun meter.

Meanwhile on the race deck, one of the highlights was the donut tasting. I personally had to give the nod to Colonial, over my long time favorite Chuck's and the evil empire Krispy Kreme.

Fast Forward was first to finish with an elapsed time just over 8 hours, very quick considering the drifting conditions for the first couple of hours. Throughout the evening as the RC blew horns and logged finishes, the comings and goings of the Saturday night tango dancers at GGYC made for some interesting diversions.

Our last finisher crossed the line 23 minutes before midnight. After that it was a long three hours until the last boat on the racecourse called in from 8 miles outside the gate and (after some discussion about the likelihood of the wind picking up) took a DNF.

Thanks to all the racers for staying safe and making the RC's job enjoyable. And thanks as always to the RC volunteers: Shama, Erik Schwartz, Bud Sandkulla, Rich Ray, Don McCrea, Mike Mannix, Erika Gregory, Linda Farabee, Bob Dietrich, Bill Charron, and Carin Bengtsson.

Race Committee needed: ODCA May 17

That's right, SSS is running the ODCA Cityfront races on Saturday May 17. Most SSS skippers don't race ODCA, so what else are you doing that day? Come on out and help! Beats mowing the lawn.

In case it's an incentive, we're running the race from the St. Francis this time. Just remember to remove your hats, gentlemen. Contact Max Crittenden at 650-859-5673 or artmax@erg.sri.com if you can help out.



Singlehanded Farallones stories

So it was my first SSS race...

Got to the start early... trying to decide on sail combo for the start. Bring the #4 on deck... OOPs! It's the 14 yr. OLD ratty practice main! "Well that's not a good omen", I thought. And I'm lost in thought wondering where the hell the #4 is if it wasn't in the bag marked #4 !!! So I go with #3 and a full main.

But where's the wind? Nothin'!! I waited my turn and crossed the start last (or near to) and I was all nervous about carrying too much sail on a J35... WITH NO WIND!

About 1/3rd way out... I'm wonderin' "What the hell am I doing out here? This is gonna be a really loonnnnnng day" ...and I wasn't even wet, cold, or tired yet... ;-)

2/3rds out and now my fingers are curling in cramped claws... my arms feel like wet spaghetti noodles... I have to play the traveller and main the entire time to work the swell and wind angle... but I'm pulling away from some other boats and now I can remember why I wanted to do this sail. And now I'm wet, cold and tired. But I'm thinking I'm getting close to the island and from there it's all down hill... hahaha...

That was a LONG last 8 miles or so to the island... I saw only a couple boats ahead... WAY ahead... and I began to worry if I'd missed something... doubts... Why had so many guys gone so high? I was making the island fine... but... what did they know I didn't... doubts... But I made the island on the one tack, turned the corner and set for home.

Koinonia was sailing really well in this stuff... perfect "go-fast" conditions for her... and I thought about a kite...and then it gusted to 28, I rounded up a bit with a stalled rudder... and I thought better of it... DUH.. NO kite.... what the HELL! am I even thinking about here... just sail the boat you fool! must be the fatigue...

The F27 zipped by... with a reefed main... dammit!. Bye bye!

The Wylie was the only sail I could see behind me now and I held it off the rest of the way home...(Actually I think he closed considerably but I couldn't really tell over the 20+ miles)

Then the wind dropped at the gate and my somewhat heavy J slowed to 6s then 5s... the Wylie passed... then the Hunter passed me just inside the gate (with his headsail completely unfurled) and I was wishing I'd set up for a quick spinn set for the finish... but then I caught myself again. I could barely close my fingers and I was in no shape to be jumping around on deck ! I finished !! And immediately I began to think about what I would do differently... next time... Slept pretty hard that night. – James Graul / Koinonia / J35

Okay, guys, a bit more detail. Got a good start at the pin with a couple of the Express 27's. (I would end up finishing in the middle of the Express 27s after time correction.) Fast Forward was well behind at first, then worked on past us in the light air. I wasn't too far out before the breeze really started to build. The J/92 likes to be sailed flat so I got to the second reef quickly. The early jockeying ended up putting me on the South side of the ship channel - not where I wanted to be but I was hoping for the big lift as I got on out, and had to sail high anyway to try to keep the boat flat. I still ended up taking a long tack to the North to make the island - that's when Greg passed me flying only his genoa. I rounded with Razzberries and shook out the reefs. Plenty of breeze so I elected to forego the kite. I should have re-led the jib sheet outside the shrouds because I nearly sawed it in two on the way back. The tiller pilot packed it in at the Lightbucket - I should have taken your advice and put a garbage bag over it. So when it was getting dark and I needed to do stuff, I was stuck at the tiller. I managed to get the nav lights on at dusk but later found that my starboard light had gotten dunked too many times - and it was on the R/C's side. I guess there was still enough of a flicker to avoid a DSQ. Couldn't find the radio to check in - one of the Yankee 30's bailed me out there. Got a horn, rolled up the jib and got out the spare tiller pilot for the cold, windy sail back to Richmond. I think the little 92 will be fine but I missed Troubadour on this race. – Bob Johnston / Ragtime / J92