

## AYC Buccs Nab 1-4 at SD NOODs

### Local Fleet's Big Adventures in the Annual One Design Regatta

By Cynthia Pillote

**T**he conditions were not at all what I expected. Sure, it was sunny and warm in San Diego (I was expecting it to be a bit cooler in the middle of March). But, I've heard many stories of strong winds (10-20 mph and more) with sizable waves in the Bay during NOOD Regattas. In fact, I heard so many stories about the strong, consistent winds in the Bay, that I wanted a more experienced sailor on the boat with me to handle the wind and recruited Mike Parker to drive. So, what happened?

On Saturday, the winds were *very* light in the morning. It was so calm that we saw sea lions floating on their backs near our boat. I think they passed us as we were trying to sail for the start of the first race. Fortunately, by the time the races started, the winds picked up (about 5 to 8 mph) and we were able to get four races in on Saturday.

The regatta had an interesting start on Saturday (see separate story on page three by Rob Gibbs). The Heisler team attempted a port tack at the start of the first race. It was a risky move that ultimately required Emory to attempt penalty loops. I say attempt, because one of his shrouds blew out during a penalty loop, and he had to go back to shore for a new one.

The second race on Saturday was also interesting. During a beat to the windward mark, a keel boat that was ahead of us ran over the anchor line holding the windward mark in place and the boat started dragging the mark toward the leeward gates. We saw boats ahead of us following and rounding the moving mark, which was entertaining, but we were trying to figure out where to go. Fortunately, as we approached the moving mark, a committee boat hailed us and put up the appropriate flag, indicating that we should round the committee boat, rather than the moving mark.

During the fourth race on Saturday, Mike watched the Flying Tigers as they started and took note of the course they took. Based on his assessment, he tacked early onto port while most of the fleet continued on



Light wind prevailed Saturday morning and Sunday at the San Diego NOODs.

### Upcoming:

April 2010

6 BoD Meeting

11 TTL Race & Race Training

13 Membership Meeting

17-18 LP Race

17 High School Championship

12 Tall Cactus Regatta

24-25 Newport to Ensenada

25 TTL Race & Race Training

starboard and we held the port tack for most of the race. He was then able to cruise to an easy victory.

Sunday was a different story. Once again, the winds were very light in the morning—so light that most boats motored or were towed to the starting line and the races were delayed for about an hour until the winds picked up and filled in. We were finally able to get a race in. Unfortunately, the winds did not last, and we only got one race, with the Buccaneers slowly drifting toward the finishing line at the end of it.

With Emory blowing his shroud during the first race, Mike Parker skippered my No. 524 to victory, taking no worse than second place in any of the races. Several were close. In fact, the Davis brothers had the lead coming around the windward mark on the final leg in a couple of the races, but Mike was able to cover and overtake them on the downward leg, even using a spinnaker blowout move to eek out a win in one of the races.

Despite the light winds, having a more experienced sailor on board paid off. Thanks Mike! I had a great time and plan to be back next year!

Place	Skipper*	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Cynthia Pillote (Mike Parker*)	1	2	1	1	2	7
2	Matt Davis	2	3	2	4	3	14
3	David Rawstrom	3	4	3	2	4	16
4	Emory Heisler	7 DNF	7 DNC	7 DNC	3	1	25

## Viper Fleet Also Goes NOOD

The AYC Viper 640 fleet also raced in the San Diego NOODs (the National Offshore One Designs sponsored by *Sailing World* magazine), with Tony Chapman finishing third, Greg Jackson fourth, and Laurent Dion sixth. Tony still leads the Viper tour and has the honor of flying the “maillot jaune,” the yellow kite signifying the leader.

# POW! And Now Rob Gibbs Plays Port Shroud

By Rob Gibbs

So, there I was at the 2010 San Diego NOOD. Emory Heisler was skippering *Erin Morgan* and I was his crew. The breeze was fresh although not too heavy for South San Diego Bay. It was probably 7-10 but building and we were finally getting our first start. We started about three-quarters of the way down the line and Em decided to tack as the breeze was getting lighter on the south side of the course. He tacked and we fouled another boat. We then picked our way through the rest of the fleet and once we got clear, did our two turns. Then on the last jibe – POW!

Em calls out “What the F\$\*%,” as I realized that the port (windward) shroud had snapped and fallen into the boat. The whole rig was starting to fall to leeward. I yelled at Em and said, “JIBE, JIBE, JIBE! NOW!” and jibe he did as I jumped up to stabilize the rig. I tried to furl the jib but with no tension on the rig, I couldn’t get it done. Em cleared for traffic and then pointed us further up into the wind, keeping it on our starboard bow. We worked quickly to get the mainsail down and to remove the boom and then were able to pull the mast hard against the forestay and get the jib to furl. Then we rigged the main halyard as a temporary stay.

A spare RC boat saw what was happening and came over to assist. They towed us back through Glorietta Bay to Coronado Yacht Club. Because the halyard on the Bucc is a very fine wire-to-rope line, I stood on the deck and kept pressure on the forestay and starboard shroud the whole way home.

We hoisted out and surveyed the damage, which included: the snapped shroud, bent mast step, bent mast step pin, a small dimple in the mast about 8” up from the base and a somewhat crumpled mast foot. Rather than calling it quits and heading for the rum shed, we set upon repairing the mast and replacing the shrouds (Em had an extra set! Yeah!) Emory put the pin in a vice and hammered it straight(er.) I replaced the shrouds and we both un-goobered the foot of the mast so it would set squarely on the mast step. The only thing we couldn’t do anything about was the dimple in the starboard side of the mast.

After making repairs, we stepped the mast, checked everything over again, and put back in the water. The wind had come up, now about 12-15, and we rode out fast on a reaching spinnaker. We checked in and made the last race of the day, finishing in 3<sup>rd</sup>.

On Sunday, the wind was unbearably light and there was only one race run, but we took first convincingly. Overall, we took 4<sup>th</sup> out of 6, which isn’t bad considering everyone else had assumed we were on shore crying in our beers.

What did we learn from this? Three things: 1) Have the right extra parts when you go to a regatta; 2) check your entire rig for any damage or deterioration every chance you get; and 3) NEVER, NEVER, NEVER QUIT!



Rob Gibbs (red) plays port shroud while Emory Heisler jury rigs a replacement.  
Photo: Peter Howson. More pictures at [www.peter-howson.com](http://www.peter-howson.com)

# Destination: Tracy Arm Alaska

## *Lehmans Break Icebergs on Tracy Arm, South of Juneau*

By Al Lehman

**T**racy Arm is about 50 miles south of Juneau. It's about 22 miles up to the North and South Sawyer Glaciers from near the mouth of the inlet that stretches almost to the border with British Columbia. We have anchored near the mouth of the inlet in Tracy Arm Cove.

We've preplanned a 5 am departure for the glaciers with Mike and June on Wind Song. At 3:30 am I get up and start the furnace so it will be warmer when we get out of bed. In the predawn light the nearest glaciers were like a bright light against the early gray. Wisps of fog hung low over the water. Icebergs were floating about. A small one had drifted into the anchorage and grounded.

We hauled the anchor at 5 am and got underway to the Sawyer Glaciers. A heavy fog bank was coming out of Williams Cove and the use of radar was necessary for about five miles. Surprisingly, the icebergs, at least the larger ones, showed up very well on the radar. The steep shoreline crept in upon us. Waterfalls cascaded from the tops of 4000-foot high mountains to the water. Puffs of fog hung in the air. The further we went the more icebergs we saw until there were so many of them that we were weaving around them.

Some icebergs were a deep blue-green color, almost a glow under the overcast sky. Others were a brilliant white. Many had been carved by the water and looked like ice sculptures. The largest icebergs showed above the water larger than a large house. About 90% of an iceberg is below the water. The water was very opaque from the silt in the glaciers. The water temperature had dropped about ten degrees from Tracy Arm Cove to near the face of the glaciers and was near 42 degrees Fahrenheit.

We stopped and scooped from the water several bergy bits to fill our cooler and two buckets. The ice pack got thicker and we had to work our way through it. Finally we rounded a point and there were the two glaciers, North Sawyer and South Sawyer. We were able to work our way towards the North Sawyer Glacier and were able to get to within about a quarter mile of the face of the glacier. While we were there, two large pieces calved off and fell into the water with a large splash. We then worked our way to the South Sawyer Glacier, but the ice pack was too dense and was shifting in the tide to get closer than about 1 mile from the face before we turned back.

We had left our anchorage early to arrive at the glaciers before others arrived and we had the glaciers to Wind Song and ourselves for about 1½ hours before the next boat arrived. It is an experience to remember.



# The April Fool

By Joe Motil

America's Cup boat moves to Lake Pleasant! That's right, in a shocking announcement, saddled with the dilemma of what to do with last year's model boat, Larry Ellison has decided to open a commercial venture offering trimaran rides and burro watching on the America's cup winner at Lake Pleasant. When asked if they think the business will be successful, they said "I don't know, what do you think?"

John Mayall prepares for swim portion of the Ironman at TTL.

Heisler and Gibbs announce founding of new Spar Safety Company. In what was obviously a publicity stunt, Heisler and Gibbs portrayed the dangers of equipment failures at the recent NOOD races in San Diego.

Of course, the fact that this is appearing in the month of April has nothing to do with the truth behind these items.

Oh, and let's not forget to document and recall those entries for the Blunder Bucket award nominations to be selected at the Commodore's Celebration.

Like the time Emory ran to pick up his car and trailer and head down the north ramp at Lake Pleasant. As he turned to back the trailer down the ramp, I asked him, "Are you missing something?" That's when he discovered he was missing the trailer! So, back up the ramp he drove to find the missing trailer.

Remember that all nominations must be witnessed by a fellow yacht club member. Embellishments encouraged.

Don't forget to sign up for the Commodore's Celebration on [www.arizonayachtclub.org](http://www.arizonayachtclub.org).

## POLYESTER MITE OUTBREAK

All the rain that Southern California and Arizona have had this year has caused an outbreak of Polyester Mites. Scientists do not know why large amounts of rain cause the outbreak but have noticed this phenomenon over the years, beginning about 1960.

Polyester mites live in both fresh and salt water and are very hard to find. They appear to be most active at night. When lying in your berth at night you can often hear them. Most of them make a clacking sound when eating, which comes from them taking very small bites of fiberglass.

There is another strain of Polyester mites that makes a whirling sound, similar to that of a dentist's drill. There was an outbreak of them at Roosevelt Lake about 12 years ago. This strain bores small holes into the fiberglass eating the fiberglass as it is removed. Many of us took our boats out of the Lake during that period to avoid damage to the bottoms. The low water seems to have destroyed the mites at Roosevelt Lake.

Polyester mites do have one redeeming value. Because they process fiberglass in their bodies into natural compounds when they eat the fiberglass there is no fiberglass leftover that man has to dispose of. This is a good way for us to rid the earth of old fiberglass boats. We need to designate one lake for polyester mites and dump all the old fiberglass boats into this lake.

Al Lehman, April 1, 2005



## Club Officers and Contacts

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Vice Commodore	<a href="#">Joe Motil</a>
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AYC Racing Fleet Captain	<a href="#">Skip Kempff</a>
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Two-Year Junior Staff Commodore	<a href="#">Mike Parker</a>
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