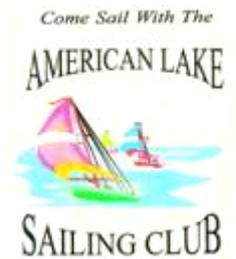


December 2009



From the Editor

This race season has come to a close now and I sure had a fun time racing the past year. I wanted to come to November's races but being Thanksgiving weekend, there were other family activities that I needed to do. My daughter, Breanna, came home from college for the weekend (all the way from the UW) and she wanted to put up Christmas decorations. While hanging lights, I kept on saying statements like..."If I were sailing now we would just be starting the first race." Even though I missed the races, we had an enjoyable time together as a family.

Because I missed the races, I can't do my usual *From the Middle of the Pack* article. However, Andy stepped up and wrote about his experiences racing that day. Thank you Andy. I think that we may have a candidate for the next newsletter editor. So enjoy Andy's story below.

I all hope that you can all make it out the Christmas party on Thursday, December 10th, it should be good time. Now I guess it is time to start looking forward to next season. I hope you and your family have a happy Holiday Season.

Layne

Frank's Place

As November's race day approached, and with more rainfall than average for the month, is seemed likely to be wet. Then... the clouds parted and breezes built to one of the windiest (race) days of 2009. Same lesson as always; "Be there and enjoy... stay home and miss it."

As it turned out four bouts in the 20 foot range and crew were on the water along with a lone Laser (Dwaine's). With the breezes up in the 12-15 mph range, or even better in the gusts, the sailing could be challenging if your boat was overpowered. In my boat, Bye-gone, I opted for my #3 jib for race #2 which really helped. Other boats kept their Genoas and experienced some minor equipment failures. However, the racing in heat #2 was closer than ever with fractions of minutes determining the finishing order.

I had decided to lengthen the course to include a mark adjacent to the swimming beach by the new boat launch (previously the Sea Plane base). This provided a long down wind leg and plenty of time to catch the leaders. With time before dark less than summer months I opted for only the two races. Great fun with much jockeying and lots of learning by new crew and old salts alike.



Special thanks to new members for 2010 Ron and Rodney. Race results as follows...

November Race Results

			Race 1	Race 2		Race Day Totals	
	<i>Boat's Name</i>	<i>HCP</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Over all Score</i>	<i>Over all Position</i>	<i>Monthly Score</i>
Rod	Elvira	99.8	51.13 / 5	58.22 / 1	6	2/3/4	80
Frank	Bye-Gone	101.6	33.00 / 2	59.45 / 3	5	1	100
Dave	Miss Fit	99.4	35.43 / 4	59.00 / 2	6	2/3/4	80
Teri	Gust Rider	99.8	33.14 / 3	62.14 / 4	7	5	60
Dwaine	Rusty	91	24.73 / 1	DNS	6	2/3/4	80

*Costume Bonuses included in corrected times



No races are scheduled for December... Alas the 2009 season has concluded. The yearly results will be revealed on December 10th at our annual Awards/Christmas party at Bill's Boathouse. Remember, it's slated for 7:00-9:00 p.m. Don't be late! As usual the club will provide pizza... The rest is up to us. Again... a low budget gift exchange (not mandatory) is also happening. Hope to see you there. (That's Thursday, Dec. 10th) Anyone wishing to pay their 2010 dues (still a bargain at \$20 a year) may do so (if I have a spare moment during the party).

If there's anyone who wishes to step into a more active role (ie. Race Commodore or Newsletter columnist/race reporter or Cap'n Cook Float Caretaker or 'you name it' that can be arranged.

As for 2010, the first race is on January 30th. As usual all our races are on the last Saturday of each month excluding December. I (the club) also need a 2010 ALSC brochure made. I have the old ones as an example. Please

contact me at the meeting if you can do this. Twenty to twenty-five copies should suffice.

Thanks to all our members for their support and to all who regularly show up for the races. Thanks to the new members and those who brought them in. Special thanks to Dwaine and Layne who team up to get our newsletter/information out there and Carolyn for providing so many photos.

Thanks to all who routinely bring snacks/drinks on race day. Thanks to everyone who helped get the club boat Miss Fit back in the races. And special thanks to our BBQ chefs during the summer months. A great team effort. Let's keep it going in 2010.

Frank



From Laser to Ranger by Andy Artz

Rather than sail my usual boat *Rapido* this last cold November weekend, I opted to sail on a 'big boat' – the Ranger *Gust Rider* captained by Teri. What comfort! What competition! I really enjoyed it and here's why:

1. I wore jeans and my regular shoes, and I wasn't soaking wet or freezing at the end of the day. I would have died of hypothermia on the Laser in those clothes...
2. All my regular sailing knowledge transferred well to the larger boat. My mindset had to change some to give proper advice to the skipper, otherwise we would have been tacking on every little wind shift like I try to do on the Laser, but in general things just made sense and it was interesting to see how the Ranger handled.
3. The competition was great, having more boats of a



similar rating made for more tactical and handling decisions.

As for my opinion of the Ranger as a racing sailboat, it is pretty favorable. Keep in mind I don't regularly sail keel boats so I can only compare it to other smaller boats I have sailed frequently. I've been sailing Lasers and Thistles almost exclusively for many years now, so the characteristics of a keel boat are somewhat foreign to me, but the Ranger reacted well to all wind conditions, the rigging was simple to understand, and the boat handled well during maneuvers (under the expert tiller of Teri).

We sailed the day with the larger foresail which was great on the downwind while sailing wing-and-wing, but which may have been a mistake considering we were somewhat overpowered during gusts upwind. Without more experience in the different sails, I'm not sure if the smaller foresail would have given us better upwind speed by reducing the boat heel and possibly giving us a higher point angle – any experts out there? In my opinion this boat would sail better with a smaller foresail in 10+ knots, just make sure you have a spinnaker on board to work the downwind legs (we didn't have a spinnaker but I wish we had).

The sail trim and shape I am used to for Thistle racing reacted almost exactly the same on the Ranger and upwind speed was great with a slightly lower point angle (which took some mental adjustments to hit lay-line, I still wasn't getting it by the end of the day). The biggest differences are the forces on the sails and the amount of heel (go figure), which sent me tumbling into the cockpit during one tack (no damage to me or the boat!)



One final note about sailing on a 'big boat', it is much easier to drink too much and you have to be careful not to get in trouble with your skipper for having to relieve yourself during critical tactical maneuvers.



*Come join us at the ALSC Christmas-Awards Party on
Thursday, December 10th
@7:00 PM
at Bill's Boathouse*

Also don't forget
Next Race on January 30st
Come join in on all the fun!!!



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Any articles, pictures, or ideas of any sailing activities you are involved in that you would like to contribute to the newsletter are welcome.

Website <http://www.sailnut.com/ALSC/index.php>