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All sails are custom-made by Hank Jotz. With over 40 years of racing and cruising experience, Hank has been a sailmaker since 1961 and owner of Jotz Sails since 1965. Hank is the winner of 10 North American Championships (two FJ, one 505, and seven El Toro), as well as local championships in Finns, 5.5 Meters, and Zephyrs. See more at jotzsails.com

Our Next Meeting: July 13th 6-8pm
Hanford House
2515 Viking Way Redding 224-1675

Bring a beverage or a snack or both. Be ready to help us plan the rest of the summer series, social events, and the FALL. New members, alumni, and Friends of WSC are welcome!

Summer Fun Events!

July 10th: Beauty and the Beast Pursuit

July 24: Evening Sail 6-8pm

July 31, August 14: YMCA Youth Sailing, contact Mike Kelly or Gorden Briggs to help out!



WHISKEYTOWN SAILING CLUB

APPRECIATES THE U.S. COAST GUARD AUXILIARY **FLOTILLA 39**

FOR THEIR SUPPORT OF AND SERVICES TO OUR SAILORS

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WHISKEYTOWN SAILING CLUB

P. O. Box 491526
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If you don't see a "2010" on your mailing label and have not received a 2010 membership card, your membership has lapsed.

WHISKEYTOWN

SAILING CLUB NEWS SUMMER 2010
established to foster and encourage the sport of sailing

YMCA and WSC partner in summer youth sailing program

Once, many years ago, Carol and I took a woman and her two young daughters cross country skiing in Lassen Park. They had never skied before so when we got there we thought we would give them a short lesson. The oldest girl, Annie, said "that's o.k. I already know how." "But you've never done it before." "I had a dream last night" she said, and with that took off up the road on skis like she'd been doing it for years.

That's about the same experience we had with the five kids we took sailing June 19th. I don't know the reason for it but they all were naturals.

After a brief briefing we divided the kids up into three groups for the three boats and with Chip from the YMCA in the chase boat taking pictures and keeping time (about 30 minutes per group), Mike Kelly's Day Sailer, Mike Archibald's Hobie 16 and The Frankendinghy left the docks.

I don't know if the other boats experienced this but after just a few minutes of basic stuff like why you can't sail straight up-wind, I turned the tiller over to Jacob. While his brother Riley was singing the Frankendinger song Jacob showed us that he must have had "a dream."

We sailed over to check out the seal (a drift log with just the end piking up). When Riley took over it was the same. After experimenting with how the tiller worked all on his own he got it and off we went.

The only problem we had with these kids related to, I think, attention span.

There were other things happening. Ospreys, throwing water on

each other, looking at the helicopter, throwing water on each other, etc.

All of the other kids I had in the boat were the same. They all must have, like little Annie, have had "a dream."

Colin and his sister Grace had held a tiller before and it showed. Jayden and her mentor Laurel had never been in a sailboat but took right to it.

My most improved student though was Tim, father of Riley and Jacob. When the wind picked up and I

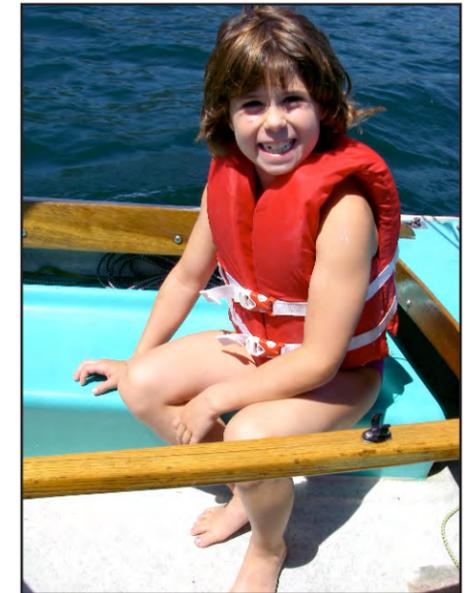
retook the tiller, Tim started working the jib and really got into it

We'd like to thank Chip for putting this together and Mike and Mike for bringing boats and skills.

This is going to become a continuing event and will grow so we'll need more volunteers from the club and their boats, a keelboat or two would be great.

Thanks again to all who helped.

-- Gorden Briggs



The smile says it all.



Mike Archibald keeps careful watch as these enthusiastic young ladies learn the hows and whys of hiking out.

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What lessons have we learned? It's the people who make it work.

*Those of us
who worked to
plan and im-
plement the re-
gatta thought
the hardest
part was over
when we had
our t-shirts or-
dered and the
registrations
organized into
spreadsheets.*

What follows this memory is a weak laugh and a firm request for a stiff drink!

With the loss of our friends Jake and Kelly Weld, our first job was to find and train new Sailwave scorekeepers.

Mike Archibald stepped forward and brought in Christine Kelly to help, and the two of them practiced on the software throughout our spring "series." With dedication and concentration, these two learned the intricacies of the software and cautiously considered themselves ready for our big event.

Christine also immersed herself in our regatta planning, along with Nancy O'Brien, Mike Kelly, Cynthia Harkness, and Pamela Hanford. The regatta committee is also very appre-



The race committee on high alert as Day Sailors start while other boats finish.



ciative of Katie Heidel and Lori Banks, who brought their previous experience and advice to the table to help things run smoothly.

We can't talk about regatta planning without also giving a big hand to Ken Berryman, who not only manned the barge with his dedicated Boy Scouts, but along with Mike Archibald put many man hours into crafting the trophies (which were a real hit).

Dr. Michael Moore and Donna brought the wonderful Airstream trailer that served as regatta headquarters and scorekeeping central. They also helped in every way with

mittee manual that will guide new people. We can also tell we need to add more courses to offer more choices when the winds behave unexpectedly.

And what can we say about the dinner? Mark Woodward and Bill Booth organized an entire day's cooking, essentially offering everyone an "all you can eat buffet" with "seconds" and even "thirds" allowed. The scouts were very efficient at keeping the trash cans emptied and "policing" for any garbage, so this was a great help to us.

When the faithful Pelican fleet discovered that our dinner was a fund-raiser for the Boy Scouts, they immediately abandoned their tradition of many years -- doing their own cookout at the campground -- in favor of enjoying the dinner prepared by the scouts, and we think they were pleased at their decision. So we offer our appreciation to the Pelican sailors for having their hearts in the right place!

The National Park Service, as usual, was very kind to us. They brought in the excellent picnic tables at no cost, and immediately responded to any needs we had, such as servicing the restrooms. Park superintendent Jim Milestone, and chief ranger Jim Richardson have been very supportive of our group and we are happy to continue a good relationship with the NPS.

As usual, the excellent Coast Guard flotilla 39 kept careful watch over our sailors. Make sure to shake their hands and thank them when you see them launching during our sailing dates; they donate their time and boats just to make sure we are safe. Flotilla commander Lonny Singer coordinates with us (via our "liason" Nancy), and we're always gratified to see their boats flying the American flag and warning those pesky

power boats away from our courses.

Lastly, we must express huge kudos to Les Henning, who really saved our bacon on Sunday. In running the results of the Sunday races, Christine and Mike hit a snag in Sailwave that made no sense, no sense, no sense.

Several competent computer people looked into the issue and could not could not could not find a solution, while somewhat panicked regatta committee members began scouring the parking lot looking for people who remembered how to score by hand. (Thanks to Marty Lendl and several of his friends who were ready to step in if needed.)

Enter our hero Les, who is a



computer guru in real life. He sat with Mike and Chris in Scorekeepers' Central and went step by step through all of the program's attributes, discovering that throughout our spring series, we had never run a race prior to noon.

In other words the solution to the dilemma was a very simple correction of "9:00:00" to "09:00:00" for our start time, and suddenly all scores computed properly. This demonstrates how easily that "for the want of a nail the shoe was lost . . ." etc. so aren't we glad Les had the hammer and the nail and therefore saved both the horse and the battle?

Heavy sigh of relief, clouds of doom flee in the face of bright sunshine, someone pass out the trophies and pour the whiskey!

Perhaps the greatest lesson learned by this new committee of people is that while you can never please all of the people all of the time (there were some who grumbled because we didn't get another race on Saturday, while others snarled loudly because the courses weren't long enough)

. . . there are also very good souls who are more than willing to bring their knowledge and experience forward (even during European business trips) to help.

These people, old members and new, and those from out of town who are our good friends, help this organization improve and grow.

There was a time when this regatta drew 300 boats -- Mary Jane Proffitt has the news clippings to confirm it. "We had to limit the entries," she remembers. We know that the economy is down and the interest in other sports contribute to a decline in the numbers of new sailors.

Even so this little club does believe in the future. We get more excited about it every time we look at our long-time faithful members and the faces these enthusiastic young whippersnappers from the YMCA and the Boy Scouts. To paraphrase Kevin Costner, "if you plan it, they will come." Let's keep planning folks . . . it really is gratifying to witness the results!

Look for the article on Whiskeytown women sailors on page 14 of the July issue of W magazine, which is distributed by mail as well as on newstands . . . Guadalajara on Cypress and Macy's both usually have copies out by the door.

setup and hospitality, with Donna manning a huge coffee pot each morning for members and guests needing an eye-opening shot of caffeine.

Bill Keller and Cynthia Harkness met at the Hanfords' a few days before the regatta, and item by item went through the registrations and orders to put together pre-assembled packets that contained race course sheets, sailing instructions, dinner tickets, T-shirts, and hats.

Cynthia really helped by getting West Marine to donate bags for the packets, and by donating her own excellent plastic storage tubs to keep everything organized and clean. She was also available almost every step of the way to contribute her considerable energy and enthusiasm when it was needed.

Having this work done prior to registration really helped, but did not prepare us for the chaos that ensued Saturday morning when at least a dozen sailors registered at the last minute while we were trying to finalize our classes and post the courses.

Jim Samuels was a great help to us and Ken Berryman at this time, and his input was indispensable earlier in the week when it came to



Singing the Frankendinger song on the YMCA youth sailing day.

revising our sailing instructions. We also have to thank Jim also for his help in contacting sailors who haven't attended in a few years.

Speaking of contacts, Jake Cartwright spent a lot of time looking into fleet contacts, inviting out-of-town sailors, and getting the event into Latitude 38. Jake and Nancy also helped with meeting planning, proofreading, and the design of our new burgee. We have to say they went beyond the call of duty, checking and answering emails while driving and also from Geneva while they were very busy attending to their own demanding businesses!

Mike and Barbara Kelly handled many little details for us, ordering the wonderful cakes and buying the morning muffins and great Starbucks coffee. Sadly, Mike wasn't able to participate in the regatta due to a death in Barbara's family that necessitated immediate travel out of state. We all offer our sincere condolences to Barbara on the loss of her sister.

Of course we also appreciate our commodore Gorden, who

designed our totally cool t-shirt this year, along with help from Mike Kelly. Gorden assisted Ken Berryman on the barge and handled protests with fairness and good humor.

Those of us who have not endured the stress of running a committee boat and following complicated procedures and regulations for many boats from many classes manned by sailors from many different locations probably do not understand just how much pressure the race committee endures.

It helps a lot when you have people on hand who have many years of experience doing the job . . . but this is not always the case. Either those experienced people move on, or sometimes they would just like to take their turn in sailing.

Bob Power was kind enough to assist the race committee on the barge, as well as Christine, Cynthia, and Nancy. Ken Berryman spent many hours preparing and planning for the event, and fulfilled his duties on both days with patience and endurance in spite of a health issue that might have kept him at home.

In this coming year we plan to work on a "race committee training" effort, as well as a com-



Question: Which of these two didn't want the day to end? Answer: Neither one!

