







The **BARNACLE**

March 2010








Three Tree Point Yacht Club is an affordable family boating club that promotes enjoyment, appreciation, and care of the waters of Puget Sound.

TTPYC IS 40 YEARS STRONG

March 2010

9		General Membership Social Dinner Meeting
18		Race Fleet Meeting
20		Islands Race GHYC SSS4
27 - 28		Blake Island Cruise and Crab Feed

April 2010

1		Spring Series Race 1
8		Spring Series Race 2
13		General Membership Dinner Social & Meeting-
15		Spring Series Race 3
17 - 18		Tax Relief Cruise to Bell Harbor, Seattle
24 - 25		Spring Regatta Weekend
29		Spring Series Race 4

THE COMMODORE'S CORNER

Pat Waters

Commodore

Hi fellow members,
The required business meeting we held on February 17 was not well attended. There was lots of pizza and beverages left over! You missed a great discussion on the exciting possibilities for your club; a new youth sailing program, the possibility of our very own facility someday, bylaw changes, new approaches to gaining new members, etc. We also heard from Race, Social and Cruise and Communication as well as about the upcoming Mid Sound Social. There is a lot going on in our club and you need to be part of it! Thanks to Ray and Debra Valpey for arranging the meeting and the dinner.



On Tuesday, March 9, we will have another dinner meeting, this time at the Mandarin Kitchen in Des Moines. Our guest speaker will be Matt Pina, our new Des Moines City Councilman. This is your chance to hear what the city plans for the future of the marina as well as giving your thoughts, questions and concerns. Should be fun! I hope to see lots of you there!

On Thursday, March 18, the race fleet will have their annual meeting. Stay tuned to our website for info as to where this will be held.

The famous Blake Island Cruise and Crab feed will be held the weekend of the 27th. This is a fun event, well attended every year. Hope you can join us! See the website, (www.ttpyc.org) for sign up info.

Finally, I want to urge you to go to our yacht club website frequently and review the constantly updated Google calendar, race, cruise and social events. You will find the links to our donors a great way to contact them. Just click on their logo and it will take you to their website. If you contact them directly, please be sure to thank them for their donations to our Mid Sound Social.

Have fun!

Pat Waters frenchsailor@comcast.net

SOCIAL CORNER

DEBRA & RAY VALPEY

Co-Chair

OUR DINNER MEETINGS It's back to "where the club began": at **The Mandarin Kitchen** (near the DM Marina at 22612 - 7th Ave. S.) **Tuesday March 9, 2010**. 6 PM - dinner. 7 PM - program. New Des Moines City Councilmember, **Matt Pina** will spend a few minutes sharing his perceptions of how City Hall works. Afterwards he'll open the floor for our input regarding mariners' views of the City and Marina. It will be good for all concerned to begin a dialog with elected decision makers. We'll be ordering off the menu; we're assured that service will be swift, and the food tasty.

April Dinner Meeting

Back to the **Mandarin Kitchen** again. **Tuesday, April 13, 2010.** 6 PM dinner, 7 PM program. TTPYC's founding member **Guy Harper** will give a talk on the history of Three Tree Point and related marine tales while touting his new book on the same topic. A surprise raffle item will be offered.

"BOATS FOR BEDS" PLANNED FOR JUNE 26TH

A special "**Thank you**" to all members who have generously donated your boat and time to Hospitality House. The "Boats for Bed Auction and Dinner" is March 6th. Watch for the net results in next issue of the Barnacle. Tickets to attend the event are available at [Hospitality House](#) website.

CRUISE CORNER

GEORGE & DAPHNE THOMPSON

Co-Chairs

BRAC DEEF NI HCRAM!!!!



Join the McShanes for the first cruise of the 2010 season to Blake Island on March 27th. The annual crab feed and potluck will have a progressive game of Concentration-so bring a deck of cards, and a hoop/juggling contest. Challenges for the brain and brawn! A word scramble game will also be played. The TABLETOP theme this year is "Boats and Birds".



The events are scheduled to begin @ 2:30 with dinner @ 5 pm.



Again please bring used candles, to create a TABLETOP display for all to enjoy at dinner. Let us know if you are willing to judge these displays, we need a panel of judges! Prizes will be awarded after dinner.

The crab will be supplied by Johnny's Seafood. The prices are \$6.00 per half crab and a \$5.00 event fee per adult. We ask you to complete the form in this Barnacle, and send the form and check to the McShanes by **Saint Urho's day (hint: the day before St.**

Patrick's Day, see answer below). Please make your check payable to [Three Tree Point Yacht Club](#).

See you at Blake Island for games, prizes and crab!! Remember to bring wood for the campfire, too.
Saint Urho's day is March 16th

SAVE THE DATE! 2010 TTPYC TAX RELIEF CRUISE

Where: Bell Harbor Marina **When:** April 16-18 (right after tax day)

What to look forward to: Events will include a potluck and a photo scavenger hunt. Other downtown and Pike Place activities are nearby. We have room for 7 boats. As of this writing, 3 are already signed up. Call now to the marina at (206) 615-3952 to secure your spot by paying your first night's moorage (\$1.35 per foot plus electricity). Cruise cost is \$10 per boat, payable at the cruise.

-your hosts, Ray & Debra Valpey



Save yet another date: Where-The new Bremerton Marina. When-**May 29 - 30 (Memorial Day Weekend)**. What to look forward to- Kitsap County celebrates its second annual "Harbor Festival" with the Three Tree Point Yacht Club, and others. Entertainment, food, booths, exhibits and tours promise an exciting holiday weekend cruise hosted by George and Daphne to a terrific new state-of-the-art marina.

PHOTO TAKEN AT PARK ADJACENT TO MARINA

RACE FLEET CORNER

TOM DAVIS

Race Fleet Captain

SHELLIE CONTI

Assistant Race Fleet Captain

The Windjammer Series finished with a spectacular day on the water. Seven boats came out to race and enjoy the beautiful weather. Bob Post, our Race Captain for the last race of the series, made an interesting suggestion. He thought that since the Manzanita Race was abandoned due to lack of wind it might be good to try to re-run it in lieu of the longer Vashon Island Race. The entrants were polled and everyone thought that would be fine. As it turned out, it was a very good decision. The race started in ten plus knots of wind but by the time the fleet arrived at the mouth of Quartermaster Harbor the wind backed out and everyone struggled to get around the Manzanita Buoy. The Race Committee wisely shortened the course and everyone finished. Fun day!

March is a quiet month for racing at Three Tree Point but we do have our annual Race Fleet meeting on March 18th. This is a very important meeting because it will help us shape what we do with our race program for the rest of the year and any changes we might want to make for next year. We also will be awarding trophies for the Windjammer Series and unclaimed trophies from last year. I will send out a list of winners and the place this week.

Daylight Savings Time starts on March 14th this year. With this it means Thursday evening sailing is not far away. The Spring Series starts on April 1st. It's time to get your crews together to come out and enjoy the warmth of spring sailing.

One of our major events of the year is the Spring Regatta which will be held the weekend of April 24th and 25th. We are working to make this event grow. The San Juan 21 Fleet has made this a major stop on their race schedule. This year we also have commitments from the C&C 115 Fleet and we are working on more. I do want to put out the call for volunteers to help with the regatta and especially for help with the dock barbeque after racing on Saturday.

For up to date news about our race program please go to our web site at www.ttpyc.org.

Tom Davis

RACE REPORTS: February 21, 2010

Glorious! An absolutely glorious day on the water Saturday for the final race of the Windjammer Series. The series finished with a bit of an unusual twist. Since the Manzanita Buoy Race on January 30th was abandoned do to lack of wind, it was decided to replace the scheduled longer Vashon Race with the Manzanita Race. It appeared to be a very good chose.

My day started with breakfast at the Des Moines Creek Restaurant. I met my friends Bob and Laura Crews who were going to sail their first "long" race with their Catalina 30, Silver Breeze. Their crew and my good friends Stew Renn and Jerry Stephenson joined us as well as Mike and Mary Stainsby who commute from the Portland area so Mike can race on Libert . The conversation was naturally about sailing, many past adventures and certainly some mis-adventures. As we left the restaurant we wished each other well and gave Laura some extra encouragement. I know that she was very excited for this race. As her husband, Bob, said "Laura is the racer in the family".

The morning was absolutely beautiful as we headed out to the starting area on Libert . The wind was light but steady. Seven boats came out, three in cruising class and four in the racer class. Not a bad turnout for a February club race.

The start was right at 10:00 with the race committee announcing the starting sequence via VHF radio. Silver Breeze appeared to get the start at the pin end to windward of the fleet. As we powered up to weather the wind was building and was already blowing ten knots. Time for us to make a sail change. The fleet split with half heading to the left side of the course and the rest of us working to the right of the rhumb line. The tide was favorable so it was just a matter keeping the boat trim and finding any favorable wind shifts. Libert  and Mark Rider's J-35, Flashback, had a good duel up to the windward mark. These two boats rate the same. Libert  was able to make a gain when they were able to fetch the mark at Three Tree Point and Flashback had to make an extra tack. As the boats rounded the mark they set spinnakers and bore away to the next mark at Point Robinson. Everyone was making great time.

This was going to be a quick race. As that thought entered my mind it was interesting the other thoughts that accompanied it. I found myself thinking, don't jinx it. We rounded Point Robinson and we looked down the East Channel, the wind looked good. Liberté had a pretty good lead at this point but it wasn't long before Flashback, Les Chevaux Blancs and Cherokee came reaching around the corner. It was hard to tell how the cruising class was doing but it wasn't long before white sails were showing up around the corner too. Then it happened. The deeper we sailed west down the channel the less wind we had. It was a wind shift. Liberté had to hoist their head sail but Cherokee still had their spinnaker up and making a big gain along the Maury Island shore. There is always anxiety when you are the fastest rated boat and the rest of the fleet is closing in on you. It wasn't long before the fleet had used up all the wind and were all fairly close to each other just off of Piner Point at the entrance to Quartermaster Harbor.

It took over two hours to make it around the point. When the race committee checked in it was decided to shorten the course at the Manzanita Buoy. Liberté was able to get their half ounce spinnaker up long enough to eek their way to the finish. They became the committee boat and then finished the rest of the fleet. We had no idea how long we might be out there but it really didn't matter. We were stripped down to shirt sleeves, sipping a cold beer in what felt like seventy degree sunshine. The good news is that the tide had changed and the current was bringing everyone to the mark. Everyone finished by 3:15 so there was plenty of time to get boats back home in warm sunshine.

Congratulations to Pat Waters and his crew on Liberté for first place in the race and first place for the series. Congratulations to Laura Crews and her crew of merry men for their first place in the cruising class which also means they are first for the series. Not bad for her first "long" race. By the way, our nickname for Laura when we race in the Windseekers during the summer is "The Weapon" because when she steers the boat we win.

Thanks to Bob Post and his crew for a great job as race committee. Tom Davis

COMMITTEE REPORTS

Membership

Kristie and Don Brame

Co-Chairs

The membership committee now have a new revised Three Tree Point Yacht Club invitation card thanks to Tom Hubbard. We would like for all members to have some to give to their friends and acquaintances. We did have TTPYC cards distributed at the Seattle Boat Show and at a Hospitality House (Bunco Night) event thanks to Janet and Sue.

EDUCATION CORNER

Mountaineers Basic Crewing Course

I would like to bring to everyone's attention the fact that the Tacoma Mountaineers offers a basic sailing class each spring. This is a wonderful opportunity if you have friends that have come out and sailed with you who are new to sailing and have shown interest to learn more. Maybe someone in your own family would like to brush up on their skills.

This year Three Tree Point members Bob and Laura Crews Co-Chair the class and Three Tree Point members Jerry Stephenson, Tom Davis and past member Stew Renn are doing classroom instruction.

Thanks
Tom Davis



Sailing Committee Co-Chairs: Robert and Laura Crews 253-677-6949,
lacrews06@msn.com (please write Mountaineers-Sailing in subject line).

Skippers: Cpt. Jerry Stephenson, 253-381-7859, USMC_js@msn.com, Ron Broekemeier, Tom Davis, Stew Renn and Frank Thorpe

2010 BASIC CREWING COURSE

The days are getting longer and the May 1 "official" start of boating season is just around the corner. If you have wanted to learn about sailing now is the time; the spring 2010 Tacoma Mountaineers Basic Crewing (Sailing) course will teach you to:

- Rig a sloop-rigged sailboat
- Assist in departing from and arriving at a dock under power
- Have a basic understanding of sail trim and sailboat maneuvering
- Understand basic personal gear requirements and safety practices for sailing under conditions which may be encountered during Mountaineers sails
- Have a basic understanding of charts and navigation aids
- Be able to function as a crew member during a sail

Course Graduation Requirements:

- Attendance at all three classroom sessions; Monday April 5, 12 and 19 from 6:30-8:30 pm at the Tacoma Mountaineers Clubhouse
- Attendance at one On-the Dock/ First Training Sail session April 10 or 11
- Attendance at a Second Training Sail, April 17 or 18
- Attendance at two experienced sails-dates to be determined after course starts.

Mountaineers membership is encouraged, but not required. Course fee is \$95.00.

Sign-up online at www.mountaineers.org.

READING CORNER

TOM HUBBARD submitted this interesting article from <http://sailonline.com/>

Flag etiquette has been transmitted to us by generations of mariners. Although not often appropriately respected these days, observing flag etiquette can provide some pride of perpetuating a very old tradition as well as some fun. We will not get into deep details and purist fanaticism. However, we will try to show charterers the minimum that is expected for basic respect of rules.

Therefore, we will only talk here about 5 main flags: the Ensign or the National flag; the club burgee; the Private Signal; the Flag Officer's flag; and the Courtesy Flags.

1. The Flags

Ensign

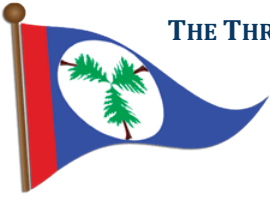
Boats should fly the National Flag. Most pleasure boats in US waters have a choice of 2.

The yacht ensign, with its fouled anchor over a circle of 13 stars, the "Betsy Ross" flag. Originally restricted to documented vessels only, it is now commonly flown on recreational boats of all types and sizes instead of the **National Flag**.

The 50-star flag "Old Glory" you are all familiar with.

The appropriate time to fly the ensign is from sunrise to sunset, except when racing. However, whenever a boat is taken into international or foreign waters, the 50-star U.S. ensign is the proper flag to fly and the yacht ensign cannot to be displayed. In other words, if you are a US boat in Canadian waters, you should not fly the Ensign, but the National Flag.

Boats today fly the ensign from the stern, which provides the best visibility, but it can also be flown from the leech of the mast after sail. When flown from the stern, it should be on a staff (pole) that is sufficiently long and angled, and that is offset to one side (traditionally the starboard side), so the flag flies clear of engine exhaust and rigging.



THE THREE TREE POINT YACHT CLUB BURGEE

Is a small flag displaying the symbol of the Three Tree Point Yacht Club. It may be flown day and night. However, there is only one way to display the burgee. Members should remember that the tree on the vertical centerline has its base down.

Most people opt to fly the burgee lower in the rig, hoisted to the end of the lowest starboard spreader on a flag halyard. While purists rail this practice, it is an accepted adaptation of another tradition, which is that the starboard rigging is a position of honor (when you visit a foreign port, that's where we fly the host country's flag). Besides being reasonable, flying the burgee in the starboard rigging is such a widespread custom that to try to end it would be close to impossible. Visit the club's store if yours is looking faded and order a new one!

Private Signal

It is a small, custom-designed and custom-made flag that carries symbols standing for the owner, so it can basically be anything. The signal may be flown day or night, but is not displayed when another sailor is in command. (The rule is: the private signal and burgee follow the sailor, not the boat.)

On a multi-masted boat, the private signal is flown at the head of the aftermost mast. On a sloop, the private signal may be flown from the starboard rigging, either below the burgee or alone.

Flag Officer's Flag

Third order of precedence when a Courtesy flag is not being worn. When the owner or person in effective control of a vessel is a flag officer of TTPYC, the flag officer's flag, may if they wish, replace the club burgee. In practice, however, this is rarely done. The normal practice is to fly both the club burgee and the flag officer's flag, in which case the flag officer's flag assumes the third position in order of precedence.

Courtesy Flags

As a matter of courtesy, it is appropriate to fly the flag of a foreign nation on your boat when you enter and operate on its waters. There are only a limited number of positions from which flags may be displayed. Therefore, when a flag of another nation is flown, it usually must displace one of the flags displayed in home waters. However, it is hoisted only after the appropriate authorities have granted clearance. Until clearance is obtained, a boat must fly the yellow "Q" flag.

The courtesy flag is flown at the boat's starboard spreader, whether the United States ensign is at the stern staff, or flown from the leech. If there is more than one mast, the courtesy flag is flown from the starboard spreader of the forward mast.

As a side note, some authorities are not amused at all if you fly their courtesy flag using an old, raggy or faded flag.

Lastly, it is also a common courtesy to fly the national flag(s) of your guest(s) on board, if they have a different nationality than the ensign is showing.

2. Flags' Dimensions

Although flags come in standardized sizes, there are guidelines to help you selecting the proper size for your boat.

The size of a nautical flag is determined by the size of the boat that flies it. Flags are more often too small than too large. So in the rules below, round upward to the nearest larger standard size.

The flag at the stern of your boat: U.S. ensign or national flag should be about one inch for each foot of overall length. For example, on a 40ft. boat, the ensign should be 40 in. i.e. about 3.5ft.

Other flags, such as club burgees, private signals and courtesy flags for use on sailboats, should be approximately 1/2 inch for each foot of the highest mast above the water. For example, on a 30ft. boat, with 50ft. between the masthead and the water, the burgee should be about 25 in. i.e. about 2 ft.

3. Raising and Lowering Flags

Fly the ensign from morning (0800 hours local time) to sunset whether the boat is at rest, under sail, or under power. The exception to this rule is: The ensign is not flown by a boat in a race, which signals to other boats that you are racing.

To prevent wear and tear, the flag may not be flown when out of sight of other vessels or when nobody is aboard. The flag is flown while entering or leaving a port, even at night. For purists: In the morning, the ensign is hoisted rapidly before other flags. In the evening, it is lowered slowly and with ceremony after other flags come down.

 **And a note from our Treasurer - mingling up and about with the Olympic fans in Vancouver**

"We are having a great time, have seen curling, super g, Canada men's hockey, 2 man bob, and will see short track skiing tomorrow. Weather has been good, transportation very convenient and easy to get around. There are lots of friendly fans and long lines (to be expected)."

Caroline McShane

FYI 2010 2nd Annual "Clean, Green Boating Festival" Saturday, May 22, 2010 Foss Waterway Seaport

Tacoma's waterfront maritime education and event center for speakers, exhibitors, and boats on display

We cordially invite you and your organization to participate in the Festival in several ways:

- Showcase your services with a table/booth at the Festival
- Give a presentation about your clean/safe boating practice or product
- Display your vessel's "clean energy solutions" for dockside tours
- Send this invitation to all those who use and take pride in our region's waterways
- Sponsor (and invite your company or group to sponsor) the new "Clean, Green Boating Scholarship" with a contribution at any level and let us promote your group at the Festival!

The 2nd Annual "Clean, Green Boating Festival" will offer:

- Free "citizen science" boat tours on Commencement Bay
- Boating regulations and workshops on "green" boating practices and products
- Storm water and environmental education displays
- Family hands-on activities to engage all ages in caring for our waterways

"Clean, Green Boating Scholarship"

New in 2010! Announcing - the "Clean, Green Boating Scholarship" Essay Contest for all Tacoma high school students! The winning essay will help a local high school group experience a 3-day, 2-night marine science expedition on Puget Sound. The scholarship is designed to deepen respect for Puget Sound's delicate marine ecosystem and inspire leadership in addressing threats to our waterways. Support this new youth scholarship and your name (or your organization's name) will go down in history as part of our "Clean, Green Boating Scholarship" Award Banner! See details at <http://www.healthybay.org>.

RSVP - Registration Please register early - by Friday, April 2 - to present or display products, services or boats at the Festival! Download registration forms at www.healthybay.org, or complete and submit the attached form by surface mail, email or fax. Please make checks payable to Citizens for a Healthy Bay, a 501(c)(3) organization. Mail completed registration form and payment to: "Clean, Green Boating Festival" send to: Citizens for a Healthy Bay/917 Pacific Avenue, Suite 100/Tacoma, WA 98402

Other ways to register: Email your completed registration form to chb@healthybay.org or fax it to (253) 383-2446. Pay your registration fee online at www.healthybay.org with PayPal; or call Citizens for a Healthy Bay at (253) 383-2429 to pay with your Visa; or mail your check to the above address.

Please let us know of your interest and questions. Let's partner and help create a great Festival! Yours sincerely
Vickie Marriott

See details at <http://www.healthybay.org> or <http://www.tacomaliveboards.org>

Three Tree Point Yacht Club
P.O. Box 98700
Des Moines, WA 98198
www.ttpyc.org

The club with an emphasis on fun!

2010 Officers and Trustees

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