



1984 Steve Swanberg

Nov 16, 1983

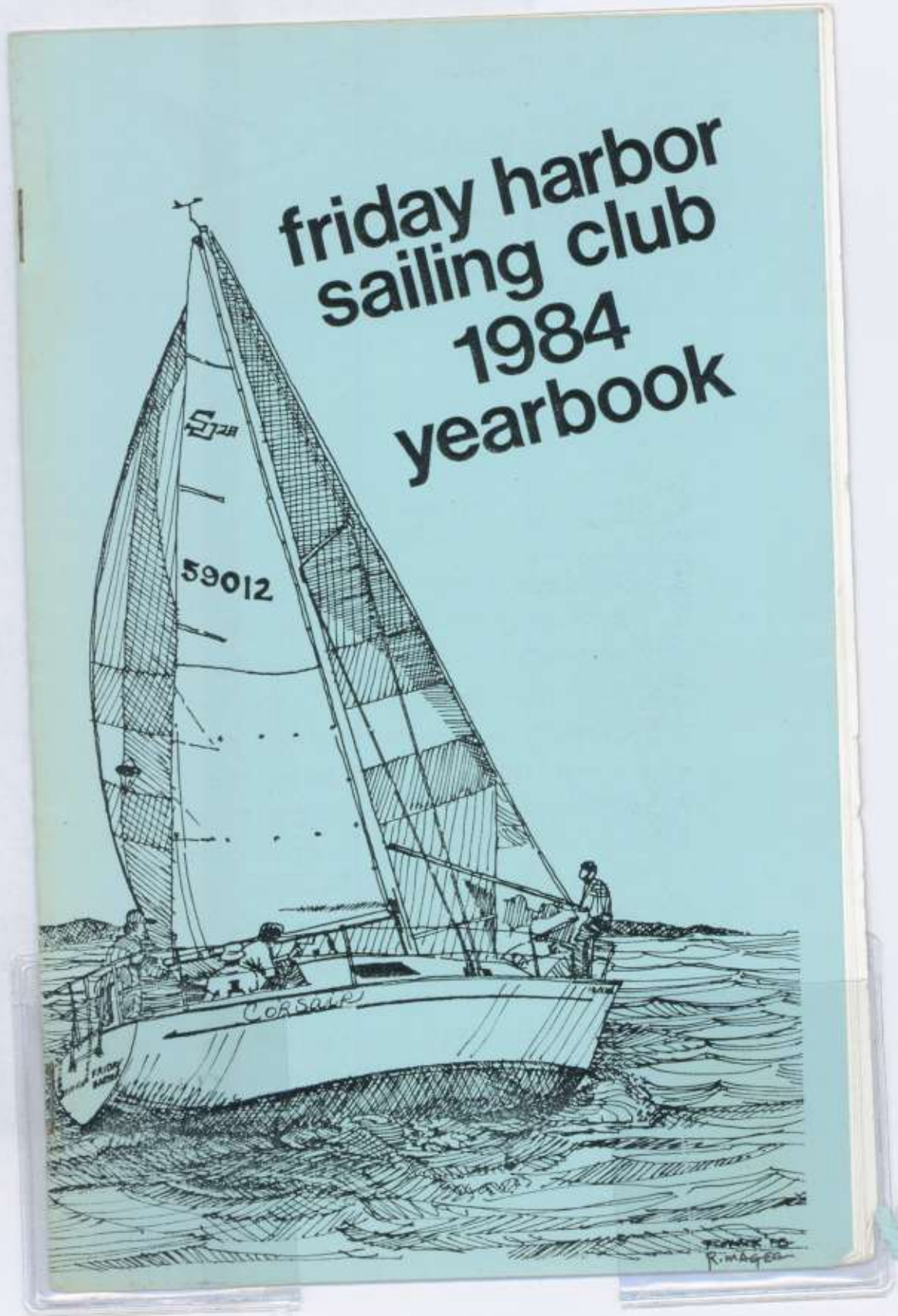
Sailing Club picks officers

Steve Swanberg was elected the new commodore of the Friday Harbor Sailing Club at the November meeting, replacing Fred Krabbe. Other new officers for 1984 are Joanne Bailey-Cummings, vice-commodore; Pat Hurley, fleet captain; Jim Fricke, secretary; and Dave Champlin, treasurer.

The sailing club, which now has nearly 90 members, will hold a potluck Christmas Party at 5:30 p.m. Sunday, Dec. 4, in the basement of the American Legion Building.

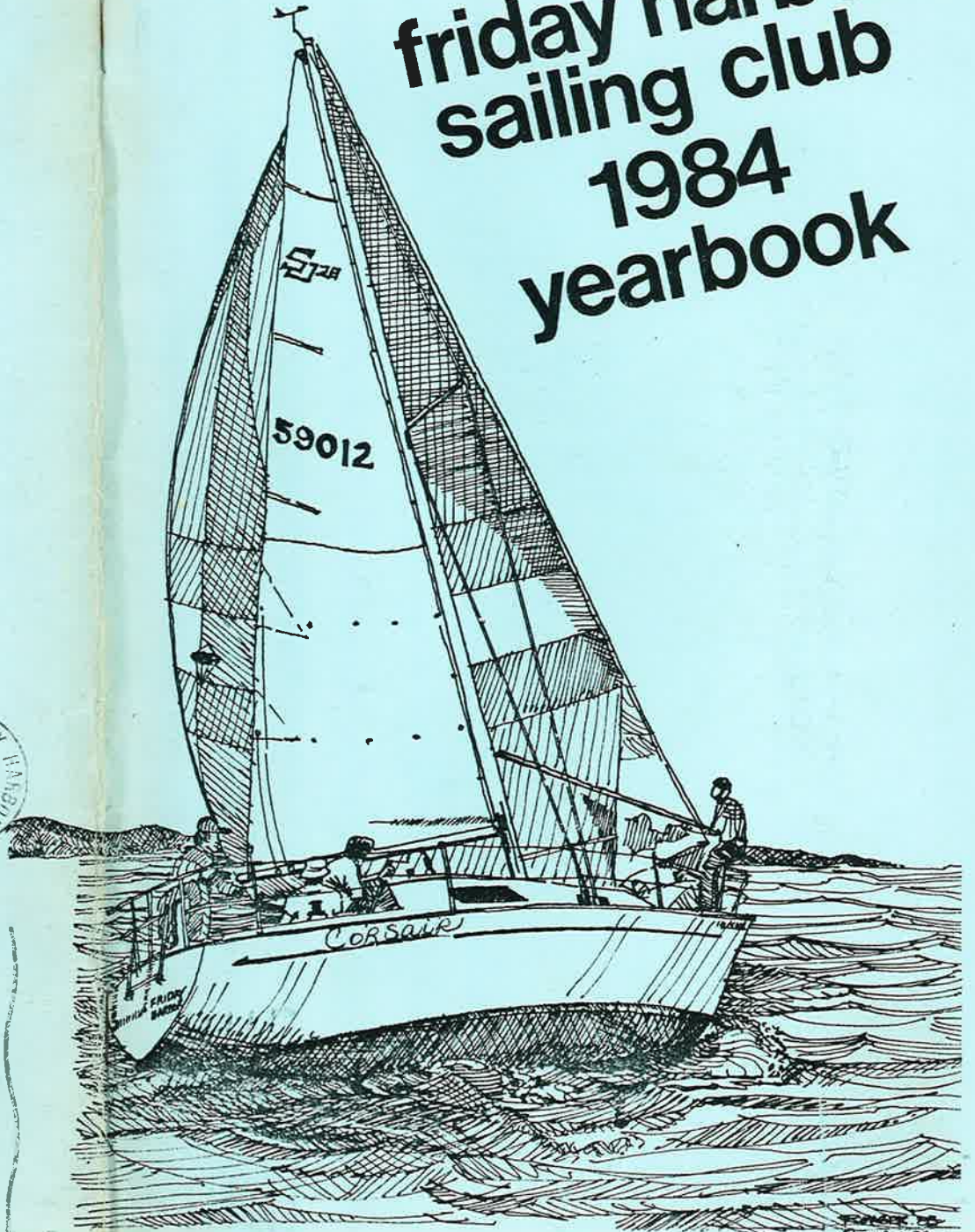


Carley - "Cygnus"
Swanberg - "Corsair"
Mager - "Psyche"



friday harbor sailing club 1984 yearbook

Tom & Karen Bogardus
Box 1269
Friday Harbor WA 98250





Friday Harbor Sailing Club

P.O. BOX 62 * FRIDAY HARBOR WASHINGTON * 98250

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DEDICATION (Article II F.H.S.C. By-Laws):

The purpose of this club shall be: To promote, advance, and encourage the sport of Corinthian or amateur sailing, particularly of yacht racing and cruising and racing facilities for its members; to hold and take part in sailboat races and regattas with other yacht clubs and associations and to cooperate and associate with them; to develop the friendship, sportsmanship and good fellowship of its members and the general public; to make more popular the yachting facilities of the San Juan area and utilize its possibilities; and to take part in and support other outdoor sports in the Pacific Northwest.

OFFICERS

Commodore Steve Swanberg

Vice Commodore Jo Bailey Cummings

Fleet Captain Pat Hurley

Cruise Captains Mr & Mrs Dick Saylor

Treasurer Dave Champlin

Secretary Jim Fricke

BOARD OF TRUSTEES

Fred Krabbe
 Sunny Vynne
 Rod Mager

COMMITTEE HEADS

Social Mr & Mrs Fred Krabbe

Publications Dave Champlin

Program Director Jo Bailey Cummings

Handicap Fred Krabbe

FRIDAY HARBOR SAILING CLUB MEETINGS

The Friday Harbor Sailing Club meets the second Tuesday of each month at 7:30 PM at the lower level of The American Legion Building. Meeting dates are listed below:

Jan. 10th	Business Meeting
Feb. 14th	Pot Luck Dinner (7:00 PM)
March 13th	Open Yachts - F Dock (6:30 PM to 7:30 PM)
April 10th	Pot Luck Dinner (7:00 PM)
May 8th	Open Yachts - Port Dock (6:30 PM to 7:30 PM)
June 12th	Picnic - Turn Isl. - F.H.
July 10th	Picnic - Turn Isl. - F.H.
August 14th	Picnic - Turn Isl. - F.H.
Sept. 11th	Open Yacht - Port Dock (6:30 PM to 7:30 PM)
Oct. 9th	Pot Luck Dinner (7:00 PM)
Nov. 13th	Business Meeting (7:30 PM)
Dec. 11th	Gala Christmas Meeting (7:00 PM) Pot Luck Dinner

FRIDAY HARBOR SAILING CLUB ROSTER

Bailey, Jo - Al Cummings P.O. Box 425 378-5111	"Sea Witch" "Roanoak"
Barnes, Dick & Jeannie 2371 Mitchell Bay RD. 378-5160	"Barnstormer"
Blevins, Tom & Mary P.O. Box 752 378-4119	"Niord"
Bogardus, Tom & Karen P.O. Box 1269 378-4942	"Galahad"
Boothman, Gary P.O. Box 255 378-2459	"Grasshopper"
Bowers, Glen & MaryAnn 231 Warbass Wy. D107	"China Doll"
Bryner, Samantha P.O. Box 1053 378-2760	"Old Crow"
Champlin, Dave & Mary 2027 Fir Lane 378-5192	"Naia VII"
Cowell, Tom & Kathy 5830 Neil Bay Rd. 378-2518	"Sea Goat"
DeFilipps, Sam & Chris Short 745 B Larsen 378-2509	"Blew By You"
Dickinson, Dr. David 555 Park St.	"Justine"
Dittmar, Bob & Lorna 2490 B Channel View Dr. 378-2741	"Spadina"
Duthie, Larry & Roz 755 Argyle St. 378-4015	
Dustrude, John & Louise P.O. Box 295 378-4306	"Island Bird"

ROSTER

(Continued)

Fricke, Jim 295 Tucker Ave. 378-2509	"Island Trader"
Froula, Dave & Donna P.O. Box 1411 378-5782	"Snow Goose"
Galer, Rick & Kathy Moorweiss 620 Warbass Wa. #8	"Galatea"
Gislason, Brad & Pat 5765 Neil Bay Rd. 378-4368	"Kapila"
Gottfried, Joan 1961 Smugglers Hill Rd. 378-4228	"Merry Tom"
Grey, Chuck & Chris 5640 Davison Head Rd. 378-2572	"Alair IV"
Hallmark, Cynthia P.O. Box 5 378-2114	
Hennen, Virgil & Judy P.O. Box 1416 378-5656	"Saint Jude"
Hoepfner, Fred & Peg 2369 DeHaro Lane 378-4213	"Mariana"
Hurley, Pat & Cynthia P.O. Box 1382 378-2209	"Skye" "Tioga"
Huse, Tom & Sue 7061 NE 137th Kirkland 823-6709	"Peregrine"
Hutchinson, Frank & daughter Hunter 1791 Pear Pt. Rd. 378-5799	"Passages"
Iverson, Jeff P.O. Box 842 378-4981	
Jewett, Roy & Penny P.O. Box 582 378-2048	"Tess"

ROSTER

(Continued)

Krabbe, Fred & Bev
P.O. Box 644 378-4442

Mager, Jack & Julie
1641 Oaks Pl. 378-4401

Mager, Rod
P.O. Box 774 378-4120

Marston, Carol
378-2155

X Matheson, Bill & Lois
2277 Mitchell Bay Rd. 378-2556

Mattoon, Doug
P.O. Box 1310 378-2921

May, Sherman & Joan
P.O. Box 401 378-5461

McDuckston, Wes & Joey
P.O. Box 70 378-2397

McKillop, Chuck & Robin
2570 Merrifield Rd. 378-2258

Mereidth, Palmer & Irene
4825 East Harbor Dr. 378-4336

Moore, Rob & Jackie
P.O. Box 491 378-2671

Nash, Charles & Betty
P.O. Box 93 378-2995

Nichols, Bob
P.O. Box 124 378-2931

Oliver, George & Gladys
1020 Harbor View Pl. 378-2627

"Islander Express"

"Tatezi"

"Volcan"

"Precursor"

"Moonshiner"

"Luftström IV"

"Pal Joey"

"Sounion"

"The Sunapee"

"Candide"

"Saltchuck"
"Blue Eagle"

"Nicholsworth"

"Downeast 38"

ROSTER

(Continued)

Orvold, Leonard & Mildred
P.O. Box 545 378-4302

Owen, Roger & Jean
1696 B Wilks Wy. 378-4824

Risser, Peter & Susan
P.O. Box 752 378-4119

Roberts, Gary & Marilyn O'Conner
P.O. Box 1375 378-5135

Saylor, Dick & Pat
3880 Upper Pl. 378-5813

Schwedler, Paul & Maxine
374 Channel Hites 378-4025

Seaman, David & Emily
P.O. Box 341 378-2449

Shull, Dan & Dorothea
P.O. Box 1345 378-2164

Slocomb, Jim & MaryKay
P.O. Box 651 378-2667

Sobel, Lance & Joyce
P.O. Box 1192 378-4921

Sorenson, John
P.O. Box 284 378-4082

Strickland, Dave & Pam
P.O. Box 86 378-4458

Swanberg, Steve & Yvonne
794 Eagle Cove Rd. 378-5504

Thorson, George & Sidney
1660 Cattle Pt. Rd. 378-4997

Vynne, Sunny & June
P.O. Box 190 378-2231

"Petrel III"

"Third Reel"

"Lutra"

"Mandolin"

"Eventide"

"Tondelayo"

"Cygnus"

"Dorothea"

"Mbura"

"Windsniffer"

"Windsong"

"Corsair"

"Skana"

"Alert"

1984 RENDEZVOUS SCHEDULE

- | | | | |
|---------------|--|------------------------|--|
| March 17 & 18 | Cruise for the weekend. Lopez Isl. - Fri.
Shaw Island - Sat. & Sunday. | July 10 | Tuesday evening Picnic Meeting
at Turn Island. Let's have a "Boat
Pool" so more folks can attend. |
| March | Spring Regatta, Gary Boothman of
Boothman's Cabinets - dates to be announced. | July 14 &
15 | A Delightful Cruise to a wonderful
little spot "Cabbage Island", B.C.
via Bedwell Harbor. |
| March 24 & 25 | The Thrash Regatta. Contact Flt. Capt.
Pat Hurley if interested. | August 11 | Racers - join in on the great "Shaw
Island Classic" sponsored by the San
Juan Island Yacht Club. |
| April 7 & 8 | Joint cruise with San Juan Island Yacht
Club - beautiful Prevost Harbor on Stuart
Island, east side. | August 14 | Tuesday evening Picnic Meeting at
Turn Island State Park. Hitch a ride
over and share the fun. |
| April 20 - 23 | The Southern Straights Race. More on this
in the May Newsletter. | August 19 &
19 | Then on for a week or more: 1st desti-
nation - Butchart Gardens , B.C. for the
weekend, then on to Maple Bay - Tent
Island - Telegraph Harbor - Nanaimo B.C. |
| May 5 & 6 | A super weekend for cruisers and racers.
"The R.H.U.M.B. Regatta" (Roche Harbor
Ultimate Marine Bash") Race all weekend
or cruise to Roche for a fun gathering. | August | Sometime this month don't miss the
second annual "Hurley Regatta!" A fun
filled afternoon at the Hurley spread -
Sportsman Lake, San Juan Isl. More later. |
| May 12 | A good race "Island Challenge Cup" from
the folks at Anacortes Yacht Club. | August 31 -
Sept. 2 | Racers gather for the P.I.T.C.H. Regatta.
Sponsored by Bellingham Yacht Club. |
| May 12 & 13 | The Infamous Round Island Race/Cruise
Sponsored by the San Juan Island Yacht
Club. | Sept. 2 | The "Hein Bank Race". Sponsored by
Commodore Swanberg - Swanberg Insurance |
| May 12 | Cruisers: Join Dick & Patty Saylor
"Eventide" and some other cruisers for
up to a 1 month exploration of Desolation
Sound. Contact the Saylor's - 378-5813. | Sept. 7 -
11 | Cruisers gather for Rendezvous Friday
night at Jones Island. Saturday - on to
Sucia Island - Sunday to Bellingham Yacht
Club and return via Cypress Island. |
| May 23 - 24 | Race Week - tune up for "Swiftsure"
Royal Victoria Yacht Club | Sept. 30 | The Great "Lemans Race". Sponsored by
Peter & Susan Risser - SJ Canvas Co. |
| May 26 - 28 | The 1984 "Swiftsure Classic" | | |
| June 9 - 10 | Cruise/Race - a joint cruise in conjunc-
tion with the "Barge Cup Race" A Bedwell
Harbor Rendezvous. | | |

1984 RENDEZVOUS SCHEDULE

(Continued)

NOTES

Oct. 6 & 7 A weekend cruise with a destination
to be announced.

F.H.S.C. FALL SERIES

Oct. 7	Race 1
Oct. 14	Race 2
Oct. 28	Race 3
Nov. 4	Race 4
Nov. 18	Race 5
Nov. 25	Race 6

Brought to you by the F.H.S.C. Race Enthusiasts. Watch
the starts right in Friday Harbor Bay.

MAJOR NORTHWEST - - - RACE DATES

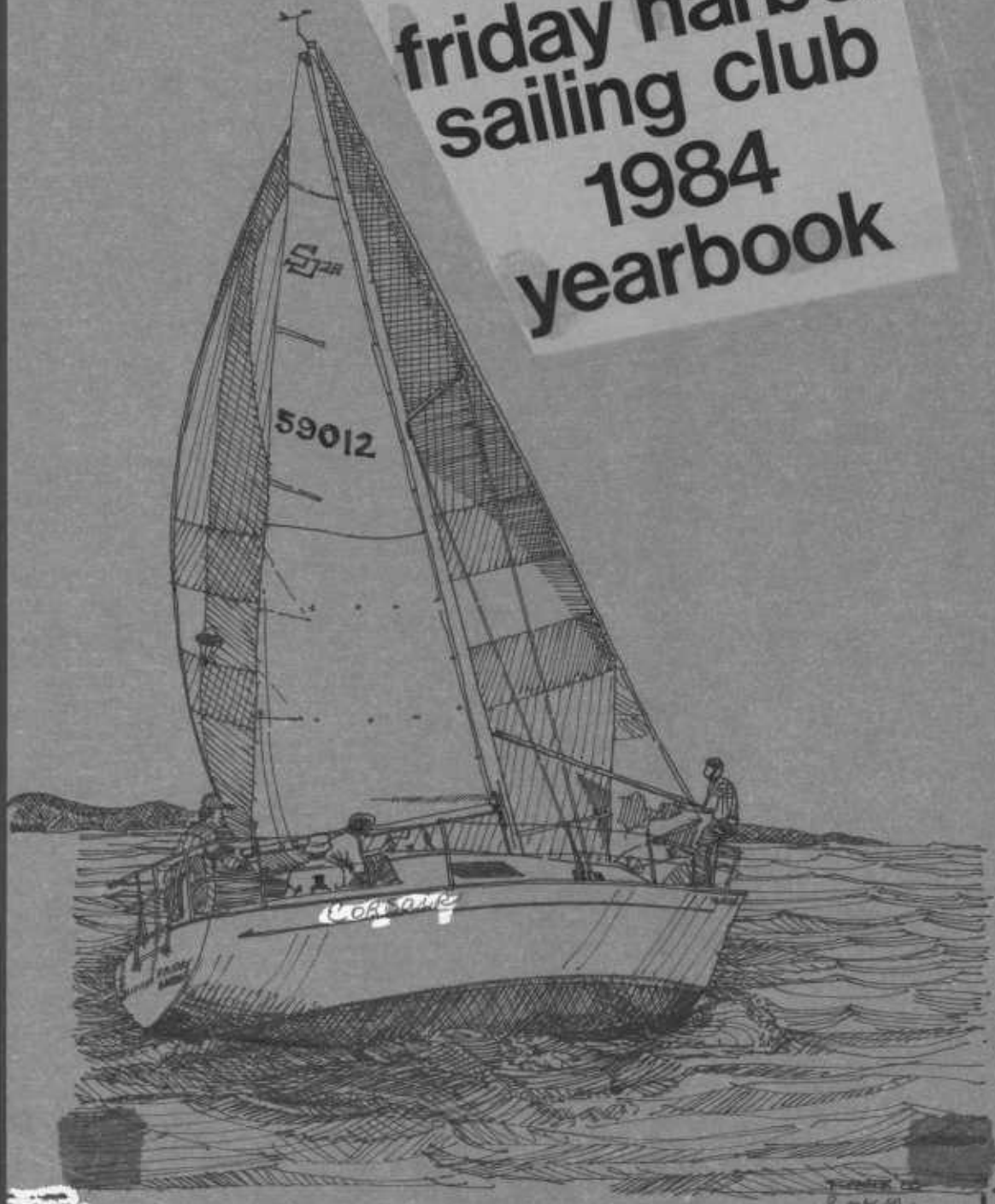
March 24 - 25	THRASH Regatta (R/Y/C)
April 7 - 8	The Great Equalizer (SYC)
April 20 - 23	Southern Straights (NVYC)
May 5 - 6	R.H.U.M.B. Regatta (F.H.S.C.)
May 12	Island Challenge Cup (Anacortes Y.C.)
May 19 - 20	Round Island Race (SJIYC)
May 23 - 24	Tune up for Swiftsure
May 26 - 28	1984 Switsure (RCYC)
August 11	Shaw Island Classic (SJIYC)
August 31 - Sept. 2	P.I.T.C.H. Regatta - Bellingham Y.C.

NAME	SAIL#	TYPE	OWNER	PHRF	Q FACTOR	PORT
ALERT	49444	C&C 34	Vynne	2.2	0	Brown Isl.
ALTAIR IV	4	Monterey 32	Grey	5.35	0	Neil Bay
BARNSTORMER	SJ 28	San Juan 28	Barnes	2.80	.2	Snug HBR.
BLEW BY YOU		Newport 28	Defilipps/Short	3.2(T)	.2	F.H.
BLUE EAGLE	59126	San Juan 28	Nash/Carlson	3.00	.2	F.H.
CANDIDE	S	Santana 27	Moore	3.25	.1	F.H.
CELEBRATION	1363	Cal 25	Dickinson	4.00	.4	F.H.
CHINA DOLL		CT 41	Bowers	4.4	.5	
CORSAIR	59012	San Juan 28	Swanberg	2.90	.2	F.H.
CYGNUS		Bahama 25	Seaman			F.H.
DOROTHEA		Nor Sea 27	Shull	5.0(T)		F.H.
EVENTIDE	H415	Swan 36	Saylor	1.44	.2	F.H.
GALAHAD	25	Cape Dorey 25	Bogardus	4.5	.4	F.H.
GALATEA	N 15	66' Yawl (12 meter)	Galer	2.1		F.H.
GRASSHOPPER 59473		J-30	Boothman	2.0(T)		Caprons Landing
ISLAND BIRD		29' sloop	Dustrude	5.5(T)		F.H.
ISLAND TRADER		Coronado 35	Fricke	3.3(T)		F.H.
ISLANDER EXPRESS		Bayliner 32	Krabbe	0.0(T)		F.H.
KAPILA		Sun 27	Gislason	3.75	.5	F.H.
LUFSTROM IV	50	Catalina 25	May			Snug Hbr.
LUTRA		38 Rhodes Cutter	Risser	3.0(T)		F.H.
MANDOLIN		Fast Passage 39	Roberts	2.55	.2	KDT
MBURA	1228	Santana 22	Sobel	4.0	.4	
MARIANA		CT41	Hoepfner	4.4	.5	Snug Hbr.
MERRY TOM		Non Such 30	Gottfried	3.1	.2	
MOONSHINER 59539		Newport 27	Mattoon	3.4	.2	F.H.
NAIA VII 37370		Erickson 32	Champlin	2.9	.3	F.H.
NIORD		Traveler 32	Blevins	3.5(T)		F.H.
OLD CROW	360	Thunderbird 26	Bryner	3.4	.1	F.H.
PASSAGES	2	S-2 30	Hutchinson	3.6	.2	Caprons Landing
SPECTRE	F906	Cal 40	Huse	2.00(T)		Everett
PAL JOEY		40' Power	McDuckston			F.H.
PETREL III	79	Cal 25	Orvold	4.0	.5	F.H.
PRECURSOR	785	Clipper 26	Matheson	4.05	.6	F.H.
SALT CHUCK	60	Columbia 21	Nash	4.5	.1	F.H.
SEA GOAT	84	Cal 28	Cowell	3.5(T)	.2	Neil Bay
SEA WITCH		29' Monk Sloop	Bailey/Cummings	6.0	.5	F.H.
'SKANA		40' Tollycraft	Thorson			F.H.

NAME	SAIL #	TYPE	OWNER	PHRF	Q FACTOR	PORT
SKYE		Thunderbird 26	Hurley	3.2	.2	F.H.
SNOW GOOSE		Baba 30	Froula	4.0(T)	.5	Anacortes
SOUNION	415	Pilot 35 sloop	McKillop			Jensens F.H.
SPADINA	J-230	7 Meter 36'	Dittmer			F.H.
SAINT JUDE	41	Voyager 44	Hennen	4.4	.5	Caprons Landing
TATEZI		Choy Lee 32	Rod Mager	4.2	.2	KDT
TESS	US 290	Soling	Jewett	2.4	.2	F.H.
THIRD REEL		P.H.Sloop 34	Owen			F.H.
THE SUNADEE	1675	Choy Lee 36	Meredith	3.2	.5	San Juan Isl.
TIOGA		28' Power	Hurley			F.H.
TONDELAYO		Cascade 29	Schwedler	4.5	.3	F.H.
VULCAN	34796	Ranger 24	Marston	3.65	.2	F.H.
WINDSNIFFER	937	Tanzer 22	Sorenson	3.9	.4	F.H.
WINDSONG	487	Erickson 27	Strickland	4.1	.1	F.H.

NOTES

friday harbor
sailing club
1984
yearbook



Artist Rod Mager

Sounder Soundings by the Seashore

Jo Bailey



Sailing activities flourish

By STEVE SWANBERG

Vynne Wins!!!! Local sailor Sonny Vynne took first place recently at the Thrash Regatta in Oak Bay near Victoria. The event, attended by over 120 yachts from throughout the area, was sponsored by the Royal Victoria Yacht Club.

The yachts competed for two days in conditions ranging from warm and sunny with light breezes, to cold and rainy with winds gusting over 25 knots.

Four yachts from Friday Harbor attended the Regatta: Sonny Vynne in Alert, Steve Swanberg in Corsair, Rob Moore in Candide, and Gary Boothman in Grasshopper.

Vynne, recognized all over as a world-class sailor, took top honors with an outstanding first-place effort. Gary Boothman was 4th, Swanberg was 9th in his class and Rob Moore was 13th.

The Friday Harbor Sailing Club hosted the annual Rhumb Regatta (Roche Harbor Ultimate Marine Bash) on May 5th and 6th at Roche Harbor, according to Pat Hurley, fleet captain. Twenty yachts competed in light winds and strong currents over the two-day event, with the over-all winner, Trade Winds Tri, a yacht from Victoria.

The ferry Nordland acted as a platform for the race committee before and after the races. The sailors enjoyed a spaghetti dinner in the enclosed pavilion after the Saturday races. The Canadian sailors took all three places in class B, and first and second in class A. Boothman finished third in class A.

The Royal Victoria Yacht

May 16, 1984

Club will be holding the annual Swiftsure and Juan de Fuca Races on May 23-25. Swiftsure is the granddaddy of them all, with 500 yachts competing in the event. This year, they have added in-shore races on Wednesday and Thursday, with Friday being a lay-day prior to the main event, which starts on Saturday, May 28.

In Victoria, yacht racing is a spectator sport, attracting thousands of persons who enjoy the gala pre-race activities, which take place in the inner harbor at Victoria in front of the Empress Hotel and Parliament buildings. Street bands, vendors, airshows and many other activities take place during the weekend, and usually a huge crowd congregates on the jetty to observe the finishers.

Local sailors competing this year are: Sonny Vynne with Alert, Gary Boothman in Grasshopper and Steve Swanberg in Corsair.

If you want to have an exciting weekend, why not plan to go over to Victoria and see this gala affair... You won't soon forget it!

Mike Valiga, administrator for the Port of Friday Harbor, has announced the port will hold a sailboat race this weekend as a part of the regularly scheduled Grand Opening activities on Sunday, May 20.

The start is scheduled to take place at 10 a.m. and the race is open to all sailboats. A short three-quarter mile course will be sailed. Regular USYRU rules will apply. The race will be using PHRF ratings, however. Any yacht not holding a rating will be assigned a temporary rating by the race committee.

Skippers may register on RACE DAY at the port office. Trophies will be awarded for 1st, 2nd and 3rd places after the race.

Major news around the islands this coming week — whether you're a boater or not — is the grand opening of the new expanded Port of Friday Harbor Marina. All kinds of activities are planned for Saturday and Sunday for this event that kicks off the nearly doubled port facility.

The town may not yet fully realize the impact the marina could have. Consider that with approximately 600 boats at the docks, and about two or three persons aboard each boat, the marina alone could have a larger population than the entire town of Friday Harbor!

The expansion has been at least six or seven years in the planning and construction, and recognizes the enormous growth that has occurred in the islands. It also emphasizes the importance of Friday Harbor as a recreational boating port.

On hand for the opening ceremonies will be Rep. Al Swift who will speak at 2:25 p.m. Saturday; Frank Urabeck, Les Soule and Colonel Yankupe from the Corps of Engineers, Larry Fairleigh and Ralph Mackey, from the Interagency Committee; Robin Torner, Washington Public Ports Association; former and present port commissioners, and county and local dignitaries. Former harbor-master Jack Fairweather will be out of town during the opening festivities.

The actual ceremonies begin at noon with a concert in the new waterfront park by the Island City Jazz Band. A Coast Guard rescue demonstration will follow at 1:30 p.m. in front of the park. The Rev. Ted Leche of St. David's Episcopal Church, a boater himself, will give the invocation at 2 p.m.; guests will be introduced at 2:10 p.m., and the opening ceremony will be at 2:25 p.m. Rep. Swift will give a short talk and Port Commission Chairman Linda Browne will cut the ribbon leading to the new breakwater.

A parade of boats (more than 100 are expected to be on hand from yacht clubs all over the region) will sail around Brown Island and pass before the breakwater starting at 4 p.m.

The festivities will move to the Fairgrounds later in the afternoon, and the Lions Club will serve hot dogs and sausages beginning at 5:30 p.m. Saturday will finish off with a social and dance at the Fairgrounds at 8 p.m. with music provided by the One More Time Band.

Steve Swanberg, commodore of the Friday Harbor Sailing Club, plans a sail race Sunday morning starting between 9 a.m. and 10 a.m. with the exact time and particulars to be announced.

Sunday will in fact be a great day for all types of boat races. Sailing dinghy races will start between the customs dock and the beach at 11 a.m. with a course to be announced at the time. Registration is at 10:30 a.m. on the customs dock.

Participants may be of any age with any type of sailing dinghy and the only rules are that all sailors must wear life jackets and the boats must be equipped with bailers, said Peter Risser, chairman of the event. He also said if there were five boats of the same class (such as El Toros, etc.) there would be separate starts. (I've got to get my El Toro ready for this one — see you there.)

Rowing dinghy races with two persons per boat will be at 1 p.m. at the old seaplane float in front of the waterfront park. Again, any age participants are welcome. The rower will be blindfolded with instructions on the course to be given to the rower by the coxswain. Lifejackets are also required for this race. There is no registration fee for any of the races, and awards will be given.

A picnic and other activities are planned at the park at about the same time. Sounds like a gala weekend.

The big sailing news this past weekend was the two-day Rhumb Regatta in Roche Harbor, with wonderful weather and terrible tides.

Rhumb Regatta overall winner was Trade Winds Tri, skippered by Barry Wright of the Royal Victoria Yacht Club. Wright also was first in the A Fleet division. Surt, skippered by Ed Life, also of RVYC, was first in B Fleet.

Rhumb Regatta is an annual series of races at Roche Harbor sponsored by the Friday Harbor

Swiftsure classic

Sailing race tests the mettle, endurance of 400 boats, their skippers and crews

By BILL MATHESON

Swiftsure? Surely a name with romantic overtones!

A British squarerigger? An under-sea prominence? A competition for ocean-going sailing vessels? It is at once all of these, but to dedicated sailors it is the Swiftsure Light Classic race, or more simply, the Swiftsure.

IT AFFORDS skippers and crews an opportunity to race against their peers, and a theoretical chance to win even with a boat of modest pretensions. This achieved by an international system of performance handicapping designed to factor out the performance potential of hull and sails and place a premium upon sailing skill and judgment. The goal is to produce an exciting race in a body of water notorious for its unpredictable winds and weather.

The beginning of the 54th annual Swiftsure race got underway at 9 a.m. Saturday, May 26. Over 400 boats were entered varying in length from 25 to 73 feet. Started by the Royal Victoria Yacht Club in successive groups according to class and rating, they sailed into an 8- to 10-knot increasing westerly wind and against a long afternoon flood tide.

The Swiftsure course starts at Brotchie Ledge in Victoria Harbor and runs 58 miles west through the Strait of Juan de Fuca to a lightship at the mark before doubling back to the finish line in the harbor. The mark is the storied Swiftsure Bank, an 18-fathom shallows three and one half miles long lying a dozen miles northwest of Cape Flattery, the northwest tip of Washington's Olympic peninsula.

Southeast of the bank the Continental shelf drops off to a deep submarine canyon which curves around the Cape and into the mouth of the Strait. Here the complexities of coastal winds, and the profusion of land masses and shallows combine to produce strange and unpredictable motions. Winds and currents off the Cape and the rotary tidal stream in the vicinity of Swiftsure were known

to early navigators of our coast, but even today the vagaries of weather and sea are too complex for our modern science to predict.

MORE SUITED to the smaller boats competing in Swiftsure is the briefer Juan de Fuca race, a truncated course in the Strait having start and finish points coincident with those of the Swiftsure Bank course. It runs 40 miles to the mark off the American shore at Clallam Bay.

History reveals that the Swiftsure courses have been consistently characterized by unpredictability of wind, sea and weather, demanding 20 to 50 hours of concentrated, coordinated and almost unremitting physical and mental effort from experienced sailors. As the fame of the Swiftsure has grown over the years so has the respect of national yachtsmen for its unique challenges. Many consider it to be the premier offshore race west of the Great Lakes and north of San Francisco.

The diversity of sailing vessels, equipment and crew experience, coupled with the sobering perils of weather and a frigid sea, have forced the application of explicit controls on the race to minimize potential for loss of life. Swiftsure yachting association sponsors impose rigid safety requirements on vessel and equipment as well as upon crew qualifications, training and experience, and enforce these requirements by inspection. These rigid regulations have been adopted nationally. The outstanding safety record of Swiftsure is at least partially due to this organized effort.

THE EXCITEMENT of competitive sailing seldom impacts the onshore spectator since the drama at sea is largely witnessed only by the crews. Consequently, sailing will never become a popular spectator sport until sailing events receive the kind of on-the-spot coverage of the media such as that given to PGA golf.

The wind and tide conditions of this year's Swiftsure favored the larger boats carrying sail area high, and the hydrodynamic advantages of the ultralight hulls. It is not always so —



ALERT, under sail with skipper Sunny Vynne at the helm, captured a first place win at Swiftsure.

such is the mystery of the race. Two hours from race start the westerly winds had freshened to 25 knots. The larger boats increased their lead down the Strait while the swells were shaking the wind out of the sails of the smaller boats as well as churning the contents of more than a few stomachs in the cockpits.

For the Class I yachts the finish line drama was played out in the pre-dawn Sunday morning calm between Charlie, a 63-foot veteran of the Trans-Pacific race, chartered out of San Francisco by a Vancouver group and skippered by Bill Niemi of Seattle, and Meridian, a 70-foot custom ultralight from Seattle skippered by owner Chuck Schiff.

JUST BEFORE 7 A.M. Charlie picked up a breeze close offshore and crossed the finish line one minute, 59 seconds ahead of Meridian. Charlie's corrected time gave her a comfortable margin of 33 minutes and 19 seconds over Meridian in almost 22 hours of sailing. Almost two hours

later the ultralight sloop Acey Deucey crossed the line, followed three hours later by Glory. Glory's corrected time placed her 15 minutes ahead of Acey Deucey to capture third place in Class I.

But the real drama or tragedy for Meridian, a pre-race favorite, took place in the Strait 26 miles from the finish line and a half-dozen miles off the Canadian shore. Meridian had rounded the Bank in the early evening well ahead of Charlie and with the westerly holding into Sunday morning was enjoying a good spinnaker run back savoring her lead.

At this point in the black of the night Meridian's keel encountered the first clump of kelp. At first recognition of loss of speed Meridian's crew turned the boat and dropped the spinnaker, quickly proceeding to backward the sails to drive Meridian backwards to clear the keel.

Underway again with sails set, Meridian almost immediately fouled more kelp. With the precious seconds

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June 6, 1984

Friday Harbor sailors place in the classic

(Continued from Page 1-D)

ticking off the crew repeated the procedure, backing Meridian down and away from the obstruction wrapped around the leading edge of her fin keel before setting off a second time.

MADDENINGLY, it quickly became clear Meridian was still not free of the tenacious obstruction to her forward progress. Her phosphorescent wake visible astern was now twice its normal two-foot width.

At this point, said Schiff, "Charley screamed by." For the third time Meridian's crew turned the boat, manhandled boom and sails, and backed the boat so fast they were concerned about intake flooding. Finally free, Meridian took off and overhauled and passed Charlie. Skipper Schiff believes they fouled a floating web of kelp, fishnets and floats, the geometric shape of the floats being discernible in the dark. He estimated Meridian lost at least a half-hour and probably more as a result of the encounter. When asked if he thought this cost him line honors (first across) and the race, he said, "Who knows? They might have sailed into a hole."

While Meridian and Charlie were dueling for the lead on the home leg, the westerly changed to an easterly in the early morning at Swiftsure Bank. Now the boats must sail the return leg into the wind deprived of the benefit of extra drive from spinnakers which crews had been ready to break out of the turtle for so many hours.

SUNNY VYNNE, Friday Harbor Sailing Club's own world-class sailor and skipper of the C&C 34 Alert, relates that by 8:30 p.m. Saturday Alert was off the Cape, 18 miles from the Bank. Against the flooding tide another five and three-quarter hours

were required to round the mark. Almost as soon as Alert's crew had the spinnaker up the wind veered around to the nose. After the long evening hours of anticipation the crew were able to carry the spinnaker for only 10 minutes before settling down to the long beat back.

Vynne could not recall a Swiftsure where a beat into the wind was required for the whole of the course. Finding themselves at Race Passage at 11:10 p.m. Sunday evening with no wind Alert's skipper gambled on crossing the Strait. Finding an onshore breeze the crew stayed with it by short-tacking a half-mile off the American shore. This diversion paid off in time bringing Alert in three hours ahead of the next finisher in her class. On the water 42 hours, Alert's crew crossed the finish line at 2:50 a.m. to win first place in Division 4 of Class I with a corrected time of just under 34 hours and 19 minutes.

Other local Swiftsure entrants included Corsair, A San Juan 28 skippered by Friday Harbor Sailing Club Commodore Steve Swanberg, and Grasshopper, a J-30 skippered by Swiftsure veteran Gary Boothman. Starting in a drizzle and fog at 10 a.m. Corsair's crew bucked increasing wind and waves on the Juan de Fuca course for 9 hours and 40 minutes until they were able to round the mark and set the spinnaker for the run downwind. With the day's long westerly wind fetch up the Strait waves and swell now combined to produce an imposing sea.

SOON WIND AND SEA forced Corsair to set the spinnaker. After passing Race Rocks the wind had slackened sufficiently to set the spinnaker again for the run to the finish line. Crossing at 2:03 Sunday morning with a corrected time of 12:24.5, Corsair placed a respectable



27th in Division H.

Grasshopper made good time on the westerly beat until between Clallam Bay and Tatoosh she began to be set by the flooding tide. Loran fixes confirmed the shrinking vector of Grasshopper's progress too late to extricate her from the clutches of the tidal current.

Ten minutes before five Sunday morning, the mark was finally rounded in seven-foot swells and the crew tidied up for the long beat back home. Twenty-six more hours were required to bring Grasshopper 60 miles from Swiftsure Bank to a point off Race Rocks less than 10 miles from the finish line. It was now 7 a.m. Monday and wind conditions forced setting a course towards Port Angeles. A half-hour later, losing distance and run-

ning out of allotted time, Grasshopper withdrew from the race. Grasshopper's crew did not come away from Swiftsure empty-handed, however, having carried off a 4th place trophy in the Inshore Race Series prior to the big race.

SUCH WAS THE 54th running of the Swiftsure. One week later, with the corrected results from the Royal Victoria Yacht Club still in the U.S. mails, skippers are already assessing the performance of their boats and reviewing their tactical mistakes while plotting strategy for the 1985 Swiftsure.

W.E. "Bill" Matheson, Ph.D., is a physicist and consulting engineer who lives on San Juan Island. He is a pilot, yachtsman and computer buff.

Samantha Bryner and Cynthia Hallmark



She's a serious sailor, tough competitor

June 27, 1984

By ALLISON ARTHUR

It's drizzling and the so-called beer-can boat race off San Juan Island has been canceled on this drab summer afternoon. All because of men.

They gave up and are warming themselves in the pubs of Friday Harbor while Samantha Bryner and cohorts are huddled in Samantha's 26-foot boat, Old Crow, moored at the port.

THE WOMEN were ready and willing — not raring, mind you, but willing — to race in this nasty weather until they learned the competition had gone on to other things.

Bryner and friends Bonnie McCullough, Karrie Nash and Beth Hudson discuss the situation. They've heard the men are talking about them, wondering how serious the women are about racing.

The women decide to continue the discussion over a few glasses of wine at The Electric Company.

Bryner, for one, is a serious competitor. She is the skipper of her own boat. She runs an all-woman crew. She's picked up three or four first-place wins in the last few years.

But as important as winning is that of being a woman involved in what has been the male-dominated sport of yacht racing. Bryner says women haven't been as involved in sailing because, until recently, they didn't own boats. Owning a boat is the key.

SO IS SELF-CONFIDENCE.



Samantha Bryner (center) and friends aboard her 26-foot boat, Old Crow.

"A lot of women don't have the self-confidence to go down on the dock and ask to crew," says Bryner, adding most men are willing to teach women.

But it's easier — sometimes for a woman to learn the ropes from another woman. It's especially easier for a woman to make a mistake in front of another woman. Some women fear — even though they shouldn't — an error on deck will endanger their relationship with the man who is teaching them.

Then again, some men tend to have a let-me-do-it attitude that prevents a woman from

gaining hands-on training.

Bryner has seen all that happen to other women. That's why she enjoys helping women learn to sail. "I really would like to see more women get out and do it and not be intimidated. It doesn't take a lot of strength," says Bryner.

Bryner knows about the latter statement. She's 5-feet high. But she can handle those heavy sails as well as most men.

The women who crew on her boat say Bryner is by far more patient than most men they've crewed for. She also gives better instructions and skips

some of the sailing jargon men tend to use to prove they know what they're talking about, the women say.

BRYNER'S YEN for Independence has taken her into other typically-male realms. She works full-time — seven days on, seven days off — as a cook on a tug boat. She's usually the only woman on the boat.

Why work on a tug boat? "For the money," Bryner answers tersely. She now earns \$100 a day. Those good wages have enabled her to buy her

own boat and buy a home on San Juan Island.

Bryner remembers the first night she had to show up for work on Pier 91 in Seattle for Foss Tugboats. "I was scared to death. I had to be down there at midnight to work. I wore old baggy clothes and tried to look unfeminine."

As she has done with sailing, Bryner soon gained self-confidence. She doesn't dress in baggy clothes. And she cooks what she wants. It took time, she admits. "It was four months before I could do an egg over easy without breaking it." She says she armed herself with a Better Homes and Gardens cookbook "and everything is okay."

The men have big appetites. "I mean, we're talking about big meals. Meat and potatoes." Still, Bryner does things her own way as a cook. She makes sure the meals are well-balanced. And she avoids deep-frying everything. Some of the men were used to heavily-fried foods.

BRYNER'S FIRST fears of men becoming too friendly have been put to rest. "The company really gave them the word. They ... at a woman and they're out."

As for the future, Bryner is learning to fly a plane.

"I want to make as many options for myself as possible. That's why I'm learning to fly."

It's also why she learned to sail and why she cooks on a tug boat. And it's why she turns out to race even on stormy days ... when the men retreat to the local pubs.