

Boulder Yacht Club

Boulder Bits



Bits and Pieces. Some Noteworthy; none newsworthy.

Vol.MM1XNo.4

<http://www.boulderyc.org>

April 2019

---UP COMING EVENTS---

Soon----- Warm weather and boat Launching

April 20----- Commodore's Breakfast and Flea Market

MAY 18 ----- Spiro's Spaghetti Dinner \$8.00 ea. BYC race #1/Lake wide Cruiser's Cup spring race

---FROM THE COMMODORE---



- Ahoy BYC mates,

Good times just ahead! The weather is finally beginning to cooperate and soon all of us will be getting our boats ready to launch, or de-winterizing if they're still in the water. While you're getting prepared for the season, don't forget to rummage around the garage or basement for any sailing equipment that is gathering dust. April 20 is our first officially scheduled get together, for the Commodore's Breakfast, followed immediately by the annual flea market.

Check your schedule folks, breakfast will be served at 0900.

Welcome new members, Eric and Cece Ferguson.

Enjoy the weekends and have a happy April fool's day, Fair winds to all

Steve Rice-BYC-Commodore

sailalgeciras@hotmail.com

---FROM THE VICE COMMODORE---



- bunch of new BYC Apparel this year. A couple of weeks ago Bill, Pam and I unloaded the new shirts and hats and put them in the clubhouse. We picked out a bunch of new colors and styles and they're all on display (sorry guys, no Hot Pink Camo shirts for you). Due to material and size differences the prices vary but each shirt is individually priced, and the sizes and price range are marked below each style. If we're not around and you want to see something Jerra can get it for you and accept your money. Jerra also has the older BYC shirts in the display case in the marina

office and they're clearance priced!

Things you could have watched during the off season, but can watch on rainy weekends.

We all know that winter is the longest season for us sailors and boaters. What are you to do when your boat is put away and it's cold enough to make drinks without using ice? In my case (being retired helps) I turned to the wonders of the Internet and started living vicariously through others. Lately the retreat was YouTube. Turns out there are several sailing vlogs out there that can provide a good escape from the winter blahs. Here are three of my go-to's.

My first choice is "White Spot Pirates", also known as "Until the Lines". This show is in its fourth season. It follows the agony and ecstasy of a young German woman who buys a run-down 31' aluminum sloop in Panama and travels the area alternating between adventures and fixing her boat. And, there is a lot

of fixing (did I mention the boat is pretty run down?). She usually updates weekly, and each episode runs around 10 to 20 minutes.

Next is the vlog "S/V Delos". This follows a younger and well tattooed crew aboard a Super Maramu 51 who appears better funded than the previous show. They are sailing around the world, financed by Patrons who send in money to support the cause. They do a lot of diving, touring and fixing the boat which they are not afraid to show. Well produced and utilizes a lot of toys (I wonder how they get them all on a 51' boat). Often, they are accompanied by some of the Patrons. Each episode runs around a half hour. Some of the language is a bit salty for the youngsters but, they appear to be the real thing and do a good job of sailing.

Third on the short list is "Distant Shores". This show features the Shards, who have been sailing and broadcasting their travels about as far back as I can remember (anyone remember Lats and Atts TV?). They have a fondness for Southerly Yachts and are now on Distant Shores III, a 52'. The shows, which run 30 minutes each, are well produced. Not enough sailing but they do get around. They are Canadians so, while very polite, the shows could use just a bit more "pop" (maybe that's a Canadian thing too, eh?). So, sit back, pop a cold one (or make some hot chocolate) and watch some sailing!

See you at the lake! I'll be the guy in the blue coveralls and facemask (again).

Rich Sutorius-BYC- Vice Commodore
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---FROM THE SECRETARY/TREASURER---



. Well, it's finally getting warm. Can't wait to see everyone at the lake. Vice Commodore Rich has stocked the ship store, so shop now for the best selection.

Please welcome 2 new members: Eric and Cece Ferguson on Lady Sea Sea. Remember to send your membership renewals soon. We currently have 26 paid renewals, which makes us at 47 members. If you are wanting to pay dues or any other event with PayPal look for this link <http://www.thorusa.com> located just to the left of the

photo of the marina on the clubs' web page.

Current balance \$2,088.25

Checking - \$664.60
 Savings \$1,192.05
 PayPal - --\$146.35
 Cash ----= \$85.25 .

Mike Shelton, BYC Sec/Treasurer
[mandvshelton@ att.net](mailto:mandvshelton@att.net)

-----THE SOCIAL CHAIR -----



- To this officer that did not write an article, "Why have breakfast with the Commodore on April 20"? This might be his answer if he wrote an article.

In the past when we have had managers from West Marine with information on their many and fast changing items to make boat launching quicker, easier, and your boat look better. They also give demonstrations on their new gadgets that makes boater more fun, or makes us look smarter. We have learned how to make beer which seem to go hand and hand with boating. We have learned how to fish,

where to fish, when to fish, how to prepare these fish to get the very best taste. We have also learned where islands that used to be are now just below that super clear water, or where there is now an island just below that super clear water. In fact since the Commodore is usually active on the lake he might tell you to have breakfast with him anytime. That's what he might have answered.

Brian Chostner Byc Social Chair
 Email: brian.chostner@gmail.com Mobile: 314 308 7362

----FROM THE RACE CHAIR ----



- I asked the race chair that since I have a slow sailboat why should I race against the fast sailboats. Here is what I think he might have said if he would have answered in the bits. Since there are so many different kinds of sailboats, we take their times in the race which are also different in races all over the country and make them all finish at the same time. We then assign a PHRF value to these boat so that the next time they race in theory the boats are the same and it is the Captain that wins or loses the race. Maybe if I'm wrong he will correct me in next month's Bits. Power boaters could do this also but they just add a bigger, or more motors to go faster.

Race Tip: make more tacks towards the windward mark. It usually does not pay to make a long tack and then you find out that the mark is way over there.

Thorsten Schaette, BYC Race Chair
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---FLOTSAM AND JETSAM---

It seems there is some confusion about the Board of Directors, we to decide what vacancies need to be filled and do so. Maybe we can have a meeting of the 2018 board and anyone volunteering to be on the Board of Directors when we are all at the lake this spring. What do you think about April 20?

ANCHOR RODES

All nylon rodes: Small boats often use anchor rodes made entirely of three-strand nylon because they are lightweight, inexpensive and, for boats without a windlass or anchor well, easier to stow than rodes with chain. Although all-nylon anchor rodes can be quite strong, they lack the chafe resistance of rodes with chain and are therefore not appropriate for extended use or for use in rough weather. As the rode for a lunch hook or spare anchor, however, an all-nylon rode functions quite well.

Combination rodes: A good compromise between all nylon and all-chain rode is to use a short length of chain (6'–30') connected to the anchor, with a long length of three-strand nylon line connected to the chain. This combination satisfies nearly all requirements of a good anchor rode, except that it is not abrasion resistant over its entire length, and the weight of the chain is pretty ineffective in keeping the pull on the anchor horizontal; even a 15 knot wind will lift short lengths of chain off the bottom. The primary function of chain is to handle the chafe from rough bottoms that would otherwise abrade the soft nylon line. Long scope (7:1) must be used to compensate for the lack of weight to keep the pull horizontal. Nylon is preferred for its elasticity. Its stretch reduces peak loads on the anchor and on your boat.

What kind of anchor do you put on that rode? The most popular type of anchor is the **fluke anchor**, also called the Lightweight or Danforth, which includes the West Marine Traditional and Performance2 anchors and is often the only anchor on many smaller boats. Light and easy to weigh, it stows flat and holds well in mud or sand. Its excellent holding power-to-weight ratio means you can use a lighter anchor compared to other types, but it doesn't hold well in grassy or rocky surfaces. Its flukes and stock (the wide crossbar at the top) are more prone to foul on rocks or the anchor rode.

Mud: Mud has low shear strength, and requires anchor designs with a broader shank/fluke angle and greater fluke area. This allows the anchor to penetrate deeply to where the mud has greater sheer strength. Mud is frequently only a thin layer over some other material, so anchors that can penetrate through the mud to the underlying material will hold more. Fortress anchors have greater holding power in mud because they can be adjusted from their standard 32° to a broad 45°

fluke angle. Some people put a sliding ring on the shank so you can pull the anchor out the fluke end instead of the shank in.

*The pessimist complains about the wind. The optimist expects the wind change.
A leader adjusts the sails*

---EDITOR'S NOTE---

Hello! If you want the Bits by e-mail, or would like to contribute to next month's edition, please contact me at magicdragon1@prodigy.net. This year, the monthly deadline for each article entry will be set for the **25th day of each month**. I encourage *everyone* to send articles of interest to share with the BYC family. You don't have to be an officer; you just have to have an interesting story or fun pictures to share.

*Submission Instructions: just email your article or pictures to me at magicdragon1@prodigy.net. Please copy and paste any text from a word document directly into the email text body to ensure there are no formatting translation errors. Event flyers should be submitted in PDF format unless you would like me to check them for errors, in which case a word document is fine.

Bill Schmidt, BYC Bits Editor Magicdragon1@prodigy.net

The 2018 BYC Officers

2018 BYC OFFICERS	
<i>Commodore</i>	Steve Rice
<i>Vice-Commodore</i>	Rich Sutorius
<i>Secretary-Treasurer</i>	Mike Shelton
<i>Race Chairman</i>	Thorsten Schaette
<i>Social Committee Chairpersons</i>	Brian Chostner
<i>Historians</i>	Sharon Schmidt & Laurel Juenger
<i>Boulder Bits Editor</i>	Bill Schmidt
<i>Webmaster</i>	Rob Schmidt
<i>Co-Webmaster</i>	Bill Schmidt
<i>Social Ambassador</i>	Pam McBride & Sharon Schmidt
Directors	
<i>Chairman</i>	Ron Robertson(1) ?
<i>Secretary</i>	??
<i>Other members</i>	Bill Schmidt(3) Jeff Morrison(3) Dorothy Rice(1) Steve Rice (ex officio, non-voting) Dave Renard?