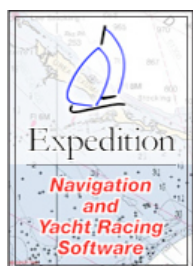
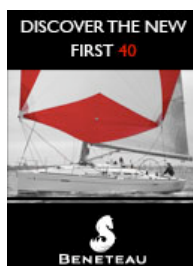


SAILING ANARCHY

"WHERE THE STATUS QUO BLOWS"



Postcard



Anarchist [bossarc](#) took this great shot today of the Wing (with a headsail) from Point Loma. Sad to report that San Diego is not a pretty place to be....

11/26/09



Give Thanks

Most of us have plenty to be thankful for. Hell, living to see tomorrow for some of us is a miracle. Given the Thanksgiving Holiday today, take a moment to reflect on the things that have meaning in your life (and yes, your boat counts) and how it would suck to not have them in your life (again, you may focus on your boat). We gather today with those who are important to us (boats are often referred to as "she", so your boat qualifies here as well) to spend some quality time together.

And when your wife calls you on the cell, wondering why the hell you are late for Thanksgiving dinner, tell her that indeed, you are spending some quality time with that which is important to you and one that you are thankful to have in your life. And don't forget to lock the hatch before you head home.

Happy Thanksgiving from all the kooks at Sailing Anarchy!

11/26/09





Ghost Town



Things aren't looking any better for 2010 Key West Race Week than they were last year - in fact, with only 101 boats registered less than 8 weeks before the first gun, and a number of those registered not actually coming, it looks like the once-great event will experience yet another big drop in participation for the sixth or seventh straight year. Only the Melges 32 and IRC classes seem to have any strength at all relative to years past, and KWRW seems to be morphing into yet another Miami Grand Prix, which went from a multi class regatta of almost 150 boats to an exclusive invitational for big

money GP racing in just two years. Shitboxes and small sporties not allowed...

From a peak of 320 boats in 2003 and around 270 in 2008, Key West Race Week saw just 154 boats on the line in 2009. Organizer Premiere Racing lost title sponsor Acura last year, and Europeans sent home emails wondering why "Key West has become a ghost town." And those emails seem to have done their job, assuring an even more desolate ghost town for 2010.

The strange part is that Premiere doesn't seem to care that much - other than a token effort to appease the hot sportboat market by inviting the Twenties to come and play (only one signed up in 3 months), organizers are doing their damndest to NOT bring in more business. Organizers and their paying sponsor/yacht service providers are still charging a fortune to race, to launch, to dock, and Premiere continues its idiotic policy of charging racers hundreds of dollars extra if they have any commercial advertising anywhere on their boat - even their own non-sailing industry company's logo on the topsides. Premiere is also apparently trying to control the media rather than work with them to assure positive coverage - with their own NOR claiming that video of the event needs to be authorized and licensed - I think someone forgot to tell them how events run on public waterways like the US Territorial Waters are public by their very nature... And it's not exactly a secret that this particular piece of nonsense was directed squarely at us. Don't worry, like most everybody else we won't be there either.

Meanwhile, amidst all this mayhem, long time launch/haul provider S&S Mobile Marine just [pulled out this week](#) citing an inability to break even at current participation levels. It's hard to believe that Premiere can continue under their current model at all.

While the sailing conditions are some of the best anywhere, the competition, especially in the smaller one design and PHRF boats, has fallen way off. It is clear that the racers have voted with their wallets and decided to stay home altogether this winter, or to sail two or three lower-cost winter circuit events with the money they would've have spent in the Keys. With the Bacardi Cup, Charlotte Harbor Regatta, and St. Pete NOOD all offering warm weather alternatives this winter for numerous classes and Charleston Race Week likely to reach 200 boats this year, it's not that big a surprise. Key West is just not that interesting as a ghost town.

11/26/09

post of the week

Rudder, Rescue

From *anarchist Estar*...

"The ARC yacht Auliana II has been abandoned and the crew evacuated following the loss of the yacht's rudder in the early hours of Monday morning.

At around 04:00 on Monday 23/11/2009 the yacht lost its rudder some 70 nautical miles southwest of Gran Canaria. The exact cause of the breakage is unknown, though the on-watch crew doesn't think that the yacht struck any debris in the water.

Unable to make steerage back toward Gran Canaria, the skipper contacted MRCC Las Palmas at 0600 on Monday, requesting assistance with a tow. At around noon, a lifeboat from the Spanish Maritime Rescue Service (Salvamento Maritimo) was on station and the tow was soon underway. However, owing to the increasing wind strength (between 20 and 28 knots) and direction of the swell, the towing line repeatedly pulled deck cleats off the lightweight racing yacht - Auliana II is a one-off JV53.

With the daylight fading, the entire crew was evacuated from the yacht as a safety measure, though attempts to tow the yacht continued. The salvage crew was unable to secure a line to the deck-stepped mast, and after several more frustrating attempts, the decision was made to abandon the yacht and return the crew ashore."

Lessons learned:

1. The industry has a systematic problem with rudders, from the cheap boats up to the custom ones - a good fraction of the serious 'safety incidents' are due to rudders. This is





exactly the sort of fundamental safety/design/construction issue the special regs should address rather than requiring AIS where there is no compelling need. In the meantime, designer's and builders, it's not very hard nor very expensive and not even very heavy (and it is down low) to make a spade rudder that is EXTREMELY hard to break (if you need help ask DDW for instructions:). And as noted in the J120 thread, if/when it does break, the failure mode should be such that the boat should not need to be abandoned. This is a KNOWN problem, come on all you safety and design committees, let's get it addressed - I know there are political and implementation challenges but this is where you can add REAL value to the sport.

2. Basic lesson 101 about towing offshore (in waves) - there can be quite high snatch loads - don't use light weight deck cleats and don't use the base of a deck stepped mast. This boat must have some whacking big winches and a mile of strong line - they should have been able to build a strong towing bridle using the winches as a base. Lesson 102 in towing offshore - it is really helpful to have a LONG line (200m) with a weight (spare tire or chain or something) suspended half way to reduce the snatch loads.

3. I will include my standard disclaimer - 'I was not there - BUT they did not try very hard to sail the boat without the rudder. The rudder broke at 4am and they called for the tow at 6am and everyone had been choppered ashore by sunset. What's up with that? So plan A (the ARC) did not work out, can't they switch to another challenge - trying to sail the boat without the rudder. They were only 70 miles from shore so there was no real safety concern - can get a rescue anytime almost immediately - why not have some fun and give it at least a good two day attempt? [Jump in the discussion.](#)

11/26/09



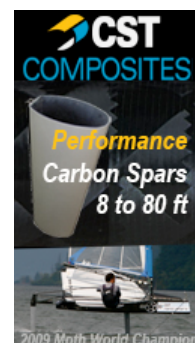
SCOTW

The U



The U. of Miami sailing team was practicing in Halloween costume (Sun. 10-25) at the Coconut Grove Sailing Club . [The mermaid](#) caught my eye with the [contents](#) of her colorful getup. Her name is [Nicole Pope](#), courtesy of anarchist Kit. Enjoy. Got a SCOTW? [Send her in](#) and get a Sailing Anarchy shirt for your efforts.

11/26/09



big pimpin'

Good Ship



A little Holiday cheer from Mauri Pro Sailing...



Start your Holidays shopping early this weekend and take advantage of several discounted products plus FREE SHIPPING on all purchase over \$75 (US domestic) or \$350 (International Orders) of any sailing product at [Mauri Pro Sailing](#).

US Domestic: UPS Ground Shipping
International Orders: USPS Priority Mail

Redeem the following coupons when checking out: US Customers: USXMAS09. International Customers: INTXMAS09. Also remember that Harken Winches offer end up this Monday. Still there is time to update for sailboat winches and save 20% of the regular Mauri Pro Sailing pricing.

Thank you to the Sailing Anarchy community for your support!

11/26/09

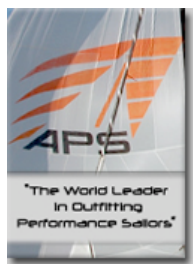


Pick One

Our classified section has been going off lately with quite a variety of new listings. How's this - J/35c, Mini 6.5, Andrews 30, J/105, Beneteau 36.7, Ribcraft, Breakout 30. There are plenty more so [take a look](#) and we're also happy to announce [JK3 Yachts](#) as our new classified section title sponsor. JK3 sells J Boats, Santa Cruz, Sabre and Black Cove power boats, and they have an impressive list of [brokerage boats](#) as well. Check 'em out!

We are planning some pretty cool things with JK3 - stay tuned...

11/26/09



Something About Dogs and Chains...?



Click on this pic from the [Maria Island](#) race in Hobart with 30-40 knots at the start to see how hard it is blowing. We've all been in these conditions and they really are tough. It is hard enough just to sail, let alone race! Thanks to james for the photo. More [great shots](#) here, and [here](#).

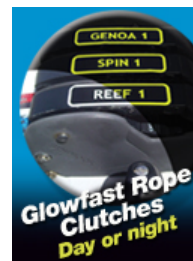
11/25/09



Flapper What?

Solo RTW racer (and former acrobatic pilot and flight instructor) [Brad Van Liew](#) sent us a little primer on wing terminology after he heard Clean refer to the trailing bits of the wing as 'flaps.' He writes:

There are a few mass-produced airplanes with things called 'flaperons.' In fact, if you are sitting on an Airbus 300 series as you fly home from San Diego it has them. The control surface all the way at the end of the wing is the aileron and they go up and down like BMW's thingies. On a plane, one aileron goes down to create more lift at the end of the wing and the other side aileron simultaneously displaces up to create drag and decrease lift which banks the plane into a turn. Flaps only go down in slow flight conditions to increase lift and create drag to help manage speed. They are closer to the fuselage and used halfway down for takeoff to add lift with minimal drag increase, and then on landing they are used all the way down to increase lift but also create big drag to help keep speed down





while descending for landing.

So now the terminology debate evolves. The wing thing has a series of sort of ailerons cuz they displace both ways to increase the camber or "roundness" (and therefore lift) of the wing in either direction and the idea is not to create big increases of drag like a flap for landing. But in many ways they are flaps too, at least in the sense that flaps are used for increased lift at takeoff. So back to the Airbus, when you take off or land and look out the window to the aileron at the end of the wing, you'll notice that it's drooped around 30 degrees from its normal straight back position. They both droop the same amount when the flaps are set to half flap down or more, which helps the flaps increase the overall lift of the wing.

To me, the BMW wing control surface at the trailing edge would best be called flaperons, because they function as part lift-increasing device and part bi directional trim device, swinging both ways like ailerons. To complicate things a bit more, there is one other type of flaperon that turns the plane simply by creating more drag on one side of the plane, essentially dragging it into a turn, but that description would not necessarily apply to this scenario.

Ok so do with all this whatever you want - this is the super-simple Aerodynamics 101 version (it's the old flight instructor in me) but at least when some geek private pilot that thinks he can dog fight Chuck Yeager to the dirt and knows basic aerodynamics which is about half covered in this email you can talk the talk. The problem comes when Dirk Kramers tears the words apart - which he won't because he's too nice a guy! But before you're too sure that BMW will face a soft-sail opponent, remember that Dirk proudly wears an Alinghi logo, and last time I was in his garage I saw one of coolest wing-masted cats in the universe...

Nonetheless, there are a lot of minds turning on how to broaden the use of wing technology on the water now that we're seeing what a nearly unlimited R&D program can come up with. From my understanding, this is a very new take on wings with real applications. The little cats are cool, but I never thought they could translate to this scale, and with my limited knowledge of the wing DC used on Stars & Stripes, this is a whole new level that could be used in significantly more variable conditions. Like offshore racing once someone figures out how to trim to neutral or reef it!

Check out more wing info in [a great interview](#) with wing designer Dimitri Despierres on Anarchist "Tribornat's" blog.

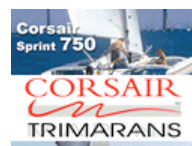
11/25/09

ac

Media Wars

As the 33rd Cup inches closer to becoming an actual sporting event, we'd expect to see the teams ramping up their communication and promotion both to build their fan base and to spark interest for the event. Until a few weeks ago, Alinghi had been great at this, with beautiful video productions, fun public events, and a solid internet presence since the launch of the cat. BMW in contrast had been cagey for the most part, working hard on their boat but communicating anything of substance infrequently, and promoting poorly. But the past couple of courtroom defeats for Alinghi combined with the launch of the BMW wing seems to have changed things, and if anything can be measured by the quality and transparency of communication, the American team has some major momentum right now. The volume of information about the Dogzilla - both from inside the team and from unaffiliated sources - has been incredible. Daily practice videos from the BMW camp combined with the live video tours from San Diego's Fox 5 and articles and team member interviews in numerous publications have spoiled us all lately. In contrast, Alinghi has sent out nothing but terse and indignant press releases and provided almost no news for ages (a week or two, in this fast-moving schedule) after a strong start and commitment to providing the public with some real content.

The US team's sponsors should be happy they're winning the battle for exposure: The last





five videos posted to [Alinghi's YouTube channel](#) have been seen less than 5000 times in about a month, while the last five [BMW/Oracle Racing videos](#) on YouTube have earned approximately 93,000 views in just two weeks. YouTube numbers aren't the end all, be-all of course, but the site is as international as they come, and probably the most accurate barometer for the level of the world's relative interest in the two teams.

One of our favorite clips to date is this Rick Deppe (Puma Volvo MCM, Deadliest Catch, Morning Light) video called "Wingnuts," about the guys in charge of keeping the wing working. The video features SA'er 'blunted' and his job tending the wing at night as well as other wing specialists, and does a great job at giving the viewer some personalities to associate with the program.

11/25/09



Run Cuba, Run

Some events are just too Anarchic for us not to support. This is one of them:



A few years ago, two cat sailors - one British and One Australian, were being pounded by waves during a leg of the Great Texas 300 race. On that day, in between grunts and over the roar of the wind, an idea took hold: Why not race beach cats to Havana? The Cuba Run was born that day.

We put the basic concept on paper late last year, and work began in earnest to see what could be done to develop this event within a reasonable time frame. After one year, it looks as if all our work is paying off, and The Cuba Run 2010 has become a complete Cultural Exchange Event which combines two 96-mile open ocean races for beach cats with one full day devoted to cultural exchange and individual interaction with Cuban youth sailors. Already we have 33 teams signed up, and we expect to reach our registration limit of 75 boats long before the event begins.

We've got our [basic website](#) up and running, and you can find preliminary race rules, and most of the details about the 4-day program right there. We've built an extremely competent event management team that includes a well-respected Principal Race Officer, an event communications expert, a safety officer, and other management personnel.

The importance of this event is evident in the interest it has generated, not only from the local Texas catamaran sailing community but also from many other like-minded sailors all over the USA and Canada. We've seen widespread media coverage already, here on Sailing Anarchy as well as many other sites and even a few stories in the Havana Journal! Sponsors are stepping up to offer assistance, one of which, SullivanPerkins of Dallas, TX, developed our race logo and the graphic to the right, which will be emblazoned on flags hanging up and down the streets of Key West before the event. Another local company, Sail with Scott, will be supplying one of the chase boats, a Hobie 33 mono hull.

The four-day event has been broken down into individual activities with the first stage beginning on November 12th. That morning, up to 75 beach cats will start from just off the White Street pier in Key West and race 96 NM to Havana's Hemingway Marina. This open-ocean race isn't any longer than most of the GT-300 or Tybee 500 legs, though the Gulf Stream and high seas venue will likely provide significantly different challenges from the others.

The following day starts early, with some of the world's top cat sailors providing classroom presentations and instruction to a select group of Cuban youth sailors, exposing them to all aspects of catamaran sailing techniques. Immediately afterwards, our new students will get to jump on board the cats with team skippers to experience first hand the excitement and thrills of sailing in open ocean conditions on these extremely fast sailboats.

Once concluded, Saturday afternoon trophies and certificates will be awarded to the participating students and racing teams prior to a "pachanga" or a party being held at the Marina which will include Cuban food and live Cuban musicians to celebrate the event.

The sailors will grab a taxi in the morning on Sunday 14th Nov. and set off into Havana for a fabulous breakfast on the Malecon, and then they'll get ready to explore this wonderful and charming old New World city. Our tour will include the 4-mile Malecon, the Castillo de los Tres Reyes Magos del Morro, a picturesque fortress guarding the entrance to Havana bay, the Castle of the Royal Force, and a visit to the signature Capitolio Nacional Cuba (Cuba Capitol Building). Other attractions will include the old 50's era cars that are everywhere in the streets filling Havana with lots of picturesque photo opportunities.

The return race to Key West begins early on Monday the 15th November.

This event involves a potentially grueling and dangerous race lacking the "safety valve" that the other beach cat races all include - namely, the beach. Why would anyone want to get involved? Lee Wicklund, one of the GT300 sailors looking forward to this event said that experience and adventure are the most compelling reasons for him to sail to Cuba. "When it's over, we'll all have our stories to tell about it - those are our trophies. The adventure is



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Une ruse de
ventre plat :

the prize and the person who steps up and challenges himself to face adversity is the winner."

The Cuban kids will be winners too, and we think the sailing community will benefit as well. We look forward to providing more information to the Sailing Anarchy community as the event unfolds.

John Webster
Founder and Commodore
[The Cuba Run 2010](#)

11/25/09

Perdre 1 kilo
de ventre par
semaine grâce
à un vieux
truc bizarre.



from the course

Star Parity?

From Star sailor [Brad Nichol](#)....

Today was a beautiful day of training on Rio off of Copacabana Beach. We had six boats out for speed testing, amongst them, three world champions, four different boat builders, four sail makers, and in the first lineup over 20 minutes, nobody had a major speed edge. There has been concern over the past few years that the star class has become out of reach for all but the top professionals, but in reality the top professionals gravitate towards the star class because they can showcase their talents against the best.

At dinner the discussion turned to the boat market. In the US alone there are at least six Olympic boats, from three builders, for sale for between \$30,000-40,000. In terms of sails, Quantum has been using the same Z4/P2 for the last few Olympics, Ian Percy's Gold Medal combination is available from North, and there are at least three new sail makers in the mix. There are now boats and masts being built in the US, so now is the time to get in to the best racing around.

Andrew and I are training in Rio for the South American Championships, which begin Thursday. Stay tuned for more this week!

11/25/09

big pimpin'

Fix It Anarchy

From our friends at West System...



In a sailor's lifetime the odds of breaking something on a boat is right up there with death and taxes. Meade and Jan Gougeon have made living building, racing, breaking and fixing all forms of sail powered crafts. Jan Gougeon describes the perfect race boat as the one that is light, stiff, rockets around the course and finally disintegrates as it crosses the finish line —

anything else is overbuilt and subsequently too heavy.

The Gougeons, along with a talented crew of shareholding employees, have worked hard to build WEST SYSTEM Epoxy into the company it is today. This year we celebrated our 40th year in business. We attribute this longevity to the high-quality, innovation-driven products we offer, and to our and our unwavering commitment to customer technical support.

Sailing Anarchy brings sailing minds together from all over the world, giving the community a way to share and debate, all aspects of sailing and beyond. When the Ed approached us sponsor a Sailing Anarchy forum dedicated to building, fixing and restoring boats, we responded with a resounding "Hell yeah!" And [Fix It Anarchy](#) was born!

Anarchists Epoxymoron and Vegas are Technical Advisors for WEST SYSTEM and will chime-in in normal anarchist fashion on epoxy composite discussions. We know epoxy, wood and composite construction and as active anarchists, we will be part of the forum banter. But this is not our forum to preach the gospel of epoxy; this is your forum! So for all you riggers, glassers, painters, sparkers, sailmakers, designers and builders out there we humbly present [Fix It Anarchy](#) brought to you by WEST SYSTEM epoxy.

11/25/09

environment

Iced NZ

It seems that our warming Earth is going to continue to make life tougher for sailors, this time off the coast of New Zealand. More than a hundred icebergs from 50 meters to over 2 km long are a couple hundred miles off the South Island headed to the North, and scientists expect this to become a more frequent issue if the current warming trend is not reversed. [More on the story](#) from Redorbit.com.

11/25/09



Gotta love this from anarchist Peelman. Click on the pic to read the bullshit and then [jump in the thread](#)....

11/24/09

funky

Our Sport Is Stupid

Over the weekend I caught on the tube a program on this years Bells Beach surfing competition, part of surfing pro world tour. At the end of it, I knew who the best competition surfers in the World were, I watched the heats unfold, saw the manouvers, understood the scoring system and saw the sort of training they put in. Basically, if I had known nothing about surfing prior to watching, I would have a solid appreciation for it afterward. Straight after was one of the rolex events at Portofino. If I knew nothing about sailing – I still wouldn't, what I would have learnt was there were some blokes there with some old boats, Portofino is a nice place with a long affiliation with the sea and apparently they did some racing. I say apparently, because they didn't show any. Lame!!

It made our sport look stupid. Then I thought, its not fair to blame the sport for a TV producers perspective, but then I started thinking about nearly every sailing program I had watched and compared it to the surfing package. Every program focuses on the biggest, the most expensive, the location and/or claimed the sailors competing were the best.

Then I got to thinking, who are the best sailors in our sport? Ask a bunch of yachties and the argument would go for days – America's Cup, no Olympics, no this class..... Look at the surfing model. Regional competitions, qualifications series then the best are on the World Tour, no ambiguity, no doubt. Everyone knows who the best is now and who is the best ever. I doubt you would get anyone to agree to that with sailing.

Of course our sport is quite technical, equipment plays a major part in the result outcome and unfortunately sailors cannot meet on a level playing field, much like motor racing. And like us motor racing has the same problems. Who is the best driver, F1, Nascar, IRL, Touring

cars..... yet they have one thing up on our sport, they have massive audiences and fan support. At least they are smart enough to host their racing in a place people can see it and keep it formats that are interesting, so they learn about it and become passionate about it.

Not sailing, no, no, no. We make our sport as inaccessible as possible to anyone who might have the slightest interest in it. You know every World Championship I have been to bar one (and even that one took us 20 minutes past a perfectly sailable location) has required over an hour to sail out to the course. In the past we would sail one big race and then do it again the next day and so on. Now, we sail multiple big races in a day, miles from support should anything go wrong.

There are several consequences of how we conduct our racing nowadays. We are spending ridiculous hours on the water, which means you can't race at your peak, because subconsciously your body conserves energy when your mind knows you are going to be on the water 10 hours a day, day after day for weeks at a time. Its expensive. Multiple races a long way from the launch spot mean if you want to win, you have to have a support boat and driver out there with a full set of spares and it means chance could decide the result. Look at the 505 Worlds this year, (by the way Holty if you are reading this, this rant is not directed at you your event or St Francis, it is aimed at the sport as whole) if Martin and Nelson had broken their mast in race one instead of race two, they would have two DNF's on that two race day and would have lost the Worlds, even though clearly they were the best boat there. Also, its not fun. Spending all day every day on a boat can wear thin pretty quick. The vast majority of competitors at any major meet have no chance of winning and so are competing for the ancillary benefits. But if you haven't got time for the fun stuff, why go?

But most importantly of all, very few people want to head miles out and sit on a boat all day and watch boats sail around if they are to be stuck out there all day, especially kids and newbie's. So we aren't dragging people into the sport.

Of course, most people will just blow this off as me just having a sook. Fair enough, but remember this, I love sailing, I have been doing it my whole life, the only reason I write at all is to encourage more youngsters into our sport and yet lately, when I think how I would rather spend my time, going for a sail is near the bottom of the list. I have lost the love and if someone who has known no other life can think that, I suspect I know why numbers in our sport are so consistently diminishing.

So what's the point of this? I think its time for change! When I tested Luca Devoti's D1 recently, I noticed that the class rules require the regatta's to be fun events. I love it! Lets make the sport fun again. Keep it short, keep it close to spectators, bring back handicap racing so everyone can feel like a winner, (think handicap racing is lame – have a look at the Melbourne Cup). Host regatta's in great locations and make sure people aren't on the water longer than three hours.

We need to do something, anything, please! [Jump in with your comments.](#)

Jfunk

11/24/09

Want A Maxi?



Doesn't everyone? Especially an unfinished one from 1991? Then [step up](#), bitch! Thanks to anarchist Kai.

11/24/09

race report

Paradise Found



Carrie Howe is having too much fun...

The joke was that the John and I were coming to a "Caribbean event" which means relaxed, slow schedule and more dancing than hard core sailing. The organizers mentioned probably 5 races for 4 days. What was not mentioned was that the average race took 4 hours and not because it was light. It didn't really phase us while rigging at 8:30 am. Getting dressed, preparing, it felt like we were leaving for a short race but then right before launching you received the map of the island with a line showing the course, in between the island pain de sucre, beouf de boulogne, around mark 12 in front of la torte, (many more turns like this) and then round Ile de cocaine to starboard and then finish flying a hull towards the ships with the party ladies.

We all went out on a limb and decided to come to St. Barths and I can tell you it was a good decision. How spoiled are we?

I will go through a specific race for John Casey and I (race 4). There was a normal start line set up between a large catamaran and a pin. Up in the cove was a red buoy tucked up into the rocks. This leg was short and shifty but awarding for the boats who could transition well and find the pressure. It was a 4 or 5 tack beat and then round the top mark and set kites towards the opening between two large islands almost on a tight reach. The breeze turned right which meant that we would need to do many jibes to make it through the gate between the islands. From here we were sent on a long run and to be honest the zig zags after this I forget. The most important moments that I remember were deciding to go close to cliffs if there was breeze, jibing in shifts (way more than I could handle), and preparing for the next shift so setting up for the long haul.

John Casey has done an excellent job training me in the catamarans. I have been quite lucky learning this game. From John and my boyfriend Mischa, I have been able to join a whole new World. What a great world of people, competitive racing and a social atmosphere. Salsa dancing, fire party, and today . . . As I leave to derig my boat to go back to work. . . The rest of the group is having a final day sailing to the beautiful paradise island of Pinel for a lunch and natural pool party. I will be back on those planes . . .



What a sport!

11/24/09

community

It Blows

From our friends with the Columbia Gorge Racing Association. SA has kicked down \$500. See what you can do.



boatyard fence due to a flying I-14. You can see the photos and read all about it on the [CGRA website](#).

In case you haven't heard already, CGRA's beloved "race hut" out at the Cascade Locks Marine Park is now history. Strong winds hit the area early Sunday morning and the hut apparently experienced a Wizard of Oz moment, rising up off its floor and landing in a heap 30 ft away in the parking lot. The structure is a total loss, but we were lucky enough to save most of the contents thanks to the quick action of Scott Sullenger and other Cascade Locks locals who rushed to the rescue and retrieved most of our stuff before it blew down the river (Thanks Scott!). We also suffered some damage to the

Needless to say, this increases our sense of urgency for getting a new clubhouse on the site. CGRA's executive board will meet this week to discuss options and, hopefully, come up with a plan for replacing the clubhouse in time for our 2010 season opener in April. Stay tuned. Meanwhile, we've set up a PayPal account with link on the [CGRA website](#) so people who want to help out can contribute something to the new clubhouse construction fund. Please spread the word; we need all the help we can get! Jump in the discussion thread.

11/24/09

viddy

Kiddie Porn

[The Australian National Sabot Class](#) commissioned this little vid, showing that even shoeboxes can be sexy when presented right. Onya blokes.

11/24/09

pimporama

All-American Black Friday



Yo, check it. Camet just released their 2010 Nantucket Sailing Shorts to dealers for the Holidays. These shorts mix a classic New England style with So-Cal feel. Made of lightweight nylon fabric that is water repellent for quick drying so your ass won't get wet! Plus it has a UV rating of 40+ so you don't burn that arse. On top of that it has the abrasion resistant seat pocket with optional padding. Bitchin' colors: Limestone and Slate Grey.

So stop looking like a dirt bag and get them now before they run out at: [Annapolis Performance](#), [Groovy-uv Bermuda](#), [Landfall Navigation](#), [Line Honors](#), [Point Loma Outfitting](#), [Sailing Pro Shop](#), [Sailing Supply](#), [Sound Boatworks](#), [Team One Newport](#). More dealer info can be found [here](#).

Plus, they also have some new chick shorts... "The Martinique" - sexy...out soon!

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