

From the Commodore

Hi Everybody,

As your new Commodore I would like to start off this report by thanking all the departing members of the TYC board who, under the leadership of Commodore Walt Pratt, have done such a great job these past two years.

For this coming year I believe that we have an excellent new board consisting of a group of people who are ready and willing to put their enthusiasm to work for our club. We are going to have some past board members with lots of experience, and we are going to have some new members who are excited about doing new things, a good mix. I am looking forward to working with all of them in this new year.

I encourage all Thames Yacht Club members to get to know the people on the board. Maybe we can have a little introductory party at the club to give you a chance to meet them?

All of us on the board are volunteering our time and efforts to make our club a better place, but we will also be looking to you for your input and help. Whether it be organizing a party, putting on a race, painting a railing, or making new members and guests welcome, we all have a part to play.

So please, get involved with your club, make yourself known to your representatives on the board, attend socials, get racing, join cruises, hang out at the club and make new friends, and most of all let us know how you think we could improve our club.

(Please Note: Swimming pools and tennis courts are not yet on our agenda)

Bevan Crighton, Commodore.

A Word from the MainSheet Editor

The MainSheet has a great potential to increase awareness of what is going on at the club. I would like to see this improve. In future issues all members have an opportunity to be part of this. When you participate in a club event that you liked, take pictures and write a story about it. If you cruise somewhere that you enjoy, write an article about it. I believe that if members read about what is happening, they may get more involved with the club.

I have gotten good feedback about the MainSheet. Members say they read it. This newsletter is about you and your interests. Please feel free to become involved in its contents. And remember, we run free ads with color pictures!

Ted Paulsen, MainSheet Editor, ted@tedpaulsen.com



Born to Run at Paynes, November 21. Photo from Mike Passero

From The Vice Commodore

Baptism by fire was how my Friday afternoon began. I arrived at the club at 2:00 pm to assist Tom and Pat with the preparations for the big party. As I came in the door, it was quickly apparent there was no heat and electricity. Tom was face down in the hole for the pipes and Pat informed me they were very close to being frozen. So, as Tom dealt with all the building issues I began some of the food preparation. I peeled and boiled two bags of potatoes in a kitchen that was about 50 degrees. Needless to say, I stood right by the flames on the stove to keep warm. There were many men in and out of the club trying to fix all the issues. Bevan stopped by and assisted at one point. I finished the potatoes and put them in the refrigerator that was being kept cool by many blocks of ice. The salad was going to be prepared by Pat and Tom and brought to the club for the evening meal.

When we left the club about six hours later, the heat and electric were working and it appeared the pipes were thawing. The refrigerator was still blowing warm air but we moved items that needed to be moved and locked the door.

Our next task was to watch the weather which proved to be worth watching. Tom was the one in charge so it was his call if the party was a go or not. As you all know, we had to cancel and New London got some significant snow. We have rescheduled for January 2, 2010 and hope to see you all there.

As for the up and coming year, I truly hope this is not a preview of things to come. I have lots of ideas and welcome feedback for all who wish to give it. I appreciate the tremendous amount of support I have been offered and will not be shy about reaching out for a helping hand.

So, I guess my first solo event will be **Saint Patrick's Day**. As soon as the date is confirmed I will let you all know. Here is to a successful year at Thames Yacht Club.

Lynn Webber, Vice Commodore

Due to snow storm, we rescheduled the holiday party to Saturday, January 2, 2010.

PLEASE JOIN US!

From The Rear Commodore

As far as I'm concerned, there are two seasons in a year, Sailing season, and Waiting To Go Sailing season. For me the 2009 Sailing season ended abruptly, and the 2010 Waiting To Go Sailing season began prematurely last September. That means that by now I'm deep into withdrawal, and looking for ways to get my sailing fix.

I tried sitting around the house in my foul weather gear, having my wife throw water at me at random intervals. This worked OK at first, but the furniture kept getting wet, and she began throwing water at me even when I wasn't wearing my favorite yellow suit. So I've resorted to the Internet instead. Plenty of stuff on You-Tube, and the UK Sails rules quiz (http://www.ukhalsey.com/RulesQuiz/quiz_list.asp) keeps me thinking. The good news is that by the time you read this, there will be less than 150 days to the 2010 Chili Series.

I hope to continue the good work of my predecessors, and maybe throw a few new ideas into our racing program. If you've ever thought, "Gee, we should...", let me know what you have in mind. For all of you that have thought about racing but hesitated, I encourage you to make 2010 the year you take the plunge. Racing on Weds. Night is like having a mini-weekend in the middle of the week.

I look forward to seeing everyone out on the water as soon as possible!

Jeff LaMothe, Rear Commodore

lamothe@slamcoll.com



The Queen Merry wintering at Fort Trumbull Marina. Photo by Ted Paulsen

TYC Member Builds New Racing Boat

Kevin Farrar has been busy this last year building a 26 foot racing sailboat. This GP26 from designer Brooks Dees of Crockett, California, is no family cruiser. This is a pure race boat design within the GP rules that were set up by the ORC (Offshore Racing Congress) and inspired by the success of the TP52 class. The target was a “bang for the buck” box rule class that offered speed and offshore capability combined with low cost. The box rule format means that the rules for the design present the designer with limits, and he must design within a “box,” so to speak. This class is up and running in Europe.

For the GP26 the boat cannot be longer than 25.91 feet. Beam must be between 7.22 and 8.36 feet. Displacement must fall between 2,200 and 2,420 pounds. Draft cannot exceed 6.23 feet and the keel weight has to be between 990 and 1,100 pounds. The keel bulb width is limited to 1.3 feet. The rig dimensions are all upper limits except the boom above sheer must fall between 3.7 and 4.1 feet. So while the designer can play within the box for the hull form, the rig is essentially an exercise in using all the maximum allowable dimensions.

We will probably only see the transom of this boat next summer flying by us, but it will be fun to see what it will do in a race.

Ted Paulsen, MainSheet Editor



Kevin Farrar's GP26 under construction. Photos by Ted Paulsen