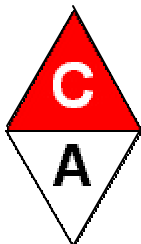


CAPS

The All Catalina Association of Puget Sound

FINN KNUDSEN FROM ELLIOTT BAY YACHT-LEASE TO TALK RADAR AT MARCH MEETING



- Measurer sets official list of races
- Internet wonk compiles list of useful URLs
- Judy & Jorgen are on their way back from cruising to South America
- Tom Madden shows us racing up close and personal

The fearless leader of those who only lease their yachts (Elliott Bay Yachtlease) will speak to the March 9 meeting about the uses of Radar. Finn Knudsen has a bunch of yachties who only get four weeks a years on their chosen boats, so it is important that they don't get lost because someone else is going to use the same boat the next week! There are other uses of radar, too, which we will find out about on Friday.

The March meeting will begin at 6:30 at

the Leschi facility of CYC with knocking of pizza (all you can eat for \$5.00 each) and imbibing of drinks (BYOB and contribute \$1.00 to the kitty if it's alcoholic). The program will begin at 7:30ish after a short business meeting.

Those who missed the Upland Cruise will hear tales "off-the-record" from Chelan, and those who haven't yet paid their 2007 dues can give Nancy a check! Now we're seriously dunning everyone! See you at the meeting.

NEXT CRUISE TO KINGSTON DOCK IS THE WEEKEND OF MARCH 23-25—RESERVE NOW!

Kingston is the easy one — close to Shilshole, and close enough to everywhere else! Even Everett.... However, it's also a very popular destination, so if you haven't already done so, make a reservation for the guest dock, now! Phone number is 360-297-3545 and they'll take a card number to pay for your first night.

The plan depends on the weather, of course, but usually people potluck with one

or more boats on Friday night, and then there is the hors d'oeuvres potluck on Saturday, which usually ends up being dinner! Breakfast is up to you, but we've heard that the restaurant next to the ice cream parlor has added some of the Kingston Inn specials until that institution is rebuilt.

It's a good excuse to test the motor/sails/crew/captain! Who needs excuses?

CHELAN CRUISE GASTRONOMICAL SUCCESS!

By Cynthia Jones

In case enough has not been said about the February 16 Upland Cruise to Lake Chelan, Gordon and I would just like to say that we ate very well. The first night our group (George Fogg and Linda Loux, with Hailey, Dick and Peg Eagle, with Sammy, Paul and Carol McManus, John and Sally Hamel, Gordon Ellis and Cynthia Jones) had dinner at the restaurant at Campbell's

Resort. It was a nice restaurant and the food was delicious. I suspected that it was the best place in town. As it turned out, it was only one of the many good places to eat.

In the morning most of us drove to Blueberry Hill, a breakfast place located in Mansan, a few miles out of Chelan. Blueberry Hill is a family-owned, country-

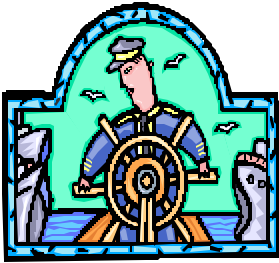
Lake Chelan Continued on Page 3

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COMMODORE'S CORNER

By Jim Fielder



The man who is at our helm seems to spend as much time crossing the country as he does at the wheel of his boat — an inveterate traveler is he!

***We'd
Like to
Hear that
Gump-like list
Straight from the
Commodore's
Mouth!
We know
He can cook!***

During Presidents' Day and mid-winter break, Carol and I took one of our bi-annual pilgrimages to North Carolina to spend a week with our daughter and her family (insert grandchildren here). Having them fully across the country makes these trips a necessity. *[Amen to that. Ed.]*

I've come to love North Carolina, the Atlantic, the Outer Banks, the coastal communities, time on the beach, and, of course, the food. The last Thursday afternoon we had lunch in Wilmington at the Pilot House (our all-time favorite restaurant) on the Cape Fear River. It was in the low 70s, sunny, a gentle breeze was blowing across the river; we were sitting outside on a deck over the river having the most incredible meal. Crab fritters, shrimp and scallop bisque, hot seafood salad, hmmm? Reminds me of a fine Northwest coastal meal. Maybe that's the attraction; mix in a little salty air and a nautical environment. Wow, it can't get much better than that. Just like the time we spend here on Puget Sound during the spring and summer. Warmer days are just around the corner; time to reunite with our boats, be outside and partaking of the nautical life here in our own backyard.

Every spring we watch the days get longer, suddenly we're noticing it's almost time to

CAPS OFFICIAL RACES FOR 2007 SET BY MEASURER

Ken McKenzie has finalized the list of races that count this year for CAPS members. *[However, if there are two boats somewhat near each other, and they are the least bit similar, why does it **always** turns into a race anyway? Ed.]* The first race (as always) is the Meydenbauer Bay Yacht Club Spring Sail Regatta on Lake Washington to be held March 24th and 25th, 2007. The race is \$25 for both days of racing. He'll have entries at the March meeting. They also have a dinner Saturday evening for \$12 per person. During this time they show video of the days' racing and have inexpensive drinks from a no host bar. The racing entries must be received by March 17th; dinner reservations by March 19th. The link

have an evening barbecue. I always crave the change to daylight savings time and the promise of longer evenings. Time to head to the boat and take that first of spring evening sail. This year we begin the start of daylight savings time two weeks early, on March 11, 2 AM to be exact. *[Someone must have heard you! Ed.]*

The promise of spring begins early this year. It's time to dust off those winter dreams of sunshine and high skies, gentle breezes and sun-warmed bodies. What's on your boat's prep list (remember, Bob Rosain, the ultimate list keeper, is my partner) this spring? A haul-out, wax job, brightwork, a head rebuild, or even a galley detailing? By the end of this week we will have that extra hour. Now get out there and enjoy! Smooth winds.

P.S. I want to comment on last month's CAPSEyes. Your editor, Sally Hamel, did a wonderful job of massaging several pieces of information into a newsletter. Sally can't do her job without news articles. Look at the diversity of information in last month's: Cruise reports, cooking articles, monthly meeting reports, calendars, safety reports, etc., etc. You get the idea; look for a way to contribute. Write about your cruise, send your favorite cruising recipe, how about a list of ways to use that great crab catch (à la Bubba Gump's endless list for shrimp). Now write!



Is that boat over there in our race?

for MBYC is www.mbycwa.org/regatta/sail/sail_regatta/htm.

The second race of the Season is the Sloop Tavern Rock Benefit Race on April 7th, 2007. This is a week later than normal. Entries are at the Sloop Tavern and must be submitted by 6 PM, April 4th, at the Sloop Tavern. You can probably google them to get an entry online. I believe that this race is \$25 also.

The rest of the race schedule is as follows:

May 12, 2007 Milltown Mid-Distance Race #4

June 23, 2007 Northwest Catalina Regatta

September 8, 2007 Milltown Fall Regatta

RACE SCHEDULE Continued on Page 3

Lake Chelan continued from Page 1

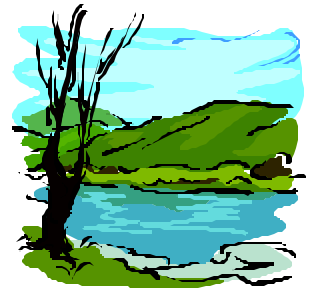
cute restaurant with blueberry fields outside. The family makes blueberry jam and blueberry breakfast concoctions, including a blueberry blintz that Carol McManus raved about. *[And Carol, who, self-admittedly, travels on her stomach, had, of course, read all about this place on the Internet ahead of time! Ed.]* If you don't want blueberries, you can also have a hearty country breakfast of eggs, sausage, bacon, hash browns, biscuits, etc. If you order the oatmeal, plan to share it with a friend as the portion is huge. The décor is quaint and entertaining with lots of knick-knacks for sale. It is worth a trip to the bathroom just to see the World War I gas mask hanging on the wall, presumably for emergency purposes.

Saturday night we met at the restaurant at the winery at Wapato Point. I don't remember the name of that winery, but it might have been the Wapato Point Winery. Wow! What a meal! Before dinner, there was wine tasting in the bar with fabulous little chocolate mousse tarts. Dinner was perfection. Great company, scrumptious food, lovely ambiance, live piano music, and, to top it off, a view of Lake Chelan with fireworks in the distance. And, I think my meal cost all of \$18.00. Who could ask for anything more after a strenuous day of wine

tasting and chocolate sampling?

Has enough been said about the wine and chocolate experience? They make good wine around Lake Chelan and the wineries are easy to find. With Gordon Ellis and Dick Eagle as designated drivers, we piled into two cars and visited everyone who was serving chocolate with their wine. Everywhere we went, people made us welcome. This was not a snobby wine-tasting experience. One winery, Benson (or was it Lake Chelan?), served us wine from the barrel. We quite enjoyed that and I think most would agree that it was our favorite winery. Another winery had a chocolate fountain where we could dip pretzels, biscotti, strawberries, kiwi, and bananas for a chocolate coating. My favorite chocolate discovery was Fiore, a very dark semi-sweet chocolate made in Seattle.

I think everyone who went would vote this year's Upland Cruise a great success. As long as weather permits, I would vote to go again. The weather can be a little tricky, though. We had warm, sunny days while we were there. Going across the mountains on Friday was easy. On Sunday there was some snow, but it wasn't too bad. However, on Monday we heard a forecast for two or three feet of snow in the mountains. We had just made it across on Sunday. How perfect was that?



Looking across Lake Chelan from one winery to another made the wine taste better, and the chocolate disappear even faster!

RACE SCHEDULE Continued From Page 2

October 6, 2007 CYC Edmonds Foulweather Bluff
There will be further information provided as the race dates approach. Ken hopes to see

more of you on the race course this year. If you have any questions, please don't hesitate to call him at 425-823-2849.

**Send your
2007 Dues
NOW
to
Nancy McKenzie,
11945 80th Pl. NE
Kirkland, WA 98034
It's still
\$29 without Mainsheet,
\$39 with Mainsheet
Write the check to
CAPS**

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Jim Fielder	(425) 641-9097	jimfielder@comcast.net
Vice-Commodore	Norm Wells	(206) 366-6654	normwells910@hotmail.com
Treas./Sec.	Nancy McKenzie	(425) 823-2849	ngm@coredesign.com
Newsletter	Sally Hamel	(206) 364-6606	sally_john@comcast.net
Measurer	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
Cruise	Paul McManus	(206) 365-7079	pc_mcmanus@yahoo.com
Webmaster	Dave Fend	(206) 232-2362	dfend@thefends.com
Hospitality	Bob Armstrong	(425) 235-0756	barmstro2@juno.com
Safety Focal	Carol McManus	(206) 310-8580	pc_mcmanus@yahoo.com
Historian	Rod Sparks	(206) 290-6779	rod@nwsailor.com



Does this mean these people are brainstorming, or are sharing only one brain?

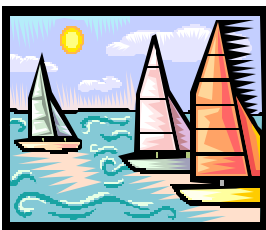
ENCAPSULATED CALENDAR FOR 2007

Subject to revision (speaker names will be added when booked)...



Here's the latest update on the CAPS calendar — let's hear it from anyone who finds a mistake!

Changes for this calendar will show up on the Web At www.capsfleet1.com



Follow those boats; they must be going to a party.

LET THE BOATING SEASON BEGIN!

		<p>MARCH</p> <p>Mar. 9 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi 106 Lakeside Ave. \$5/ea. for pizza BYOB Finn Knudsen – Radar</p> <p>Mar. 23-25 Kingston Cruise Reservations: 360-297-3545 Mar. 24-25 MBYC Regatta</p>
<p>APRIL</p> <p>Apr. 7 Sloop Tavern Blakely Rock Race</p> <p>Apr. 13 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for pizza BYOB Program: TBA</p> <p>Apr. 20-22 Bell Harbor Cruise Reservations: 206-615-3952</p>	<p>MAY</p> <p>May 11 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for pizza BYOB CPR Class—Donation</p> <p>May 12—Milltown Mid-Dist.#4 May 25-28 CAPS & CATSS</p> <p>Memorial Day Cruise to Port Townsend</p>	<p>JUNE</p> <p>Jun. 8 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for pizza BYOB Program: TBA</p> <p>Jun. 15-17 Manzanita Bay Anchor-out Cruise</p> <p>Jun. 23 Shilshole CYC Northwest Catalina Regatta</p>
<p>JULY</p> <p>Jul.1-3 Gunkhole Anchor-out Marathon — Port Madison, Manzanita, & Liberty Bay for Poulso 3rd Fireworks</p> <p>NO MEETING GONE CRUISING</p>	<p>AUGUST</p> <p>Aug. 17-19 Everett Cruise At the guest dock Crab feast if the Season is still open And a belated Birthday cake</p>	<p>SEPTEMBER</p> <p>Aug. 31-Sep. 3 Poulsbo Cruise Labor Day Anchor-out</p> <p>Sept. 8 Milltown Fall Regatta</p> <p>Sept. 14 <i>Monthly Meeting</i> 6:30 Leschi, BYOB, Pizza \$5</p> <p>Sept. 21-22 CAPS & CATTs Catalina Rendezvous at Port Orchard</p>
<p>OCTOBER</p> <p>Oct. 5-7 Brownsville Cruise</p> <p>Oct. 6 Foulweather Bluff Race</p> <p>Oct. 13 <i>Monthly Meeting</i> Saturday Men's Cook-off CYC Leschi 7:00 PM (BYOB) Program:TBA</p>	<p>NOVEMBER</p> <p>Nov. 9 <i>Monthly Meeting</i> 6:30 Pizza, BYOB CYC Leschi</p> <p>Elections</p> <p>HAPPY THANKSGIVING</p>	<p>DECEMBER</p> <p>Dec. 8 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant) CYC Leschi</p> <p>Dec. 31-Jan. 1 Elliott Bay New Year's Cruise</p>

NET WONK SUPPLIES SAILORS WITH URL ADDRESSES

By George Fogg

Here are some of the URLs that I have sent to the CAPS fleet over the past months:

Weather info:

Several URLs show the PNW weather reported by the NOAA buoys and land stations. The NOAA site below show not only the Puget Sound, but the coastal areas too. You bring up the web site and click on any of the station names to get details.

http://www.ndbc.noaa.gov/maps/NW_Straits_Sound.shtml

The URL below does a little better job of reporting the weather because the actual station report is on the web page, updated automatically; you don't have to click on the station name unless you want specific station data.

<http://www.pdfamily.com/weather/buoy/NWbuoy.php>

Here's the main page for buoy data in the US, Caribbean, United Kingdom and France

<http://www.pdfamily.com/weather/buoy.php>

Web based tide information:

Can be found on NOAA region's Tide Information for US (including Hawaii & Alaska), Caribbean, and Pacific area.

<http://tidesonline.nos.noaa.gov/monitor.html>

Boat Performance Data:

Need to know about your boat performance? Take the data the manufacturer provides like displacement, LOA, % sail area, beam, LWL and ballast to find your boat's

- Ballast to displacement ratio
- Comfort ratio
- Theoretical hull speed
- Displacement to length ratio
- Sail area to displacement

The results tell you (in general) boat performance, capsize stability, comfort level, and how your sails deliver power according to the boat's displacement and sail area. This web site informs you what these values/ratios really mean. Then you will understand what SA/D=23, B/D=50% and D/L=161 mean when you read a J-Boat 122 brochure which tells you this a very very go-fast monohull design—something to blow \$450K on that is fast with a cruiser interior.

<http://www.gosail.com/boatRating.php>

Maps and Charts for Free:

Get free topographic maps (not charts) of the US with the URL below; click on "View Maps" and then select the state & county and go from there.

<http://www.topozone.com/>

Over 1000 free NOAA raster charts can be downloaded at

<http://freeboatingcharts.com>



George travels all over the Internet to find us the best kind of information for sailors.

***When
Mr. Fogg
Can't sleep
He's surfing
The Web
Instead
Of
Counting
Sheep!***



If you're going to obsess about electronics, then they'd better be the best!

URLs Continued on Page 6



If you don't have a passport, you might get stuck at the border!

**This collection
Of URLs
Can
Save you
Headaches
And time.**

Free vector and raster charts from NOAA can be downloaded at

<http://chartmaker.noaa.gov/staff/charts.htm#Below>

VHF, Radio License, EPIRBs

According to BOAT US, the Coast Guard discontinued the use of *CG for wireless phones (except Alaska) to contact them in lieu of using the VHF. So, use VHF 16 or 911 on your mobile phone from now on.

All the information you need to know for a radio station license at

<http://wireless.fcc.gov/marine/fctsht14.html>

Time to clean out the EPIRB closet!

If you still have an old-school 121.5 to 243 MHz EPIRB, it's time to upgrade to a digital 406 MHz model. As of January 1, all class A, B and S 121.5/243 MHz units are prohibited from use in commercial and recreational boats (the regulation doesn't affect the 121.5/243 man-overboard units which don't go through the Cospas-Sarsat Satellite System). These models had a bad habit of going off accidentally, resulting in wasted SAR operations—only 1 in 50 ended up being a real emergency—and have been replaced with the much more reliable 406 MHz EPIRBs. Satellites will stop processing signals from the old models on February 1, 2009. As a reminder, in the US, all EPIRBs must be registered at

www.beaconregistration.noaa.gov <<http://www.beaconregistration.noaa.gov/>>
or call 1-888-212-SAVE

Border Crossing Information:

Border crossing for us is changing, thanks or no thanks to Homeland Security. It's now required to have a passport when flying into the US and soon required for coming in by land and sea. Even the I-68 pass will be replaced by Nexus several years from now so if you want to cross into Canada and back the it might be time for a NEXUS pass that's good for 5 years *[If you just want to be able to call in when you cross the border. Ed.]*. For the Nexus pass, you need to fill out the form, send it in. Canada and US will do a background check; then you will receive a letter to set up an appointment to complete the Nexus interview. This will require several months to complete. For Nexus details see:

<http://www.cbsa.gc.ca/travel/nexus/menu-e.html>

[Thank you, George, for all this useful information. We non-computer-literate folk need someone like you to keep us in line! Ed.]

JORGEN & JUDY ARE BACK ON THE PACIFIC SIDE!

[You may remember yours truly's friends Jorgen and Judy who have done what we all want to do—taken off on the boat and cruised — as far as Cartagena, Columbia. Well, they've got it out of their system and are on the way back, now. So the saga continues. Ed.]

By Judy Mork

Anna III: November 6, 2006—January 7, 2007

Late November: We were finally able to free

the lines from the dock in Cartagena, our condo-home for part of the last three years. After re-acquainting ourselves with how to work the boat, we found our way to the San Blas Islands on the Caribbean side of Panama...and the contrast couldn't be greater! Clear water, silence, isolation, and a complete absence of (what we think of as) civilization (think: no internet or phones—no possibility to find out if there is something to worry about). Also, no markets, no restaurants, no running water, no



Rig the hammock on the bow and suck in the atmosphere.

J & J Continued on Page 7

J & J Continued from Page 6

nightlife. We dip water from shallow wells—not potable, good only for washing, and — having run out of fresh meat and vegetables after three weeks here — are now, like the local Kuna Indians, living off what the land and occasional trading boats can offer (supplemented by our stash of trusty Spam). The Kunas live on bananas, yucca, breadfruit, rice and fish. We are not so good at catching fish, but local people paddle by occasionally selling fish, as well as live lobsters and crab (though I don't have a taste, or stomach, for preparing these). Sometimes they have green bananas, yucca, papaya or limes. Trading boats from mainland Panama and Colombia visit the villages occasionally with fresh groceries, staples, snacks and drinks, but more often than not the tiendas (huts selling these things) have no fresh goods to buy. When we see a boat arriving we rush to shore to try to get what's available before the stocks are depleted. (This is only possible, of course, if we are near one of the few villages.) Only a memory now is Club Nautico, where everything from electricity to art galleries and pizza was within easy access. But the few inconveniences of cruising in remote islands are easily overlooked when you can plunge into cool water or lounge in a hammock under a coconut palm reading back issues of the *New Yorker* — what bliss.

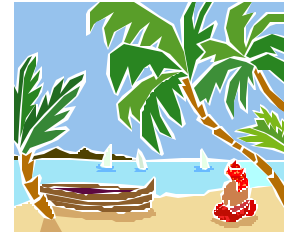
As more people are finding out about this unique place, the Kuna are slowly developing a rudimentary tourist economy. It is now possible to fly in and be transported by open motor boat to a Kuna "hotel", palm huts much like the Kuna houses. Vendors of molas, decorated gourds and seafood ply the anchorages in rough weathered dugouts, threading their way among gleaming white luxury yachts [*Not J & J's sailboat! Ed.*]. There are still no phones, fax or internet. (Indeed, being isolated is much of the appeal). The Kuna do not seem to mind our relative affluence, although we feel like intruders marring by our presence this pure society. When we go ashore, like aliens on a tiny planet, they are welcoming, shyly gentle, and friendly, and we pinch ourselves at what a privilege it is to see and experience a

culture like this that has remained mostly unchanged for centuries.

It is difficult to believe that this place can continue to resist change. But it is just as hard to see how they have remained unchanged this long. We feel very luck to be able to see this culture so relatively untouched and charmingly naïve, and fear we could be the last generation to do so. We hope not.

Mid-January: Today we are snug and alone in a tiny anchorage surrounded by coral reefs and protected from the boisterous trade winds by palm trees. The loud and constant crashing of waves on the reef is a reminder of the care it requires to move around in these conditions. The wrecks on the reefs are a sobering reminder — big, once-beautiful yachts (one a Halberg Rassy 42) perched forlornly there forever. Yesterday another joined them after dragging anchor in the night. Cruisers in the area rallied and worked for 15 hours to free it, only in the end to have it sink in less than five minutes after being pulled off.

We are inside a long and narrow passage with plans to move on, but the weather has closed in, and for the third day clouds are blocking the sunlight that is essential to see where the deep water is. (There are worse places to be stuck!) The 'charts' of this area are sketches, really. And labeled 'not for navigation.' Navigating is largely by eye and depth sounder. Jorgen is eager for the excitement and challenge of moving on, but I can see no colors on the water and can do without that kind of excitement. The sun, if it pops out occasionally, only confuses, as it creates bright turquoise patches between the darker clouded areas that are indistinguishable from shallow water. I might be more adventuresome if we hadn't already been aground numerous times...this is not nudging a sand bank up a quiet river; this is crashing into a block of coral downwind under sail in 15-20 knots. The fear and caution that this occasions is a stark counterpoint to the delights of being safely anchored in a gorgeous spot. "I could stay here for months!" alternates daily with, "Let's



Primitive, maybe. Simple, yes.
Beautiful, always!

***The cruising
Life is not
Always easy
But it beats
Working
Any time!***



There are too many reminders that one always has to keep an eye on the depth sounder!

J & J Continued on Page 8

J & J Continued from Page 7

get the *#!* outta here!" In the future everyone will have routes and waypoints, and reliable charts, for all these places. (No excitement in that, says Jorgen). It will be safer, true, but everybody will be here and it will be hard to find an idyllic island to yourself, as we have today. It's already happening; three years ago when we crossed over to the Caribbean there was only the Panama Canal Yacht Club between there and Cartagena. A new marina springs up each year, and work is beginning now on a fourth along this stretch of isthmus.

It seems that I could go on doing this forever (yesterday was a spectacular snorkeling trip, and just sitting in the breeze in the cockpit reading or writing is a good day). But now we are out of striking distance for getting supplies, and running low. Started baking bread, but even flour will only last a couple of more batches. Some of the staples and canned goods (as well as clothes) went to a village that burned to the sand one night and the people were left with nothing. One bank of batteries has died, and we'll need fuel and

motor oil. The trades have been blowing 25-35 with 10-15 foot seas, so I'm hoping to hear of a lull in sea conditions for the next passage. Time to start checking weather faxes and plotting a course back to a provisioning source. Had to happen some time.

Early February Portobelo: The anxiety occasioned by dying batteries was not misplaced — after safely making it here, fingers crossed, none of the batteries was able to start the engine again. ("This is a sail boat," says Jorgen, "We don't need batteries." A three-hour bus trip to Colon for a new battery remedied that...but...! Whew!!

Mid-February Colon Harbor: We have replaced all of them now. All is well. We are set to transit the Canal February 19-20.

[That was the last of the narrative, except for her email February 22. "We are in the PACIFIC! Crossed the Canal two days ago. More later...." Stay tuned for the continuing saga of J&J as they wind down their years of cruising. Ed.]



Judy and Jorgen can't stay in paradise forever, but they'd like to.

**There
Are three
Kinds of sailors
On this page:
Go fast,
Go slow,
And Don't go at all!**

HERE'S RACING FROM THE HORSE'S MOUTH!

[It never rains but it pours.... Ken McKenzie finally sent me all the dates of this year's races, and Tom Madden has sent a great rundown of some of last year's! I'm going to savor this, and continue it for several newsletters! And when I figure how to include his great pictures, too, I'll do that — but not in this newsletter.

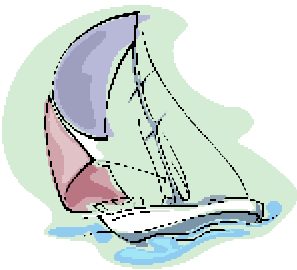
Here goes! Ed.]

By Tom Madden

As the 2007 racing season is nearly ready to begin, I thought I should write about the last few races from 2006, and get you all in the mood to go out and compete for the glass this year. I have not seen anything written after the Catalina Regatta last June, so this is your chance to catch up on the last three races for the Catalina trophy, and one other race that some of us participated in for charity.

This was the second trip to Everett for **Sea Trek II** last year, and the regatta consisted of three round the buoy races on Saturday. There were 13 boats registered for the Regatta, including three Catalinas. Two boats were members of CAPS: **Sea Trek II** (yours truly), and **Scotch & Soda** (Ken McKenzie). The other Catalina was a Catalina 38 *[That fat-bottomed one? Ed.]* named **Que Linda** skippered by Phil Gay. This was his first time racing in that boat, and I think he was still working out the bugs in his boat and crew. The races have a two-hour time limit, and it turns out it came into play for the second race.

After the racing there is usually pizza and beer at the clubhouse, but I usually have to beat feet back to Bellevue, so I end up dropping off the crew after the racing and heading back to get through the locks and bridge before dark.



Tom is ready for whatever the weather throws at him — but no wind and a current against him!!!!

September 9, 2006: Milltown Fall Regatta

RACING Continued on Page 9

RACING Continued from Page 8

RACE 1

The first race began in fairly light winds, and the course was fairly short. Wind direction changes often and a lot in Port Gardner Bay, and today was no exception. We chose a path that kept us in the wind (mostly) and we managed to finish in fourth place, amongst the 4 J-30s and an Erickson 27.

Catalina Results: **Sea Trek II**: 4th, **Que Linda**: 11th, **Scotch & Soda**: 13th

RACE II

The second race began in light winds, and the wind got lighter as the race wore on. About an hour into the race, we had completed most of the course, with only two buoys to round and then head for the finish line about ¼ mile away. We got around the next to last buoy and headed for the last one (closest to the Everett Marina) and realized the current was going to sweep us. We were right up there with all the J30s, and were feeling pretty good about the race. Just as the last J-30 rounded the buoy and headed for the line, the wind really died out. We could only sit there and watch as the buoy that was only about 100 feet ahead, slipped away from us in the current, and the four J-30s that had made it around headed toward the finish line, assisted by the current. *[Now it helps! Ed.]* All four J-30s managed to get across in the 2-hour limit, but none of the rest of us made it around the last buoy. *[Yeah, we learned about the current in a windless race during the C320 event at Port Ludlow. The guy who had "local knowledge", i.e. knew where the current was, won the race! Ed.]*

Catalina Results: **Sea Trek II**, 1st, **Scotch & Soda**, 10th, **Que Linda**, DNF (did not finish) giving each of us 14 points for the race, one plus the number of boats that started.

RACE 3

The last race began after a postponement until the light breeze returned. Again, the race committee set a fairly short course (thank you) and we got a fairly good start. About halfway through the race and coming back towards Everett, it became obvious the

wind had split, and we had to decide whether to go left or right. We chose left, along with about half the fleet, and the others chose right. The wind managed to stay up until we all finished, but the boats that went right had to sail through an area of light wind to reach the last mark, which cost them a few minutes. **Sea Trek II** finished among the four J-30s, and so we corrected out ahead of all of them. What a great feeling!

Catalina Results: **Sea Trek II**, 1st, **Scotch & Soda**, 10th, **Que Linda**, DNS (they gave up and headed to port after the second race).

September 23, 2006: STYC Jack and Jill Race

The Jack and Jill races are for one "Jack" and one "Jill" aboard each boat. In my case I sail with Jan Leonard (from Olympia) who used to sail and race with me when she worked up here in Seattle. You have the option of flying sails or not, and I always choose NFS, since I like to have 6 people on board to fly the chute, and I'm not really rigged to fly the chute with only two. No autopilots are allowed, so the person on the helm is pretty much stuck there most of the time. This race takes place at Shilshole, much like the NW Catalina Regatta. The STYC race committee set a course of: Shilshole, Meadow Point, West Point and back to Shilshole, twice around. There were only two CAPS boats signed up for the race: **Sea Trek II** and **Starbird** (Mark Pywell).

The race began in light to moderate winds (5 to 10 knots), and was pretty uneventful. We just sailed the course, and did the best we could. **Starbird** didn't show up for the race, so we just raced against the other boats in our class. There were 8 other boats in our class, and 10 in the flying sails class.

Star Trek II came in 4th in class, and 8th overall.

[Next month you'll hear all about the SSYC Northwest Harvest Race (not on the CAPS list) and the Foulweather Bluff Regatta sponsored by CYC in Edmonds. Here's where the pretty pictures come in, and Tom has the "glass" on his mantel to prove he was there for all of it. And he can write, too....! Ed.]



He doesn't miss many races — but it sounds like he does miss the feast afterward!

***Around
The buoy
Races
Can be short
Or long,
But they are
Always
Hotly contested!***



Wild and wooly is preferable to calm and cool — but the pond is seldom predictable!