



## Catalina Association of Puget Sound Newsletter

**March 2010**

### Contents

<b>Commodore's Corner</b>	<b>1</b>
<b>Program for March Meeting</b>	<b>2</b>
<b>Racing</b>	<b>2</b>
<b>Safety Events</b>	<b>2</b>
<b>Two Great Cruising Grounds</b>	<b>3</b>
<b>Great Winter Racing!</b>	<b>4</b>
<b>CAPS Membership Dues</b>	<b>6</b>
<b>Calendar</b>	<b>7</b>
<b>Officers</b>	<b>7</b>



### Commodore's Corner

By Rich Lerz

#### My Kid's Name Is "Boat"

With boating season visibly around the corner, I sat at my desk the other day reviewing my list of boat items for remaining maintenance, purchase, and other miscellaneous activity. Finished with this review I moved on to the calendar, working through preliminary vacation and destination dates, long weekends, CAPS cruises and researching different events and activities that would make for great cruises. As I looked back at the to-do list, I noticed several items I had missed earlier that made their way on there without notice. Items not scribed with my own pen, and certainly nothing I would have thought of, like "cat to vet for shots, pick up cat food, buy wife flowers, etc". Though these menial things made their way onto my very important nautical list of high priority tasks, I still had a good laugh. All of a

sudden I started to think about how the boat is literally like part of the family, kind of like Fluffy or Junior. Almost every vacation we go on, we take the boat, just as you would the kid or the Labrador. And like the dog, the boat is almost always eager to go, rarely putting up a fuss. And unlike Junior or Princess who eventually grow older and opt out of the weekend cruises or family vacations abandoning their siblings or Rover, Mr. Boat is again, front and center ready to go. I laughed a little harder as I gave the comparisons a bit more thought and paralleled them down my own memory lane. You can't take a tax deduction on a dog, but a kid and boat you can - interesting. I wonder if my parents had realized years ago that a boat wouldn't nag them about a driver's license or footing the bill for college, would I still be here today? Apparently, a lot of parents haven't given this nearly as much thought as me, or else Elliot Bay to Neah Bay, might just be bumper to bumper, or better, bow to stern! So in the future, if you ever hear me say "Deb's expecting", just ask, "sail or power"?

## **Program for March CAPS Meeting**

**By Jack Henderson**

### **Planning for Desolation Sound and Beyond**

Greg Filipek will speak at the 12 March meeting on "Planning for Desolation Sound and Beyond." Greg heads "Cruising Consultants" a firm that provides advice as well as installation and maintenance services for marine electronic and mechanical systems. He has cruised the British Columbia coast extensively and will share his experience and guidance with us.

CAPS officers welcome suggestions and recommendations for speakers for future programs. Please send your ideas to Vice Commodore Jack Henderson (jrh.mbh@gmail.com).

Saturday evening, lunch on Sunday, and awards. There will be a no-host bar on Saturday evening until dinner time and on Sunday for the lunch and awards.

The cost of the dinner is \$20.00 per adult, \$10.00 per child and includes salad, salmon, baked potato, vege, and desert with beverages on the tables.

We offer free overnight moorage to race participants. Rafting may be required.

Race Entry Forms, General Sailing Instructions, Dinner Reservation forms and more are available on the MBYC website: [www.mbycwa.org](http://www.mbycwa.org) then in the upper left section, click on Regatta - Sail.

Thank you,

Doug Penny  
MBYC Regatta Sail Chair  
206-786-3684

## **Racing: Next Regatta**

**By Ken Mckenzie**

The racing season is starting. Be one of the first boats to register for the Meydenbauer Bay Yacht Club Spring Regatta in Bellevue at the end of the month. It's a great race on the lake with a great dinner afterwards. The crew of Scotch & Soda has first dibs on the single malt in the bar though. Sign up early and come and have some fun! Here's the Meydenbauer announcement:

The Spring Sailing Regatta is scheduled for the weekend of March 27th and 28th, 2010.

This is a reminder to sign up for the race.

This is a reminder to sign up for the Sail Regatta Dinner on Saturday evening, March 27th in the MBYC clubhouse. Reservations are limited.

The cost of the race is \$30.00 and includes "round-the-buoy" races on Saturday and Sunday, Hors d'oeuvres in the bar on

## **Safety Events**

**By Dick Eagle**

We now have two safety workshops scheduled. Mark your calendars and let me know if you would like to attend.

### **Lifesling Practical Exercise, May 22<sup>nd</sup>**

Tom Madden and Gary Wilson have offered their boats for a Lifesling PE on Lake Washington. They will be able to accommodate 6 participants on each boat to go through the drill of recovering crew overboard and getting them back into the boat. We'll need to rent two drysuits for the exercise, so there will be a charge per person of about \$15. Please let me know as soon as possible if you'd like to participate so we can get adequate equipment.

### **CPR Class, June 26th**

Jim Fielder has found a CPR instructor who is also a licensed captain. We'll actually be able to get answers to questions such as: "How do I

administer CPR while steering the boat and calling the Coast Guard?” It should be a great class. The cost will be \$40 for a couple, and \$25 for an individual. The class will be held in the afternoon at the Laurel Park Clubhouse (where we hold our meetings). Again, please let me know if you’d like to attend.

## Two Great Cruising Grounds: Two Different Experiences

By Jack Henderson

As Margaret and I begin our fifth year sailing on Puget Sound, we have reflected on how very different it is to sail here than on our “home” waters of the Chesapeake Bay. With Annapolis – hailed as America’s sailing capital—as its heart, the Bay extends about 200 miles from the Susquehanna River in the north to the Atlantic Ocean at the south. The width ranges from under three miles in the north to more than 30 miles at the mouth of the Potomac River.

The average depth of the Chesapeake is 25 feet. Therefore, there are two kinds of sailors on the Bay: Those who *will* run aground, and those who *have* run aground. We quickly joined the second group by popping out the rudder of our 16 foot daysailer and watching it drift away. As we moved up in size and down in draft, we continued apace: dragging the rudder on our swing keel Catalina 25; plowing mud with our shoal draft Irwin 31; and dredging a channel with our deep draft Catalina 34. Because there are few rocks in the Bay to do damage, grounding is part of the...fun. And if we couldn’t go overboard and push the boat free, we could hail Mr. Tow Jam from Boat/US who was always circling the stranded.



Then there were the thunderstorms. On warm summer afternoons we would turn our eyes to the western sky to watch the tall white clouds turn a nasty gray. This was the signal to head for an anchorage, batten down the hatches, watch the sheets of wind-blown rain, and contemplate the odds of lightening striking our mast.

August sailing on the Bay is like January sailing on the Sound --only opposite. Heat, humidity, nasty swarming biting flies are part of August on the Bay. We remember motoring 30 miles to beautiful Oxford, Maryland at six knots with a six knot following wind in 90 degrees of humid heat. Jumping overboard to end it all was an enticing option, but the stinging nettles –local jelly fish— made even that choice untenable. Relief came only when we started the boat’s air conditioner at the marina.

Navigating the Bay was more difficult than the Sound. Without a chart plotter, we relied on aids to navigation and guessing. The low, wooded shoreline was indistinct particularly in the summer haze. On one occasion, we were attempting to sail northwest from the Choptank River on Maryland’s eastern shore to our marina at Tracy’s Landing on the western shore against more than 20 knots of wind on the nose. To make our landfall, we needed to thread our way between Tilghman Island to starboard and Sharps Island Lighthouse to port. We kept battering forward and finally spotted the lighthouse far behind us on the starboard side. Oh dear.

What then makes the Chesapeake Bay a great cruising area?

It’s the sailing. In late spring and throughout the autumn west winds blow unobstructed across flat shorelines that provide ideal conditions for beam reaches up and down the Bay. We recall taking friends on afternoon trips that involved two 15 mile reaches to Annapolis and back. Small tides and weak currents also allows for easy sails without much planning.

Anchorage are plentiful and protected. With its many tributaries, the Bay offers hundreds of anchorages ranging from snug tree-lined coves to



harbors in such 17<sup>th</sup> century towns as Annapolis, Oxford, and St. Michaels. While anchored on Maryland's eastern shore, we were often awakened by the chugging of crab boats and the Elizabethan accents of the waterman chatting on the radio.

Sailors are numerous and gregarious. Because the water in the creeks and marinas often freezes, most sailors put their boats on the hard for the winter. Come March, the boatyards come alive as we all start painting, polishing, and bending on sails for the coming season. All this activity brings an easy camaraderie as last year's adventures are recalled and embellished.

Now, sailing on the Sound has brought us many new experiences. It is like real sailing – leaving on the morning tide, timing swift-water passages, battling the currents, navigating rocky islands, donning foul weather gear, lighting furnaces, and watching for whales (and deadheads). And most of all we like sharing these new experiences with people who appreciate both the challenges and rewards that sailing here brings.

## Winter Racing on Lake Washington

By Tom Madden

Saturday January 30<sup>th</sup> - about as near to the middle of winter as you can get. Sounds like a great time to get out in the boat and go for a series of three round the buoy races in one day, right?

Well, that is what happens when you sign up for the Meydenbauer Bay Yacht Club (MBYC) winter series. This year the weather was dippy and drab, although the high was forecast to be around 50 degrees, with winds 10 knots or less from the south. I usually sign up for this series just to keep the crew and myself in tune, and to use the boat once in a while during the long gap between the Foulweather Bluff race and the MBYC Spring Regatta. As I looked out at the lake that morning, the water was flat as a mirror, except for the ripples caused by the mist-like raindrops disturbing the glassy surface.

By 9:00 my crew of 5 had arrived, and we set out for the middle of Lake Washington between the two floating bridges. Sailing with me were Ken McKenzie, Monique, Kirk, Bryan and Reneé. As we motored past Bill Gate's place, I kept looking at the anemometer, which read from 0 to 3 knots of true wind. As we rounded the point and headed for the Committee Boat, we got in the "hole" north of Mercer Island, and the wind was pretty much non-existent. About 5 minutes prior to the start sequence out came the AP flag and a couple quick toots on the horn. As expected, we would have to wait a while for the wind to come up before the Race Committee (Joe) would start the race. The rain was letting up a little, although it was still a bit to the cool side at around 42 degrees. There were a total of 6 boats in the race, 4 boats (including us) in the flying sails division, and 2 in the NFS division. The non flying class was made up of a 40 named Tatoosh, and a Beneteau 38 named Bon Vivant. Our competition was a J-46 named Beauty, a Jeanneau 37 named After Midnight, and a C&C 27 named Blue Jeans. We gave Blue Jeans 30 seconds per mile, but Beauty gave us just over 2 minutes per mile, and After M gave us about 1 minute per mile.



After drifting around for about an hour, there was a slight wind line over towards Leschi, and the Committee Boat weighed anchor and headed that way, with the 6 boats tagging along behind. They set a course consisting of start – windward - leeward - finish, with the total length of about 2 miles.

With the wind now a ripplin' 3 knots, down came the AP pennant and the start sequence followed shortly thereafter. At least the rain had pretty much stopped. With the wind that light, it's hard to gage the start, and with the trusty skipper (that would be me) being a bit rusty our start was about a minute late, putting us next to last over the line. As we started, we had Blue Jeans on our starboard hip, and that meant we could not tack until we either left him behind or he decided to go onto port tack his own. After a couple minutes he went, and we followed suit just a bit later. We were now headed pretty much towards the windward mark. By the time we got over onto port and got settled in and stated gaining speed, Beauty was already around the windward mark, with the After M and Bon Vivant close behind. Tatoosh had sailed farther off towards Leschi, and we left Blue Jeans behind and to leeward. As we approached the windward mark, we got the chute ready, and I could see that Tatoosh had overstood the mark by a bunch, and we were going to reach the mark ahead of him. After Midnight had overstood a bit as well, but was still well ahead of us.

We rounded the mark and set the chute, but sailed well up to windward to keep the kite flying in the light wind. This took us more towards

Bellevue, but I felt it was better to keep our speed up rather than sail more downwind and not keep our sails full. At this point the wind was getting even lighter, and everyone on board kept an eye open for any signs of wind. Beauty had sailed into a hole, and the other two boats that had headed towards Leschi were moving, but not very fast. We were still "trekking" at 2 to 3 knots, but not much towards the leeward mark. We decided to jibe, and that put us on a course just a little above the mark, and it looked like we might be catching up to the boats ahead of us. The rules are very specific about not sailing through the S-F line except to start or finish, and we made sure we were clear of the S-F line as we sailed past the committee boat. We did notice that After Midnight appeared to be heading through the line, and when we were sure he was sailing through, out came our protest flag. We hailed them, but they either chose to ignore us, or were too far away to understand what we were telling them.

We continued down towards the leeward mark, and gradually sailed past all three boats that were to our left. That left only Beauty in front of us, and we were catching him. As we approached the mark, Beauty was to the left and to leeward, and I figured we would get to the mark at about the same time. Sure enough, I had to give him room, and he got by in front of us with just a few feet to spare. They dropped their chute, but the wind had clocked around from the northeast, and I figured we would be able to carry our chute around the mark and maybe most of the way back to the finish line. As we rounded the mark, I had to be really careful not to run into Beauty's stern! They swung really wide at the mark and we finally headed inside of them. Now the wind was nearly non-existent, and I was using the spar flies of all the nearby boats and my breath to try to figure out where the wind was going. As Beauty kept drifting off toward Leschi and we headed more toward the committee boat, it wasn't too long before we were actually ahead of Beauty. That put us in front of every boat in the race!

We continued slowly drifting along towards the finish line, and the GPS said we had about 12 minutes to go to cover the last ½ mile to the finish line. Slowly we kept heading for the line as

the wind continued to go from light to lighter. At this point it felt like we were pretty much coasting, but we were still moving, although the GPS now said we had 20 minutes to go. After another ½ hour, the GPS was finally reading in feet to the finish line. 590 feet, 580 feet, 570 feet, our progress was excruciatingly slow. Now we were down to about 400 feet, and the drizzle returned. The spinnaker became soaked, and heavy, and soon was just hinging there like a wet towel. We dropped the kite and set the jib, because at least it could hold some shape if we could heal the boat a bit.

Only 300 more feet to go! Just the length of a football field. Then there came the three toots of the horn from the Committee Boat. I had this sick feeling that they were going to call the race over, based on the time limit. I hopped downstairs and called Joe on the radio and asked the meaning of the horn signal. The reply came back that the time limit had expired and nobody had finished. I requested that they consider extending the race for ½ hour, since I knew we were nearly there, and Beauty was about 10 minutes behind and catching us. Joe said he “would consider it” and said to go ahead and finish and he would record our time. We finished about 5 minutes later to the sound of a horn and a cheer from our crew. Joe hailed us to come by the committee boat, and as we went by he said he would most likely not be able to count this as a race, because most of the boats were now heading back to the dock under power, and only Beauty was actually going to cross the line. Beauty crossed a couple minutes later, and we headed back to the dock at Evergreen Point.

Oh well - that’s racing for you. It seemed a shame to wait for nearly 2 hours to start the race, race for almost 3 hours, then quit because of a time limit, but those are the rules. As Ken said “Even though it was not the most exciting race, and we started nearly dead last, it was one of the more satisfying races we had been on”. That was the first and probably only time we will beat Beauty boat for boat, and there were all smiles as we motored back north and home.

## **CAPS Membership Dues**

**By Sally Hamel**

Please note that if you would like to receive the Catalina Mainsheet through your CAPS membership, we will need our dues payment by April 1<sup>st</sup>.

<p><b>JANUARY</b></p> <p><b>Jan. 16</b> CAPS Awards Banquet</p>	<p><b>FEBRUARY</b></p> <p><b>Feb. 5</b> <i>Monthly Meeting</i> 6:30 PM, Laurel Park</p>	<p><b>MARCH</b></p> <p><b>Mar.12</b> <i>Monthly Meeting</i> 6:30 PM, Laurel Park</p> <p><b>Mar. 19-21</b> Kingston Cruise</p> <p><b>Mar. 27-28</b> Meydenbauer Bay Y.C. Regatta</p>
<p><b>APRIL</b></p> <p><b>Apr. 9</b> <i>Monthly Meeting</i> 6:30 PM, Laurel Park</p> <p><b>Apr. 10</b> Sloop Tavern Blakely Rock Race</p> <p><b>Apr. 23-25</b> CAPS-CATSS Bell Harbor Cruise</p>	<p><b>MAY</b></p> <p><b>May 14</b> <i>Monthly Meeting</i> 6:30 PM, Laurel Park</p> <p><b>May 28-29</b> Port Townsend Cruise</p> <p><b>May 22</b> Lifesling Practical Exercise</p> <p><b>May 30-31</b> Mystery Bay Anchor-out</p>	<p><b>JUNE</b></p> <p><b>Jun. 4</b> <i>Monthly Meeting</i> 6:30 PM, Laurel Park</p> <p><b>Jun. 12</b> Shilshole CYC <b>Northwest Catalina Regatta</b></p> <p><b>Jun.18-20</b> Manzanita Bay Anchor-out</p> <p><b>Jun, 26</b> CPR at Laurel Park</p>
<p><b>JULY</b></p> <p><b>Jul. 2-4</b> Gunkhole Anchor-out Marathon —Poulsbo Fireworks, Manzanita, Pt Madison</p> <p>No monthly meeting</p>	<p><b>AUGUST</b></p> <p><b>Aug. 6-8</b> Everett Cruise Birthday and Crab Feast (If the season is still open) At the guest dock</p> <p>No monthly meeting</p>	<p><b>SEPTEMBER</b></p> <p><b>Sep 3-6</b> Poulsbo Cruise</p> <p><b>Sept. 10</b> <i>Monthly Meeting</i> 6:30 Laurel Park</p> <p><b>Sept. 17-19</b> CAPS &amp; CATSS Catalina Rendezvous</p>
<p><b>OCTOBER</b></p> <p><b>Oct. 2</b> Foul Weather Bluff Race</p> <p><b>Oct. 9</b> <i>Monthly Meeting</i> Saturday Couples' Cook-off Laurel Park</p> <p><b>Oct. 15-17</b> Brownsville Cruise</p>	<p><b>NOVEMBER</b></p> <p><b>Nov. 12</b> <i>Monthly Meeting</i> 6:30 Laurel Park <b>Elections</b></p>	<p><b>DECEMBER</b></p> <p><b>Dec. 4</b> Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant) Laurel Park</p>

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