



Catalina Association of Puget Sound Newsletter

April 2010

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Commodore's Corner

By Rich Lerz

HooWha - How about we mix it up at the April meeting with a BBQ! Admiralty Yachts has generously agreed to sponsor the burgers and hotdogs! Bring your own condiments, side dishes, and drinks. I'll make sure the grill tanks are filled and ready to go!

One more thing, if you want to receive the Mainsheet through your CAPS membership, pay your dues by April 9th. The Mainsheet order will go to Catalina on April 10th.

April Meeting Program

By Jack Henderson

Bill and Karen Haines from Island Marine Instrument Company will present a program that weaves together sea stories and information about marine compasses -- our most basic and reliable navigation instrument. Bill is a former naval officer who learned



his trade aboard warships during the late 1960's. Karen is an instrument technician who is qualified to service all current brands of compasses.

Next Cruise: Bell Harbor

By Jim Kitchen

April 23-25 is the Bell Harbor cruise. There are slips available, but you must call and send your first night payment before the 10th of April. They have at this time 4-60', 4-50', 4-40', and 4-30'+ slips. Reserve your spot by calling the marina at (206) 615-3952.

We will plan a dinner on Saturday night at Anthony's Pier 66 restaurant. Please let me know if you'll be joining us (by boat or by car) for the dinner so I can reserve enough space.

April Racing

By Ken McKenzie

As you will see in Tom's article, we had some difficult conditions for racing with a lot of light air for the Meydenbauer Bay Spring Regatta. The next race is the

Sloop Tavern Blakely Rock Benefit Race on April 10th. BE SURE TO HAVE YOUR ENTRY IN BY 6:00 P.M. WEDNESDAY THE 7th. They don't take late entries. The skipper of Scotch & Soda and his bride will be flying off to Cabo San Lucas Mexico that morning and won't be racing in my favorite race (next to the Catalina regatta) of the year. It's a great race, with a reverse start (slow boats first) and always a good local charity. Sign up and have some fun, and raise some money for a local Ballard charity.

Kingston Cruise

By Carol McManus

For our first boat cruise of the season we found ourselves in Kingston, as we have traditionally done for years. On Friday, Linda Loux and George Fogg on **Branwen** were the first to arrive followed by Vice Commodore Jack and able Admiral /First Mate Margaret Henderson on **Castlewellan**. **Sea Sea Rider** arrived just in time for appetizers in one of the nearby shelters on the dock. Later we pooled our food and had dinner in the cockpit on **Sea Sea Rider** as we enjoyed a beautiful sunset.



Saturday morning was spent on our own, sleeping in, taking walks, accomplishing boat projects and then welcoming Joe and Evelyn Heaton on **Echo** as they came in early in the afternoon. Coming on the ferry were Dick Eagle, John and Sally Hamel, Dan and Laura Clawson, Rod Sparks, Roger and Barb Jenkins, and Mike and Marilyn Parker. We enjoyed potluck appetizers and catching up with each other dockside, then most of us headed up to the Filling Station Pub for dinner. This place is large enough to

accommodate a crowd and has pretty good pub grub. They also, apparently, are in the habit of serving their red wine in brandy snifters—not a bad thing—we had a most generous pour—filled to the brim! Those who didn't have a ferry to catch headed back to **Sea Sea Rider** for conversation and chocolate and a wee bit of port.

Pretty much after we had all gone to sleep (when else??) the wind kicked in and some of us were up during the night taking in flapping burgees and checking that things were properly battened down. I think we saw somewhere around 22 knots in the marina—heaven knows what was going on outside it!

Sunday morning found us on **Echo** enjoying a huge breakfast prepared for us by Joe and Evelyn—scrambled eggs with sautéed veggies thrown in, bacon, fresh oranges and coffee cake. Linda and George contributed hot biscuits with honey butter and Paul and Carol brought the mimosas. Yum! Yum! Conversation was lively as we all enjoyed getting to know each other better.

Later in the morning, we thought about heading home and checked the wind and forecast, and thought about it some more. Linda and George (mostly George) were eager to get going. Jack and Margaret were heading downwind and took off next, followed by Joe and Evelyn. Linda had called us after they left and reported 27 knots on the nose, so we knew it would be a bumpy ride home for most of us. Paul and I had the luxury of having nowhere in particular to be on Monday that couldn't be adjusted and decided, "Why slog upwind against current through all that weather for 3 plus hours when we don't have to?" Hence, another long walk, long nap, nice wine with dinner and restful sleep. We were on our way by sunrise Monday morning in 0-4 knots of wind under beautiful skies and arrived home in time for Paul to get some work done at the office.

Kingston has a new place or two for us to check out. One is a bakery in the old Kingston Hotel where the restaurant used to be. We sampled a cinnamon bun and liked the cookies better. Another place, on our to-do list, is the Oak Table Café, on up the main street by the old fire department. That place was packed when we wandered by on Saturday morning and we encountered a local who just raved about it. They are

open for breakfast and lunch and the menu looks absolutely mouth-watering! Definitely CAPS-worthy for a big breakfast if they take groups and reservations.

MBYC Spring Regatta

By Tom Madden

March 27th and 28th marked the two days of racing scheduled for the Meydenbauer Bay Yacht Club Spring Regatta. The regatta is held on Lake Washington, and consists of three round-the-buoy races on Saturday and one final round the buoy race on Sunday. Saturday evening, the yacht club opens its doors for a wonderful dinner, which this year consisted of salmon and beef tenderloin, along with scalloped potatoes, veggies, olive bread, dessert, and even wine at the tables.

Saturday's weather forecast was mostly sunny with winds 0 to 10 knots. Sunday's forecast was for winds 10 to 20 knots with postfrontal showers. There were three classes of boats; Classes A and B were flying sails, and Class C was non-flying. There were 23 boats signed up in the three divisions, with the biggest/fastest flying sails boats starting first. *Sea Trek II* was the only CAPS boat in Class A (flying sails) and there were no CAPS boats in Class B. Class C (non flying) had 5 CAPS boats: *Alo*, *Blue Fin*, *Chinook*, *Pipes Dream*, and *Scotch and Soda*. As usual, Joe Swalwell and his son Jared were manning the committee boat and taking lots of pictures.



Saturday morning arrived with filtered sunshine and mirror smooth water. Although it was on the cool side in the mid 40's, the sun was nice, and there was a hint that the wind might come up from the north and give us some nice racing.

A little before the 10:00 start time arrived, out came the AP flag, (postponement) and we waited for the breeze to fill in so Joe could set up the course.

After about half an hour, the breeze filled in from the north at about 4 knots, the horn sounded and the warning flag was raised. The course was set for a P, W, P, L, P course with all marks to be taken to port. Joe had set the course so he could end the race part way through if the wind was dying, and wanted the boats to pass through the S-F line on the downwind run.

The race started and we headed for the windward mark behind the J-46: "*Beauty*", an Etchells: "*Wynn*", along with a Jeanneau 37: "*After Midnight*", an Olson 30 and a J-92 that both give us time. The wind was light, running 3 to 5 knots, but we were doing OK considering we were the slowest in the class. We rounded the mark and hoisted the spinnaker.



As we rounded the mark and headed for the S-F line, we watched to see if the other boats went through the line, which both *Beauty* and *Wynn* did ahead of us. Not all the boats did, but the race committee decided not to enforce the rule, so no harm was done.

As we approached the leeward mark, *Beauty* and *Wynn* were already around and finishing, and all we could do was sail our best and head for the finish line and hope they gave us enough time that we might

correct out in front of them. Both the Olson and *After Midnight* managed to sail past us on the last leg, but I was hoping we would be close enough to correct out over them. On the first race, we finished 3rd in class, behind *Wynn* and *Beauty*.

We finished the race and waited for all the other boats in the other classes to finish. The wind showed no signs of strengthening, and it was nearly an hour before the last of the boats finished from Class C. Joe set the course for the second race without the confusing crossing of the S-F line, but the wind was getting lighter, and I just hoped it would hold until we could finish. We made it around the windward mark, but we were last in our class, and the wind was getting pretty light. We popped the chute and headed down to the leeward mark, watching for puffs of wind and a chance to make up some ground. Alas, it was not to be. As we got close to the leeward mark, *Beauty* and *Wynn* had already finished, and the other two boats in our class were half way back to the finish line. The wind continued to die, and about the time we got to within a few hundred yards of the finish line, it died completely. We just sat there adrift for nearly half an hour, with our progress measured in feet and inches. We did eventually get across the line, but it was excruciatingly slow, and as I found out later at the dinner, we finished the second race in last place by nearly 20 minutes.

The other CAPS boats all managed to finish. A nice little breeze filled in the course about 15 minutes after we finished, so two races were completed on Saturday. CAPS leaders in Class C after the first day were: *Scotch and Soda*, *Blue Fin*, *Alo*, and *Chinook*. *Pipes Dream* apparently decided not to race, although they hung around the S-F line and enjoyed sunshine and the action.

Sunday

Sunday proved to be a different story. The weatherman had forecast a winter storm blowing through on Saturday night, and Sunday was to be southerly winds 10 to 20 with postfrontal showers. I had a totally different crew for this day of racing, and only one of them had ever sailed more than one race with me. As we headed south towards the I-90 Bridge, the winds were between 12 and 18 knots, it was pretty cold, and looked like a shower could dump on us at any time. The racing started on time at 10:00AM, we got a decent start, and headed off to the

windward mark. Joe set the usual P, W, L, P course, so no surprises there. Off we went chasing all the faster boats, and the race was pretty much finished without incident. The wind was gradually dying during the race, and we finished in less than 8 knots of wind. There was only one race scheduled for Sunday, but Joe informed us that he wanted to try to get two races in to offset the unfairness of the drifter 2nd race on Saturday. I thought that would be good, plus two of the boats ahead of us in the standings had opted not to show up for the second day.

The second race started shortly after all the boats had finished, and by this time the wind had lowered to about 6 knots. We got a good start this time, but the Etchells and *Beauty* had a lot of hull speed on us, and pretty much left us in the dust. We were staying up with *After Midnight* pretty well, but they were a faster boat, and also charged out in front of us. As we beat our way to the windward mark, the wind continued to get lighter. As we looked up the course, we could see the Etchells, just "parked" about 50 yards from the windward mark. We were still moving, but we knew we would eventually have to sail into that hole in the wind, so we just tried to find the best wind and keep going. *After Midnight* had headed off towards Leschi, and with the fluky winds, it looked like we would actually round the mark ahead of them. We approached the mark, and as we got close, I was looking at the buoy, making sure we did not sail any further around the course than we needed to. That meant coming close to the mark, but in the light conditions and only going about 2 knots, it was pretty easy. As we approached the mark, *After Midnight* was about 50 yards behind us. I sailed very close to the mark, being careful not to hit it. We rounded and set the light air chute and headed down towards the leeward mark. As we set our course, it looked like the committee boat had moved the leeward mark a lot closer, which was good considering we had just enough wind to keep the chute filled. As we got closer, we watched *Beauty* and the Etchells round the mark, and I could hear horns as they went around. It dawned on us that the course had been shortened, and all we had to do was pass between the mark and the committee boat.

We finished, and I went over to say goodbye to Joe, and he asked if I would be willing to serve on a

protest committee. I replied yes -- as soon as I could get the boat put away and drive back to the club. The rest of the classes in the fleet finished, just as a rain squall came through and gave us all a quick rinse job.

Back at the yacht club, the results were slow to be announced. Two protests had been filed, and the findings from the protest hearings had to be accounted for in the results of the races. There were two boats that had protests filed against them: *Blue Fin*, for failure to keep clear just prior to the start, and on *Sea Trek II* for hitting a mark and not taking an appropriate penalty turn. The protest against *Blue Fin* was upheld, and one minute was added to her time to account for the time that would be required to do an additional penalty turn. (720 rule for infractions under the "when boats meet" section) The protest filed against *Sea Trek II* was not upheld. (We did not hit the mark, although we were very close)

MBYC Spring Regatta Results:

Boat	Class	Race 1	Race 2	Race 3	Race 4	Final Results
Scotch and Soda	C (NFS)	3	2	1	1	1st in class
Sea Trek II	A (FS)	3	6	3	2	3rd in class
Alo	C (NFS)	5	4	2	3	4th in class
Blue Fin	C (NFS)	2	6	3	5	5th in class
Chinook	C (NFS)	6	5	6	7 (DNS)	6th in class

Next race: Blakely Rock Benefit Regatta on April 10th.

Lifesling Practical Exercise Reminder

By Dick Eagle

Don't forget to sign up for the May 22nd Lifesling PE. Just send me a email. Hauling Ken McKenzie and Jim Kitchen out of the water (then dropping them back in!) is a do-not-miss experience.



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

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