



## Catalina Association of Puget Sound Newsletter

**March 2011**

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### Commodore's Corner

**By Jack Henderson**

**Why we sail in the Pacific Northwest**

#### Why we sail in the Pacific Northwest

The national sailing magazines give us a wonderful picture of sailing –beautiful people gleefully jumping with open-mouthed grins from their boat into warm, azure waters or sipping wine in their swimming suits. Here in the Northwest, that kind of sailing comes only in our dreams. When we awake, our reality can be akin to “standing fully clothed in a cold shower while tearing up \$100 dollar bills.” I remember vividly one sunny July day jumping from our boat onto the dock in Sydney wearing a very heavy wool sweater and jeans. As I walked to the customs phone, I noticed the stares from the tee shirt, shorts and flip-flop crowd on their motor yachts. I weakly said something like “its cold out there.” Even in summer our time on the water can be a bit of a battle against the elements. So why do we sail balaclava-headed when we could do other easier, warmer, drier sports...like bowling with a Wii?

Maybe we sail because we live in a warning-labeled world. We are admonished of all the dangers around us – “don't stand on the top rung; do not ingest; this is not a toy; eating raw or partially cooked will...; prepared in a factory near a bar that serves beer nuts.” Our cars bleat at us on infractions of belt or light or key. Locks snap shut lest we forget lurking dangers. TV ads tell us of diseases we might have, but never knew existed, and flog the remedy...”ask your doctor if you have ....” A low voice speedily warns us of such dire affects as suicide—that you will likely commit, but don't blame us because you have been warned--after taking the pill.

Perhaps we sail here because we *escape* the warnings. Sailing here can be hard and cold and tricky. We are responsible for our safety and progress and comfort. It requires skill and knowledge. We understand ebb and flood, rip and spring, magnetic and true, beat and reach. We share our local knowledge – like that uncharted rock near Octopus Island kindly found by Linda and George on *Branwen*. We see how Gary and Sheri have overcome the cold with multi-zone heating on *Alo*. We visit *Scotch and Soda* to keep warm with Ken’s “special” heating system. We admire *Wind Runner* with Rod in inside his unique enclosure fitted out with comfy chair and computer-controlled navigation.

Perhaps we sail here for none of these reasons. We may battle the elements for something only a picture can describe.

## Victoria 2011 Upland Cruise

### By Carol McManus (and others...)

Well, it has happened again! Fact and fiction have gotten themselves confused as they did on our upland cruise to Vancouver several years ago. In this collaborative cruise report we leave it to you to separate fact from fiction, but it should be obvious (even if the truth is NOT!) that we all had a great time.



Coming on Friday via the Clipper were **Joe Sporcic and Evelyn Heaton, Barb and Roger Jenkins, and Gordon Ellis and Cynthia Jones**. Gordon worried enough about his breakfast that he packed a typically huge English breakfast the night before. In the morning he put it in his suitcase and absentmindedly checked his bags, depriving himself of breakfast but adding significantly to the luggage compartment.

Upon arrival Group One were off to meet Queen Victoria. Not knowing what we would find, it was so exciting to find a wonderful hotel, full of rooms ready and waiting for us, and a Lobby with a beautiful roaring fire place.

**Norm and Cathy Wells and Dick and Peg Eagle** took the Clipper on Saturday and they claim it was an uneventful trip. However, for some reason another Clipper needed to be called into service. (Rumor has it that it was due to luggage compartment overloading the prior day.)

The second Saturday Clipper carried **Mike and Marilyn Parker and Nancy and Ken McKenzie**, trouble-makers from way back, who wasted no time sabotaging the impeller, requiring said vessel to return to the dock before it had even left Elliott Bay. After repairs, said vessel diverted course thru Saratoga Passage and Deception Pass to avoid gale force winds, and arrived a good 3-4 hours late to Victoria. Does it remind any of you of the “Minto” and Gilligan’s Island?

Coming on Friday via the Coho were **Paul and Carol McManus**, but they kept a suspiciously low profile. No one knows what they were up to since they weren’t seen until Saturday at breakfast. Not that we all didn’t look for them once we arrived on Friday! Victoria is not that big a town, where were they? Despite persistent questioning they remained close-mouthed with twinkles in their eyes. Tidbits were heard about fashionable dining at Vista 18 and romantic interludes here and there. The rest of us found good eats at a local pub. Lots of good food and bubbly flowed, including 2L of San Pellagrino Mineral Water.

Our voucher from the Queen included breakfast and dinner for 12 on Saturday evening. During our wonderful full breakfast on Saturday morning, plans were made for Saturday lunch at the Bard and Banker Scottish Pub. Nothing like not being done with breakfast and making plans for lunch! Eating was good and

well attended in Victoria! Dick and Peg got lost in the museum and never made lunch. (At least that is what we heard. Truth be told, they were celebrating their anniversary, so who knew what they were really up to?) Carol and Paul found Diane Purdy wandering the streets without Jerry, who she claimed had stayed home, and we brought her to join the group at the Bard and Banker. Parkers and McKenzies came in, having, finally, cleared customs just as we were leaving.

After spending the afternoon exploring in small groups or napping, most of us met for dinner while Parkers and McKenzies spent the evening getting over the misadventures on their Clipper ride. Some of us did a shopping tour of Victoria with the lovely Cynthia as our guide. Shops were mapped out, and without a GPS or radar our guide was able to navigate Barb and Evelyn to some wonderful shops!

Sunday morning found most of us gathered together for breakfast before heading out to various places—IMAX, the park, shopping....Peg, brave soul, took a dip in the waters near the lovely Strait of Juan de Fuca.



Lunch for several of us was at the fine Tapas Bar—a new discovery for some of us, highly recommended by Diane Purdy. Excellent food and a definite “must” on our next trip. Joe and Evelyn, Barb and Roger were off to meet Gordon and Cynthia for a 1pm lunch appointment at Murchies. But something (!??) side tracked the two of them, hmmm? Something more enticing than lunch I guess! They arrived just as we were leaving, after having had a great lunch. We had to get nourished up for the Clipper ride home. Just in case we took the Gilligan’s Island tour, we wanted to be sure we had full stomachs.

Paul and Carol left for home on the Coho and the others followed on the Clipper. We never heard if it arrived without incident, but the Coho did!

## **Winter Racing in Puget Sound Shilshole Bay Snowbird Series 2010/2011 By Tom Madden**

The last race of the season was the Foulweather Bluff race on October 2<sup>nd</sup>, 2010. Time to put the boat away, drag out all the cushions, winterize the fresh water system, and set up heat to keep the chill and mildew at bay for the winter. Or is it? I saw a notice on the Shilshole Bay Yacht Club (SBYC) website about the snowbird series – a series of 5 relatively short races, one per month to help keep the crew in racing readiness. The races are held in the Shilshole Bay area, have an 11:00 start, and are supposed to run for a couple hours. It was only \$50 for the series, and the races were set for November through March. Why not? I polled my “hearty” crew, and soon the check was in the mail.

So far four of the five races have been held, and my performance has been, (uh, shall we say) less than stellar. The first race was held on November 20. If you remember that day (I do) the air temperature was about 34 degrees, and the wind was howling at 25 to 35 knots. I decided that not breaking things or hurting anyone was the best plan, so I opted not to go that day.

The second race was held on December 11. The wind that day was light, forecast to be in the 0 to 10 knot range, and rain was to come in after noon. We started, if you could call it that, in very light winds, howling at 0 to about 3 knots in the “puffs”. After a couple hours, and the rain setting in, the wind had died, and the tide had drifted us back over the S\_F line. The wind finally came up to about 3 knots again, and re-crossed the line and headed for West Point, the first mark. After another hour and the wind dying again, my crew of 8 was mumbling something about a mutiny, and the rumor was they were about to get into the hooch. I finally gave up, cold and wet, and back to the slip we went.

The third race was held on January 16. This time we had a nice light wind, but at least it was there, and looked like it would stay in the 5 to 10 knot range. The temperature was in the high 40s to low 50s, which is a lot to say in January, and we went ahead and ran around the course (it was twice around) and finished. The last spinnaker takedown had a slight miss-communication, and we tied to see if there were any shrimp near the surface to bring up as we dropped the chute. No major issues, and we finished the race, and we were not even the last boat across.

The fourth race was held on February 12<sup>th</sup>. This time the weather was looking OK, right up until the day before the race. The forecast was for winds around 10 knots in the morning, but picking up to 25 to 35 in the afternoon with rain setting in. Again, I decided not to break anything or hurt anyone, so I opted not to participate. I did drive down to Shilshole about 1:00 PM to see how many boats braved the elements, and sure enough, several of the boats I know well were out there. I saw a big Beneteau 40 cross the line, and I noticed a big hole in his main – about the size of a garbage can. He had a reefed main (properly aerated) and a small jib, and still was being overpowered. I also saw my friend Don on Shoot the Moon. He was finishing on reefed main alone, and after I talked with him the next day, I found out his jib had torn in two about ½ mile from the finish line. He went ahead and finished on main alone, which he said was excruciatingly slow. He won his class by 5 seconds!

They say confession is good for the sole so, here is my “stellar” performance so far:

Race 1: DNS

Race 2: DNF

Race 3: DFL - that's 8<sup>th</sup> (last) in class

Race 4: DNS

So that leaves only one race in the series, which is scheduled for March 19<sup>th</sup>. Needless to say, I will not be winning that series, but the last race is the PMYC/SBYC (Port Madison/Shilshole Bay) Challenge Cup race, and I can only hope the weather is nice. There is still time for anyone else to join us, and the fee is only \$15, due the Wednesday before the race.

In closing, I saw a really good quote in the newsletter from the SBYC: “When the air temperature and the wind velocity are approaching each other, it's not a good time to be out on the water”. So far I must agree...

Sorry I don't have any pictures this time, maybe the last race will be dry enough to get my camera out of the cabin. See you out on the water!

### CAPS 2011 Calendar

|   |  |   |
|---|--|---|
| <b>JANUARY</b><br><br><b>Jan. 22</b> CAPS Awards Banquet  | <b>FEBRUARY</b><br><br><b>Feb. 10</b> <i>Monthly Meeting</i> 6:30 ,<br>Laurel Park<br><br><b>Feb. 19-20</b> Victoria BC Clipper<br>Cruise<br><br><b>Feb. 26</b> Meydenbauer YC<br>Winter Regatta | <b>MARCH</b><br><br><b>Mar.10</b> <i>Monthly Meeting</i> 6:30<br><br><b>Mar. 18-20</b> Kingston Cruise<br><br><b>Mar. 26-27</b> Meydenbauer Y.C.<br>Spring Regatta                                    |
| <b>APRIL</b><br><br><b>Apr. 14</b> <i>Monthly Meeting</i> 6:30<br><br><b>Apr. 2</b> Sloop Tavern Blakely<br>Rock Race<br><br><b>Apr. 15-17</b> Tacoma Yacht Club<br>Daffodil Festival | <b>MAY</b><br><br><b>May 12</b> <i>Monthly Meeting</i> 6:30<br><br><b>May 27-30</b> Port Townsend<br>Cruise, Mystery Bay Anchor-out  | <b>JUNE</b><br><br><b>Jun. 9</b> <i>Monthly Meeting</i> 6:30<br><br><b>Jun.17-19</b> Manzanita Bay<br>Anchor-out  |
| <b>JULY</b><br><br><b>Jul. 1-4</b> Poulsbo Fireworks<br>anchor-out<br><br>No monthly meeting  | <b>AUGUST</b><br><b>Aug. 5-7</b> Port Ludlow anchor-<br>out<br><br>No monthly meeting  | <b>SEPTEMBER</b><br><br><b>Sep 2-5</b> Port Orchard Marina<br>CAPS/CATSS Rendezvous<br><br><b>Sept. 10</b> <i>Monthly Meeting</i> 6:30<br><br><b>Sept. 30-Oct. 1</b> Bell Harbor<br>CAPS/CATSS cruise |
| <b>OCTOBER</b><br><br><b>Oct. 1</b> Foul Weather Bluff Race<br><br><b>Oct. 13</b> <i>Monthly Meeting</i> 6:30<br><br><b>Oct. 14-16</b> Brownsville Cruise                             | <b>NOVEMBER</b><br><br><b>Nov. 10</b> <i>Monthly Meeting</i> 6:30<br><b>Elections</b>  | <b>DECEMBER</b><br><br><b>Dec. 3</b> Annual Christmas Party<br>Potluck and Gift Exchange<br>(Boat Gift and/or White<br>Elephant)  |

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