



Catalina Association of Puget Sound Newsletter

June 2011

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The 2011 Northwest Catalina Regatta

Commodore's Corner

By Jack Henderson

The Untrained; the Unready

No, this is not a tale about medieval monarchs. This is how Bryon Moeller described the crew of *ALO* during the Catalina regatta on May 14th. Not all members of the *ALO* crew met that descriptor -- certainly not Gary Wilson, the skipper and helmsman, nor Sheri Wilson in the afterguard, nor Rick Dober, a former San Francisco Bay racer. Hmmm, that kind leaves Bryon, Bob Armstrong and me. I'm not sure that either Bryon or Bob met the criteria, but I certainly did.

When Gary asked who would take various duties during the races, I – eyeing those beer keg-sized primary winches—chose the job of grinder for the starboard headsail and for the mainsheet. Rick was my counterpoint on port primary winch while Bob and Bryon would tail the headsail winches.

So off we went to begin the first race. Posted on the committee boat were two lines of letters that seemed to me as the results of a DNA test. However, Gary possessed special captains-only codex to translate the letters into the racecourse. With my analytic background, I quickly understood that “C” meant the windward yellow float...or was it the red float.

Anyway, we charged through the start line—smiling nautically for Dave Fend’s camera—on a starboard tack. Gary said we would tack after crossing the line. Here is where I earned my “unready” stripe. Gary casually said “turning.” Bryon made the huge winch whirr and I leapt to the winch to grind. I did leap, but the handle was still in the winch-handle holdy thing on the binnacle behind Bryon’s right hip. Gary passed the handle to Bryon and on to me. I stuck the handle in the winch –before Bryon could put enough turns on the winch. I adeptly took the handle out, Bryon wound, and I stuck the winch in again cranked like mad. This was fun. By the third tack to the windward mark, “grinding is fun” changed to “send Bryon or Rick as reinforcements.” I announced, incorrectly, that I was using only the winch’s high gear. I started secretly hoping we could round the mark without tacking again.



Downwind was easy-peasy for me – just ease the mainsheet and prepare to trim the main as we rounded the leeward mark. I did that smartly, but as Gary called for “more main,” I manfully muscled the two-handed handle to the point where I thought the boom would crush the dodger. That is until Gary again said, “more main.” Now, conjuring an old injury from an ill-remembered extreme sport, I called to Rick who effortlessly twirled the winch a half-dozen times – to Gary’s delight.

And so it went. By the third windy race, I could at least stand over the winch in a seamanlike way and grind away until help arrived. With the port rail in the water and my perch some 11 feet above the water, I realized the excitement and appeal of racing.

So it’s to the YMCA to muscle up for next year. Or perhaps it’s to the library to study racing tactics. I can then stand and advise the helmsman and the trained and ready crew.

The Committee Boat

By Margaret Henderson

For the first time in my life, I was involved in a sailboat race. However, I didn’t race; I volunteered to be on the committee boat, and wow, what an experience it was. At the pre-race meeting, I somehow convinced Carolyn Carlson to come along as well, so there we were, headed out on a rather large and aged power boat with Dave Fend, the CAPS resident photographer, and the captain of the boat, Kevin Cunningham, a very knowledgeable and seasoned keeper of the times and setter of the courses for CYC, and an all-around dependable guy.



Kevin must have groaned inwardly, however, when he first requested us to hoist the flags and post the letters on the board. We had no idea how to perform these duties, and worse, why we were performing them. Giggling and asking each other questions, we managed to get them up, take them down, and stand ready for more duties as required. The waves were so bad that we had a tough time just staying on our feet; then to clamor up to place and remove letters from an area we could barely reach

definitely was a challenge to our agility and balance. Along the way, though, we somehow managed to become very adept at this skill and even figured out why we were doing it. The really exciting part was when the boats were crossing over the finish lines. Kevin would call out the numbers on their sails and we would clock them, carefully recording the times, and wait for the next boat to cross. Seeing all the fantastic Catalina's sailing fast, heeled over with rails in the water, and the crews scrambling to grind winches and adjust sail positions was a beautiful sight, and one that I'll remember for a long time.

Catalina Day, May 14, 2011

By Tom Madden

Catalina Day this year had great weather for a regatta. Mostly cloudy with winds in the 5 to 15 knot range, and best of all, no rain! A total of 11 boats registered for the regatta, and I chose to split us into two groups, along PHRF handicap ratings. As it turns out, Sea Trek II was the boat "in the middle" in terms of handicaps, so I chose to go with the bigger boats, and let Scotch and Soda fight it out with the rest. I'll do a write-up on PHRF handicap soon so you all understand how I assigned the handicap numbers the way I did.

In order to keep the racing as compact as possible, and to keep the races more exciting, I used the "reverse start" where the slower boats start first. This has two advantages:

- 1) Since the slower boats sail the course first, they get a 5-minute "head start" over the faster boats, and should therefore finish about the same time.
- 2) The faster boats will have to sail through the slower boats, and there will be more "obstructions" and crossings in the race, making it more exciting for the boats in both classes.

With some final instructions at the skippers meeting about not hitting each other and rules of the road, off to the race course we went. As we cleared the breakwater at Shilshole and headed for the committee boat, we noticed there were several events going on. Scotch and Soda came by and pointed out that our committee boat had headed north, and off we went about a mile towards Edmonds so we would be clear of all the other racing events going on at Shilshole that day. We had to postpone our 11:00 start for a few minutes until everyone showed up. (You're welcome Tim) With all boats checked in and milling around, up went the warning flag and we wrote down the course: P2: SACS. I noticed the first class had a longer course, (SACXCS) but I didn't worry about it too much, since I figured Kevin (the Committee Boat skipper) had figured the boats were all pretty evenly matched, and the slower boats could just go about 5 minutes longer, and still cross the finish line about the same time.



First race,
Division 1
start. *Sweet
Sue II* off in
the lead.....

After the first fleet was off, we lined up for our start. Our course was pretty simple; up to the farthest weather mark, downwind to the leeward mark, and back through the S-F line. We got a decent start, and headed off to the

north. The wind was in the low teens, and the boat was sailing well. A few tweaks here and there, and as I looked downwind I could see the bigger boats sailing along, and we were pretty much holding our own. I knew we would need to go fast, as the bigger boats would sail past us downwind due to their longer waterlines. We rounded the windward mark, set the whisker pole, and headed down to the leeward mark with most of the division right on our heels. The downwind run was pretty uneventful; Blue Fin did manage to get by us, but we stayed pretty much with them, and as we rounded and headed for the finish, I could see we would only be about a minute behind him, and I figured we would correct out over him. A couple of the boats did not finish, so I have yet to figure out if they sailed the wrong course, fouled each other, or just got so far behind they gave up.

As we milled around waiting for the rest of the boats to finish, I realized most of the slower boats were still out on the course. When everyone had finished, I saw that the committee boat was setting up for the next race, and I noticed that again, they had the slower boats sailing a longer course. After a quick call to the committee boat, things were straightened out, and the bigger boats sailed the longer course. This time it was twice around for everyone, with the slower boats going to the "X" buoy, and the bigger boats going about ½ mile farther to the "A" buoy. Again, the first division got off without incident, and we lined up for our start. We opted for a port tack start this time, as I thought we were in a good position, and we could immediately head into shore and out of the current. We managed to dodge the starboard tackers, but most everyone followed us around so it became a matter of who found the best tides, who found the best wind, and who sailed and maneuvered best. The wind was running pretty steady and the weather was nice, and we were having a great time on the water. At the end of race two, the two big boats had pretty much left us behind (we were over 5 minutes behind Blue Fin) and the rest of the division was behind us.

Third race was a 1-1/2 times around, with a downwind finish. We didn't get a very good start, and we ended up between two boats heading off towards shore on a port tack. Blue Fin tacked off toward the west side of the course, and I think he found a little more wind out there. Although we sailed a good race, we had Auntie Beryl just to port, and were not able to tack until well past the lay line, and I think that cost us some time.



Auntie Beryl just to windward of Sea Trek II as we beat our way up to the windward mark on race three. You can't get much closer than that!

We finally managed to get above them and tacked, but by that time Blue Fin was nearing the windward mark and had a good three minutes on us. Alo tacked below us, and headed for the mark with

good speed. The rest of the race was pretty uneventful, with the two big boats crossing the line first, then us, and the other three close behind.

Back at the clubhouse, after inputting all the results and checking them, the final results were known. As it turned out, we made an error, and awarded the first and second place trophies in division 1 to the wrong boats, but they have swapped trophies, and all is well now. (thanks - Dave and Tim) There were some really

close results, for example, Chinook crossed the line only 5 seconds in front of April IV on the first race, and April IV corrected out over Sweet Sue II in the last race by only 0.6 seconds!

Here are the final results:

Division 1:

1st Place April IV
 2nd Place Sweet Sue II
 3rd place Scotch and Soda

Division 2:

1st Place: Blue Fin (Not a CAPS member)
 2nd place: Sea Trek II
 3rd place: Auntie Beryl
 4th place: Alo (3rd in Div 2 CAPS)

Congratulations to all! There was a lot of close racing, a little confusion, and a great day to be out on the water. Nobody collided with each other or ran aground, and the weather was nearly perfect!

All the results and times are posted on the CAPS website, as well as over 200 pictures taken by Dave Fend on the committee boat.

Again, I wish to thank all those too numerous to name off, for helping plan the event, prepare the food, solicit the gifts, prepare flyers, acquire the venue and committee boat, time the boats as they finish.... the list goes on and on! Without everyone pitching in, the event would not be what it is.

Port Townsend Sail

By Joe Sporcic

I was on the boat getting ready on Thursday afternoon. I'd finished all the prep work, loading the boat with groceries, fuel, oil, etc, by Noon. The sun was out, the wind was from the South, the tide book said the tide was with me, soooo.... I cast off for Port Townsend (Evelyn was at work). I left the dock at 2:30pm, motored out of my slip at Shilshole. There was a light wind 5-6 knots, but in the right direction! Rolled out the jib and motor sailed about 15 minutes.

The wind picked up from the South and I was soon motor sailing at 5 knots. So I shut off the motor. About Kingston wind and tide together bumped me to a steady 7 knots. Just west of the traffic lanes, about to get to Point-No-Point. I was averaging 6-7 knots all on the same Port tack.

Shortly after Kingston I noticed another sailboat came out of Kingston about ¼ mile behind me, same course. Looked like a race to me!! We sailed past P-N-P and Foulweather bluff at 7-8 knots. Bumping 9 knots at times! All GPS-COG.

Just off of Foulweather Bluff I had to decide whether to go to Port Ludlow, Mats-Mats for the night or go straight to Port Townsend. I would have had to sheet in to reach Mats-Mats. So I decided to go to Port Townsend, same tack all the way to the Bridge. Slowed down some but still moving 2-3 knots, sailed under the bridge and all the way to the entrance of the Marina by 8pm. All on the same tack – all in the sun – all down wind – got there before dark. Wow!! – What a day. 35 miles in 5 ½ hours is a very good trip. PS My Buddy Boat turned and went to Port Ludlow. I called them a buddy boat because I am not a racer – HaHa. You're only a racer if you put up your Main sail!

Four nights in Port Townsend – I'll let someone else write about that because I have to tell you about the trip home. Jack and Margaret left Sunday morning. Dan and Laura and George and Linda stayed till Monday morning.

Monday morning, wind light out of the North. Headed out of the marina at 9:30am. Dan went to the fuel dock and I headed to the Port Townsend cut. About 15-20 minutes out the temperature went up to 212 degrees – no raw-water cooling. No spare. So up with the Main and rolled out the jib. Very light not much progress – ran the motor with the Red Dot heater on for a few minutes to get to the current in Admiralty Inlet. Drifted with the tide for hours, very little wind. Dropped the main, had 1.3 knots of current at times. Wind began to fill in from the NE about the South end of Marrowstone Island. The wind gradually picked up all afternoon, stayed on the same course just E of the Northbound shipping lanes. Making good progress, 4-5 knots COG.

Got to Meadow Point Buoy rolled up all but a little bit of the Jib. Always wind when you don't need it. Rolled in the last of the jib and bare poled it down the fairway to "M" dock, just a little more motor to get in to my slip. A Long Ride Home, 8:30pm tied up in the slip. 35 miles in 11 hours, interesting trip!

I must have broken some kind of a record; I sailed down wind to our destination on a port tack to Port Townsend in 5 ½ hours. Sailed and drifted home to Shilshole, down wind on the same port tack 11hours. Not record time on the way home but sailing both ways down wind!! Unbelievable. Had a little incentive, No Engine coming home.

Port Townsend 2011 Cruise Report

By Laura Clawson

We were a small group who enjoyed Port Townsend this year. Weather reports may have kept people away, but I must say that, as often happens, the weather reports were wrong. We had lots of sun.

First on the scene was Echo, a day early. Joe Sporcic was so enchanted by the sun, wind and favorable current on Thursday that he headed north and arrived via sail in record time. Auntie Beryl [Dan and Laura Clawson] and Castlewellan [Jack and Margaret Henderson] joined Echo on Friday. Friday's south wind was steady 20-25 knots, less rough for Auntie Beryl going downwind than for Castlewellan heading into it. Dan Clawson discovered that deploying a whisker pole is easier if you first furl the headsail, but that's his story to tell.

Evelyn Heaton drove and joined us at dinner aboard Castlewellan, a last minute change when Auntie Beryl's First Mate was laid low by the rocky cruise north.

Saturday started with one of Joe's famous breakfasts. He makes the most perfect bacon! Scrambled eggs, fruit, juice: it was a feast. Later, the three First Mates walked into town for an afternoon of shopping, visiting with locals and coffee. The Captains all worked on their boats... zzzz's could be heard, I understand. That night we ate at Siren's, a hard-to-find, up the stairs, follow-signs-to-the back pub mostly known to locals. Dan and I had been there a couple years ago with our nephew and niece and we had the same waitress! Food was good... but slow. Ah, well. It's like sailing in light wind: one must be patient. Thank you Evelyn for driving us! It was great having a car in Pt. Townsend.

Sunday morning Joe Sporcic helped Dan devise a dingy-cover frame from pvc pipe, to keep the cover tented so it won't collect rain water when in use. I think Joe has helped with a project or repair every cruise we've been on together!

Sunday afternoon Branwen and Sea Sea Rider joined us on their way back from the Swiftsure race. Paul and Carol stopped to say hello (sorry we missed you! We had lunch with our nephew and family) then continued on home. George and Linda chose El Serape for dinner. Food was good... but slow. Ah, well. Must be a Pt. Townsend thing. Evelyn provided rides again, thank you!

Monday was eventful for Echo. Evelyn and I drove home, leaving Joe and Dan to single-hand their sailboats. Echo ran into engine trouble but was able to sail back to Shilshole. Auntie Beryl had an uneventful, quiet cruise home. Branwen may have stayed, or not. They are footloose and fancy free, unlike those of us with jobs.

Thanks to our NWCR Supporters

By Dick Eagle

As we all know, it would be financially impossible to put on the wonderful Northwest Catalina Regatta each year without the great help and support the business community provides through donations to the raffle and auction.

Here are the 2011 supporters. They deserve our business!

48° North	Admiralty Yachts	Aqua Trek Kayak and Marine	Armchair Sailor
Boat Electric	Captains Nautical Supply	Clif Bar Company	CSR Marine
Daly's Boat finishing	Elliott Bay Marina	Everett Marina	Fisheries Supply
Gallery Marine	Harbor Marine	Marine Sanitation Inc.	North Sails
Pat's Marine Service, Inc	Prism Graphics	Puget Sound Sails	Quantum Sails
Seaview Boatyard	Shilshole Bay Marina	Sure Marine Service, Inc	

And here's a note about one our supporters from Margaret Henderson:

One of the contributors to our raffle was a new and much-needed store at Everett Marina called "Kayak and Marine Center." It has taken the place of Popeye's Marine, formerly owned by Rick Hunter, who has retired and has apparently decided to devote more time to his new Catalina 30. The new owners have moved the business to Everett South, where the marina office was previously located. If you're ever staying at Everett, please look them up. They not only sell kayaks and kayaking accessories, the store is packed with marine necessities such as replacement parts, cleaning supplies, and boating apparel for men and women. Food and beverages are also for sale. In addition, kayaking classes are available at very reasonable rates.

CAPS 2011 Calendar

<p>APRIL</p> <p>Apr. 14 Monthly Meeting 6:30</p> <p>Apr. 2 Sloop Tavern Blakely Rock Race</p> <p>Apr. 15-17 Tacoma Yacht Club Daffodil Festival</p>	<p>MAY</p> <p>May 12 Monthly Meeting 6:30</p> <p>May 14 Northwest Catalina Regatta</p> <p>May 27-30 Port Townsend Cruise, Mystery Bay Anchor-out</p>	<p>JUNE</p> <p>Jun. 9 Monthly Meeting 6:30</p> <p>Jun.17-19 Manzanita Bay Anchor-out</p>
<p>JULY</p> <p>Jul. 1-4 Poulsbo Fireworks anchor-out</p> <p>No monthly meeting</p>	<p>AUGUST</p> <p>Aug. 5-7 Port Ludlow anchor-out</p> <p>No monthly meeting</p>	<p>SEPTEMBER</p> <p>Sep 2-5 Port Orchard Marina CAPS/CATSS Rendezvous</p> <p>Sept. 8 Monthly Meeting 6:30</p> <p>Sept. 10 Milltown Fall Regatta</p> <p>Sept. 30-Oct. 1 Bell Harbor CAPS/CATSS cruise</p>
<p>OCTOBER</p> <p>Oct. 1 Foul Weather Bluff Race</p> <p>Oct. 13 Monthly Meeting 6:30</p> <p>Oct. 14-16 Brownsville Cruise</p>	<p>NOVEMBER</p> <p>Nov. 10 Monthly Meeting 6:30 Elections</p>	<p>DECEMBER</p> <p>Dec. 10 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)</p>

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