



CAPS



Catalina Association of Puget Sound Newsletter

September 2011

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A Sublime View of Desolation Sound

Commodore's Corner

By Jack Henderson

Views of the Salish Sea 1792-2011

Margaret and I had the good fortune to take two trips to British Columbia this summer. In July we drove to Port Hardy and boarded a BC ferry for the 14-hour voyage to Prince Rupert. From there we traveled six hours to Haida Qwaii (formerly called the Queen Charlotte Islands) where I had spent some time more than 40 years ago. In August we took our boat to Desolation Sound. During these trips I reread Jonathan Raban's book "A Passage to Juneau," which I had read in 2000 when living very far from here. To a great degree, we retraced his voyage from Seattle as he had retraced George Vancouver's voyage in *Discovery* made in 1792-3.

The beauty of the book was sitting in Desolation Sound reading both Vancouver's and Raban's impressions of the place. Additionally, we got insight into how Vancouver—son of Dutch immigrants who lived in the flat lands of eastern England—differed from that of the highborn "young gentlemen" who served as midshipmen abroad. In the lands along Puget Sound, the Gulf of Georgia and the islands along the Inside Passage, Vancouver used—in Raban's phrase—a "mental chainsaw" to imagine a future pastoral re-creation of 18th century England complete with grazing sheep, manor houses and stone walls. The young gentlemen on Vancouver's vessel saw the area through the lens of "sublime" wild nature that was the rage among the upper classes in England and Europe.

Raban relates that the native peoples of the region regarded nature not as sublime, but a place full of danger. The tides, current, rapids, and whirlpools that we have all encountered with our diesel engine boats were particularly perilous in canoes. The forests behind their homes were full of beasts real and imaginary. Ironically, they did not know that they were living "at one with this scary nature" until told so by early 20th Century anthropologists who saw the natives as noble savages.

Raban's book provided me a new way of seeing and appreciating our home waters.

Port Orchard Cruise

By Carol McManus

Port Orchard Cruise RX: Mix liberal amounts of warm sunny weather with 10 boats at one of our favorite destinations. Then relax, visit, eat, repeat. Do not mix with any major boat projects. That's it in a nutshell, but I'll never get away with an article that short, so....

Labor Day graced us with beautiful weather all weekend for our CAPS/CATSS Rendezvous this year, which was held at the Port Orchard Marina. Kudos to Joe and Evelyn for organizing such a great cruise and generously providing lots of food and prizes as well! The next Cruise Chairs will have a tough act to follow!!

Arriving on Friday were Linda Loux and George Fogg on **Branwen**, our honorary Catalina, followed by John and Betty Segerstrom on **Starbird** (joint CAPS/CATSS member), Paul and Carol McManus on **Sea Sea Rider**, Joe Sporcik and Evelyn Heaton on **Echo**, Roger and Barb Jenkins on **Jolly Roger**, and Dick and Peg Eagle on **Aerie**. Arriving on Saturday were Lisa and Lyn Ward on **Irish Rover** (CATSS), Cynthia Jones and Gordon Ellis on **Blythe Spirit**, Dan and Laura Clawson on **Auntie Beryl**, and new members **Morning Star**, a C 36 Mark II moored at Shilshole, with Jewels Mellen, Traci, and Chris Powell on board. It was a pleasure to meet them!

Most of us who came Friday arrived early to mid-afternoon and had plenty of time to relax or visit before having potluck appetizers. Some of us turned in early; others stayed up to visit or play cards.

Saturday we sampled the Port Orchard Farmers' Market or the Bremerton Blackberry Festival, looked around downtown, and did more relaxing, napping, visiting, etc. as we greeted our Saturday arrivals.

Dinner was at the Bay Street Bistro, a very small, somewhat newish restaurant recommended by Paul and me, who live in Port Orchard. The owner saved one area of the place just for us and we had a great time there. Dick and Peg's son and his wife as well as Barb and Roger's nephew and his wife joined us for dinner. As far as I can tell, everyone enjoyed their dinner and seemed eager for a return visit.

Sunday morning we had a great breakfast on the spacious dock where the picnic tables with large canopy overhead for shade were very welcome. Joe and Evelyn provided eggs and bacon and others contributed potluck breakfast items. What a feast! Joe and Evelyn had also crafted a fun icebreaker/ bingo game designed to encourage conversations about where we had moored, anchored, docked, or chartered and what "issues" we might have encountered. This last topic required some of us to 'fess up' to events for which we might earn or have earned certain awards and trophies. But, there were prizes, including the grand prize, a little inflatable dinghy, won by Peg Eagle for getting a criss-cross bingo. Later in the day many sampled items from the Taste of Port Orchard and topped off the day with a BBQ/potluck. Never let it be said that CAPS/CATSS cruisers do not enjoy their food!! (Speaking of which, we had another breakfast of pastries, fruit and leftover pie before departing on Monday.)



The weather was good enough for us to hoist our hammock and Betty Segerstrom hoisted her hammock chair. Just enough breeze to gently rock us without being too chilly! It was hard to head back home! Port Orchard got a huge nod over Bremerton for next year's rendezvous. We'll keep you posted as plans firm up.

I don't know of any exciting tales on the return trips home. Paul and I anticipated a long slog beating to weather, but the wind was in our favor and we made it from the Port Orchard Marina to the Port Orchard Yacht Club in about 5 minutes. ☺

Smooth Sailing on Blythe Spirit Summer Vacation

Part 1: Anacortes to Ganges

by Cynthia Jones

If you haven't already guessed by the title of this article, this year's summer cruise to Canada was much less exciting than last year's. No raccoons boarded the boat, no gas canisters exploded, no float planes dodged us, and the customs and border patrol agent did not have to call for back up to deal with Gordon. We even had fun on some occasions, in spite of a leaking toilet, malfunctioning house battery, and cold, rainy weather.

It was late in the day when we arrived at our slip at Anacortes. We unloaded the car and had dinner at the Rockfish Grill, which is one of our tried and true favorite places in Anacortes. The next morning we bought some provisions at Safeway and finished organizing the boat. In the afternoon we headed to Cypress Island for a night at anchor. We had hoped to get a mooring buoy and did see one with an unoccupied dinghy attached. We anchored next to it. A few hours later we saw a power boat return to claim the buoy and their dinghy.

The night was calm at Cypress Island. In fact it was very quiet because our radio went dead while we were listening to music. Gordon tried to fix it, but thought it might need a new fuse. The next morning, July 3, we headed for Deer Harbor. While at Deer Harbor we began to have strange occurrences with our electricity. Gordon's repair of the radio seemed to work a little, but the radio would cut off if we used the water pressure or the lights. Finally, we deduced that the house battery needed recharging.

At Deer Harbor we saw that an art gallery located on a boat at the end of the dock was open in the afternoon. We took a look. A photographer named Peter Fromm owns it and sells beautiful photos of the San Juan and Gulf Islands. The gallery is not often open, but is worth a visit if you happen to be there when it is open. We had a surprise that night. Fireworks were being fired from a barge that parked next to our boat. When we anchored, we did not know that was the plan. It turned out that we were as close as you could get to the barge without having to move, so we had a front row seat. We were so close that Gordon took down the bimini for fear it would catch on fire. I wish I could tell you more about the show, but I was very tired and went to sleep before the show started. I slept through the whole thing. Gordon says it was a good show—and loud.

We celebrated July 4 by leaving the country. When we arrived at the Canadian Customs dock in Bedwell Harbor, we were to surprised to see that most of it was gone. The previous week a power boat hit the dock and demolished it. The remains of the dock were tied up with yellow tape and floating offshore. Luckily, Customs was not busy and we found a place for our boat on the intact part of the dock. It was still early in the day, so we decided not to stay in Bedwell (Poet's Cove). We were ready for Ganges. There, we were happy to get a slip at our favorite dock and enjoyed a nice meal at the Saltspring Inn. The next day we took a bus to Vesuvius, where we had lunch at a seafood restaurant. There is not much at Vesuvius: a ferry landing, a decent restaurant, and a nice view—that's it. We stayed another night in Ganges and just enjoyed the ambiance.

From Ganges we headed to Russell Island, a relatively new provincial marine park. This small island was homesteaded by people from Hawaii and still has the original farm house. You are able to walk around the island and the grounds near the house. Descendants of the original family take turns staying in the house in the summer and act as hosts. On a calm night it is a lovely anchorage. From Russell Island we headed to another favorite spot, Cowichan Bay. The wind was picking up, so we were glad to be at the dock. At Cowichan Bay we explored some fun little galleries and shops. Gordon bought some bread at their fabulous bakery and we enjoyed some of the really wonderful homemade ice cream from the Udder Guy ice cream shop. That ice cream is well worth a stop at Cow Bay. In the

evening we ate at the pub and listened to a really good jazz band. The sun came out. It was starting to feel like summer.

PHRF Handicap system – what does it all mean? (Or -- why didn't all the C-36's race in the same division?)

By Tom Madden, CAPS Fleet Measurer

I promised I would write up a quick dissertation on the PHRF (Pacific Handicap Racing Fleet) handicap system for those that are interested, so here goes:

When I was first introduced to sailboat racing in the late 1970's my office engineer was a racer, and told me a little history about the system, and how it developed. The whole premise is to figure out a fair way for boats of different sizes and equipment configurations to be able to race each other so that every boat has an even chance to win. That would mean that two boats, from different manufacturers and having different sails, props, keels, engines, etc., would be assigned a handicap "factor" that when applied to the time it took to sail the race would make both boats times equal. Theoretically then, the only difference would be dependent upon the skill of the crew, both on how they sailed, and where they sailed.

So, here is what I know, and I'll apply it to my first boat, a Catalina 27. When the system was first devised, it was based upon how long it took a boat to sail an "average" windward/leeward course in "average" wind. For my boat, that was about 13.60 minutes per mile. Somewhere along the line, the PHRF group decided to drop the "10" off the 13.60 minutes, so my rating was assigned as 3.60. They always rounded off to the nearest 0.05 minutes in those days. Fastbreak, the boat I usually raced against had a rating of 3.15, so the math went something like this:

Let's say the race was 5.0 nautical miles long, took me exactly one hour, and Fastbreak, (my nemesis) took 58:00 to sail the same course. (He beat me over the finish line by 2.00 minutes)

Boat	Elapsed time	Rating	Distance	Adjustment	Adjusted time
Sea Trek	60:00	3.60	5.0	5X3.60=18.00	60.00-18.00 = 42.00
Fastbreak	58:00	3.15	5.0	5X3.15=15.75	58.00-15.75 = 42.25

So, from the above, you can see that even though she crossed the line 2 minutes ahead of me, I corrected out, and beat her by .25 minutes, or 15 seconds for that race. Pretty simple eh?

But, what about the rest of the story? Why is my boat now rated around 220, and what does that mean? Ok, about 20 years ago, the PHRF group decided to change over all the handicaps to seconds per mile instead of minutes per mile. In my above example, I would now rate 3.6X60, or 216 seconds per mile. Some other leveling of the field with respect to other boats and other handicap racing fleets around the United States changed the Catalina 27 ratings to the 219 seconds per mile standard boat that it is today.

Here is what that means:

My boat was rated code 555M, where each number or letter means a sail or equipment configuration. "5" is standard, so a "standard" configuration would have a code of 5555. This means a 150% genoa, a standard size spinnaker of 1.8 X the "J" dimension of your boat (J is usually the distance from mast to bow), a Standard size mainsail, and a folding prop – assuming an inboard engine. In my case the "M" means an outboard motor that can be raised/tilted up when racing.

So the adjustment for other configurations of boat equipment or sails is all outlined in the annual PHRF booklet. Every year the booklet is published in the spring, and it lists the sail number, boat name, rating, code, boat class, club membership, and skipper's name. In the front it also has some guidelines for how to adjust the handicap for non-standard equipment. An example is for a smaller headsail, like let's say your boat has a 135% genoa instead of a 150% the "upwind" sail area is .94 of that for a standard boat, and that would change the jib digit to a code 3, and your rating would be adjusted 6 seconds slower, or in my case to a rating of 225. (219+6 in seconds per mile) There are adjustments for all the other non-standard equipment, like a non-folding 3 blade prop, or even no spinnaker at all.

That is why not all Catalina 36's rate the same, and why I ended up splitting the four C-36s in the Catalina Day regatta into different classes. Some were tall rigs, some had folding props, and some had different headsails. But why didn't I just put them into the same class anyway, since the handicap system would take care of all that? Well, there are several reasons:

- 1) Yes, in theory, the handicap system would even everyone out, but in practice, it's not a perfect system, and the farther apart the ratings are, the less "perfect" the system is.
- 2) If I had put the C-36's into their own class, that would have left the really big boat and the really small boats in the "other" class, or I would have had to have two really small classes, like the big boats only having two boats in them. If there had been more boats signed up, I would have gone that way.
- 3) Also, think about who you would like to race against: Does it make more sense to race against another boat that theoretically is very close to you in speed potential, or would you rather race against another boat of the same size, that sails a lot faster or slower than you because of bigger sails or a folding prop? Personally, I would rather my competition was matched as closely to my boat as possible, so the racing is close, and I don't have to wait until after the race to figure out whether that 5 minutes she crossed the line before me will be erased by the handicap system.

So there you have it. As always, we are a club that is out to have the best time we can during all our events, and if you feel you would like things done differently, speak to your club officers and let your voice be heard.

Next time, a brief discussion of "Time on Time" corrections, as if it's not confusing enough as is.

CAPS 2011 Calendar

<p>APRIL</p> <p>Apr. 14 <i>Monthly Meeting</i> 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 <i>Monthly Meeting</i> 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 <i>Monthly Meeting</i> 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 <i>Monthly Meeting</i> 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 <i>Monthly Meeting</i> 6:30</p> <p>Oct. 14-16 Brownsville Cruise</p>	<p>NOVEMBER</p> <p>Nov. 10 <i>Monthly Meeting</i> 6:30</p> <p>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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