



CAPS



Catalina Association of Puget Sound Newsletter

December 2011

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**CAPS Christmas Party December 3rd
NEXT SATURDAY!!!!!!**

Commodore's Corner

By Jack Henderson

Dear Captain Abbey

Dear Captain Abby:

I belong to a great sailing club here in the Pacific Northwest. We are blessed with mild temperatures and unmatched cruising grounds. I'm worried that the club is losing momentum and that fewer people are participating in the club's activities. Could raging apathy be sweeping through the club like a firestorm? I've been worried about the fate of the club since returning from visiting our children and grandchildren. One of the club's officers is also concerned and has made suggestions regarding changing our annual regatta. What's happening?

Signed,

Puzzled on Puget Sound

Dear Puzzled,

Don't fret. Apathy is probably not the problem. Your question uncovers a key to your worries – people increasingly have such priorities as jobs, families and other responsibilities, or maybe just a little fatigue is setting in.

I have some other suggestions:

- Have teams rather than individuals responsible for such activities as planning cruises, programs, and staging regattas.

- Are you cruising to the same places at the same time of year? Does your cruise to Kingston seem like –as the old song says—“yesterday or 50 years ago?” Perhaps your cruising team could find some new destinations?
- How about scheduling a cruise geared specifically for children. You could rendezvous with families at Anacortes, Friday Harbor, Shaw Island, or Everett Marina. Spend a day or two at such kid friendly places as Spencer Spit, Jetty Island, or Blake Island.
- You might try something radical: have meetings every other month instead of monthly; as suggested by one of your members, fold the All Catalina Regatta into other scheduled races to avoid the cost and reduce effort on those who have participated year in and year out.
- Try a campaign to recruit new members.
- But probably the best thing you can do is to discuss your concerns with your club. The greatest ideas almost always come when many minds work together.

Good luck,
Captain Abbey.

Christmas Party!!!

By Barb Jenkins

It's time for the CAPS Christmas party! December 3, Saturday evening at 6:30 p.m., at the Laurel Park Clubhouse (our usual meeting place). The club will provide ham and you can bring a side dish or dessert to share. And also, BYOB, as usual.

I don't know if we will have a Santa or not, but there will be a gift exchange. Each couple should bring a "nice" gift, value about \$20.00, and a "nauti" gift i.e. white elephant for the exchange. You can bring both, or one (of your choice), or none at all. It is your pick, but you don't get whichever you choose not to bring. This is always a lot of fun, so please do participate!

The Snowbird Race Series 2011-2012 Race Number 1

By Tom Madden

For those of us that really like to race, even the winter does not totally put a stop on our competitive spirit. Even though about half of my regular crew said they were not up for freezing their tails off during the winter months, there were still enough that wanted to go that I sent in the registration and set my sights on the once a month Saturday series.

The first race was Saturday, November 19th. This series has a 5-hour time limit, and they try to set the course between 5 and 20 miles, depending on the wind. As the day approached, the weather looked like it might be good – cold, but no precipitation, and fairly light winds for this time of year. On Wednesday, I still only had 4 people signed up, so I sent out a last minute request. Amongst others, Dave Motter agreed to go, Ken McKenzie said he would go, and soon I had as many as 8 people that might show up.

Saturday morning arrived, and I went early to get the boat ready to go. The deck was slick with ice, so I fired up the cast iron spinnaker to get a little more heat in the boat. Bryan showed up first, and had his wife along. I had also gotten a note from Dave that his son would join us, so now the number of crew was up to 10! Dave arrived, but was alone, Ken McKenzie had to cancel, and Cyndy came along and explained that she had to go to the bank and get a credit card fraud issue taken care of, so we ended up with 7 people on board – just right! By now all the frost had gone, and off we went. The wind was from the north at about 10

knots, and there were about 30 boats out milling around the starting area. That is a pretty good turnout for a winter race. The only other Catalina in the race was Mata Hari, a spinnaker equipped, well sailed Catalina 36 that I have raced against in the past.



Although not our actual race, these are many of the boats in the competition, and it this is much how it was before the start. Lots of boats of all sizes milling around trying not to hit each other!

Big difference though, it was about 30 degrees colder!

We were in the second start, with the slower of the flying sails boats. There were 18 boats signed up in our class, and there 13 actually there today. The race committee set the course consisting of: Start-Finish (SF), Meadow Point, West Point, and back to SF. That course is just a little over 5 miles, so we should be done in a little over an hour if the wind held. As we got our watches synchronized for the start, the wind behaved, and we got a decent start, although not my best by any means. Off we went to Meadow Point, and by the time we arrived, we had actually caught a couple of the boats in the first division. We rounded the mark without incident, and headed down towards West Point. We got the chute up within a minute or so, and were right on course heading pretty much straight for the mark. As we headed down, we tried to steer a little to the right so we could jibe and approach the mark on port tack for an easy rounding. The wind had other ideas though, and as we got back to the hamburger buoy, the wind shifted enough out of the west that it was apparent that we would just say on starboard all the way down to West Point. Down wind, the

temperature felt considerably warmer, and it was a beautiful sight looking back at all the spinnakers heading toward us. We were pretty much staying right along side Mata Hari, even though they owe us 24 seconds per mile due to their handicap.



As we approached West Point, we realized that many of the faster boats were going to get there at about the same time as we were, that meant about 20 boats would all be rounding the west Point buoy, dropping their chutes, stowing poles, trimming sheets, trying to stay clear of each other and the buoy, all at the same time. If they were all going about the same speed, that would not be a big deal, but there were boats from all three divisions there at the same time, but at speeds that were several knots different. I opted to be a bit conservative and give ample room for the inside boats. One boat in particular sticks in my mind. Last Tango, is a J-105, and he was bearing down on the mark like gangbusters. The J-105 has a retractable bowsprit, and as he was heading straight for us, he looked like he was ready to harpoon any boat that got in front of him!

We all managed to get around the mark without running into each other (at least I didn't hear any crunches) and there was only a little shouting as we left the leeward mark with about half the boats behind us. Now it was just a matter of one quick tack to get clear air, and a long port tack beat back to Shilshole and the finish line. We could not quite lay the line, but I figured we would only have to make one last tack to cross the finish line. As we sailed the last long tack to Shilshole, I tried to assess where we were with our competition. Mata Hari was about even with us, but a couple hundred yards to windward, and there was a T-bird and a Beneteau 30.5 just ahead of us. Unfortunately we give them both time, and they were going to cross the line ahead of us. I really wanted to cross ahead of Mata Hari, but as he began to crack off his sails just a little, he picked up speed, and I could see he would lay the line and finish a minute or so ahead of us. He actually crossed the line 1:42 ahead, which meant we would correct out over him – barely.

The results were posted later that day, and we placed 6th in class, right in the middle of the 13-boat division. Not too bad, but not great either. We had a great time, and were back in time to watch the Husky game – such as it was, but that's another story!

Next race December 10th!

CAPS 2011 Calendar

OCTOBER	NOVEMBER	DECEMBER
Oct. 1 Foul Weather Bluff Race	Nov. 10 <i>Monthly Meeting</i> 6:30	Dec. 3 Annual Christmas Party
Oct. 13 <i>Monthly Meeting</i> 6:30	Elections	Potluck and Gift Exchange (Boat Gift and/or White Elephant)
Oct. 14-16 Brownsville Cruise		

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