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# CAPS



## Catalina Association of Puget Sound Newsletter

**October 2009**

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### Commodore's Corner

By Dan Clawson

This contribution is coming from Swantown Marina in Olympia, third port of call on the Auntie Beryl Fall South Sound Cruise. As usual there's lots of variety in the weather and various challenges that make Fall cruising so interesting. One tack from West Point to Blake Island under a perfect blue sky wing-on-wing with whisker pole out, overnight at Blake Island with the whole south end of the island to ourselves, 24 knot headwind sailing down Colvos Passage with reefed mainsail and mostly furled genoa, mysterious leaks above and below, limit of succulent red rock crabs, fiddle music and fresh baked bread in Olympia, time to read and relax. Life is good! See you at the Crew Cook-off.

### Cruising to Poulsbo and Points Beyond

By Cynthia Jones

In spite of a dismal weather forecast, the annual CAPS Labor Day weekend cruise to Poulsbo was a great success. Our volunteer cruise director for the event was Joe Sporcic and he did an outstanding job!

On Friday morning Gordon and I set sail from Elliot Bay Marina in sunshine. We saw Linda Loux and George Fogg directly ahead of us on *Branwen*. Actually, Linda and George ended up way ahead of us as we had to stop at the gas dock first. But the weather was lovely. There was a total of eight boats at the dock that night: *Echo* (Joe Sporcic and Evelyn Heaton), *Branwen* (Linda Loux and George Fogg), *Auntie Beryl* (Dan and Laura Clawson), *Aerie* (Dick and Peg Eagle), *Starbird* (John and Betty Segerstrom), *Windrunner* (Rod Sparks), *Ode to Joy* (Norm and Kathy Wells), and *Blythe Spirit* (Gordon Ellis and Cynthia Jones). We all gathered on our host boat, *Echo*, on Friday night for a hors d'oeuvres pot luck and had a great chat with old friends.

Rain was forecast for Saturday but it was only showers and cleared by afternoon. Saturday morning many people walked to the farmer's market, where they saw a great cooking demo (with samples) on recipes for heirloom tomatoes. That evening, we gathered on *Auntie Beryl* for a dinner pot luck. Several more guests arrived by car: Barbara and Roger Jenkins, Jack and Margaret Henderson, Paul and Carol McManus and former CAPS members Bob and Phyllis Isbell (now living on the peninsula). It was a rollicking good time with 24 people aboard *Auntie Beryl* and power boaters salivating as CAPS members passed them carrying pot luck dishes down the dock.



Sunday was a rainy and blustery day with 29 knot winds in Puget Sound. We were all so glad to be at the dock. Some people gathered at the coffee shop in Poulsbo for the afternoon. I think that Mike and Marilyn Parker came that afternoon for a quiet visit on *Windrunner* and Mike stayed to sail with Rod back to Everett on Monday. That evening the rain cleared and some of us went to eat at a new restaurant, Voodiez, which had good pub food. Monday morning, everyone began to clear out. Most headed for home. Norm and Kathy Wells headed out early for the San Juan Islands and John Segerstrom headed for home (Tacoma) via Blake Island.

Gordon and I extended our cruise a couple more days. From Poulsbo we headed south to Port Orchard, where we met Paul and Carol McManus for dinner on Monday night. On Tuesday we went to Blake Island. We thought there would be no problem getting space at the dock on a Tuesday in September, but when we arrived at lunch time, the dock master said he only had one spot left. He said, "I'm sorry but it is by the big boats." We said that was okay. When we pulled into our slip, we were behind Mark Pywell and Sherry Smith (former CAPS members) on their powerboat, *Mi Casa*. We had a really nice visit with them and between the two boats put together a great impromptu dinner. Wednesday morning Gordon and I headed for lunch at Eagle Harbor and then back to Elliot Bay Marina, where our boat is moored for September. It was a great Labor Day Cruise.



## Bremerton Rendezvous

By Dick Eagle



The CAPS-CATSS rendezvous in Bremerton was, again, a great get-together! 17 boats attended, and other than rain on Saturday, the weather was good.

This year, the "event" at the rendezvous was a series of blindfolded dinghy races. The person rowing had a blindfold, and had the luxury of an "assistant" to issue commands... The racers had fun, and the crowd cheered. Dinner on Saturday was at Anthony's Home Port, lots of conversation, and the pleasure of seeing our friends in CATTs.



"The other oar Roger, now!!!"

- Grub for Geezers (your doctor would approve but it still tastes great)
- Sweet Rewards (replaces the Martha Stewart award now that she is on parole)

Come hungry and bring your favorite beverages as usual.

## CAPS, CATSS Roster Sharing

### By Dick Eagle

At the Bremerton Rendezvous, several CAPS members had discussions with CATSS members about the idea of sharing our respective rosters with one another. The idea has a lot of appeal. We all share the same enjoyment of Catalina boats, and we see each other cruising as individuals and on fleet cruises.

CATSS also suggested we format our roster the way they do theirs, with a picture of members standing by, or on, their boats. That would make it easier to identify people you don't see often.

Both ideas have great merit. Let's discuss them at the Crew Cook-off. I'll bring an example of the CATSS roster format for everyone to look at.

## CAPS Crew Cookoff

By Dan Clawson

It's time for the ever-popular CAPS Crew Cook-off (formerly known as the Couple's Cook-off) at 7 pm Saturday October 10 at Laurel Park clubhouse, 11120 NE 68th St., Kirkland. Share your favorite dishes or create a new one! With five categories there will be plenty of awards. YOU will vote on your favorite dishes, and yes you can vote for your own (but only once). Bring a written copy of your recipe or send it to [clawson28@comcast.net](mailto:clawson28@comcast.net) so we can share it.

Here are the categories - slightly revised from last year:

- QAEOPW (Quick and Easy One-Pot Wonder)
- Nautical but Nice (fancier, but you can make it on a boat, even if you mess up every utensil in the galley)
- Fill your Belly (hearty fare)

## Jack and Jill Regatta -- Sloop Tavern Yacht Club

By Tom Madden

The day was Saturday, September 12. The forecast for the day was warm and sunny, with light morning breezes changing to the typical light northerlies in late afternoon. At the skipper's meeting I got the class breakdown and last minute information. The plan was to use the light wind/shorter course. The short course is from the lower hamburger buoy, to Meadow Point, down to West Point and back - twice around if time allows. Each lap is about 5 miles. We also were informed that the Seattle Singles Yacht Club was sailing their NW Harvest Regatta that same day, and planned to use the northerly hamburger buoy, so there would be lots of boats out in the bay.

For our race there were 16 boats, divided into three classes. There were two non-flying-sails (NFS) classes, and one FS class. On this race I chose not use the spinnaker, so I was put in the slower class with only two other boats. Competition for *Sea Trek II* was *Tenacious*: a Pearson 30, and *Blue Lullaby*: a Newport 28. *Tenacious*

and *Sea Trek II* have nearly the same rating; (he gives me 4 seconds per mile) and *Blue Lullaby* has a rating that is 40 seconds per mile slower.

My “Jill” was Monique Nykamp, who has been a trusty crewperson with me for most of the year. She is a very good sailor, and I always appreciate her advice and opinions. As we got to the boat, we saw that the winds were very light, and were switching from northerly to southerly. When we got to the starting area, the committee boat was over talking to the CYC committee boat. As it turned out, Seattle Yacht Club was having a race that day as well, and planned to use the lower hamburger for their start. They worked out a deal for the SYC start to move over a little to the west, so there we were, three yacht clubs all waiting for wind, and all sailing in the same general vicinity.



Monique Nykamp – my “Jill”

As we approached the 11:00 starting time, the winds went to nothing, and up went the AP pennant, for postponement. We waited and waited, with nothing but small puffs arriving from time to time, and no sign of anything solid filling in. I took note of the slight current, which was drifting us all to the north, including the committee boat. After an hour or so, it looked like the wind might come in from the north, and in fact the NW Harvest Race got started up north by Shilshole where a light breeze had filled in. We watched them race as we sat there in the hole with no wind. Pretty soon the water guns came out on the two Rocket-22s and the Moore 24. There was a younger girl on one of the Rockets, and she was having a great time squirting her friend on the other small boat while enjoying a warm sunny day as we all waited for wind.

Finally after about 2 hours, we saw some signs of wind, and the race committee dropped the AP pennant and got the starting sequence going. I was in an OK position to leeward and the right of the line, ready for a starboard tack start. The only trouble was the committee boat had set out a lot of anchor rode, and as the slight north wind

came up, the boat began to drift south, moving the starting line with it. *Tenacious* decided to barge the line and try to start between me and the committee boat. I hailed to him “no room”, but I finally backed off when I realized that he was going to contact the committee boat if I didn’t give him room. By this time we were all (including the committee boat) going pretty much dead down wind in less than 2 knots of breeze, with what little tide there was drifting both of us into the committee boat. Pretty soon it was obvious that having a moving starting line was not going to work very well. I hailed the committee boat and asked him if he could maybe take up a little slack on his anchor line. It was too late though, and *Tenacious* was the first to “contact” the committee boat. He hand over handed his way to the start line. In the process he took what little wind there was, and after he pushed his way to the starting line, we were next to have to fend off to get to the starting line. This was a pretty low key race, so no fouls were called, and after a two hour wait, all we wanted to do was get the race going.

So off we went – me about 50 feet behind *Tenacious*, and *Blue Lullaby* bringing up the rear about 100 feet behind us. Just to add to the complications, *South Lake Union Trolley* (yes - that’s the name on his boat) decided he was in our start, and snuck in below us and complained that we needed to head up so he could start. I told him he was in the next start, (which he finally figured out), but not before he came up below me and pushed off, again removing any forward progress we had made. By a couple minutes after the start, our first start class was on the course side of the line, with the *South Lake Union Trolley* on the course side at his start. So there we were, in no wind and just drifting with the current towards Meadow Point. Now the wind totally died again, and all 16 of us just sat there for nearly 30 minutes without so much as steerage way, trying to keep our bows pointed in the direction we wanted to go.

About this time, a little puff came in and gave *Tenacious* a chance to get going, while the rest of us just sat there waiting for wind. How frustrating! After another 15 minutes or so, the 2-3 knot wind finally got to us, and we headed off to Meadow Point. All 16 boats were piled up in the same area, except for *Tenacious*, which was about ½ mile ahead in a light breeze and pulling away from the rest of us. With a light but at least steady wind, the big boats began passing us, and we began leaving the slower ones behind. We figured there was no way we would ever catch *Tenacious*. She was rounding Meadow Point while we were still down by Shilshole. But, it’s never over until you cross the finish line, so we kept at it, and tried to capitalize on any mistakes the boats ahead of us might make. We finally got up to Meadow point and rounded, and tried to find a wind line that might get us to West Point in the shortest time. By this time the wind near Meadow Point had risen to a “howling” 3 to 5 knots, so there were actually small ripples on the water. Everyone in the race was trying to find the wind, and everyone was

looking at West Point, where the water was like a mirror. *Tenacious* sailed into the hole first, followed by several of the other faster boats, as Monique and I tried to find a course that would get us to West Point without diving into the no wind hole.

So we brought home a trophy, and represented CAPS on a beautiful day to be out on the water.

Next race: Foulweather Bluff!



“Smilin Jack” looking for that elusive puff of wind on our way to West Point.

We opted to head for the shore north of West Point, hoping that a slight breeze might come from the warming land, and as it turned out we were right. We sailed up along the shore and actually got closer to the West Point buoy than our competition. We also noticed the committee boat had pulled up anchor, and had shortened the course point to the West Point buoy. As we neared the finish line after nearly 2 hours, the wind came up for *Tenacious* as well, and we both headed for the finish line nearly side by side.

Now we had one of the spinnaker boats below us, and he wanted to stay up so he could catch the wind. Yea, you guessed it, it was *South Lake Union Trolley* again! He had rights to push us up, and when he did, we had to push *Tenacious* up as well. So off the three of us went nearly away from the finish line, until the *Trolley* jibed and headed the other way. At that point we both headed dead down to the line, side by side, with *Sea Trek II* about 20 feet ahead. We crossed the finish line that way; his bow even with my mast, and his finish 20 seconds behind us. Good thing he has to give us time!

We started the engine, dropped our sails and headed back for the locks. As we headed back, we saw *Blue Lullaby*, the other boat in our class, and they were still about ½ hour from the finish line. At that point, I was pretty sure we had managed to pull off a win. Thank you Monique, for your help and great advice!

OCTOBER	NOVEMBER	DECEMBER
Oct. 10 <i>Monthly Meeting</i> Saturday Crew Cook-off Laurel Park	Nov. 13 <i>Monthly Meeting</i> 6:30 Laurel Park Program: TBA	Dec. 5 <b>Annual Christmas Party Potluck and Gift Exchange</b> (Boat Gift and/or White Elephant) Laurel Park
Oct. 16-18 <b>Brownsville Cruise</b>	<b>Elections</b>  <b>HAPPY THANKSGIVING</b>	Dec. 31-Jan. 1 <b>Elliott Bay New Year's Cruise</b>

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