



KNOT NEWS



Volume 111 No. 9

Anacortes Yacht Club's 111th Year

September 2002

Commodore's Report

Last month the AYC Board of Directors selected Fred West to finish the term of Girts Rekevics. Girts was not able to continue in his board position due to health reasons.



The board appreciates the tremendous work and dedication that Girts has given to the club in his position on the board. We know that Fred will be as hard working and keep the sailing fleet in mind as he finishes out Girts term of office.

After several years of non-use the Commodore's Cruise is being resurrected. There are several small communities in Canadian Gulf Island waters that are not tourist oriented that I would like to visit. After clearing customs at Sidney on September 9th we will venture over to Cowichan. This is a small fishing and lumber community with a very nice wooden boat museum. From Cowichan we will sail past Maple Bay to Crofton, an active community with a paper mill as its main employer. Last year Marcia and I drove through Crofton with the Cheaqui's and found it to be a town that we would like to explore more. Heading north past Chemainus we will be stopping in the logging town of Ladysmith. Several years ago Marcia and I stopped there and enjoyed watching the little tugs. At that time they also had a good bakery that we need to check out! From Ladysmith we will sail to Lyall Harbour on Saturna Island. This is a new stop for us but the guidebooks tell us that there is a restaurant near the dock! Then we head for home on the 14th.

At this time there are six boats signed up for the cruise. The ports are small and the fishing fleets are due in sometime around mid-September so we may have to raft up at the dock or anchor out. In most cases there is no means of making reservations so everyone on the cruise will be staying flexible and ready for perhaps a bit more adventure than on some of our other cruises. **Bill Short, Commodore**

Salmon Barbeque and General Meeting

September 27th is fast approaching, which means, it's **Salmon Dinner Time**. Yes we are returning to general meetings at AYC. This meeting promises to be an extra good event that you will not want to miss. First the menu: Salmon with all the trimmings. The price is \$12.00., bar open at 6:00 PM – dinner at 7:00 PM with the program to follow. **Reservations before 5:00 PM on September 23rd** either by phone (360) 293-5277 or pam@cnw.com. The deadline is very important so we can be sure not to run out of food for the evening. Be sure to indicate how many when making your reservation.



The program – well it is going to be wonderful – **Paul Bergman**, who has been a long time racer and past Commodore of the club – had a dream to build a sailboat and sail it from San Francisco to Hawaii in the Pacific Cup. This past July his dream came true with a lot of help from family, and crew members Walt Meagher and Dean Headstrom. They are going to a presentation on the preparation, the actual start and then the many problems that came their way and how they overcame them and landed safely in Hawaii with huge smiles on their faces. This is certainly a program you will not to miss – so make your dinner reservation and join the crew as they share their pictures and tales of the adventure.

Membership

If you know of anyone interested in joining our Club, please contact me and I will make sure the person receives facts about the Club plus appropriate application and cost information. Thanks. **Dave Thomson, Membership Chairman**,
eltortuga@attbi.com 360-293-7900.

AYC BLAKELY OVERNIGHTER

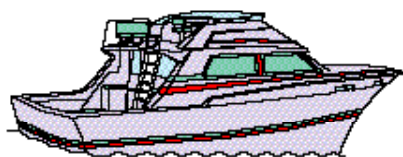
OCTOBER 5TH

This was one of our most popular racing and fun filled events last year. The course has been lengthened for this year. Slips are reserved, non-racers are encouraged to participate (we'll have a no spinnaker class start). Join the no-host post race party, bring a shared snack and then grill your own food on the provided barbecue. We'll put together a croquet or volley ball tourney to fill out the afternoon.



Attention Cruisers

The racing fleet has invited the cruisers to come out on their October 5th Blakely Island Marina Race. It is the last scheduled overnight race/cruise/party for the racing fleet. This race would be a good way for some of us that raced at one time or those that have wanted to try their skills at racing to come out for some sailing against other boats and a party of the different groups of the club. The cruisers will have their own start, no flying sails and more details to follow.

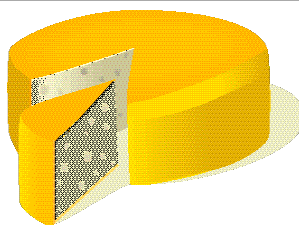


Those cruisers without sails for propulsion (i.e. power boats) are included in this invitation. This ragtag fleet could use a start boat to get the gaggle on its way. Any volunteers? If you are interested in participating, please contact Phil Case at mpcase@earthlink.net or (360) 568-4306 so we can get an idea of how many cruisers might want to participate.

On the Mend

Two of the Club's most active members have been seriously under the weather lately. Girts Rekevic is in University of Washington Hospital undergoing stem cell treatments to arrest his cancer. Larry Newland has been in Harborview Medical Center, and underwent surgery last Friday to remove a large brain tumor. Larry is scheduled to go home on Labor Day, but, as with Girts, faces a long fight ahead.

Our thoughts and prayers are with them.



WINE AND CHEESE CRUISE

The Wine and Cheese cruise is for those who want to finish the active boating season in style. Reid Harbor is the place on October 12th and 13th. This cruise is an adventure in tasting fine wines and cheeses. There should be lots of dock space available so come join us. Bill Short will be the cruise captain. More information will come later.

South Sound Cruise Report

The fourth annual Anacortes Yacht Club South Sound Cruise has just completed. Highlights included 14 days of nearly perfect sunny weather (the temperature at the start of the Mariners-Boston game was 90 degrees at 7:05pm!!!), the steam boat get-together at Kingston, overindulging at the Poulsbo Bakery, the Classic Car Show in Port Orchard, the 73rd annual Pet Parade and the Farmers' Market in Olympia, the wonderful hospitality of the Fox Island Yacht Club, two great days at Arabella's Marina in Gig Harbor (if this isn't the best marina in the Sound, what is?), and a fun time at Blake Island State Park.



We were light on participants this year: Karen and Dave Thomson, "Tortuga", with guests Kim and Jeff Derbes; Jane and Roger Wright, "Anticipation"; Linda and Warren Walz, "Mischief" (high speed all the way to Olympia!); Terry and Diane Emigh (land cruising). **Dave Thomson, Cruise Captain**

Help! We NEED Help!

The Nominating Committee needs candidates to fill board positions. Throw your hat in the ring. Call Spencer at 293-0706, Bruce at 293-7960 or Wendy at 293-6453 to sign up.

Inati Bay Cruise Report

Excerpts from the log of "Sunday"

On Saturday (August 24th) there was dense fog in Burrows Bay so we didn't start out until mid afternoon and had a nice cruise under sail/power to Inati Bay. We found several boats from the Bellingham YC already there and anchored or tied to shore. No other boats showed up so we had a quiet, sunny afternoon walking the cove and just hanging out. Noted that there are fire rings but no grates available for BBQ at the campsites.

Late in the afternoon the wind picked up. Just after we finished the supper dishes, Jerry looked out and saw that our boat had dragged up close to the cliffs on the north shore. We both dashed topside; Bernice started the engine and Jerry hauled up the anchor to reset it. Jerry wanted to leave immediately but Bernice wanted to stay since it was getting near sunset. So we decided to keep 2 hours watches. Bernice took the first watch and was it crazy. The wind picked up even more and many of the other boats started dragging; it was a circus in the bay. The full moon was coming up and gave plenty of light to see. About midnight, just when Jerry was dozing off, we dragged again and I shouted down to get him topside. Again we started the engine and hauled up the anchor.

The moon was full so we were able to see very well. Decided not to stay in the bay but go home since we wouldn't get any sleep anyway and the chances of dragging again were very high. Just outside the bay (wind still blowing!) the engine overheated and we had to shut it down. Unfurled the sails and set a course for home. Decided to follow our reverse track on the GPS. Boy was it spooky at night trying to figure out which lights were on which reefs and, which islands were which. Our GPS/electronic chart was a godsend. However with sailing the wind, our track was only approximate. Enough to give me a perspective and keep us away from the reefs. Our radar was not much use since the islands were so close it was not possible to tell what we were seeing. However the radar became more important the nearer we got to Anacortes since it became cloudier/foggier as we approached Rosario Straits. After a couple of hours of tacking in the heavy wind, we were getting exhausted especially Jerry who did a lot more sail handling than I did. The wind was 18 knots and gusting

to 20+. Just borderline for reefing, though we did use the old standby fisherman reef. The wind was sucking the moisture right out of us and we consumed almost a half gallon of water between us.

Several times during the night we played tag with large fishing boats, tugs and a ship or two in Rosario Strait. Its amazing how much boat traffic there is at night. Jerry wanted to go around Allen Island to use the wind to sail us up Burrows Bay. That would have meant about another hour plus of sailing. While he was down with his head in the engine, I sailed the boat and played tag with what seemed to be one of the Foss tugs with a tanker not far behind. It was heavy overcast and hard to tell. Tacking into a safe area away from the tug/tanker we were near the entrance to Burrows Bay. We decided to try the engine again to see if we could get thru the narrow pass (no wind there) without having to sail another couple of hours around the islands to take advantage of wind conditions. The engine started and hummed along without overheating. We were ecstatic.

In Burrows Bay we finally lowered the sails and got into our dock sometime after 4:00 AM on Sunday morning. We were two very weary sailors. Adrenaline had both drained and exhilarated us. The best we could figure out with the engine was that a lot of sea grass, of which there was a lot floating in Inati bay, clogged up the engine sea water intake and then as we sailed, washed it out. The engine is now working fine. All the sea grass on the bottom was probably what gave poor holding conditions for anchors in the rising wind. After tying down and doing a minimum of stowing damp/wet gear to dry, we had some hot chocolate and crawled, aching into our bunk to sleep until noon safely tied to a dock.

Jerry and Bernice Gutman, Cruise Captains

Lido NW District Regatta

September 28th & 29th

Race, Race, Race then hamburgers at the club Saturday evening. Then Race, Race, Race and maybe get lunch at the club on Sunday. Call the Fleet Captain George Way @293-7305 for details.

Ensigns, Burgees and Flags

The National Ensign The “ensign” is the national flag of the country - in our case, it is the American flag. Where flown. The ensign should be flown from a flagstaff on the taffrail or from the backstay on a halyard that permits raising and lowering easily (in any event, it is flown at the stern of the craft). The flagstaff should also be fitted with a halyard to permit using the ensign to either salute another vessel or, equally important, to return a salute. Size of ensign. While purchasers are limited to the standard sizes of ensigns produced by manufacturers it should be appreciated that the prescribed size of ensign is dictated by the LOA - i.e. one inch of fly for each foot of boat, or the metric equivalent, if one prefers.

The Burgee Initially flown as a pennant at the masthead and used as a wind indicator, the burgee has evolved to become a pennant identifying a vessel as belonging to a particular yacht club. It is seldom flown from the masthead, and instead has been relegated to the starboard spreader on sailboats, or the bow on power boats. It is acceptable for a boat owner to fly burgees from other yacht clubs, with the proviso that he belong to those clubs. The burgee flown uppermost should be that of the club he is operating from at the time.

The Courtesy Flag is the ensign of any foreign country on whose waters one sails. It is correctly hoisted upon entering the waters of that particular nation and lowered upon departing - i.e. when one crosses the international border. It is superior in ranking to the club burgee, and so is customarily flown from the starboard spreader above all burgees. The courtesy flag is lowered and raised co-incident with the National ensign and shown every respect. With regard to size, the courtesy flag should be one size smaller than the National ensign flown. The courtesy flag is subordinate to the National ensign and so is never shown without the National ensign being flown. (Courtesy of Canadian Forces Sailing Association Handbook)

AYC Website: www.anacortes.net/ayc

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SEPTEMBER 2002 AYC CALENDAR

Sept 6	Open Bar
Sept 7	Cheney Cup Race
Sept 9-14	Commodore's Cruise
Sept 13	Open Bar - \$2.00 Night
Sept 14	Make up Race
Sept 20	Open Bar
Sept 21	Smith Island Race Tri Straits II
Sept 22	Lido Race
Sept 24	AYC Board Meeting 7 pm
Sept 27	AYC General Meeting @ Dinner, Open Bar
Sept 28	Lido NW District Regatta. Tri Straits III
Sept 29	Lido Race Cruising Club Pot Luck 6:00 pm