



KNOT NEWS

Volume 114, No. 4 Anacortes Yacht Club's 114th Year

April, 2005

Notes and Announcements from the Helm.

Here it is April already and frankly I'm feeling a bit of a landlubber. It seems I have turned down more races this winter and spring than I sailed all of last year. Not so but it is how I feel. It makes it a bit difficult to write about yachting. I feel like a politician talking about how to run a business. Hmm.



Cat Sass is yet to hit the water for the season but partner Keith Ruben has been working diligently on his fiberglass and aluminum manufacturing skills and coming up with some great designs. The end result will be fun. With the help of our "techno expert" and partner Vic we'll even be able to track speed and depth. We'll be out there very soon and looking to be hootin' an' hollerin' with the rest of you! Carol and I will finally have *Slipstream* off the hard and in the water on Thursday. Thanks to all for the offers to race. The *Cat Sass* crew has missed some fine wind have we not?

There are lots of new bottoms on the water this year. Gray and Caroline will have *Teddy Bear* back in the mix within a couple of weeks. Maybe even by this weekend with that new keel so carefully crafted this past year. Maury Fink and his crack crew have put a baby butt smooth bottom on *HMS Puffin* and Vince Sellen is working towards the same with *Breezy*.

The Tulip Regatta is this coming weekend [actually last weekend]. Scott Soes, with help from Jodee, is coordinating this year's regatta. If the wind we've had so far this month is any indication of

Saturday's winds, it should prove to be a real challenge. Chris - stay upright... remember it's "everything you'll ever get". Come on down to the Club on Friday to hang with the sailors and eat some fine chili. Chuck and Nancy Lang are coordinating a chili feed with entrants from various Club members. I'll be there with a bit pot of "Irish Chili" and I understand there are several other entrants for this year's event. I might even add some fine Spoon Bread to the mix and it will go fast. We can certainly use a large stable of judges to help us hone our skills.

"The history of our race, and each individual's experience, are sown thick with evidence that a truth is not hard to kill and that a lie told well is immortal." ...Come on down to the Club Friday eve and Saturday after the races. There will be lots of stories. Some with a small element of truth and all with many laughs... "Humor is the great thing, the saving thing. The minute it crops up all our irritations and resentments slip away and a sunny spirit takes their place." – Mark Twain

Welcome to all our new members. It seems we have close to 10 so far this year already!

As always, if you have ideas to make the Club better, please jump in and help or let me know your ideas.

Remember... Life is Short... Sail Fast... Stay Upright.

Pat Barrett

AYC Commodore

Sucia Island Cruise April 22 - 24
(see announcement on page 6)

Racing News

Reports from the Southern Straits Regatta in Vancouver, BC

A Wild Ride on board *Cassiopeia*

By Tom Dixon and Dave Martin

Well, what can one say about Southern Straits? It was a kick in the pants for three legs and nothing short of a pain in the tush for the fourth. As we left the Royal Vancouver Yacht Club at Jerico Friday morning, we knew that there would be a gale starting in the early morning hours of Saturday, but perhaps as late as daybreak. The weather report the night before during the pre-race dinner predicted calm winds at the start.

We started the race at 10:30 AM with 8 knots of breeze from the SW. *Neptune's Car* (SC70) and *Addiction* (an all carbon Farr 48) took to this breeze very well. As we cleared Pt. Atkinson and began to slide up the Straits the winds gradually built to 16 knots. *Cassiopeia* scooted along at 13.5 to 15 knots for the rest of the leg as we held our own against the much lighter sleds. We all enjoyed listening to Big Dave Martin yell out in his best Ausie accent "Fow-Daaaaane" when he hit 14 knots - a tradition started by fellow Ausie crew member, Josh, on the last Vic-Maui race in 2004.

We made the end of the first leg at Sisters Island by 3:55 PM but not before we encountered some problems. We were having a great deal of trouble with the pole releasing trigger off the guy on jibes. This caused us a reasonable amount of heartache at the time, but my friends, all is relative. A short time later (still in leg 1) it seems that our pole trigger woes had subsided. The pole began to release like clockwork - smooth like butta. You know they say a race car runs it's best right before it blows a push rod. As we swung the pole through on a starboard jibe we were feeling good when, out of the blue, the guy came off the pole. It then happened three or four more times. The guy end of the spinnaker was sky high as you can imagine and we pretty much watched *Neptune* walk by us during this maneuver. Then we rigged the spare pole and jibed onto it. Problem solved.

Neptune's Car rounded 16 minutes ahead of us at the mark, but not before we were blessed with another spectacle. Imagine, if you will, a 28 foot aluminum spinnaker pole on a 72 foot yacht coming detached from the mast 30 feet above the deck on what was supposed to be a douse. You know what robin chicks look like when their mamma



Cassiopeia well ahead of *Neptune's Car* and *Fancy Free* just after the start. Photo by Janet Martin

comes back to the nest with fresh worms? Mouths agape? Count 18 of those when we watched the 80 pound spinnaker pole flying proudly 30 feet over the water - still attached to the guy in 18 knots of breeze while the boat is charging downwind at 15 knots. The pole would sky 30 feet in the air when there was a gust then pound the water like a pile driver after the gust passed only 10 feet from the boat. Too far away to grab, much too close for comfort. The pole continued pounding until the guy was eased and the pile-driving pole went around the bow to the leeward side where two crew members managed to catch it near the shrouds when Mother Nature swung the pole at the hull. It just seemed to piss her off when we won this battle (more on Mother Nature later).

The start of the second leg began with a sail change from the #1 to #2. It worked pretty slick. An hour later or so we went to #3. A very short time later we had a jib halyard break. This lasted for another short period until we had another jib halyard break. By this time, Tom Dixon messed up his hand, causing it to swell to the size of a round of kosher bologna. Cold, wet, and tired we

Continued on page 3

A Wild Ride continued

thought this sucked but then a great relief - we passed *Neptune*. This was a significant highlight and by the time we hit Entrance Island we were way ahead. We rounded Entrance and hoisted the chute. Our loudmouthed foredeck guy who was calling tactics from the bow had to go aloft twice to rig another jib halyard for the last leg. We did the 17 miles of the third leg in an hour and a half and, contrary to the web site report, rounded ahead of *Neptune's Car*.

The last leg was a real bugger. We rounded Ballenas at 10:05 pm and started going to weather with the #2. The wind was freshening significantly and we went to the #3 after we broke another jib halyard. We found ourselves with 25 to 30 knots of breeze a third of the way through the 35 mile leg. The seas were building as well - and then came the wind-driven rain. We hoisted the #4 and immediately the halyard broke so the sail came down. On our last halyard, the #4 went up again. Well, Mother Nature was about to get us back for winning that whole flying pole trick so she decided to wash our #3 partially off the deck. This was not before she tied the jib to the bow pulpit in fine macrame. We worked for at least an hour getting the #3 untied and out of the water. Later we discovered bottom paint all over the sail.

We went to stuff the #3 down the forward hatch while Nick, the Brit, took three 55 gallon shower douches from waves crashing on board. Tom Dixon was tethered to the bow with his self-deploying inflatable life vest when he found himself roughly 2 feet under a breaker which auto-inflated his vest, causing him to float off the deck. Everyone was soaked and exhausted. That's when the jib sheet shackle exploded into tiny pieces flogging the #4 something fierce. Down came the #4. Dave Martin reran the remaining jib sheet on the leeward side and the #4 went up again. Remember that *Cassiopeia's* rig is 104 feet tall and, with everyone so exhausted, the sails were being ground up the mast in low gear taking what seemed like an eternity. As soon as the #4 was up, the cockpit began to bring in the sheet when they accidentally ground the lazy sheet into the jib fairlead causing an incredibly dense knot. Down came the #4 again. The knot was cleared, and up it went. Grind, grind, grind! Finally the #4 was up. We all thought we were set to finish the race.

Now back on the rail, Andy Schwenk and others began to discuss the ever increasing wind speed

(some of the crew said they saw 55 knots on the instruments for brief periods) and the fact that the main, which was still fully hoisted, should be reefed. It seemed that our breakages were cued upon our sitting back down on the rail after fixing a problem. Suddenly, the main traveler block shackle snapped and *Cassi's* boom was loose, flopping, and dragging in the water. This is where we had to abandon the race and the engine started. Sometime around 1:00 AM and only 20 miles from the finish line. We went to work to get the main sail down. We managed to get it roped up, but not all the way down. Dave Martin climbed out of the center cockpit after assisting with the main only to see Andy Schwenk completely alone on the bow wrestling the #4 trying to get it down. Together with Arty's help, they got the sail under control while the cockpit crew was making plans to duck in for the night.

We ended up mooring at Secret Cove, 30 miles downwind (north) of Vancouver. Nasty, nasty, nasty. The next morning we woke up to find a J-120 moored ahead of us with a completely shattered main sail. We motored to Vancouver in heavy seas and arrived back at RVYC at about 2:30 pm. Gary, Arty, Andy and Nick Estvold took *Cassi* back to Anacortes. The rest of us sat in the yacht club drinking beer and having lunch and extremely thankful no one was significantly hurt or lost..

Only 5 long course boats ended up finishing. Later we learned that *Neptune* lost her main and may be out for the season.



Cassiopeia already started while *Neptune's Car* has to fight tide to start. Photo by Janet Martin

Racing News

More Reports from the Southern Straits

White Lightnin' Sees Some Action

By Chuck Tidrington

Well, I don't know what *Passpartout* or *Cassiopeia* have to say, but for us on *White Lightnin'*, what a " *&%@\$%^ of a race". As those of you who tried to do Tri Straits I last weekend know, the weather was less than agreeable.

As a novice to Southern Straits I was concerned about the forecast but felt better after the yacht club's weather man forecast only 20 knots. If I ever see that guy again, ooh boy!!!. We had a beautiful spinnaker start in 10-12 knots and reached and ran 50 plus miles to the Sisters Lights, with boat speeds consistently over 10 knots and then hitting 11.5 just before the Sisters.

We rounded into 20-25 knots and building. A two hour beat across Georgia Strait put us in the lee of Ballenas Rocks and winds briefly subsided to 10-20. They then built to 25-30 and with one crew member seasick/injured (shoulder), we made the right call and I think we were the first boat to retire. My crew quickly found a lovely little marina in NW Bay called Beachcomber.

We were tied up at the dock and eating chili (bad choice in a small boat) by 2100 hours. The other three boats to join us were more adventuresome and joined us around 0400 the next morning after beating down to Entrance Island and running back North to Ballenas Rocks. The arrival was a little noisy and some words were exchanged about the sanity of their skippers. This was followed the next morning by the quiet desertion of the majority of crews from two boats that beat a hasty retreat to the Nanaimo Ferry.

On a more serious note I spoke with the skipper of the Dash 34, *Absolute Chaos*, who said that when their Main ripped in half on a gust and they were running downwind with a #3 headsail the hit 18.5 knots in a 54 knot gust and seriously thought that the rig was coming down. Very dangerous conditions!

We finally got the boat back in Anacortes on Wednesday after a failed attempt to cross Georgia Strait on Saturday that was almost as much fun as Friday. A fuel line leak left us stranded in Blaine for

a day or two. All in all, an eventful weekend.

This marks the 3rd time in my 14 years racing in Anacortes that I've retired from a race. All three times have been due to heavy weather and I have never regretted the decisions.

P.S.- A 38' boat is an awfully small boat in those conditions

Classified and Want Ads

FOR SALE

9.6' Avon Roll-up Inflatable \$700.00 o.b.o.
Includes oars, pump and carrying bag

2.5 hp Nissan outboard \$300.00 o.b.o.

Please contact Doug Hansen

Home: 425-883-7860

Cell: 425-802-7263

e-mail: dough116@juno.com



WANTED

Will the person who has an electric scooter for sale, please contact:

Ginny Klinger (360) 293-5435

Membership News

by Barb Ritts

The fun part of membership is meeting new members and introducing them to the general membership. We do have real talent in our Club and the new members will add to AYC with their own sailing and cruising experiences. I would like to introduce the following folks:

February Memberships

Bernard and Mary Selting
5004 Dundee Drive
Anacortes, WA. 98221
Home Phone: (360)293-8458
bseltingwa@comcast.net

Bernard and Mary have a 34' Dash sailboat called *Pulelehua* and are Preferred Members. They have sailed for 30 years and 14 years of their experience has been in Anacortes. They are both racers and cruisers. Bernard is an educator working as an Elementary School Principal.

Tom Dixon
3400 Illinois LN.
Bellingham, WA. 98226-4238
Home Phone: (360) 671-1622

Tom has a long history of racing with the Club and is a preferred member. His parents were active members with the Club. He has raced on several well known boats which include *One Way*, *High Anxiety* and *Gambler*. He wants to continue and is willing to become involved in volunteering at the committee level.

Steve and Cheryl Kleinbart
PO Box 1031
LaConner, WA. 98257
stevek@balancedaction.com

Steve and Cheryl are honorary members. Steve has already given a great deal of assistance to the racing program. His skill as a Software Engineer has been greatly appreciated. They have a 27' Hotfoot called *Flashpoint*. Steve continues to offer help in the computer programs.

March Memberships

Roy Rard and Sheila Herbst
20461 Comet Lane

Mt. Vernon, WA. 98274
Home Phone: (360) 445-2001

Roy is both a designer and a captain. As a couple they own a Dash 34' Sailboat called *Rachel*. Home for the past 24 years has been the Pacific Northwest. They are interested in racing, cruising, clubhouse events and are willing to volunteer in racing, galley operations and bar operations.

Richard and Sharon Schofield
1 Fallgreen Ct.
Santa Rosa, CA. 95409
Cell Phone: (416) 759-9089
rschofield@earthlink.net

Richard and Sharon will be moving to the Mount Vernon area over the next few months. They have done a great deal of sailing in California and have owned several sailboats over the past 20 years. They now have a Catalina MK11 36' sailboat called *Bankrupt* and are looking forward to their retirement in the Pacific Northwest.

Colin Banks and Shirley Fox
14287 Eye Of the Road
Anacortes, WA. 98221
Home Phone: (360) 299-4502
wassail34@verizonmail.com

Colin is a relative newcomer to the Anacortes area. Shirley has lived here 30 years. Both have many years of sailing experience. They are interested in both the cruising and racing programs. They are both willing to volunteer in cruise, race, galley operations, club programs, and assisting in the facilities. They own a 34' Seacraft called *Wassail*.

Doug and Karen Fryer
3955 Bay Lane
Anacortes, Wa. 98221
Home Phone: (360) 293-0441
dmfryer@mbwf.com

Doug and Karen have been in Anacortes for two years. They own a Perry 42' Sailboat called *Night Runner*. Doug is a marine attorney and he spends most of his leisure time on the water. He is a volunteer to the Cruising Club Of America and is a member and director of the Sailing Foundation. He has sailed in the Vic-Maui Race ten times.

Cruising News

Shakedown Cruise to Friday Harbor

The Shakedown Cruise to Friday Harbor is coming up soon, on the heels of a \$2 Chili Cook-off here at the Clubhouse. Even people with slow boats can make both events.

Details are available at the Cruisers' Bulletin Board in the Clubhouse, and on the AYC Website.

Cruise Captains provide a valuable service to the Club and its members. Please make their part a little easier by letting them know if you plan to attend. We don't require reservations, but if you know you will be there, kindly let them know. It will help them with their planning.

Thanks. Bill Cheaqui

Sucia Island Cruise April 22-24

Join AYC Cruisers to the docks at Fossil Bay. Bring food for the BBQ and an hors d'oeuvre to share at the 17:00 social hour on Saturday. Don't forget your ugly Hawaiian shirt or MooMoo for the annual "Ugly Hawaiian Shirt/Crazy MooMoo" contest! It will be the highlight of the social hour. We expect both men and women in this little contest. Good stories and song are well received. Join in the fun! A bonfire will follow the dinner so bring some firewood if you have it.

Please send a note to Phil Case, mpcase@earthlink.net so we can plan for the number of people that may attend. We are planning on beer, firewood, etc. and we need a estimate of how many and who, if possible, might attend.

As of 04/14/05, only four boats have indicated they are coming, and we usually get around 20. If only 4 boats are coming we will add beer cases, not a keg.

For any new or existing member, this is a great cruise and is usually well attended, plus the weather has been pretty good in the past.

The activities during the day include hikes over and around the island, followed by the ugly Hawaiian shirt or MooMoo contest, then the snacks and finally the meal. The evening always ends up in songs and stories around the bonfire. The cruise is short, with the tide low late morning, taking you north in the afternoon.

I hope to hear from more of you for a great turn out.

Your Cruise Captain,

Phil Case

Announcements

June 4th - Second Annual All Members BBQ

Mark your calendars for Saturday, June 4th. Music, food and camaraderie! No Charge to all AYC Members and their families. Hosted by your Board of Directors.

Instructions for joining our message forum at Yahoo Groups

Go to <http://www.yahoo.com> and click on the blue link that says, "Sign in"

Follow the instructions for creating a new account or, if you are an existing Yahoo user, just sign in with your Yahoo ID and password.

After registering with Yahoo, exit the site.

You will need to open your e-mail system (outlook, hotmail, etc. or whichever one you used to sign up with) and confirm your registration by clicking on their [blue link](#). This will establish you as a new Yahoo member and will provide you with a ton of services such as e-mail, instant messaging, calendar, and several others. Some more useful than others, and because it is a free service, there will be tons of advertisements. I have had a Yahoo account for years and never had a problem with it. If you are familiar with MSN's Hotmail, then you know what I mean.

I had some trouble finding our group in the conventional way, so I suggest you do it this way:

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Announcements Continued

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From your internet browser address window, type in this: <http://groups.yahoo.com/group/AnacortesYC/>

Then in upper right hand side select "Join this group"

From there follow the instruction and check the appropriate boxes.

At just about every step there is a help button at the top of the page. Feel free to use it when you have a question.

Once you have become an approved member, you will be able to post messages and receive them from the group. You may also send photos or other files of interest to the group.

The group is primary a forum for the members to communicate Anacortes Yacht Club events, activities and items of a general yachting nature. It is not a political platform. Please, no advertisement or inappropriate language.

Your messages will be monitored by 1 of 3 moderators for content and then sent onto the membership as a post on the website and an e-mail message. This may take a few minutes or a few hours depending on our availability.

As one of the moderators I just want to thank you for joining our little group and ask that you be patient with us if your post takes a little while for you to see it. We are yachtees too!

Thank you.

Your Moderator, and Rear Commodore, Vic Childs
Radio Flyer

Racing Rules Seminar on April 29

AYC will host a seminar on the new "Racing Rules of Sailing" on the evening of April 29th with Dick Rose as the presenter. As you know, Dick is one of the foremost experts in the world and was a major participant in the rules development and changes for 2005. More details will be forthcoming as they are available. This seminar was made possible due to the efforts of Fred Ableman and his relationship with Dick Rose.

Thanks. Walt Meagher

Boat US Affiliation Renewed for 2005

By George Hatfield, Boat US Liaison for AYC

In March the Cooperating Group Agreement with Boat US was renewed with the Anacortes Yacht Club. As you may know, Boat US stands for the **Boat Owner's Association of The United States**. It has been in existence for almost 40 years and has over 500,000 members nationwide. Boat US is a voice for recreational boating on Capitol Hill and also provides insurance, towing services and, of course, operates Boat US stores throughout the country. The latter are now part of West Marine. If you are a member or plan to join, be sure to note on the renewal form that you are a member of AYC since it will provide a 50% discount on the annual membership fee. In 2004 four AYC members took advantage of his discount. Our obligations in this agreement are only to provide Boat US literature to members (on the table next to the entrance to the Club) and to publish this notice in our newsletter.