



# Leadline

THE CORINTHIAN YACHT CLUB OF SEATTLE

## Hooligan takes on the Center Sound Series

My job is to write about Blakely Rock and Possession Point. Tom O'Brien has covered the water ballast thing nicely, but let me say this boat is unique in a number of respects and we are having fun clawing our way up the learning curve with pitons.

Tom and I alternate as Skipper-of-the-Day, which so far has also been primary driver that day since we need the experience so badly at this point. Tom drove for Blakely Rock, I did main. After Tom's trademark super-aggressive start, we did not find the sweet spot for the boat trimming and so on until well past West Point. We played the left middle going up and for a long while, seemed to have a private lift – nice! As we got more and more things tweaked correctly, our speed just began to take off, so we were back in the hunt at the Rock. We jibed across to Magnolia Bluffs and played the East middle again, first going for the pressure center off Alki, then edging over toward some promising dark clouds in the west, and finally moving East-ish again, playing shifts. We had good speed, passing many boats on the run, with Tom driving very well in a boat we really do not know the correct downwind angles for yet. We nearly ran into Madrona's transom at the rounding and had to tack away to clear, but when we tacked back, again found some private lift that carried us almost all the way to shore just north of Meadow Point. Resisting the temptation to tack in under the Meadow Point hill was key and we managed to pass the Melges 32 and



the J125 who were short tacking that beach. So, with some luck, excellent driving and tactics, and increasing learning about the trim, we did all right. Chris Lanzinger was doing tactics for us this race, and I think he also got into the Zen of hand pumping, which is both a gym workout and a meditational practice.

Some of you probably witnessed my spectacular start for Possession Point, drifting past the outside end of the line in the current and turning backwards to rotate the boat so we would not contact the pin. Eventually, I managed to cross the line, four minutes late. We drove low to stay in the now good current and caught up with some boats quite soon. Tom's son, Mike O'Brien, did a great job on the spinnaker sheet all the way down. We saw some pressure on the right between Buchan Buoy and Point Wells and went for it, finally gybing out on port about 100 yards to the right of the point approaching shore, catching the good shifts on both gybes. This paid off. After a bit of head-scratching about the timing of the current shift at the mark, we played it safe and gybed in to the mark not far short of the starboard layline. The rest of the race was

playing the west side all the way up, and and working the coves for the pressure, shifts and current flush situations (while staying afloat). However, as we discovered after the race trying to start the engine, at some point not long after Scatchet Head, a long piece of cord wrapped around our prop shaft and, whipping around, gradually gathered any twigs that passed nearby into what became a real bird's nest dragging from the propeller. So, we got slower and slower and slower. Only by banging the right corner really hard at the end, thanks to Paul Bogotaj, for a pressure lane across and the big right shift were we able to hang on to some of the boats around us.

I have never been a fan of handicap racing, but I have to say that the P2 start is a very interesting bunch of folks. Steve Johnson and Dave Lynch's White Cloud was completely launched for Blakely Rock and sailed an inspired race to finish far ahead. Carl Buchan's Madrona had a great run down to Scatchet Head, but Derek Campbell dialed in his new Melges 32 Banshee to finish 9 minutes ahead of Wicked Wahine in 2d place.

- John Rahn

*(Editor's Note: John Rahn and Tom O'Brien are now campaigning this well-known Pacific Northwest boat, formerly Teremoto. See Tom's*

# From the Helm: Joe James



Diane Green grew up on the banks of Chesapeake Bay and loved to sail her dinghy. She mastered windsurfing when the sport was new. She studied naval architecture and as a young woman lived in Hawaii, designing windsurfing gear. Today she is the CEO of MVware, the 25.8 billion dollar third most highly valued U.S. software maker, after Microsoft and Oracle.

“I think sailboat racing taught me a lot,” Greene said. Racing and running a company, she explained, require preparation and “the right team.” It requires a keen awareness of shifting conditions and the ability to weigh all the factors, including rivals: “What are the other boats doing?” The Seattle Times, October 8, 2007.

The right team, keen awareness of shifting conditions, weighing all the factors including what our rivals are doing are the reasons many of us continue to enjoy racing sailboats. The recent Possession Point race was a

perfect example of these qualities. Stuart Burnell had loaned his J-109 Tantivy to his crew, we had the right team and on the return from Scatchett Head we were aware of at least one of the shifting conditions since we were on a twenty-five degree lift sailing down the middle of the Sound heading toward Edmonds. However, we made the critical mistake of not paying enough attention to our rivals who were on the opposite tack heading toward Kingston. When we finally tacked, our rivals were abeam and several hundred yards to leeward, but they were in favorable current while we were battling the remains of a strong ebb. Our supposed lead quickly vanished and we ended up trailing all the others in our class. Chalk it up to another lesson learned from sailboat racing.

I can assure our members that we have the right team on the CYC Board working all the issues to keep CYC in the forefront as a club which supports and promotes sailing for racers and cruisers. Dan Heyl has been working with a team of volunteers recruited by Bruce Sherman to repair and improve our committee boats and whalers. The J-24 fleet has the Lake whalers in the best condition in years

with the finishing touch of new CYC decals supplied by Carol Buchan we can be proud of their looks and efficient operation. We will soon have a new member to add to our whaler fleet thanks to a generous anonymous donation. Charles Fawcett will drive to Flathead Lake to pick up the whaler in mid March. This will allow us to pull one of our whalers out of service when we need to make repairs. YC V and YC VI have both been surveyed this spring as our insurance company required and needed repairs have been completed on YCV and are under way on YCVI. We have sponsored five of our members to take the Race Management Seminar taught by Leslie Keller and Skip Anderson as part of their requirements to be PRO’s. We had a training session for five new whaler drivers on the Sound and will have a second session on the Lake.

These are just a few of the items your Board is addressing to keep offering the best in sailing for our members and the sailors of the Pacific Northwest.

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# The Board Reports

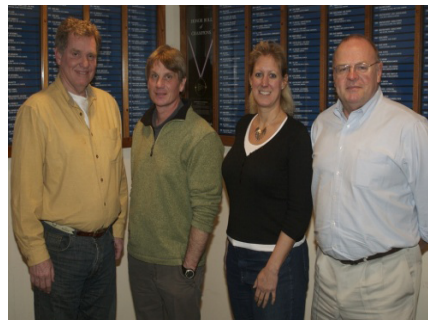
## February Board Report by Suzzette Connolly

Commodore Joe James called the Board Meeting to order and welcomed new board member Remmert Wolters who will fill the remaining months of Bev Multerer's term on the Board.

Steve Travis reported that planning for the NOOD Regatta May 16-18, 2008 is on track and moving ahead. CYC is co-hosting the event with Seattle Yacht Club and volunteers will be needed to help run the regatta. A list of volunteer needs should be available by early March.

Dan Heyl reported that he has had three very productive work weekends on the CYC Race Fleet. Work on YCV included a new hydraulic winch, steering, thru hull and carpeting. Both YCV and YCVI have had their annual surveys and engine servicing to get them ready for the upcoming racing season. A committee is also in the process of purchasing a used whaler to bolster our whaler fleet. There is still work to be done on both committee boats and all of the whalers, if anyone is willing and able to assist, please contact Vice Commodore Bruce Sherman who is coordinating volunteers.

A training session for new whaler drivers was scheduled on Saturday February 23; four people were signed up to participate. Another training will probably be held this spring for additional whaler drivers for the Lake. Professional Race Officer training was also held on February 23 to provide CYC with backup PRO's for when Kevin and Charlie need time off or are unavailable. This will increase the number of people within the club with these skills.



Lisa with Steve, Dan and Remmert

The CYC booth at the Seattle Boat Show was a success with over 100 members volunteering. Many volunteers signed up via the web and the club is exploring using this format more in the future. The Board expressed their sincere thanks to Club Manager and Lake Fleet Council Chair Charles Fawcett who organized the event.

The Board had a lively discussion on various aspects of our racing program and increasing participation; various ideas were tossed around. Last month the Board supported the Lake Fleet Council to move the Thistles from Tuesday to Wednesday evenings on the Lake for racing this summer. The Thistle Fleet is looking forward to racing on a less crowded evening and will review how things go at the end of the season to see if the decision should continue in the future.

The Open House on February 10 was very successful. The dry, but chilly, weather encouraged people to step into the Shilshole Clubhouse to warm up and interact. Seven new members were signed up (five S2, one Associate and one Sea Scout) and there are a few more waiting in the wings.

The meeting ended with a review of the Budget for 2008 and discussion of various committee goals for the coming year.

## March Board Report By Lisa Winterhalter

One of the first items on the agenda was the welcoming of the following new members to Corinthian Yacht Club: Jeffrey Crombie, Gerald Edwards, Tim Mortimore, Gery Osowiecki, Bonnie Rieser, William Taylor and Thomas Hughes. We also extend a welcome to Gene Mikov who upgraded to S2 status. We look forward to seeing you on the water and in the clubhouse.

Another item discussed was the status of the NOODS regatta scheduled for May 16-17-18 2008 at Shilshole. Currently the plans are underway although the exact wording of the NOR is not yet finalized and negotiations with the Port of Seattle are still in progress. Amongst the items under discussion are dry and wet moorage for the racers, hoists and trailer parking. We hope to have final answers from the Port shortly and expect to see the NOR published soon.

With the beginning of the racing season upon us, we would like to remind our members that our Club and Race Committee needs our help. A new volunteer sign up system is now in place on the web and we strongly encourage all racers to take one night a season and help out. If you race on a Wednesday, please consider volunteering to assist on a Thursday evening, and the other way around. It's a good way to observe some great racing and to get a real appreciation of the amount of work that is involved in producing the finest racing around the sound.  
(Continued Page 4)

## **Water Ballast is FUN but CHALLENGING!**

By Tom O'Brien

John Rahn and I as partners are having a grand time with Hooligan (ex Terremoto) learning the boat, especially the water ballast.

At the start let me say that the potential of the boat is way beyond my expectations. The feel of the helm, the easily driven hull, the ergonomics, and the simple yet challenging sail handling (simple in design) are pretty exciting for this dirty old man. Now add water ballast to the equation and we have a total new ball game. Let me also say that the two famous outstanding sailors, Jonathan McKee and Paul Bieker, really had a vision when they designed and built the Riptide 35. The two previous owners, Bob Alexander and Derek Campbell, have set a standard that will also be challenging to sustain.

My assignment is to share the water ballast experience. First, a stab at how it works. There are two tanks, one on each side of the hull, situated well above waterline and holding 1200 lbs of water, the equivalent of approximately six people on the rail. The tank is filled, either port or starboard, by one to two methods or both at the same time: manually by hand pump located in the center of the cockpit, or by use of an electric pump. There is a Y valve in the center of the cockpit that dictates which tank will be filled. It takes approximately seven minutes to fill with the electric pump.

Now that you have water ballast, how do you manage it? Let's assume you are on starboard tack with the starboard tank full and you want to tack. You pull a line on the starboard deck that allows the water to flow by gravity to the port side while still on starboard tack. This takes roughly 30 seconds, and yes the boat heels more before you tack. Just before tacking you pull the line on the port side to keep the ballast on the port side. The ballast transfer is complete.

Now you have just rounded the weather mark and want to shed the ballast, how does that work? Each tank has a separate release line on deck (different color than the transfer line) that when pulled lets the water exit through tubes to the transom. Simple in design, but we are finding that it takes a designated Ballast Engineer for everything to go smoothly and timely.

OK, you are planning your start and there is a fresh breeze so ballasting is a must. Remember transferring the ballast takes about 30 seconds. There is the usual traffic to contend with and you want your ballast full on the starboard side for the start. This is not a time to be forced to tack or to be forced to luff head to wind. The boat is slow heeling to weather with ballast and crew on the starboard rail and it takes some bearing off to get it going again and there goes your start. So, time your distance sailing away from the line accurately and try to pick your course to the line with as much room as possible. With lots of luck, proper timing, and good boatspeed, you're off!

Picking a lane to tack with time to transfer ballast and being as sure as you can that no boat is likely to tack on your wind adds to the skill of sailing water ballasted boats. It's different hearing the command, "prepare to transfer ballast" before "prepare to come about." The tacking maneuver is different because of the timing for the water to transfer, the increased heeling before tacking, the speed of the tack, and the angle to sail to get the boat moving after the tack before you are on the wind. Tactics are trying to tack as few times as possible while staying out of negative current and judging your competition, it all adds to the challenge of getting to the windward mark first.

## **Lisa Winterhalter's March Board Report continued from Page 3.**

Also on the sign up page are opportunities for maintenance and facility repairs as they occur. You can find the link to the signup page on the CYC website at [www.cycseattle.org](http://www.cycseattle.org)

Another volunteer opportunity has come up involving the Corinthian Sea Scouts. This organization teaches young boys and girls (14-20 years) sailing and seamanship. The Sea Scouts are looking for adult leadership (both men and women) to fill the roles of Assistant Scout Master. Scouting experience and a commitment to sailing and scouting are important qualities. If you feel you can step up and support the Sea Scouts, please contact the CYC office or Bill Lieberman (in your Helmsman) directly.

Under the Race Business discussion was the Solstice Regatta, race registration and PHRF. The Solstice Regatta scheduled for June 7 & 8, is open to one-design centerboards and keelboats alike. If your fleet would like to participate, please contact the club. This is CYC's only weekend regatta in June and a nice way to enjoy early summer racing.

As a reminder for those of us that purchase race packages at the beginning of each year, the race committee is requesting that you please confirm your intent to race with each weeknight series and regatta. This helps us to create the best class breaks possible and to ensure that fleets of only two or three boats don't occur when those registered fail to show up. So please, even if you've already paid for your racing, let the club know that you plan (or don't plan) to attend.

And finally, please remember to renew your PHRF certificate if you have not already done so.

The meeting was adjourned at 9:00 and will meet again on Monday, April 14, 2008

# *Leschi Whaler Upgrades*



New console, rub rail, burgee, and she is looking good!

Thanks to J/24 sailors Harry Dursch and Chris Carden (Mouse Trap Crew) and fleet maintenance director Dan Heyl for their work on the Lake whalers. Formerly beat-up gunwales are now covered with snappy-looking fending gear, which today's work party attached bydrilling and installing about 250 fasteners. During the previous two weekends, J/24 sailors pressure washed the boats and painted the bottoms and consoles. Former J/24 sailor Carol Buchan is making new graphics for the Lake and Sound whalers. And Carden, with Harry Brown, is planning some repairs to one of the consoles.

Let's keep up the good work. Without the help of these and other members, it would be impossible to maintain our program at a high level.



Chris Carden working on the new console

# *Leschi Marina Progress*

Leschi Marina Renovations, by Remmert Wolters

Leschi Marina is a City of Seattle Parks Department property. By contract, the moorage proceeds are shared by the concessionaire and the City of Seattle general fund and the Parks Department therefore does not directly benefit from the income that is being generated. The concessionaire's contract covers a minimal amount for marina maintenance, which has proven to be very inadequate and the marina has been allowed to deteriorate over time. The breakwater structures, at both the North and South Marina, have essentially failed and provide inadequate protection for the docks, slips and dinghy floats. In the South Marina, we have lost some slips and several of the dinghy floats, in the North Marina, have failed and had to be abandoned.

The Parks Department submitted a capital budget request with the Seattle City Council and \$2million was finally approved last year. The Parks Department hired Reid Middleton & Associates to study the state of the marina and to prepare proposals on how the allocated fund could best be spent. They are also the engineering firm responsible for the Shilshole renovation project. The conclusion was that much of the marina should be replaced over time but that budget was estimated at \$8-\$10million. The allocated \$2million will therefore be used to address high priority items only. During the summer and late fall of last year, public hearings were held to solicit input from the marina tenant community and the local neighborhoods. Based on the input and the economic reality, the project plans call for the following:

For the South Marina, the plans call for the replacement of the failed wooded pilings of the breakwater with steel pilings. The existing floating breakwater will be replaced with new 2-1/2 foot steel foam filled tubes. These new tubes are easier to anchor to the piling clusters and will not sink when they become waterlogged, like the current wooden breakwater. Since the needs of the North Marina are considered more urgent, there is no other work being planned to address the needs of the docks and slips of the South Marina.

The planned North Marina renovation calls for the boards of the current fixed breakwater to be replaced since the existing boards are falling off because they are not properly attached. The new design calls for longer boards and a three point attachment system. Some of the dinghy floats and pilings will be replaced and seventeen 25 ft permanent slips will be added. The argument here is that permanent slips are financially more attractive than dinghy floats and, since there is a long waiting list for slips and none for dinghy floats spots, it makes sense to add slips. The floats, that are not being replaced, will be relocated but there are no plans for the replacement of the floats that have already been abandoned. The net dinghy float capacity will therefore remain as it exists today.

The plans and work are subject to approval of a number of federal and state agencies and Indian tribes. The plans and construction permit requests have been submitted and are under review. Should the approvals be obtained in a timely manner, the plans call for construction to start in October.

It is clear that the marina will require additional work and eventual dock and slip replacement. Reid Middleton is in the process of developing these plans but no funding has been approved or even applied for. We are hoping that the necessity of these upgrades will eventually sink in and that funding requests will be submitted.

In the meantime, the CYC tenant community has organized a number of volunteer marina maintenance projects, with additional ones being planned for the spring. These efforts were well received by the Parks department and the Marina concessionaire and we hope that we can continue to make contributions to keep the marina alive until additional capital money can be approved. Our club's Lake racing program could not survive without a viable Leschi marina and it is very encouraging that we finally seem to have turned the corner and are making some progress towards that objective.

## With the Thorntons at Zihua Sailfest 2008

By Herb Holley

Late in January my wife, Gerry, and I were enjoying the sun and sand in Zihuatanejo, Mexico, in company with Peggy and Baird Bardarson and four friends of theirs. One day when we were in town I heard a voice say "Hi Herb." It was Joel Thornton who with his wife, Mary, were in Zihuatanejo on their Passport 41 "360(degrees)" for Zihua Sailfest 2008. Joel and Mary left Seattle in the summer of 2006, spent much of 2007 in Puerto Vallarta while a new engine was installed in "360(degrees)" and plan to continue their cruise in March with a voyage from PV to the Marquesas.

Zihua Sailfest is an annual event held at the end of January each year. It is a gathering of cruisers, and a fundraiser to benefit a local indigenous elementary school. A series of social and sailing activities are held over six days, with a race on Friday, a parade of boats on Saturday, and a final barbeque on Sunday. We joined the Thorntons and three folks from the Toronto area on "360 (Degrees)" for the Saturday boat parade. The Port Captain led the parade in a police boat with blue light flashing, followed by about 25 boats--almost



Margarita Time with the Thorntons, Holleys and Bardasons



"360(degrees)" looking forward as the Zihua Sailfest 2008 boat parade starts

all sailboats with a full main hoisted. We formed up outside Zihuatanejo Bay, made a full tour of the bay, and went on to Ixtapa a few miles up the coast. After a finishing signal from the Port Captain, we went sailing in a fine 6 - 9 knot breeze. "360(degrees)" is a beautiful boat in pristine condition, and we could not have been happier passengers.

Mary and Joel hope to be in the Bay of Islands, New Zealand by this time next year. We can follow along with them at [www://sailblogs.com/member/360/](http://www.sailblogs.com/member/360/) provided Joel keeps up with his postings. We can all wish them a safe and memorable voyage!!

# April, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 SLB-Spring1	3 SOD-Spring1	4 L-Tactics Talk	5 S-OD Spring Frostbite
6 s- OD Spring Frostbite	7 S- Monday Lunch	8 L-spring 1	9 SLB-Spring2 L-Spring1	10 SOD-Spring2	11	12 S-PSSR
13 S-PSSR	14 S- Mon- day Lunch BRD. Meeting	15 L-Spring2	16 SLB-Spring3 L-Spring2	17 SOD-Spring3	18	19 L-Pt Nelson Race
20	21 S-Monday Lunch	22 L-Spring 3	23SLB- Spring4 L-Spring3	24 SOD-S4	25	26 L-Spring Reg. Pizza Cruise to Kingston
27	28 S- Monday Lunch	29L-spring 4	30 SLB Spring5 L-Spring4			

Code: L=Leschi, S=Shilshole, CC=College Club, Closed indicates that the clubhouse is reserved for a private function. SLB=Sound Large Boats, SOD=Sound One-design Boats, PSFC= Puget Sound Fleet Council Meeting (Big Boats), PSODFC= Puget Sound One-design Fleet Council Meeting (One-design boats). SWSA=Seattle Women Sailing Association

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