



Leadline

THE CORINTHIAN YACHT CLUB OF SEATTLE

Seattle's First NOOD was a resounding success

By Steve Travis
NOOD Regatta Co-Chair

Close to 800 sailors gathered for the first of which will become an annual event that was held in Seattle May 16 to 18 on the waters of Puget Sound for the "Sperry Top Sider NOOD regatta".

The event was organized by Sailing World and co-hosted by CYC and SYC and drew 231 boats in 24 fleets, ranging from the ultra modern single handed musto skiffs, to F-18 Catamarans, to the classic 6 meters. In between were large fleets of J-24's, Melges 24's, Thunderbirds, Lasers, 505's, Melges 24's, San Juan 21's and Santana 20's.

If your fleet is not mentioned you need to get more out for next year! Next year's event's are scheduled for the same time and place, May 15-17, 2009 and Bobbi Campbell – SYC Chair and Steve Travis CYC Chair look forward to making it a bigger and better event. Put it in your schedule early! I understand that at the request of the 505 fleet the batteries will be removed from Matt Jones loudspeaker for next year's event.

Some general statistics; 231 boats, 221 races, probably 700 cars, ten motor homes, 45 or so trailers, boats from as far away as New Mexico and Utah one each, two from Idaho and Montana, 17 from Oregon and 23 from Canada helped make this the largest event in Seattle in



J-29s on the wind, Photo Neil Rabinowitz

recent memory. Some of the older sailors were trying to remember the last time we had that many racing and in the end, since no conclusion could be reached, it was decided that it must have been in the last century some time!!!! We were fortunate to have Peter Reggio who runs the America Cup races and events such as the Farr 40 worlds here for this regatta and all Race Committee's got to have him on board for a day.

Two thousand pounds of food, 20 cases of rum, six kegs of beer, 70 cans of pineapple juice, countless bottles of coke and tonic. Great weather, and for many people not enough sunscreen was used – I am sure you know who you are!

The results are available on line, however closer scrutiny of them reflects some interesting miscellaneous facts: The most dominating performance was in the F-18 class by Scott MacDonald with 9 firsts in 10 races – one race was a DNC. At the other end of the spectrum, in the Santana 20 class, 13 points separated 1st through 6th in a nine boat fleet! At the end of the day, Stephen Orsini was rude to our Oregonian guests

and won the regatta on a tie breaker after throwing out an 8th with Nicoli Lenti throwing out a 6th.

Stephen also claimed "boat of the regatta" and thus a trip to the Caribbean in November to compete against other NOOD regatta winners courtesy of Sunsail. It was great to see the venerable 6 meters out again, with the top two boats separated by only 3 points after ten races with the winner being Andy Parker in Finnegan. The J105 fleet was controlled by Michael Schiltz with five 1sts in six races. The 11 boat San Juan 21 class was won by local (Federal Way) Chris Popich in a fairly dominant performance with seven 1sts and three 2nds.

Throwouts proved to be critical in some other wins. In the Moore 24 fleet Ben Braden threw out a 3rd and Kathryn Mayer threw out a 5th, they ended up tied and Kathryn won on a tie breaker.

In the Melges 24 fleet, Matt McGregor threw out a 6th and Bob Pistay a 5th to end up tied with 16 points and Bob winning on the tie breaker.

This article continues on Page 5 with more photos from the event.

FROM THE HELM

The NOOD Regatta was a Grand Success!

JOE JAMES



Commodore Joe James

W O W !
W O W !
W O W !

step of unanimously approving the proposal brought to us by SYC to co-host this event. We were most fortunate to have Steve Travis join the Board this year and agree to skipper CYC's NOOD efforts while working closely with Bobbi Campbell of SYC.

The marina has been very helpful in working with us on the details for NOOD. A few of the continuing issues involve the safe and efficient use of the three northend hoists, parking, dinghy access and storage racks, guest and temporary moorage in support of our regattas and naming the northend sailing center.

NOOD turned out to be everything we had hoped for. CYC and SYC worked together with Sailing World to present social events and very competitive buoy racing for upwards of 800 sailors on 231 boats. The weather gods even smiled on us with 80+ degree sunshine and ten to seventeen knot winds. Sailing World was so pleased with the response of the Northwest sailing community they are planning to return in 2009. Praise was heaped on the quality work of our race committees.

Meanwhile we offer our thanks to David Blakemore for thirty years of service as CYC's Director to PHRF. John Cahill has agreed to replace David in this role. Matt Wood remains as our PHRF handicapper for keel boats while Geo Lefter is our multihull handicapper. All of us are indebted to these volunteers and thankful for the services they perform.

Eighteen CYC cruisers enjoyed a pizza party in Kingston in April. Our fleet captains cruise, Rod and Mary Deyo, missed the traditional Memorial Day cruise to the South Sound because they were racing their J-35 Diversion at Swiftsure; however, look for the details of the Fourth of July cruise in this newsletter.

The Seattle NOOD redefined National Offshore One Design to include our small boat racers on Lasers, 505's and 29er's as well as classic Northwest fleets like the 6 Meters, Thunderbirds, San Juan 21's and Moore 24's to complement the latest racer-cruiser classes like the J-109's and the C & C 115's. Last November Our CYC Board took the bold

Matt MacGregor will be our Shilshole Bay Marina and Port of Seattle liaison. Jed Miller has filled this role in the past while working to improve dry storage at Shilshole. Several other CYC members have worked closely with the Port and Shilshole marina, especially with the details of our moving the clubhouse to its current location. We envision Matt's role will be to develop and maintain contacts, relationships and avenues of communication with appropriate personnel within Port of Seattle and Shilshole Bay Marina.

A couple more yeomen deserving our thanks. Geoff Pease has been upgrading our computer systems to improve our bookkeeping and security. And George Trusk has donated a wireless microphone to the club for our Monday Lunch speakers and club functions. A personal thank you to all our members who contribute to the success of our club. I was proud to represent you at SYC's Opening Day ceremonies as our burgee was raised and to welcome all the racers at the NOOD.

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The *Leadline* is published monthly by Corinthian Yacht Club of Seattle, Inc. Material may be sent to the club. Noncommercial classified ads are published free of charge for members for one month and must be resubmitted (or notification given) for subsequent issues. Commercial advertisement, including business cards, are solicited. Contact the office for rate card. Ad copy must be received by the 10th of the month preceding publication. All other copy must be received by the 15th.

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THE BOARD REPORT

Dan Falk dreams about our CYC Junior Program

By Dan Falk
Written by Allan Johnson

I was charged with this month's board report. If you are reading this I was also charged with writing about PSSR in last month's issue of Leadline, so I am not quite sure why I had to write the Board Report but I held up my hand as Joe started the meeting and volunteered to do so. Perhaps it was sleep deprivation, or the long race around Vashon two days before, or my class of school kids occupying my mind, or the beer I had at the meeting (and I don't drink), or my sole focus on the implementation of the Junior Program for CYC, but I have no idea what went on at that meeting, but here I have the Commodore and Staff Commodore Johnson (now Leadline Editor) hammering me for my article.

From my scribbled notes it seems, there was lots of discussion about the NOOD Regatta, something about a wireless mike, some port of seattle stuff, the cruisers are going to Poulsbo for the 3rd of July and then I started to fascinate on how hard it could be to sail my Laser to Poulsbo and then bunk in somebody's cockpit for the night. Yes! Cruising the Laser, that would be cool.

I started to think about a nice northerly which would be the most likely wind in July. A great wind to get across the Sound but then that mighty hole over in Port Madison would be problematic so better to stay near the south shore and if the tide would be so kind as to be flooding, I could practice my roll jibes through Agate Pass. With the Northerly holding until Sunset I could beat into Liberty Bay, grab a quick shower and be ready for the Fireworks!

Then I started to think about a Southerly. With a decent Southerly it seems you would have wind all the way, but I would have to beat up Agate Pass. For some reason I envisioned that if it was a Southerly, the tide would also be ebbing. I spent the next twenty minutes of the meeting imagining short tacking up the Bainbridge side of Agate Pass. I had made my way almost to the bridge and had touched bottom twice but now the wind was dying. It was still blowing a little on the Peninsula side, and with a big roll tack and extra roll I sent my boat across the pass and current to get to the other side. I was drifting fast down current and down wind but I did manage to get across and started roll tacking up that shore. I was almost to the Bridge again when Commodore James said "Next up is Dan with Juniors". Awakened quickly I found my notes

"I spent the next twenty minutes of the meeting imagining short-tacking up the Bainbridge side of Agate Pass."

and did a pretty good job with my report but wanted to add more to it when I thought about it later. But the jist of it is this:

I strongly believe that Junior Sailing is the key to CYC's future. I am implementing a Junior Program with the help of a few dedicated volunteers.



Board Member: Dan Falk sailing his Laser. Photo Sean Trew

We need all kinds of support, volunteers, and good fortune to create a Junior Program for the club and with that in mind I ask you for help, yes, you the reader to contact me so we can assign a task to you. I can be reached at Scruffyfalk@hotmail.com. Nothing beats a Laser!

Editor's Note: If you were confused by the byline and further amused by this report then your sense of humor is in check.

Dan and I had some fun with this, but it basically came down to Dan needing a little help with his homework. (Let's just hope his class of school kids doesn't see this!) Dan works tirelessly for the club, sailing and several other entities. Sometimes it is too much and you need a little help.

I was pretty aware of what the Board was working on and knowing Dan, I just couldn't help thinking that this was very close to Dan's Board Meeting, that night.

Give him a hand with our New Junior Program. -Allan Johnson

Fleet Focus: The T-Birds had a good time at the NOOD Regatta

By Alyssa Farber
Thunderbird Fleet 2 President

Thanks to everyone who came out for an amazing weekend at NOODs and helped put Seattle on the world sailing map. Sailing World has already committed to coming back in 2009. So mark your calendars for May 15-17. (Sorry, we can't promise the same weather.)

For those of you who haven't heard yet, Marty Godsil with Invader squirreled away the Thunderbird Regional Trophy for a third year running after entering Sunday tied for first place with Predator. However, with wind under 5 knots, the heavy air dominant Predator couldn't compete with Marty's extensive experience with Puget Sound tides and currents and just plain old williness (Although there is rumor that it was actually the inspirational art work found on his outboard Sunday am that kicked him into overdrive out there. Similarly, Kemp Jones on Barbaree was also treated to an outboard art show and impressively zipped up in the standings from 6th to 4th.

So, is Invader unstoppable? I think not. We saw several other impressive performances on the course during the weekend. Outside of Predator's impressive 4 out of 10 bullets; three other birds managed to nail a first place finish over the 3 days - Water Torture, Barbaree and Snowbird.

Water Torture also managed to finish in the top three for 6 of the 10 races. Dale is quickly becoming the Fleet's most consistent threat (although Lynne and her Fish 'n Chicks may just give him a run a for the money. Don't mess with the Thatuna, Dale) This weekend also provided a sobering reminder of just how fast Rev can go as Andy Scheen and crew fought their way into a 6th place finish overall and must of walked right on by every boat in the fleet at one point or another over the weekend. And lets not rule Swan out of Silverdale who came out of nowhere on Sunday to nail two 4ths and keep all the other top contenders on their toes (perhaps they too were treated to an outboard artshow?)



T-bird racing was tight at the NOOD Photo by Andy Rogers/P-I

Overall we had up to 13 boats on the line at any given time, one of the largest fleets of the regatta. Sailing World referenced us the 'ubiquitous Thunderbirds' in their write up. I am not sure fully how to interpret the comment, but it's clear we made an impression.

Thanks again for a terrific weekend of sailing. I eagerly await the Gig Harbor 50th celebration Aug 1-3. In the meanwhile, I think we will try to get a June/July fleet BBQ together where we can more intimately recognize the Top 5 NW Regional boats as many folks couldn't make it around to SYC for the celebration where only the top 3 boats got prizes. Stay tuned for more details to come....



T-birds Round a mark at Nood

Photo by Neil Rabinowitz

NOOD Regatta Report continued from the cover page....

CYC Cruisers to revel in Fireworks!

Rod and Mary Deyo are planning a fun rendezvous in Liberty Bay on July 3 (Thursday) to watch the fireworks at Poulsbo and then on July 4 (Friday) the fleet shall sail down the sound for a pot-luck at Quartermaster Harbor on Vashon Island.

If you have not participated in this fun event, think about doing so this year. The fireworks go off a day early in Poulsbo! That is right, Thursday night July 3rd, they will start the celebration.

You could leave work at 5:00 pm, leave the slip at 6:00pm and be in Liberty Bay by 8:00pm. Sounds pretty easy, heck I hear Dan Falk is thinking about cruising his Laser over!



The Six Meter Fleet accelerates off the starting line. Photo, B. Sherman

Five late registrants pushed the Lasers to the largest class on the water with 18 boats and was won by Anthony Boscolo with 23 points – some of them can save themselves some money by registering earlier next year!

Marty Godsil's consistency cleaned up in the Thunderbird class which had 13 boats and were celebrating the 50th anniversary of the class. Harry Dursch with his 27 year old J-24 won his class by the largest point margin of the regatta – 14 points – 3 firsts in ten races proves how competitive the class really was! Stuart Burnell was the winner in the very competitive J-109 class where the top four boats were separated by three points.

We all need to thank the sponsors for the event, Sperry Top Sider, Gill, Mt Gay, Sunsail, North Sails and Clearpoint along with the countless volunteers from both CYC and SYC. I had intended to name them all but was limited in space. Suffice it to say that the event cannot occur without you, you know who you are and the racers thank you. The close cooperation between the clubs allowed the event to proceed smoothly and efficiently.

One major sponsor who I believe deserve major separate recognition is the Port of Seattle. They worked hard to make the event a success. This was essentially the coming out party for the marina renovation and I believe all can say that it looks spectacular and that the Port is happy it is finally over. Thank you.

Editor's note: A big thanks to Steve Travis for running a terrific event!



Lots of Traffic at the Nood Regatta

Photo by Neil Rabinowitz

Women's Snipe Nationals

Carol Cronin (Jamestown, RI) and Kim Couranz (Annapolis, MD) won the 2008 U.S. Women's Snipe National Championship. Corinthian Yacht Club of Seattle and Snipe Fleet 444 hosted the regatta, May 9–11 out of Shilshole Bay.

“Nearly half the fleet won a race over the course of the weekend, which just shows how tight the competition was,” noted Couranz.

Seattle locals Jen Glass and Kati Belden finished just a point behind Carol and Kim with 18 points; Lindsay Bergan, sailing with her mom Carol Buchan, also represented Seattle well with a third-place, 22-point finish. Annapolis Snipe Fleet 532's Lisa Pline and Bridget Creny finished fourth with 23 points.

Eight races were run over the course of the weekend. The women faced challenging conditions, with current running at up to two knots and shifty winds ranging from three to 12 knots. Water and air temperatures hovering in the low 50s also provided gear challenges, as competitors debated the



relative merits of dry suits and neoprene. The race course area is affected by weather coming in from the Pacific Ocean that skirts around the Olympic Mountain Range to the west of Puget Sound. This makes for tricky sailing in the “convergence zone,” where the northerly and southerly winds meet after making their way around the mountains.

The regatta's location in a site relatively new to Snipe sailing kept the fleet small at only nine boats. But the quality of the sailors was outstanding, drawing top sailors from many one-design racing classes.

Competitors included winners of previous national championships in several classes, and a number of sailors in the fleet have been named to U.S. Sailing Teams over the years (representing four different classes—470, Laser Radial, Yngling, and Europe) and represented Snipe Women's World Championship podium finishes. Seattle's Snipe Fleet 444 did a marvelous job with onshore activities—including providing charter boats and support, meeting the competitors at the dock each afternoon with much-needed warm beverages, and cooking dinner for the entire fleet for



Saturday's casual evening and Sunday's awards banquet.

Local knowledge for Puget Sound includes: “Always say yes when a native Seattle chef says they're making salmon!”

Anthony's Kirkland Series Bigger and Better Than Ever

CYC proudly joins Sail Sand Point and Anthony's HomePort Restaurant as sponsors of the 2008 Kirkland Friday Night Sailing Series. This casual race series has a long history of bringing together sailors of all ages and skill levels to enjoy the sport of sailing with family and friends. Last year's series saw over 50 boats in 5 classes, drawing registrants from all points around Lakes Washington and Union to the City of Kirkland waterfront.

This year offers 10 fun Friday summer nights, between June 6 and August 29. (There will be no racing on July 4 or July 25.) Class 1 preparatory signal goes off at 7:00 pm, just west of the Kirkland Public Dock. Après race activities continue at Anthony's HomePort with a specially priced racer menu, a showing of the evening's race video in the lounge, and finishing with a spirited award ceremony at 10:15 pm.

Registration is easy via the www.cycseattle.org secure server. Alternatively, one can locate and print a copy of the NOR and mail-in registration form via www.cycseattle.org or www.sailsandpoint.org. Price for the series is \$70. Additional questions regarding the series may be directed to Joe Mesler, General Manager, Anthony's HomePort at (425)822-0255. You may also call the new toll-free racing number for information at 1-888-LKW-SAIL (888)559-7245.

Interested in volunteering for race committee? It's a great way to learn new skills AND earn a free meal from the racer's menu at Anthony's HomePort. Join the team from Sail Sand Point and CYC Seattle by contacting Brian Nagle (bnagle360@comcast.net) or Jamie Stewart (jamesads@comcast.net). Cheers!



April 21, 2008

Re: [2008 Friday Night Sailing Series](#)

Dear Racer:

It is that time of the year again to announce the Friday Night Sailing Series. Our first race this year will be on Friday, June 6, and we will finish on August 29, with no race on either July 4 or July 25. Class 1 preparatory gun will be at 7:00 p.m., and the entry fee this year will be \$70. We will show the race video after the race in the lounge, have some specially priced racer beverages and food, and announce the results at 10:15 p.m.

We hope to see you all out again this year. Yes, a special request to repeat last year's weather has been put in and we are awaiting a response.

In addition to PHRF Class rankings, we hope to initiate one-design class trophies for several different classes including J-24s, Thunderbirds, and Etchells.

Please find the enclosed entry form, fill it out, and mail it back to The Corinthian Yacht Club, 7755 Seaview Avenue NW, Seattle, WA 98117. Registration can also be made online by visiting our co-sponsor's website using the following steps listed below:

1. Go to www.cycseattle.org;
2. Go to *Racing Information*;
3. Go to *Race Schedule* (on left side of screen);
4. Go to *Register for Racing*;
5. Go to **CLICK HERE** (if you want a secure transaction page);
6. Fill out the form and Submit. (The series is called Anthony's Kirkland Friday Night Sailing.)

If you have any questions, give me a call here at the HomePort. You may also call our new toll-free racing number for information, which is 1-888-LKW-SAIL (1-888-559-7245).

Thank you,

Joe Mesler

Joe Mesler
General Manager, Anthony's HomePort
425-822-0225

June, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 L-interim3	4 SLB-interim4	5 SOD-int4	6	7
8	9 S- Monday Lunch Board meeting	10 L-interim4	11 SLB-interim5 L-interim 5	12 SOD-interim5	13	14
15	16 S- Monday Lunch	17 L-interim5	18 SLB-interim2 L-interim1	19 SOD-summer1	20	21
22	23 S-Monday Lunch	24 L-summer1	25SLB- Summer2 L-Summer2	26 SOD-summer2	27	28
29	30 S- Monday Lunch					

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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