



Leadline



THE CORINTHIAN YACHT CLUB OF SEATTLE

Great Racing Conditions Prevail for Kickoff of Lake Washington Long Distance Series

By Remmert Wolters

The Lake Long Distance series has a long history and used to be especially popular when there were large PHRF fleets on Lake Washington. When these fleets faded away in the 1980s, and the lake activities started to be dominated by one-design fleets, the norm became round-the-buoy rather than distance racing.

The series consists of Nelson Point, the Moonlight race and North Point. All starts are from the tower at Leschi and head north through the east span of the 520 bridge.

The course for the Nelson Point race is wind-direction dependent. On a southerly, the first mark is a temporary in Juanita Bay, on to the Montlake channel entrance buoy and back to Leschi, keeping the marks of the course on port. On a northerly, you go to the Montlake channel first, on to Juanita Bay and back, keeping marks to starboard.

The Moonlight race is from Leschi to a temporary mark off Sand Point and back. The North Point race takes you to a temporary at the north end of the lake and back. The Moonlight race starts at 7:00 p.m., while the others are daytime races starting at 10:00 a.m.. There is actually a very nice Howard Ricketts trophy awarded for the best overall performance in this series.



Remmert Wolters & the Seepaert Crew

This year's Nelson Point race was Saturday, April 19. The weather forecasts predicted snow. I do not know whether that scared anyone off, but they missed out on some very nice racing conditions. There was a PHRF start, with five boats, and a one-design Thunderbird start, with another five boats. We were greeted with a nice 10-12 knot southerly that held up all day and resulted in a very quick race of about 2 1/2 hours.

The PHRF fleet consisted of three J/24s, one J/22 and a Holder 20. All arrived at the Nelson Point mark fairly close. J/24 Rylah got there first followed by J/24 Seepaert, J/24 Gator, J/22 Gray Jay and the Holder 20 Landing Strip. Everyone headed west on port tack and, we on Seepaert, had to clear our air and that proved to be a good move. As we all sailed west, there was a fairly substantial lift and being on the inside, we benefited. Once we got over to the west side, we were able to cross the boats that tacked to leeward of us, and we basically defended our position from there on.

We again got lucky and benefited from some wind shifts at the entrance of the Montlake channel and were able to round with about a two minute lead. From there it was a long starboard tack east along the bridge and a port tack all the way back to Leschi.

The Thunderbirds were back a ways, so I cannot really tell you what happened there, but the racing was close. Even though the Thunderbirds raced one-design, the corrected times between the PHRF and that fleet were apart by seconds. I guess that proves that the well established PHRF ratings do accurately represent the speed potential of boats in steady conditions.

When one races around the buoys, there is very little time to socialize because there is too much going on. The benefit of long distance racing is that you get to spend time on the water with friends and family and have an opportunity to shoot the breeze and catch up with each other's lives and discuss politics and other subjects. We try and do these races every year, and I can strongly recommend them and hope that you will consider putting them on your racing schedule as well.

Editor's Note: Remmert Wolters is the owner and skipper of J/24 Seepaert and was the overall winner of this year's Nelson Point race.

FROM THE HELM *T-Birds to Celebrate 50th Anniversary By Joining Opening Day Parade of Yachts*

JOE JAMES



Commodore Joe James

The designated Opening Day of Yachting will be upon us by the time you read this

new club manager Bruce Miller. Bruce will complete his training under Charles Fawcett in the month of April and become our full time manger in May replacing Charles and his assistant Pattie Heyl. Some of you will recognize Bruce from West Marine where he was the manager in 2007.



for this event, which will be the first regatta co-hosted by CYC and SYC in quite some time. Volunteers from both clubs are needed to support this event. Please go to our web site at <http://www.mysignup.com/noodsignup> to see the volunteer positions and sign up opportunities.



SYC again will be the gracious host for this annual event. Blue sport coats, white pants and shoes and commodores' caps are the dress code for the yacht club representatives. Many of our members will be less formally attired as they enjoy the parade from the comfort of their yachts.

Our Thunderbird fleet will be celebrating the 50th anniversary of the birth of the T-Bird by joining in the parade through the Montlake Cut. Later this summer the T-Birds will gather in Gig Harbor for a weekend of merrymaking which will see the launching of a new plywood Thunderbird at the Gig Harbor history museum, the site of Ed Hoppen's boat building shop where the first Thunderbird was built and launched in 1958.



Next time you are in our Shilshole clubhouse, introduce yourself to our

NOOD comes to Seattle in May. Steve Travis has been working closely with Bobbi Campbell of SYC in overseeing the plans for this major new regatta. Sailing World is the organizing authority for the regatta which will be held May 16 – 18 in Puget Sound from Shilshole Bay to Point Richmond.

Plans are to have keelboat racing on Friday, Saturday and Sunday and dinghy racing on Saturday and Sunday. Awards will be presented each day to the first three finishers on each of the three planned courses. A tented area in front of our Shilshole clubhouse will offer dinner and hosted beverages on Friday and Saturday after racing.

On Sunday, the dinner and awards move to Seattle Yacht Club's Portage Bay clubhouse. We are expecting many guests from the Pacific NW

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THE BOARD REPORT

Board Votes to Let Juniors Race Free; On-the-Water Coach also Authorized

The CYC Board of Directors on April 14 unanimously approved proposals to make weeknight racing free for junior members who helm their dinghies and to hire an on-the-water coach for the season to help juniors and provide feedback to other sailors and fleets.

The proposals were made by Board member Dan Falk, who focuses on the junior program. He also plans to organize a one-day clinic to teach junior racers how our racing operations work, including mark placement, starting procedures and protocols for CYC racing.

The goal of these measures is to increase junior sailor membership and encourage juniors to follow the path of other successful racers who have used CYC to launch themselves in their racing careers.

In other business, Falk also reported the Laser fleet frostbite series averaged 10 sailors on Saturdays with a peak of 15 on one particularly inviting day. Meals were served after racing in our clubhouse utilizing the barbecue. This is a model other fleets might consider.

The Board also heard from Brian Nagle and Jamie Stewart who proposed that CYC join Sail Sand Point and Anthony's Home Port in sponsoring Friday Night Racing on Lake Washington. In the past SYC along with Anthony's Home Port has sponsored this series.

Now that SYC is no longer able to be a sponsor, Sail Sand Point will manage the races which start off the Kirkland waterfront, and provide the PRO, race committee boat, marks and some paid and volunteer staff. CYC will

manage the back office including race registration and collection of entry fees.

Anthony's Home Port provides the mass mailing of the NOR, scoring of the races and mooring at the Kirkland Public Dock and other arrangement with the City of Kirkland. After each race Anthony's hosts an award ceremony with video of the evening racing and trophies as well as providing complimentary food for the race committee and volunteers.

The Board unanimously approved this proposal in the hopes of increasing CYC's presence with the PHRF and one design fleets on the Lake and to continue our ties with Sail Sand Point.

The Board approved a request from Shilshole Bay Yacht Club for the

"The goal of these measures is to encourage juniors to follow the path of other successful racers who have used CYC to launch themselves in their racing careers."

gratis use of our clubhouse on Sept. 13, 2008, in support of the Trans Puget Benefit Race. This race benefits Sound Experience, a nonprofit organization in Port Townsend, which sails the historic schooner *Adventuress* to help people discover Puget Sound and learn from its majesty and vulnerability.



Board Member: Dan Falk sailing his Laser. The Board approved his youth related proposals.
Photo Sean Trew

Sound Experience uses the ship as a metaphor for our planet: a closed system that requires understanding and care and sails best when all aboard are working together. Their focus is educational. Our clubhouse will be the site for the skippers' meeting and post race party and awards presentation.

Members are welcome to attend Board meetings held at our Shilshole clubhouse the second Monday of each month beginning at 6:30 p.m. to see your Board in action and participate in the discussions.

Moorage Available on Shilshole Floats

The Seattle I-14 Fleet has some open moorage spaces available for sailing dinghies on the floating docks at the north-end of Shilshole Marina. Please contact Dennis Williams at williams@serv.net or 206-784-2355 for more info.

Sea Scout 'Ship' Corinthian Promotes Youth Sailing And Helps Develop Club Members of the Future

By Bill Lieberman,
Staff Commodore

In late 2004, a group of long-time older members of CYC were discussing the history of the club and noting that the membership was getting grey. We seemed to have a decrease in the number of younger adults joining our ranks. Young people did not seem to have as much interest in sailing as in years past.

A number of our group who had been associated with Scouting wondered if we could use Sea Scouting as a vehicle to get younger members trained in sailing and provide a low-cost program for teens interested in learning to sail. We formed a small committee to investigate the possibility, and as a result we approached the Board of Directors of CYC with a proposal to sponsor it.

This proposal would require the club to become a Sponsoring Institution of the Boy Scouts of America, to provide a meeting facility for the "ship," as the groups are called, and an adult committee to oversee the activities of the ship. The proposal also would require that the club provide a group of adult leaders for training the scouts in maritime skills and instilling in the youth members leadership and civic responsibility training and awareness in accordance with the goals of the Boy Scouts of America.

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Corinthian Sea Scouts out for a sail on Lake Union

In return the Seattle Boy Scout Council would provide adult leader training, sailing vessels (three Soling sloops), moorage at the Sea Scout Base on Lake Union, as well as appropriate liability insurance for the use of the boats and facilities. It would also mark CYC as a member of a group of civic organizations known for being good citizens.

Sea Scouts is one of the oldest groups of the Boy Scouts and is open to youth, male and female, ages 14 to 20. Indeed, approximately half of the Sea Scouts in the Chief Seattle Council as well as nationally are young women. The CYC Board granted financial support to SSS (Sea Scout Ship) Corinthian.

Since this auspicious beginning, we have progressed through four years and have trained at least a dozen youths in sailing our Solings. All our adult leaders, who were not previously CYC members, have joined CYC. Our scouts have represented us well. We sent a crew to the Sea Scout West Coast Sailing Championships in California the summer of 2005 and came in second place.

In 2007, our crew won the Northwest Kelly Cup and was invited to participate in the International Sea Scout Championship, competing for the Koch Cup, to be held at the Naval Academy at Annapolis in Summer 2008, to compete against Sea Scouts from twenty countries. Our crew is skippered by Ordinary Sea Scout Eric Johnson,, who wants to bring the Koch Cup back to the Seattle Fleet and SSS Corinthian.

CYC Sea Scout Unit Seeks Adult Volunteers

The Sea Scout Ship Corinthian has experienced difficulty maintaining adult leaders. We are badly in need of new mates (male and female) to assist the skipper in providing the kind of program we desire, building skills of leadership, civic responsibility, sailing, seamanship and maritime traditions.

This is volunteer work and we should have adults leaders who are young enough to relate to our teenage scouts. Previous Scouting experience is not necessary but would certainly be helpful. This is an opportunity for ex-scouts to volunteer and give back to today's kids what you received when you were a kid. Do your good turn for today and call Ship's Committee Chairman David Blakemore at (206) 524-6685 or email dmbmore@foxintenret.net to volunteer.

New Whaler Drivers!



Left to right are Jerry Diercks, Phil Sherman, Kevin Cunningham, Brian Coleman, Jim Miller

Whaler driver training session on Lake Washington, Sunday, March 30, temperature in 30's .

Former West Marine Manager Now Running Corinthian Yacht Club



Meet Bruce Miller, a native of Seattle, lifelong sailboat cruiser and racer, and the new manager of Corinthian Yacht Club of Seattle.

Miller started working at the club March 31 and is succeeding Charles Fawcett, who retired at the end of April. Fawcett plans to remain a member of CYC and will continue to be active in the club.

After his first two weeks at CYC, Miller, 50, said he was finding it interesting to see how things get done at the club, through a combination of hired personnel and volunteers, many of them highly skilled and used by the club to their best advantage.

“There’s an incredible amount of energy in the group,” he said.

Miller most recently was general manager of the West Marine store on Mercer Street in Seattle and previously managed the Shilshole location and another for West Marine. He also worked as a writer, producer and director for NBC and Comcast.

In the early 1990s, he worked in advertising and marketing, and before that worked for Stuart Anderson’s restaurants for nine years, starting as a bus boy and serving as a restaurant manager for six years.

At CYC, he’s happy to be turning his sailing hobby into a career. “As compared to most of the jobs I’ve had, recreation is the primary concern here,” he said. “The goal is to help create successful recreation and enjoyment, not dollars to boost the bottom line.”

Cruising with Gaia

BAHIA BALLENA JANUARY 3 - 7, 2008

By Phyllis Macay

Once again we were battered by the Papagayos and when we turned the corner around Osa Peninsula we had the wind in our face. We motor sailed like crazy to get out of the wind and seas and managed to drop anchor at 3 pm. Bahia Ballena (Whale Bay) is a sleepy little bay with such fine sand that it feels like you are walking on urethane foam. The wind was so strong that none of the fishing boats and pangas went out that day and so they were just hanging out around the cement dock (aka the ONLY dock) in the bay. Several times during the afternoon a boat would idly cruise past us... just to look. They claimed they were cleaning out their boat but they would come awful close to Gaia and we would hail them. We were the only non-fishing boat in the bay.

Later another sailboat came in to anchor and he immediately got in his kayak and came over. "Hi, I'm a Papagayo refugee!" Brian, single handling on Compass Rose, was all the way to Nicaragua, about 500 miles off the coast, and was hitting 14' seas with a 4 second period. This means that the waves were so close together and so high that his 40' boat didn't have time to climb the wave and surf off the back from one wave before the next one hit - he was smashing through the waves about midway. Scared him so much he turned tail and was swept backwards all the way to Bahia Ballena. Had him over to dinner and shared lots of lies about what we all had done over the past few months.

Next day Brian put his dinghy in the water and ferried us to shore. We didn't want to go through the hassle of blowing up our own dinghy because we were only planning on staying a few days till the wind died down. The three of us took a long walk down the beach and into the small village of Tambor. It consisted of 3-4 blocks of sand roads with church, campgrounds, and several small businesses (no bar...what a surprise!!) The air-conditioned Mercedes busses would just stop anywhere to pick up and drop off people. We tried to cross a stream but it proved to be deeper than our shorts.

While Brian was wheeling and dealing to buy some fuel Bob and I took off in the other direction for some exploring. The gravel road narrowed to a two-track and then to AV access and then a rough trail. We passed several squatters that were hugging the banks of the coastline. They were either fishermen or surfers. They had no electrical, plumbing, or floors. One was living under a piece of black plastic strung on a rope from two trees. About a mile of hiking along the beach it began to expand into a two-track and we saw lots of cars and SUV's. This point had a great beach and a tree out in the middle of a lava bed! If we had traveled further we would have found the touristy, surfing village of Montezuma. When we got back to the dock the fishing boats were coming in with their haul and we picked up a whole Dorado for \$20.00 Yummm.



Bob Riggle and Phyllis Macay with Gaia

The next day all was calm and we set sail for more adventure.

(Editor's Note: Bob and Phyllis have sailed their J-109 from Seattle to the Galapagos. Visit <http://www.gaiaworldtour.net/>)

Olson 30, Minus the ‘Cool Kids’ of Yesteryear, Notches Big Win in CYC Spring Regatta



Lunchbox, owned by Mark Logan, which won its class in the Puget Sound Spring Regatta by scoring just 6 points in four races. Dan Falk, who wrote this article, was on the crew. Photo by Pacific Fog

The cool kids aren't racing Olson 30s anymore. The sailmakers have moved on along with the, guys in the Kaenon sunglasses and matching gear. They're racing Melges 32s, Melges 24s and Moores.

I don't even remember the last time Olsons had a one-design start. Most of the fleet sits in the dry storage, taking up spaces those other guys want for their boats. While I don't relish the fact that Olson 30s have joined the ranks of the one-time "hot fleet," racing a boat we know well, with a small group of friends—some of them old and some new—and winning our PHRF class is still a great way to spend a weekend.

There's plenty to enjoy. We don't have to go max weight anymore—seven people is ridiculous on that little boat. We raced this regatta with five. Everyone gets their hands in the game, we don't have to say "tacking, pass it down." If we sail physically, the boat gets around the racecourse just fine. Additionally, we've sailed together long enough that we get to sail quietly. No shouting, little swearing, just round the buoys.

Fleet Seven at PSSR was a bit of an odd fleet. We were the slow boat in our class of longer and heavier boats from Corvo, the J/32, to a couple of Beneteau First 36.7s. The combination of flat water and light wind in a relatively light boat with a light crew meant we got to look smart because the boat was going plenty fast. It didn't hurt that we've had plenty of time in Shilshole Bay, so we were hitting pretty high percentages tactically. And the south course was the place to be. We got the southerly first and the northerly held longer so we got in four races over the weekend instead of two.

So, we're not the cool kids anymore. Our gear doesn't match. We don't get to do 14-boat One-Design starts anymore. Sailors aren't clamoring to catch a ride—although we can still find excellent crew like Bonnie, Kirsten and Barry. Hell, we're not even kids anymore.

But Mark Logan takes good care of his boat, the sandwiches are great, the jokes haven't gotten stale, and we've been around each other long enough to watch Race Week romance turn to marriage, first homes get purchased, and first children born (Congratulations Travis and Rebecca!). I might still go chase down a ride with the cool kids one of these days, but there's a lot to be said for sticking with the Lunchbox. By Dan Falk

MAY, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 SOD-spring5	2	3
4	5 S- Monday Lunch	6 L-spring 5	7 SLB-interim1 L-spring 5	8 SOD-interim1	9 Woman Snipe NA's	10 Woman Snipe NA's
11 Take Mom for a Sail! Woman Snipe NA's	12 S- Mon- day Lunch BRD. Meeting	13 L-interim1	14 SLB-interim2 L-interim1	15 SOD-interim2	16 NOOD	17 NOOD
18 NOOD	19 S-Monday Lunch	20 L-interim2	21SLB- Spring4 L-interim2	22 SOD-Int3	23	24 Swiftsure
25 Swiftsure	26 S- Monday Lunch	27L-interim 3	28 SLB interim4 L-interim3	29 S-OD Interim4	30	31

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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