



Leadline

THE CORINTHIAN YACHT CLUB OF SEATTLE

My First Thistle Women's Nationals... Much More Than a Day of Racing

By Haley Lhamon



Late in the spring, several women from my Seattle Thistle fleet and I began talking about sailing the Thistle Women's Nationals which were being hosted by Eugene Yacht Club at the end of July. Soon many of us were at our Thistle District Championship at Yale Lake, and I was thrilled to meet female Thistle sailors such as Stephanie Winchester and others whose names I'd been hearing since we started sailing Thistles three years ago. I hadn't sailed a women's regatta since college, and this Thistle Women's Nationals was right under my nose—one day before we would be sailing the practice race at Thistle Nationals at the same site. It was an opportunity to race my own regatta separate from my husband and have fun sailing with skilled female sailors from our fleet and all over the country.

and when we could practice. I teamed up with two very experienced Thistle crews, Gretchen Kaiser and Deanne Trummert, and they helped me get the feel for skippering again as we all learned how to sail together.

We arrived at beautiful Fern Ridge Reservoir and Eugene Yacht Club with its awesome camping, swimming, playing, and hanging out areas. After being welcomed by many Thistlers, we got our tent complex set up and enjoyed the first of many campfires under the stars near the lakeshore.

The next morning there were people everywhere talking happily, scurrying around under the bright sun, getting sails and boats measured, and helping each other. Women's and youth

teams thankfully got to jump ahead in line so that they could be ready for the first start. While I was at the skipper's meeting, my husband noticed that seven wires in our forestay were frayed just above the pigtail swage. There was very little wind, so racing was postponed until noon which gave us time to borrow a *less* frayed pigtail and put it on our rig. At this point we should've measured our rig tension which was later determined to be only 18 on the forestay, but for the extremely light air, our loose rig felt fast—we just couldn't point as well. After fixing the pigtail and all the stress of getting us to the regatta, I think we all felt more relaxed to finally be sailing away from shore and thinking about racing.

The light breeze was east-southeast... what local legend Dick Brust would call a "sucker breeze" since it fools you into thinking that wind will fill in and hold. We were able to race three races in it anyway, but we all wished we had the vantage point of the nearby hills or the yacht club dock tower. Zephyrs of wind would appear and streak down in fingers or fill in an entire side of the course before suddenly disappearing. It was a guessing game as to whether the wind we were in would hold or whether a hint of a puff on the other side would be worth investigating. On our boat, Gretchen, Deanne, and I had the overall strategies of talking about everything we saw, staying

Continued on Page 3

From the Helm: Eric Sanderson



Walk to your calendar or computer and turn to November. Mark the 13th, Tuesday, as CYC Annual General Meeting (AGM). Socializing begins at 1800 hrs with the meeting commencing at 1900 hrs. See old friends, make new ones and share stories about the season of cruising and racing we have all enjoyed. Meet the candidates who will lead the club over the next year and then vote in the election.

The Annual Meeting, along with the Annual Awards Presentation and the Open House, is one of the few truly social events we have. It is an important evening and a chance for you, as a member, to touch base with the organization. A chance to learn about the issues facing us in the near term and an opportunity offer your thoughts and ideas. I hope to see you there!

With a focus on fun and enjoying the best that living in the Pacific Northwest has to offer, Friday Night Sailfest went off without hitch. On

five Fridays in August an assortment of sailboats plied the waters off Shilshole. Ranging from dinghies to 40+ foot racing machines, and a wide assortment of cruising and racing boats in between, participants enjoyed themselves on the water and off.

With guests outnumbering members considerably, it was good to see the clubhouse and it's spectacular setting being enjoyed in the prime of the sailing season. There were many stories overheard and my favorite involved a woman and her friends who had never participated in any type of "race" with her small cruising keelboat. After detailing how they cautiously stayed clear of the other participants, she concluded with a smile and twinkle in her eye saying, "we'll be back next week to see if we can improve our performance."

Planning for next season will begin soon. Call the office and ask how to get involved.

Recently, I was walking my 2 year old to the store and detoured to an estate sale. It is, perhaps, not advisable to take a small child into a crowded space filled with breakables, but

sometimes one must take risks! After milling about while preventing small hands from grasping every nearby object, a box of matted photographic prints caught my eye.

There were various images of people, places and events that had been important to the amateur photographer who had lived in the house since the fifties. One image caught my eye – an 8-meter, sailing along in a nice breeze. The caption read "The Chinook" and the signed print was dated 1945. Closer inspection revealed a Commodore flag flying from the spreader halyard. I realized this was, very likely, a photograph of our first Commodore, Charles Frisbee. A piece of CYC history in an unlikely place!

In closing, an update on Tony Wiegner, who was involved in the accident at Shilshole April 15. According to his CaringBridge webpage, Tony was released from Harborview Tuesday, September 11, and will be staying with his brother while continuing his recovery and rehabilitation. Our very best wishes to Tony and his family.

See you at the meeting.

Corinthian Yacht Club of Seattle
7755 Seaview Ave. NW Pier S
Seattle, WA 98117-6007
Office Phone: (206) 789-1919
Fax: (206) 789-5896
email: cycsea@eskimo.com
Web Page: www.cycseattle.org
Hours: Mon, Wed, Thurs, Friday 12-5

Corinthian Staff

Manager: Charles Fawcett
Race Manager: Kevin Cunningham
Asst. Manager: Pattie Heyl

Officers

Commodore Eric Sanderson
Vice Commodore Joe James
Rear Commodore Bruce Sherman
Treasurer Jamie Thomas
Secretary Mark Bradner
Fleet Captain, Race Jim Miller
Fleet Captain, Cruise Allen Goldstein
Junior Staff Commodore Allan Johnson

Directors

Glenn Klute Dan Falk
Dan Heyl Mike Irish
Bev Multerer John Rahm

Web Site: Derek Storm

Leadline: Liz Blakemore, Editor
Allan Johnson, Asst Editor

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.

Continued from Page 1

positive (they were better at that than I was), trying to sail in the wind we had as long as we could, and crossing our fingers sometimes.

The first race was dominated by what we called “the yellow boat” which we soon learned was comprised of last year’s win-

ning trio of Nicole Finefrock, Joy Martin, and Sarah Paisley—all very good sailors we enjoyed getting to talk with during the following week. The other boat that was tough to beat in the first two races was skippered by Anne MacLean, another Thistle champion and local Seattle sailor

who has won many championships in many different boats. She had two excellent crews from our Seattle fleet: Susanna Carr and Elizabeth Shirmer.

Our first race started slowly for us, but clear air on the right helped us catch up and hold onto 4th. During the second *and* third starts, we ducked most sterns just behind the short line to keep the boat moving through our port approach (Kirstin Cummings foiled my original start plan with her perfect set up near the pin); this probably helped us get clear air and sail to the puffs sooner. Annie barely got us in the second race at the finish because we reluctantly left our good left side puff in an attempt to “cover the competition,” and she reached the new wind on the right before we could. In the third race, the wind seemed even lighter as we all tried our best to fly the chutes and stay in the



puffs. The fleet was spread out across the course, so it was difficult to know who would get the best breeze if any. An ugly mark leeward rounding with multiple boats from the youth and women’s fleets made it tough for some to get a good position for the last upwind leg. We luckily rounded right behind Sarah Hatlell from New

York who was sailing a beautiful woody, and we caught her right before the finish with a nice lift on port. It was 2:45 p.m. and I asked the committee, “One more?”

We were having too much fun to stop so soon, but the “sucker breeze” was dying as predicted, our water bottles were running low, and this was family friendly racing after all. It was time to join everyone for a swim at the beach.

When we received our cool beaded



silver charm awards later that evening, all I could manage to say was “Thank you for a great regatta.” Being asked to write this article for the Bagpipe and my yacht club newsletter gave me a chance to say more about the good competition, fantastic venue, and what it’s like to get a family with young children to a major event like Thistle Nationals. We all now feel like we’re a part of a much larger family of Thistle sailors and hope to camp with everyone again soon.



ALLAN F. JOHNSON

2476 WESTLAKE AVE N. #101 TEL (206) 284-9004
 SEATTLE, WA 98109 FAX (206) 284-3070
 www.signature-yachts.com CELL (206) 799-6311
 allan@signature-yachts.com



Kelly Charlton
 REALTOR®
 Seattle Residential Real Estate



206.920.6764 cel
 206.284.6317 fax

BAIN

kellycharlton@cbbain.com
 kellycharlton.com

1200 Westlake Ave N., Suite 406
 Seattle, WA 98109

Puget Sound Sailing Championship



**October 13-14, 2007
Shilshole Bay
Seattle, Washington, U.S.A.**



Presented by Corinthian Yacht Club of Seattle, Inc. For more information go to www.cycseattle.org

Official Ballot

November 13, 2007 CYC Annual Membership Meeting

I do hereby direct that this ballot shall count toward the establishment of a quorum at the annual membership meeting of the Corinthian Yacht Club of Seattle to be held November 13, 2007, and any postponement or adjournment thereof, and I hereby vote in the election of officers and directors as follows:

Elections of Officers (Nominations close 30 days prior to November 13)

- | | |
|------------------------|------------------------|
| ___ Joe James | Commodore |
| ___ Bruce Sherman | Vice Commodore |
| ___ John Rahn | Rear Commodore |
| ___ Lorenzo Migliorini | Fleet Captain – Race |
| ___ Rod Deyo | Fleet Captain – Cruise |
| ___ Jamie Thomas | Treasurer |
| ___ Suzette Connolly | Secretary |

- ___ Cast vote for all officer nominees
 ___ Withhold vote for all officer nominees

Election of Directors (Vote for 3 persons. Nominations are open and may be made from the floor of the Annual Membership Meeting. Write-in candidates must be nominated.)

- | | | |
|-----------------------|-----------------------|---------------------------------------|
| ___ Lisa Dodd | Term expiring in 2009 | Candidate of CYC Nominating Committee |
| ___ Steve Travis | Term expiring in 2009 | Candidate of CYC Nominating Committee |
| ___ Lisa Winterhalter | Term expiring in 2009 | Candidate of CYC Nominating Committee |

- ___ * _____ Term expiring in ___
 ___ * _____ Term expiring in ___

* Write-in

Applicable By-law – Voting by mail

Article VII Section 6: Any eligible member who will be unable to attend a membership meeting where nominations and/or by-law amendments or other specific issues are to be voted on may vote by mail. An official ballot containing the names of the nominees or other specific issues to be voted on as stated in the notice of the meeting shall be provided to members. Upon delivery of or mail of said ballot to the club office, the member's name shall be checked on the checklist of members to be used at the meeting. The member shall not receive any other copy of such ballot. Completed ballots, including those returned by mail, shall be deposited in the ballot box which shall remain locked until opened by the Nominations and Elections Committee. The member voting by mail shall seal the ballot in an envelope which in turn shall be sealed in a second envelope, signed by the member and marked "ballot". This may be mailed or hand delivered to the club. After unlocking the ballot box, the Nominations and Elections Committee shall remove and separate the ballots from the enclosing envelopes and check the names against the Secretary's list. The ballots shall then be tallied, added to those of the members attending the meeting and the results reported to the meeting.

(Elections Committee Note: Please both sign and print your name on the external envelope.)

Biographies for 2008 Candidates

Joe James

Candidate for Commodore

Joe James has been married to his wife Judy for 40 years. He and Judy have two children, Patrick and Sarah, and five lovely granddaughters. For 32 years he taught English and Latin at West Seattle High School. He retired from teaching in January 2000 and became the club manager for CYC. In December 2000, Karen Kast and Joe began a job sharing arrangement as club managers, a position they held until January of 2005.

Joe began sailing in 1968 on a friend's 8 meter, *Intrepid*. He also crewed for many years with another teacher, Glen Utgaard, on his Olson 40, *Windbird*. While crewing on these large sailboats, he bought and began to race Thunderbirds. He was active in the Thunderbird fleet for 28 years and was twice elected President and also served as Secretary/Treasurer for the International Thunderbird Class Association. Joe is a Senior US Sailing Judge and has also served as a Director on the CYC Board.

Bruce Sherman

Candidate for Vice Commodore

Bruce Sherman, 58, has been a member of CYC since 1978 and served as a board member and for two terms as Fleet Captain/Race

in the early 1990s. He is a former fleet captain of both the Seattle San Juan 24 and J/24 fleets and has been sailing his J/24, *Eagle*, in the CYC program since 1994.

Bruce is a freelance writer, editor and publisher, working with corporate clients primarily in the maritime industry. He lives with his wife of 21 years, Kathleen, an elementary school teacher, and three children in Seattle's Laurelhurst neighborhood. Bruce is also a lifelong skier and has been working as a part-time instructor for the Fiorini Ski School for the last 12 years.

John Rahn

Candidate for Rear Commodore

John Rahn, 63, has been a member of CYC since 1995 and has been a director since 2007. He owned and raced the Olson 30 *Aliens Ate My Buick* from 1995 - 2004 and served as national measurer and PNW class president for the Olson 30 fleet. He also drove Hans Spiller's J24, *Percussive Maintenance*, from 2002 until recently. Since 2004, he has owned and raced his 505, *Ardent*.

John is professor of music composition and theory at the University of Washington and president of Perspectives of New Music, Inc., a small non-profit scholarly publishing company. He lives in Seattle's Greenlake Neighborhood with his wife of 41 years, Suzanne, a professor of English at Pacific Lutheran University.

Lorenzo Migliorini

Candidate for Fleet Captain Race

Lorenzo Migliorini was born and raised in Milan, Italy. After studying in Padua, he moved to Chicago and then to Seattle ten years ago. Although he began sailing in the late 1970's, he really got serious about sailing and started racing after he moved to Seattle. At one time he owned three boats, a Benneteau *Malaguena*, a Choate 27 *Allegro Con Brio*, and a J/105 *Allegro Vivace*. He currently races *Allegro Vivace* and is trying to sell *Allegro Con Brio*.

Rod Deyo

Candidate for Fleet Captain Cruise

Rod Deyo was born in San Diego, educated in Southern California, spent 20 years in the Rockies, and moved to Redmond in 1998. One of his treasured earliest memories is crying loudly as his mother furiously bailed the family's Star boat while his dad was having a great time in a breeze on San Diego Bay. Rod has sailed and cruised on many family boats in San Diego, Long Beach, LA, Newport, and the Channel Islands, and also did a year of minor intercollegiate racing. For the last six years, he and his wife Mary have raced and cruised their J/35 *Diversion*.

Continued from Page 6

Suzette Connolly

Candidate for Secretary

Suzette was born and raised in San Francisco and moved to Seattle in 1981 to attend graduate school at the University of Washington. After casual sailing with friends, Suzette decided to take sailing lessons from Windworks in 1989 to increase her sailing skills. One PSSR she was “recruited” away from a lesson by friends desperately in need of crew and she has been hooked on racing every since. She started racing on *Katrinka Flinklesplatt* (a Backyard 28) and *The Edge* (a Sonoma 30) and over the years has raced on a variety of boats including the Davidson 40 *Teddy Bear*, Ross 40 *Paddy Wagon*, Merritt 25 and Ross 930 *Gaucha*, Davidson 72 *Cassiopeia*, and Santa Cruz 70 *Neptune's Car*.

Suzette and her husband, Paul Baker, recently completed a six-year circumnavigation via South Africa and the Panama Canal on their Cal 35 *Altair*. They live aboard at Shilshole and enjoy cruising the local waters when not racing on other people's boats.

Jamie Thomas

Candidate for Treasurer

Jamie grew up in the Seattle and graduated from UW. She owns “Lucidity” a Centurion 40, which she cruises often. Jamie is also a racer and sails with the J/24 class on *Eagle* and on *White Cloud* a

Cookson 12 meter. Whenever she can she joins friends for other sailing and racing events. In addition to sailing, Jamie loves cruising, scuba diving and traveling.

Lisa Dodd

Candidate for 2 year term as Director

Lisa Dodd was born in the Seattle area. She has been racing and cruising since 1989 after graduating from Pacific Lutheran University. Lisa is a National Board Certified Teacher and enjoys teaching physics at Juanita High School. She is partial to commuting home by bicycle from Kirkland.

Currently, Lisa races on “The Boss” a J35 and the J105 “Allegro Vivace.” She lives aboard and actively cruises “Creature”, a Wauquiez 40 Pilot Salon, with her husband David at Shilshole Marina. Lisa loves to travel with highlights being New Zealand and Spain to watch the America's Cup. Lisa and David have been CYC members since 1996.

Steve Travis

Candidate for 2 year term as Director

Steve Travis, 60, has been a CYC member since 1983. He actively sailed Lasers in the late 70s and 80s, Snipes in the 80s and 90s and big boats since moving to Seattle in 1975. He has owned *Flash*, a OD 48 for four years, and prior to that, a Farr 43, *Flash Gordon 2*.

Lisa Winterhalter

Candidate for 2 year term as Director

Lisa Winterhalter was born in the Chicago, Illinois area and moved to Seattle in 1993. Not coming from a sailing family, she began sailing/racing in 1998 after the purchase of the San Juan 24, *Winter's Dream*. Lisa raced her San Juan on Lake Washington, Puget Sound and in Duluth, MN. She also crewed on Olson 30's, J24's and J29's along with various other type boats. In June 2006, she sold the SJ and purchased the Moore 24, *Mordacious*. Lisa actively races her Moore both as a one-design and a PHRF in the Seattle area, and up and down the west coast.

A Tribute to Jimmy Buffet Sailing

Diana Johnson

It was like resting in the palm of God. Craggy peaks frosted with trees and trailing waterfalls rose dramatically on all sides like fingers, cupping our ship. Dimming sunlight streamed over the peaks, allowing just enough light to show otters trailing across the mirror surface of Princess Louisa inlet. The scene granted an ethereal feeling. It was as though the past, future, any worries were all irrelevant in comparison to the beauty. The only option was to stand, dumbstruck, soaking it all in. We had traveled some 200 miles to reach this spot, and it was more than worth it.

Our journey began in Shilshole beside the Waltzing Matilda, lightly illuminated by the sleepy sun. Eric and I arrived 15 minutes late, expecting ourselves to be the last crew members straggling in. We were the first. Folks trickled in, half an hour to an hour late, arriving with family members and enough gear to sink the boat's waterline another foot. Finally our mangy crew assembled on the deck for a quick photo-op before takeoff. The whole company consisted of Winston (our captain), Larry and Helen (the generous hosts), Pat Crocket (our advisor) and Greg, Eric and me (the shabby scout crew). With scattered kisses and hugs to the well-wishers we headed off!

What came next, was an indescribable twelve days of adventure. I feel as though I could write a book about all that happened in that week and a half, so I will condense everything to my personal favorites. At our first stop in civilization, Port Townsend, we were given free range to explore and adventure. Greg and Eric went

off to run a half marathon while I took the liberty to explore. I came across a rope swing, an art car made of bones, a wildlife photographer who taught me about his craft and an elderly lady who showed me parts of the area. Satisfied with the sweet taste of exploration, our crew gathered for an amazing pizza dinner as a sort of bon voyage. The next day we arrived in Victoria for Lindsey and the Gesar of Ling. The Gesar was built like a bloody icebreaker. With a custom-design 65 foot aluminum hull and a plethora of rigging it seemed almost insulting to take her on such a simple voyage. We then maneuvered up to Nanaimo, taking time to windsurf while Greg went to pick up Brian. Winston showed off his South African windsurfing skills while the rest of us cemented the basics. By the end of the day though, we had a full crew and were ready for some sailing.

We arrived in Pender Harbor to beautiful scenery and a quiet location where I received the amazing opportunity to scale the mast in the boatswain's chair (thank you Winston!). I could have spent the entire vacation on top of that mast, admiring the tiny details in the landscape and how beautiful the Gesar looked from above. For some reason though, Winston wanted to use the main halyard for sailing instead of high sight-seeing. The following day included the true jewel of the trip: sailing up to Princess Louisa inlet. The wind was spectacular and our crew tugged out every bit of sail and cloth to take advantage of the perfect conditions. It was at this time that we also discovered that one could attach

the boatswain's chair to a halyard and play the part of a trapeze artist. Our crew couldn't get enough of Princess Louisa Inlet and spent ample time exploring, swimming and kayaking its length.

It seemed that the chaos only brought us all together. Winston quickly took command and the rest of us scattered all over, fetching tools, calling the Waltzing Matilda and steering. When the situation calmed we couldn't help but laugh in relief and pride at our work. After finding a safe anchorage, we changed out of our foulies and sat down to a satisfying meal.

Speaking of food, sailing definitely brought me closer to the kitchen. Though I probably cause some deep scaring to everyone's digestive system,

I took great pleasure in inventing dishes and using the available resources. The rest of the trip was filled with wonders ranging from a sunken schooner, to a baby seal on the rocks to Friday Harbor ice-cream. I couldn't have designed a better adventure.

One of the most satisfying parts was just to soak in all the knowledge around me. Each person brought their own set of experiences and ideas that together created an ideal classroom.

My brother explained the basic workings of a two cylinder and four cylinder engine until I finally understood. Brian taught me about German culture, Lindsey taught me about rooibos tea and South African customs. Helen told me about Australia and showed me how to make amazing scones. Larry told me stories from his life and would explain to me all the switches and cogs throughout the ship. Greg shared his hiking stories, boy scout

Continued on Page 9



teachings and all the stuff the rest of us couldn't remember from the Sea Scout manual.

Pat Crockett shared her local experiences and sailing know-how. And of course Winston covered everything from navigation to flying a spinnaker to proper anchoring techniques and even how to catch a shark by hand. Between the incredible company and breathtaking scenery I feel truly blessed to have participated in such a rich experience. It was truly twelve days of blissful learning that will only be made sweeter with time. A warm heartfelt thank you to everyone who made this trip possible!



including dealing with stressful situations, interpersonal irritations, and the importance of teamwork.

Specific memorable instances include running around Port Townsend, all of Princess Louisa Inlet, getting Brian with the tender at the ferry, driving during the docking of Gesar, getting seasick across the straights, flying the huge kite, bribing a gas station attendant (*to fill a rusty propane tank-ed*), and dealing with the jammed anchor chain.

I hope this is of some use. Brian called me and said he has a stream survey or something like that to do and cannot make the canoe race. Margaux is running in a meet, as I mentioned in my voicemail. Can you get me the details of the race?

Lindsay Schwartz 16 yrs old – Guest

This was the first time I have ever been on a yacht and found that I experienced a lot of firsts on this trip, like seeing the stars so clearly, as you cannot see them like that in Vancouver, seeing shooting stars, which was amazing, first time kayaking, seeing “foss-flourescent” on the water when you touched it, which was really weird and then eating crab meat.

I really enjoyed fishing at five o'clock in the morning. I was very surprised when I caught a shark on one occasion, as well as other fish. Seeing all the wildlife, like the dolphins, the seals, especially the baby seal which was so cute, and the whale fins sticking out of the water was really great.

It was sort of hard learning the terminology of the boat in the beginning,

as I am not a Sea Scout, but I tried my best to help out, doing some navigating and bow watching.

I really liked getting off the boat and exploring the land. Chatterbox Falls was really pretty.

If ever another opportunity arose like this, I would love to do this again.”

Brian Verwey – 16 yrs old –

Apprentice Sea Scout / Life Scout

I didn't really know what to expect on the 2007 Long Cruise because I had never been on a long cruise with the Sea Scouts before. Originally I had thought that we were heading up to Alaska but while on holiday in Germany I guess the plans had been shot down. I didn't really know anything about the places we were going except Princess Louisa Inlet which I had heard was pretty. For me the most fun parts of the trip were hanging out with all the other guys along and definitely Princess Louisa Inlet. Besides Duck Dodge and the occasional Saturday sail on Lake Union, I had never really got to talk to Eric, Diana, Greg and Pat. It was fun to share our different experiences during the summer. I also enjoyed meeting the tag along member, Lindsay, because we had a lot in common such as a likeness toward fishing. Definitely the best part of the trip was going to Princess Louisa Inlet and being able to see Chatterbox Falls and all the amazing mountains surrounding it. I had heard that the area around Chatterbox Falls was pretty but I had never expected a roaring waterfall surrounded by towering mountains all with their own waterfall. It was awesome to anchor near the waterfall and be able to fall asleep to the constant patter of water hitting the rocks. The entire trip was awesome and I hope I can someday do it again.

Some Other Comments from the CYC Sea Scouts

Greg Hammond - 20 yrs old - Ship's Boatswain 2007

I was planning on combining my thoughts into a more eloquent essay, but lack the motivation to do so. Here are a few bits. Although the scenery we saw was fantastic, both the personal relationships formed and the skills gained stand out more in my mind. The scenery was merely a wonderful setting for group bonding and learning.

There are many things I was glad to have learned, which are probably obvious to you, but to state the obvious, included navigation with and without electronic/computer/GPS aids, motoring/docking procedures, radio procedure, anchoring methods, and keeping a ship shipshape. Also, as with any lengthy group trip, I learned more about group dynamics,

NOTES FROM CYC BOARD MEETING ON SEPT 10, 2007

The meeting began with an introduction of our newest board member, Lisa Dodd. Lisa was appointed by the board to fill the remaining term of Glenn Klute who recently resigned from the board. Lisa and her husband Dave are live-aboard members of CYC on the outboard end of V Dock. Lisa is a science teacher at Juanita High School in Kirkland. She is the mainsail trimmer and tactician for Wayne Berge on The Boss. Lisa also will be standing for election to the Board in 2008.

The first order of business was the reports from our fleet council representatives. Quarterly reports for the fleet councils are a welcome and refreshing addition to keep the board in contact with our racers. Generally all three representatives reported that the racers are quite happy with the quality of racing on both the Lake and the Sound. Of course, they also had some suggestions. On the Lake, the Snipe fleet would enjoy more separation from the formidable J-24 racers; however, they are not interested in moving their racing to Wednesday evening. The Lake fleet council is actively involved in the planned redevelopment of the north and south park department moorages. They are also looking ahead to our renewal of the lease on our clubhouse with some concern since all future leases will be for a one-year term. Lisa Winterhalter is our new Sound large boat representative, replacing Jennifer Kolar. Lisa has been consulting the racers on Wednesday evening. They too are generally happy with the quality of racing. The smaller boats on the Sound would like multiple races on Wednesday evenings while the

larger boats seem to like a longer race rather than multiple short races. Lisa mentioned a process to improve communication between the racers and the race committee by having the second place boats in each series meet with the race committee in the clubhouse after the last day of the series to discuss what they liked and what suggestions they would make for changes. The Thursday evening Sound racers like the quality of racing they experience; however, some fleet members question the requirement that you must become a CYC member to race on Thursday evening after a year as a guest.

Eric Sanderson gave a briefing on what we can expect when we renew our insurance coverage for 2008. Our rates will certainly increase, but do they ever go down? We continue to work with our agent, Cory Anderson, who assures us that we will be able to find insurance for the club.

Charles Fawcett reported that the outside water is now in place so that we can resume the use of our barbecue which is now in compliance with the City of Seattle Health Department. Work is rapidly progressing on the front porch area of the Shilshole clubhouse and the new fencing should be installed by the middle of September. Future areas of work are the charred steps on the lower level of the clubhouse leading to the dock and the drain in shower area of the men's room.

Dan Falk reported that planning for a CYC Sound sailing school is continuing. A small committee is creating a 501©3 plan to encour-

age donations. The current committee would welcome additional members who will work toward development of the sailing school. They also have identified the need for a director willing to make a three year commitment to lead this program. Anyone interested should contact Dan.

2007 Annual Membership Meeting

The 2007 Annual Membership meeting of Corinthian Yacht Club of Seattle will be held at the Shilshole Bay CYC Clubhouse on Tuesday November 13th, 2007.

The purpose of the meeting will be to elect officers and board members from the list of nominations as provided for in Article VIII of the CYC Bylaws.

Reports from officers and committees will be heard as well as any other business that may need consideration.

Social Hour: 1800hrs.
(No Host Bar Open)

"We'll come to you"
Mears Marine Services
Owner/Operator
Adam
www.mearsmarine.com
DETAIL: Remove Oxidation Buff/Polish Wash/Wax Interior Clean
RIGGING: GPS Radar Sounder Tower Sound System Downrigger
DOCKS: Pressure wash Seal/Stain Fender Frame Minor Repair
SERVICES: Winterize Tune Up 50/100hr.service
Bellevue, WA (425) 444-5474 adam@mearsmarine.com

Request for Volunteer Manpower

by Dan Heyl

C.Y.C.'s Puget Sound and Lake working boats are in need of help. These boats are one of the most important components of our clubs ability to provide our ambitious racing schedule. These boats have a hard life. They are used three to four days a week for most of half the year. They leave the dock in all weather conditions and are asked to keep our racing program running smoothly from January though October.

In short, time and hard work find our fleet in **need** of a lot of work. Most of this work can be done by club volunteers. The following is a list of dates that the club will be requesting participation in the rehabilitation of our fleet. If you are able to volunteer in **any** capacity please contact Bruce Sherman or Dan Heyl via email cycsea@eskimo.com or call the Club Office (206-789-1919) prior to these dates.

Without your help, these boats **may not** meet the call to set marks, start races or pluck cold wet crews out of the water in the upcoming season. We would like to make these work parties fun, informative and productive. Please do your part to help us accomplish this goal.

October 27th and 28th Leschi Clubhouse

- Secure safety equipment as needed for all whalers.
- Haul out lake whalers and move to winter storage, clean up hull and prep for bottom paint.
- Generate on going work lists for Y.C. 6 and lake whalers to be executed prior to spring sailing season.

November 10 and 11th Shilshole Clubhouse

- Y.C. 5 Workday #1
- Remove deck winch.
- Remove steering system hydraulic lines.
- Remove broken window.
- Clean up vessel and generate ongoing work list.
- Puget-sound whalers clean up sound whalers and generate on going work list to be executed prior to spring sailing schedule.

November 17th and 18th Shilshole Clubhouse

- Mount and plumb new deck winch.
- Replace steering system with new hose check valve and steering ram if needed.
- Reinstall repaired window.

Report on the Activities of the Monday Lunch

It's Not Just Great Food and Company

If you have missed Monday Lunches this year at the Shilshole Clubhouse you missed some fantastic speakers, some great comraderie, good food and lots of fun. Bob Miller has organized an excellent line up of speakers and as a result the number of attendees has dramatically risen!

10/15/2007

Baird Bardarson , CYC LTM, CYC legend, and International 14 sailor extraordinaire. Baird will talk about his sailing experiences sailing little sailboats with huge sail areas and his many years with the CYC. Go look at the CYC Honor Roll of Champions.

10/22/2007

Peter Schmidt , CYC Charter Member and skipper of the Cal 40 Olympian. Peter will talk about his experiences of helping to start the CYC. Peter will also be just returning from a cruise up the Columbia and Snake Rivers to Hells Canyon and should have some interesting experiences from that trip.

10/29/2007

Bill Buchan , CYC Sailing legend, World Star Champion, Olympic sailor, sailing winner of about almost everything he has entered over many years. Bill will be returning from the Star Class Olympic Trials in Marina Del Ray, Ca. just prior our meeting and should have some interesting stories. Go look at the CYC Honor Roll of Champions.

October, 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 CC - Monday Lunch	2	3	4	5 S - I14 US Nat'l Champ	6 S - I14 US One Design Flt Champ
7 S - I14 US One Design Flt Champ	8 S - Monday Lunch	9	10	11	12 S - Private Event	13 L - Catalina Assn S - PSSC
14 S - PSSC	15 S - Monday Lunch	16	17	18	19 L - Multihull Assn	20 S - Private Event
21 S - Private Event	22 S - Monday Lunch	23	24	25	26 SYC HS Cressy Cup	27 SYC HS Cressy Cup
28 SYC HS Cressy Cup	29 S-Monday Lunch	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

Corinthian Yacht Club • Sailing at its best • www.cycseattle.org • (206) 789-1919

Address Service Requested

Corinthian Yacht Club of Seattle
775 Seaview Ave. NW Pier 5
Seattle, WA 98117-6007



PRSR STD
U.S. POSTAGE
PAID
SEATTLE, WA.
PERMIT NO. 1889