



Leadline

THE CORINTHIAN YACHT CLUB OF SEATTLE

Corinthian Sea Scouts Capture the Kiwi Cup

By Winston Joyce-Clarke

Sea Scouts from around the world gathered at the United States Naval Academy in Annapolis Maryland for a week of fun-filled sailboat racing from July 13 to 19. The six-day event saw nine nations compete in two divisions for the Koch and Kiwi Cups.

Eighty youth sailors from around the country and around the world, including New Zealand, Brazil, Australia, Sweden, Finland, Germany, Denmark and Trinidad raced to win one of the two trophies. The event is held every two years and is open to young men and women between the ages of 14 and 21 who actively belong to a Sea Scout Ship.

Bill Koch, who won the America's Cup in 1992, agreed to revive the national sailing cup in 2002, with the prerequisite that the race involved International Sea Scouts and provided for a truly competitive racing event.

The "Kiwi Cup" is a Maori statue carved out of the indigenous Kauri Tree. New Zealand Sea Scouts presented the carving as a gift for the second competing fleet at the first William I. Koch Sea Scout Cup in 2002.

The format is fairly relaxed and allows for sailors of all skill levels to experience the thrill of the chase around the buoys. The fleet was split into two divisions after the first day with the "Koch Cup" being the focus of the 420 sailors and the "Kiwi Cup" being the trophy for the FJ fleet.



Levi White (left) & Eric Johnson (right) accept The Kiwi Cup. Holding the trophy is New Zealand Sea Scout leader Roger Horton

USA Team 17, comprised of Eric Johnson and Levi White, met six years ago on a Puget Sound beach and established a shared passion for the ocean and sailing.

Eric sails with the Sea Scout Ship Corinthian, sponsored by the Seattle Corinthian Yacht Club and Levi, also a CYC member, sails with the Sea Scout Ship "Orca" out of La Conner aboard the 48-foot Schooner 'Rejoice.' Having qualified at a regional level, winning the "Kelly Cup," the two took it upon themselves to improve their racing skills by sailing in local events to tune up their strategy and tactics.

Both lads were pretty excited to find themselves at the top of the roster by day two of racing, having placed mid fleet on the qualifying day when they ended up on the wrong side of the course when the wind shifted in favor of those on the left.

They were forced to tack upwind to the mark when the competition, sailing from behind, found themselves on the lay-line. The day ended with a total of 31 points off a 14th, 6th and 11th place finish as compared to the two firsts and a third that put USA Team 1 in the lead. As a result of their miscalculation they ended up at the top of the Kiwi Cup fleet and went on to build an impressive total of single digit finishes that left the rest of the division in their wake: 4; 2; 1; 4; 1; 2; 6; 1.

On the last day of competition Eric and Levi managed to build a venerable "picket fence" with a 1; 1; 1; 1; 2; 1; 1; 2 round which put them 35 points ahead of the second place team of Malte Schüler and Merten Sach of Germany. Congratulations to both for a fantastic result and a terrific effort to prepare for this event.

When asked what the future holds Eric "Eej" Johnson had the following comment: "I intend to continue racing on the high school circuit until the next Koch cup in 2010. My long-term goal is to be a naval architect, and I will sail competitively in college but the summer of 2008 will be pretty hard to beat as I still have a 4,500 mile ocean passage to complete onboard the USCG Barque Eagle from San Diego to Balboa, Panama!"

FROM THE HELM

JOE JAMES

The Need for New Members



Commodore Joe James

Summer was slow off the starting line this year but as of this writing the

Forty-one boats showed up August 9th for Sailfest. After an evening of casual racing, our clubhouse was filled for complimentary food, drink and prizes. The expenses for Sailfest are covered by the sponsors. This is a joint venture organized by CYC and Sail Northwest to introduce the joy of racing to the residents of Shilshole. Our Board looks at this event of free racing on the Fridays in August as a community outreach to build good will with our neighbors in the marina. Of course, we also hope to attract some new members and additional rentals of our clubhouse.

Leschi bar at \$13,240; Monday Lunch at \$11,500; and Leschi office sublease at \$8,400.

Our major expenses are: payroll for bartenders, cooks, race personnel, and office manager at \$123,741; Shilshole clubhouse for rent, maintenance, utilities, and cleaning at \$58,900; Leschi clubhouse for rent, utilities and cleaning at \$47,746; race equipment maintenance, moorage, trophies, fuel, and race handbook at \$46,950; insurance at \$27,000; taxes at \$21,041; Shilshole bar supplies at \$18,940; Leschi bar supplies at \$7,270; Leadline at \$11,300 and Monday Lunch at \$10,940. The remainder of our expenses are for reciprocal moorage reimbursement, bank charges for credit cards, cruising, office supplies, etc.

sky is blue, there is a building northerly and the temperature is approaching 90 degrees. I hope you have found time to enjoy this beautiful weather while racing and cruising your sailboat.

While many of us continue to enjoy quality weeknight racing provided by our professional PRO's, whaler drivers and scorers on both the Lake and Sound, our race staff and equipment also traveled to Oak Harbor in July to support Whidbey Island Race Week for the annual adult summer camp. This year Clear Ahead Marine Productions, under the guiding hand of Gary Stuntz, continued the fine tradition of racing and entertainment, which Bob Ross and his staff organized in the past. CYC's Charley Rathkopf and his crew sent a fleet of 121 one design and PHRF boats on nine to eleven races in Penn Cove and Saratoga Passage.

Let me segue from membership and rentals to a discussion of our overall CYC budget. Our Board held a special meeting at the end of June to discuss concerns with the budget which is currently running at a deficit. Simply put, our expenses exceed our income. To balance the budget we have been depleting our cash reserves. Let me explain: Our income for 2008 was budgeted at \$373,982 and our expenses budgeted at \$412,604 for a net deficit of \$38,022. The major income derives from dues at \$164,983; race revenue at \$94,606; Shilshole bar at \$40,550; rentals of our clubhouses at \$25,750,

While our expenses for rent, wages, utilities and insurance increase every year, our income has not kept pace. The outcome is that we either reduce our expenses or increase our income. The Board has worked hard to reduce expenses until we are at the point where further reductions *Continued next page*

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

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FROM THE HELM CONTINUED

of services to our members and maintenance of our clubhouses and equipment. We do not think our members want us to make these reductions. This leaves us with the need to increase income.

We think the best way to increase income is to add new members. This is where our current members can help. Do you have crew who enjoy the high quality racing CYC offers as well as the use of our clubhouses after racing? If all our crew would become Associate Members, we would see a substantial increase in income from dues.

I am sure we all have some friends who like to race with us on weekends and at Whidbey Island Race Week, etc. but they do not belong to CYC. They enjoy the quality racing provided by our professional race staff and equipment and they socialize in our clubhouses after racing without sharing in the expenses of these benefits. For less than the cost of one sail, they could become members of CYC. Ask them to join us in support of the quality racing and cruising we all enjoy.

Our clubhouses are available for rentals by both members and non members. Members receive a significant discount in the rental rate. Shilshole can accommodate 100 for weddings, parties, anniversaries, meetings, etc Leschi is free to members on weekdays and available for a modest fee on weekends.

The Board has not increased dues for the past two years; however, if adding new members and increasing rentals do not let us keep pace with expenses, an increase in dues may be inevitable. The Board would like to know your response to our budget concerns. Please let us know your thoughts.

Eight Bells: George Corkery

George Corkery Was a Champion with a Passion for Sailing

George Corkery Jr., a 41-year member of Corinthian and a two-time winner of the C-Lark National Championship, died June 10 after a brief illness. He was 89.

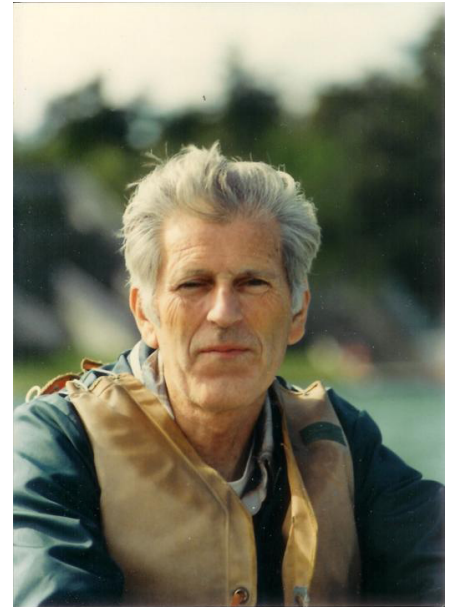
Known for a keen interest in junior sailing, Corkery left \$10,000 in his will to CYC to be dedicated to the junior program. He was a resident of the Mount Baker district in Seattle, and also was a generous contributor to the Mount Baker Rowing and Sailing Center.

Staff Commodore George Trusk remembered the lanky Corkery as a very private and quiet man who hung out at Leschi and won numerous plaques for his dinghy sailing successes. He also was generous with his time, frequently volunteering for projects he could do by himself.

“In the early 1980s, he repainted the entire interior of YC VI,” Trusk said, noting that Corkery helped with other maintenance projects on the lake committee boat.

Corkery won the C-Lark Nationals in 1982 and 1983 and is listed on the CYC Roll of Champions at the Shilshole clubhouse. He also sailed El Toro dinghies, and owned a Coronado 25 named Blue Pearl.

He took up rowing at the Mount Baker Rowing and Sailing Center in 1985, soon after the facility opened. Longtime friend and neighbor Jean Zatochill said that Corkery’s support for the center included “wisdom, experience, labor, craftsmanship and quiet financial gifts.”



He rowed until suffering a back injury in 2006, but weeks before his death, he still expressed a desire to be on the water to row or sail, according to Zatochill.

Corkery was raised in Aberdeen, where his father and uncle were partners in a logging company. He received a forestry degree from the University of Washington and served in the Coast Guard during World War II, spending part of his service with the surf patrol off the Washington Coast.

In 1946, Corkery and his brother Jack started the Corkery Brothers Painting Co. George retired in 1980 to care for his mother, Pearl, until her death.

Jack Corkery said the family spent summers on Puget Sound near Olympia, and George, at age 13, “had a vision” and converted a clinker-built row boat into a sailboat, fashioning a mast from a tree growing near the beach.

“He sewed himself a sail and he was happy as a lark,” said Jack Corkery. “George was always out there sailing that boat, and he could beat anybody up and down the beach . . . He really had a passion for anything to do with boats”

2008 Commodore and Gibson Races

By Mary Deyo

The Commodore and Gibson races are an informal pair of races between Meadow Point and Foulweather Bluff. The racers then rendezvous at the Port Ludlow Marina to enjoy a potluck barbecue and receive prizes before spending the night, either at the marina or anchored nearby, and racing back the next day. The boat with the fastest PHRF rating acts as the committee boat while all of the boats are assigned corrected starting times—if every boat sailed to her rating, all would finish at the same time. If there is no wind, there are alternative starting points at Apple Cove Point, just north of Kingston, and Point No Point.

This year, the scratch boat was the Riptide 35, Hooligan, skippered by CYC Rear Commodore, John Rahn. The first boat to start was Spark, followed, in order, by Outlaw, Troika, Jubilee, Diversion, and Hooligan.

We had a south wind at the start, contrary to the forecast north wind. We watched Spark and Outlaw dwindle in size as they headed north and the rest of us waited our turns to start. By the time Diversion started, the wind was showing signs of lightening. Diversion headed to the west side of the sound and had good results at first. Then we watched Jubilee, who opted for the east shore, pull away as our wind started to die.

Regardless of each boat's strategy, the fleet converged just north of Apple Cove Point as the tide turned to a strong flood and the wind died. Outlaw cleverly set an anchor to avoid being swept backwards. Spark saw the writing on the wall first and went north via engine while the rest of us waited for the promised northerly to fill in...and gave up around 4 pm when we determined that it wasn't going to happen soon enough to get us to the finish mark by the 5:30 pm deadline. Five boats kicked on engines nearly simultaneously and we headed to Port Ludlow in time for an eagerly-awaited meal! Naturally the wind filled in from the north shortly before we got to Foulweather Bluff. When we reached the Port Ludlow Marina, we were met by Bill and Kathy Cuffle, from their J/42, Caillie, who joined us for dinner.

There was lots of good food—much of it warm!—at the potluck, where Shiela, the boat dog from Spark, helped wash dishes. Cindy Gosset awarded prizes to all participating boats that included a crown (normally awarded to the winner of the Commodore race but this year given to John Rahn, our ranking yacht club representative and committee boat skipper),



Rear Commodore John Rahn wears the Crown

a pirate flag, a mooing sound-maker that confused Shiela, and lots of finger puppets.

Aside from the sound of Outlaw's loud, squeaky hatch, we had a quiet and cool night and awoke to fog (as is traditional in Port Ludlow). The fog lifted and the fleet left the dock/anchorage promptly at 10 AM and headed for the starting area at Foulweather. The adverse current was very strong and the boats were careful to avoid getting too far from the starting line. Spark headed south via engine because of a commitment in Tacoma, so Outlaw was the first boat to start. Unfortunately, their sails soon went limp. The fleet optimistically continued the starting sequence until Hooligan directed us to the first alternate starting area: Point No Point. At Point No Point, the fleet continued south under engine winding our way through a very large fleet of fishing boats and continued, bravely, to try again at Apple Cove Point. Jubilee had cushions on their foredeck where the kids were lounging. Caillie had vanished somewhere, and no one seemed particularly anxious to attempt a race in 3-knot winds. The final decision: sail if you want, motor if you don't—the race was abandoned.



Diversion, Outlaw and Jubilee in the morning fog at the Port Ludlow Marina

Fawcett and Bailey's Cruise through Greece...Continued from last month.



MORE GREAT PHOTOS OF THIS CRUISE AND A SHORT PRESENTATION CAN BE SEEN AND HEARD AT MONDAY LUNCH ON MONDAY SEPTEMBER 22, 2008 AT SHILSHOLE

CHARLES FAWCETT AND JOHN BAILEY



Club Notes...

ANNUAL MONDAY LUNCH RENDEZVOUS TO BE SEPTEMBER 20-21, 2008

THE 13TH ANNUAL MONDAY LUNCH RENDEZVOUS, RAFT-UP, AND POTLUCK WILL BE HELD THIS YEAR AT PORT BLAKELY ON THE SOUTH END OF BAINBRIDGE ISLAND ON THE WEEKEND OF SEPTEMBER 20-21. THE MAIN DISH OF HAM AND CHICKEN FOR THE POTLUCK WILL BE PROVIDED BY THE MONDAY LUNCH. AN AMPLE SUPPLY OF RED AND WHITE WINE WILL BE ON HAND. THE SATURDAY AFTERNOON PARTY SHOULD BE IN FULL SWING BY 5PM, WITH THE POTLUCK DINNER AT AROUND 6PM.

ALL CYC MEMBERS AND GUESTS ARE WELCOME. THE MORE THE MERRIER!!



OUR APOLOGIES FOR LATE CREDIT CARDBILLINGS

SENIOR MEMBERS OF CYC HAVE THE OPTION OF MAKING QUARTERLY PAYMENTS FOR THEIR ANNUAL DUES. APPROXIMATELY 100 SENIOR MEMBERS CHOSE QUARTERLY PAYMENTS FOR 2008. WHEN MEMBERS WHO CHOOSE QUARTERLY PAYMENTS, ELECT TO PAY BY QUARTERLY CHECKS OR HAVE THE DUES BILLED TO THEIR CREDIT CARDS. THE FIRST PAYMENT IS DUE IN JANUARY WITH FOLLOWING PAYMENTS IN APRIL, JULY AND OCTOBER. .

WHEN THE SECOND QUARTERLY PAYMENT WAS DUE IN APRIL OF 2008, WE WERE INVOLVED IN THE TRANSITION FROM OUR FORMER MANAGERS TO OUR NEW MANAGER, BRUCE MILLER, AND QUARTERLY CREDIT CARD BILLINGS AND REQUESTS FOR QUARTERLY CHECKS WERE NOT PROCESSED AS SCHEDULED.

AS A RESULT, THOSE WHO MAKE QUARTERLY CREDIT CARD PAYMENTS WILL SEE SECOND AND THIRD QUARTER PAYMENTS ON THEIR CREDIT CARDS IN THE NEXT COUPLE MONTHS, WITH THE FINAL PAYMENT APPEARING IN OCTOBER. THOSE WHO SEND QUARTERLY CHECKS FOR PAYMENT OF DUES, SHOULD SUBMIT THEIR SECOND AND THIRD QUARTER PAYMENTS IF THEY HAVE NOT ALREADY DONE SO.

WE APOLOGIZE FOR THE INCONVENIENCE THIS MAY CAUSE. IF YOU HAVE QUESTIONS ABOUT THE CURRENT STATUS OF YOUR DUES, PLEASE CALL OUR OFFICE AND SPEAK TO BRUCE MILLER.

ANOTHER APOLOGY TO TOM RINGOLD. WE MISSPELLED HIS NAME AND DID NOT GIVE PROPER CREDIT FOR HIS GREAT PHOTO LAST MONTH. HE GAVE US ANOTHER GREAT SHOT THIS MONTH ON THE FOLLOWING PAGE.

Settlements Reached in

2007 PSSR Accident

Corinthian Yacht Club has reached settlements with three people injured when they fell from the gangway landing at the Shilshole clubhouse during a party after the Puget Sound Spring Regatta on April 15, 2007.

Attorneys closed the last of the settlements in June after reaching an agreement with Tony Wiegering, who was the most seriously injured.

The claims and all but a small percentage of the attorneys' fees were covered by CYC's insurance carriers. The settlements also included releases among the parties.

FLEET FOCUS

THE J-105

By Jerry Diercks
J/105 Fleet 20 Captain

Tight Competition and Strict One-Design Controls Help Bring New Boats to Seattle's J/105 Fleet

When asked to describe the local J/105 fleet, the first thing that comes to mind are the reasons I decided to buy into the fleet: One design racing on strongly built boats with class rules that keep the boats even and do a good job of limiting the cost of ownership.

Sailing the J/105 in a competitive one design fleet has challenged and I think improved my sailing abilities very quickly. It is nice to have immediate feedback on what works and what doesn't when sailing against nearly identical boats. Unfortunately, (and fortunately), I see no end in sight to that learning curve. It has been said of the J/105 that it is fairly easy to get the first 90% of its potential. Getting the last 10% of performance is a lifetime endeavor and what makes it a fun and challenging boat to sail.

The J/105 attracts a broad spectrum of sailors as evidenced by the launch of over 630 J/105's worldwide. On one end of the spectrum are sailors like me; I was attracted by the stability and strength of the boat, the ability to weekend cruise with my wife and friends and the opportunity to learn the finer points of racing with a limited number of crew on a tightly controlled one-design boat.

The boat is also attractive to some of the best sailors in the region and internationally, who enjoy tight racing on challenging boats. (The J/105 is a regular platform for the professional match racing circuit with America's Cup level helms-people.)

The local J/105 fleet is growing with four new boats coming to the fleet in the last two years. CYC has had J/105 one-design starts on Wednesday nights for the first time. And we had a record 11 boats on the line this year at Whidbey Island Race Week, offering very tight competition. For many of the races we had as little as 45 seconds separating the top six boats after a five mile course. This made for very exciting roundings and it tested the crew choreography and driving skills of all.

Though the J/105 is not the fastest boat in light air, it doesn't matter because we are almost always racing against identical boats. Because it is not a super-light sport boat, we don't often see tremendous separation in the fleet. And being a more stable and, yes, heavier boat, it is a great platform when the wind starts howling. It is also a fantastic short-handed racing platform. Fleet 20 had eight J/105's compete in the Double Handed Division for the Race to the Straights this year.

An added value to sailing in our local J/105 Fleet 20 is the camaraderie of the people in this fleet. We enjoy sailing and competing and the Corinthian spirit thrives within our fleet with owners sharing information to help raise the level of competition throughout the fleet. J.P. Peterson, one of our most active and successful fleet members recently said, "it is like when we were nine years old running around the playground with our best friends only we are doing it on boats."



TIGHT J-105 RACING

PHOTO BY TOM RINGOLD



Sailing at its best!

September, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Labor Day	2 L-Fall 5	3 L-Fall 5 SLB-Fall 6	4 SOD -Fall 6	5	6 STYC Jack & Jill
7	8 S- Monday Lunch S- Board meeting	9 L-Fall16	10 L-Fall 6	11 S- Closed8-5	12 L-Catalina As- sociation	13 L-Fall Regatta SBYC Trans Puget
14	15 S- Monday Lunch	16	17	18	19 L-Multihull	20 ML raftup L-North Point Race S syc star and bar
21 ML raftup s-syc star & bar	22 S-Monday Lunch Topic Greek Cruise	23	24	25	26	27 L-Oktoberfest
28 L-Oktoberfest	29 S- Monday Lunch	30				

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



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