

# Home Port

## Corinthian Yacht Club of Bellingham



122° 30' 06" W 48°44' 55"N

September, 2011

Volume 27 Number 5

### September 2011 issue:

- [Commodore's Corner](#)
- [Upcoming Events](#)
- [Stuart Island Work Cruise to become annual event](#)
- [Whidbey Island Race Week 2011](#)
- [Board Meeting Minutes](#)

Do you have questions about the HomePort Newsletter or want to volunteer? Contact Kathy Sheehan at [editor@cycbellingham.org](mailto:editor@cycbellingham.org)

### Commodore's Corner

*(with apologies from the editor for not getting this out earlier)*

We'd still like to see more boats racing Thursday nights. Plan to start in the third start (boats with no spinnakers) for the first few times. Remember the start sequence of several horns six minutes before the first start, one horn at five minutes to the first start, one horn with one minute to go, followed by the signal for the first start (six minutes after these several signals).

The signal for the first start is the five-minute warning for the second start, followed by the same sequence of one horn four minutes before, one at one minute to go and finally the second start horn/signal five minutes after the first start.

The start signal for the second start is the five-minute warning for the third start; yours I hope.

Keep a VHF radio tuned to the Race Committee frequency, Channel 69, for notifications, recalls etc. In the unlikely event of a general recall (we had one Aug. 4), the fleet recalled will start in the next start sequence, and all subsequent starts are pushed back five minutes.

Stay out of the way of the boats in the first and second starts and watch for starboard boats if you are on port. Post a person on the bow to watch for boats under the headsail that the skipper cannot see. That person should yell back at the skipper to avoid collision, with specific instructions to fall down to leeward, head up to windward, or change tack.

If you plan to start at the back the first time or two, you'll soon understand the drill. Follow the main pack of boats.



### 2011 CYC Officers and Board Members

Commodore - **Mel Davidson**  
Vice-Commodore - **Dave Cahill**  
Secretary - **Bill Gunter**  
Treasurer - **Bob Jenkins**  
Administrative Officer - **Laurent Martel**  
Membership Chair - **Sherry Jenkins**  
Race Chair - **Bill Apt**  
Cruise Chair - **Chris Wilson**  
Reciprocity - **Dan Lehfeldt**

### Please support our advertisers!

**Is this the right time to sell?**  
Call for a FREE Home Evaluation to find the answer. Let me help you decide with a *No-Obligation* Comparative Market Analysis of your home.  
I invite you to visit my website:  
[BellinghamRelocate.com](http://BellinghamRelocate.com)

**Windemere** *Selling By Design*  
**Lesti Beasley**, Broker, CNE, SRES  
Cell: (360) 201-1669 Office: (360) 296-7390 [lesti@bellinghamrelocate.com](mailto:lesti@bellinghamrelocate.com)

**Skookum Sail Repair**  
1101 N. State St. Suite 107  
Bellingham, WA 98225  
360.734.2443  
[skookumsailrepair@gmail.com](mailto:skookumsailrepair@gmail.com)

**Oyster Creek Canvas Co.**  
& The Half Shell Mercantile  
**Greg Keeler**  
946 N. State St.  
Bellingham, WA 98225  
(360) 734-8199  
[greg@oystercreekcanvas.com](mailto:greg@oystercreekcanvas.com)  
[www.oystercreekcanvas.com](http://www.oystercreekcanvas.com)

northwest  
**DIESEL  
POWER**  
Matt Hardin  
Owner

After a race or two at the back, plan your start with a little more sophistication. Sometimes the other boats in the starting area will obscure your view of the Committee Boat. Sight from behind the Committee Boat, in our case, over the pin to pick out a prominent shore location so you know how to judge whether you are over the line at the start.

You don't want to start early, but you also don't want to give away too many seconds before crossing the line. Plan your moves for the last two minutes just before your start.

Work on the skill of getting to the line with speed at the start time. Know where you have to be to attain that goal. Easier said than done.

In Bellingham, a current from the Nooksack River frequently sweeps clockwise along the shore in front of the marinas to head out past Boulevard Park towards the Fairhaven shipyards. Often it is advantageous to start on starboard tack towards the pin end of the line to leeward of the other boats to shorten the distance from the start area to that current in order to ride it. This tactic only works, of course, if the windward mark is where it pays to ride the current. For example the Post Point Buoy.

That is enough for now. Leave that windward mark to port as you round it, wherever it is, and head for the leeward mark staying out of the start line on the way downwind. But go through the start/finish line on the second leg to the windward mark, if there is a second leg.

Fair winds,  
Mel Davidson

---

## Upcoming Events

(For more info, see [Events & Cruises](#))

**Sept. 1: "Slow Pitch" regatta**

**Sept. 3-4: Pitch regatta**

**Sept. 13: Club meeting and potluck.** Program speaker is Roger Schgelderup from Top to Bottom, speaking about boat winterization. He will provide a checklist.

**Sept. 23-24: Salt Spring Island's Food and Wine Festival**

**Sept. 24: "Oktoberfest" day cruise, hosted by Bruce Henninger**

**Sept. 27: Board meeting**

**Oct. 11: Club meeting and potluck.** Program speaker is Nick Teague of the BLM who is in charge of the Turn Point Lighthouse Project.

**Oct. 25: Board meeting**

**Oct. 29-30: Turkey Fry cruise to Blakely Island**

**Nov. 11-13: 'Round the County race**

---

## Stuart Island Work Cruise to become annual event

Did you attend and enjoy the cruise to Stuart Island in June? A work-party cruise to Stuart Island will become an annual event, thanks to the efforts of CYC member Donna-Marie Cahill who is also a board member of the Turn Point Lighthouse Preservation Society (TPLPS).

She received approval from the CYC board in August to designate the 4th weekend of June as the annual Stuart Island

**POWER**  
marine propulsion  
& power generation  
PHONE - 360) 961.2568  
FAX - 360) 676.1738  
SHOP - 360) 734.2502  
mart@nwdieselpower.com

**Jon Lopez - Master Marine Cabinet Maker**  
Licensed and Insured  
Design, Construction and Installation of  
Top Quality Yacht Interiors  
3843 Brownsville Dr.  
Bellingham, WA 98226  
(360) 319-3638

**BOUNDARY BAY**  
BREWERY & BISTRO  
OPEN DAILY AT 11AM • FAMILY FRIENDLY DINING • 10 BEERS ON TAP  
**BOUNDARY BAY BREWERY & BISTRO**  
**Voted Best Brewery in Wa State**  
NW Brewing News  
**Small Business of the Year**  
Chamber of Commerce  
1107 RAILROAD AVE. DOWNTOWN BELLINGHAM 360-647-5593 WWW.BBAYBREWERY.COM

She received approval from the CYC Board in August to designate the 4th weekend of June as the annual Stuart Island Work-Party Cruise.

The cruise presents a great opportunity for CYC members to assist in an annual cleanup and the physical restoration of the Lighthouse and its gardens, to make the lighthouse look its best for nearly 5,000 visitors each summer.

"Given the important role lighthouses had in aiding sailing ships to safely navigate the island in early days, as well as those still in operation today, it is fitting for CYC to select a lighthouse as another annual project along with Matia Island cleanup and the Community Boating Center assistance," Donna-Marie says.

A report and photos of the June 2011 cruise from Donna-Marie are below:

## **The Best Cruise Ever**

Saturday, June 25, 2011 -The day started gray and cool as everyone slipped into their dinghy to head for shore. We assembled at the head of Reid Harbor on Stuart Island, at 0830 and met Mr. and Mrs. Burgquist , Turn Point Lighthouse Preservation Society Directors and year round residents of Stuart Island, and BLM Ranger Nick Teague, the manager in charge of the Stuart Island land owned by the US government ... which includes the lighthouse station.

After introductions and a few words of welcome, everyone loaded into the waiting TPLPS van, and the Bergquist's minivan and pickup for the two-and-a-half-mile trip to the lighthouse. Mr. Teague gave a priority list of jobs and allowed everyone to make their choice of jobs. The projects included clearing brush from the North Trail, around the pump house near the end of the trail and from around the water tank on the hill above the light station keeper's house. Work near the light station included pulling weeds from the flower beds, shrubbery and walk ways, and washing salt spray off of the keeper's house porch, deck and railings. Some chose the task of washing down the nearby propane tank too. Anything and everything we could do to spiff up the grounds for the 3,000 to 5,000 visitors that come to see the light station between July 4th and Labor Day every year.

Just as we began our work (about 0930), the sun came out and it was blue skies for the rest of our cruise. Nearing 1100, the various work groups began to see orcas skirting Stuart Island, most within 50 yards of the shoreline. The ongoing parade turned out to be a 'super pod' (many pods one after another) passing the lighthouse. Fortunately for the men working on the North Trail, some pods cut away from the super pod at Turn Point and went towards Waldron Island. The group at the lighthouse saw many more whales, including one baby orca, as well as a baby seal, hidden in a pool of floating kelp at water's edge.

All work was finished about noon and we stopped to eat our sack lunch. Mr. Burgquist gave us a very interesting talk about the history of the lighthouse, the school house and Stuart, Johns and Spieden Islands. After lunch, most of the group took a walk down the North Trail to admire the men's work.

Unfortunately no one took a 'before work' picture because the pump house was completely hidden by the overgrowth. We all learned that over the past decade(s) many people didn't even know about the concrete pump house. It was so well hidden, even from the path just a few feet away.

At some point during the morning, everyone visited the TPLPS museum, which is on the light station grounds next to the big, beautiful, light station's keeper's house.

On the way back to the dinghies, the Burgquists took us to the Stuart Island Cemetery where they gave us some history on the people who are buried there. They also stopped at the school house so the group could explore the two-decades-old buildings and hear more about the island's school history.

We arrived back at our dinghies at about 1630 and finalized plans to have our potluck on a double-long floating dock, then said goodbye to our delightful hosts.

Thank you Commodore Mel for volunteering to hold the dock for us until we could all return with the food and prizes.

## **Prizes for everyone**

Everyone enjoyed the day-long unique game of poker leading to the prizes. Prizes were handed out before the evening meal. As it turned out, every family went away with a prize.



- **Mel and Barbara Davidson** won a basket of Starbucks coffee, premium teas and hot chocolate mixes.
- **Steve and Kaye Clevenger** won the Phillips (computerized) photo frame.
- Tea cozies (aka) bowl warmers and gift certificates to the Abby Garden Tea Shop in Fairhaven, were won by **Mike and Karen Reed, Ron, Linda and Gillian Battle, and Joe and Colleen Davies.**
- **Dan and Donna Lehfeldt** won a folder of some of Donna-Marie Cahill's favorite recipes and some small kitchen items.
- **Chris and Pam Wilson** won a nice bottle of wine.
- The big prize, an automatic inflating floatation vest, donated by Russ Goforth, manager of Bellingham's West Marine Store, was won by **Linda Battle.**

Thank you to all the current AIF vest owners who graciously stepped out of the final game-for-the-vest so someone who didn't have one would win. It was a very fun day and a great experience.

The gang toasted SI Cruise host Donna-Marie Cahill twice and openly declared this cruise should become an annual CYC working-cruise, and that it was the best cruise ever! The potluck supper was great with good companionship, lots of laughter and delicious food. We finished the potluck at about 2000 and returned to our boats.

On Sunday morning, the Cahills, the Davidsons, the Clevengers, and the Battle family moved on to Friday Harbor. The Cahills saw a school of porpoise at the tip of Spieden Island and two eagles sitting on rocks on Spieden. The Clevengers and Battle family left Reid Harbor early to visit the Garden of Statues on San Juan Island, a few blocks up from Roche Harbor, then traveled on to Friday Harbor to join the CYC group.

At a little before 1400, the Davidsons and Cahills went for ice cream, followed by a walk through town to check out restaurants for the group to get together for supper. The day was sunny and hot, so the Clevengers and Battle family headed for cool drinks at the local air-conditioned Yacht Club bar. The restaurant 'Rumor' was selected because it was a little more upscale but still had reasonable prices and live music. The music was provided (loudly) by two people playing guitars and singing old favorites that we all knew and enjoyed. The duo was quite good. Everyone had a lot of fun and the food was great. We finished dinner and all were back to boats by 2100. What a wonderful time we all had.



*A special note to everyone who made plans and reservations to come on this cruise, but couldn't make it through the terrible storm on Bellingham Bay: you were remembered and missed.*

## Whidbey Island Race Week 2011

*By Todd Koetje*

Possibly for the first time, Bellingham was represented exclusively by CYC boats during Whidbey Island Race Week in July. *Extreme*, *Hravn* and *Oi' Yeller* made it down.

There were 110 boats registered and 12 classes this year; that fills up Penn Cove pretty well. This was my second race week on my boat (*Hravn*); last time was 2006. We had 16 boats in class P02, while *Extreme* had 7 in P0, and *Oi' Yeller* had 13 in the Santa Cruz 27 one-design class, which was also fighting it out for the national championship.

We delivered *Hravn* down on Sunday July 17,

hoping to catch the tides in the Swinomish Channel right, and almost made it without incident. No problems at Hole-in-the-Wall, but we got hung up on the south entrance, just at the 2nd-to-last red buoy (R 6), where we found 5.3 ft (at a -.8 tide) instead of our required 6' 2". Shallow enough to hang us up, even heeling hard with 2 knots of outgoing current. Fortunately it had stopped raining, and was just about low water so, after 40 minutes or so we got off with no problems. The Skagit County Sheriff patrol wandered by, friendly enough, but was more concerned with counting our PFDs than us being aground. He claimed we'd found a deep spot and seemed surprised that we had gotten so far.



WIRW 2011 start of class P02.

Monday was a relatively light air day and we had some of our best starts and finishes. We could hang with the only other J33 there, *Corvo*, and the other "furniture" boats rating close to us, and were ahead of the three J35s, a Thomas 35, a Beneteau 36.7, a C&C 41, and one of the J109s. *Corvo*, *Jabiru* (a J35 from Vancouver) and *McSwoosh*, a modified 11 meter, were already shaping up to be our major competitors, and we fought with them on and off all week. We relearned that an excellent midline start, which does not set you up to go right immediately on westerlies, is not such a great start after all, but it's worse for anybody even further towards the pin.

Tuesday was cloudy, cool, and rainy, with gusty winds up to 20ish. We started calling it "Julyuary" weather and spent the day "foulied" up. We had a good day, but were lightly crewed for the wind compared to our competition, despite picking up Kris Moa, from *Piper*, and Irena Lambrou. We still managed to hang in ahead of the J35s but couldn't keep up with *Corvo*. Fortunately it warmed up for the *apres* race 'tent' activities, and there was a masseuse.

Wednesday was much nicer weather, but light and a southerly, so the race committee moved us out into the Saratoga Passage. We only got in two races before the breeze died.

Cathy Holland from *Blackfoot* came down to join us and so got to learn the joy and pain of flying an asymmetrical spinnaker off a pole in light air. No one on the boat had any clear notion of the currents in the Passage, and we made some contrary choices based on lifted tacks as opposed to currents. But in the first race, that turned out well, as we ended up ahead of most of our fleet and led them around for 3 legs. But then we blew a jibe, got to leeward of the pack, allowing them to catch up. Next race, the conventional choices held, and we played catch-up for the rest of the day.

## Wind and current lessons

The lesson appears to be: go right on a southerly, into the Whidbey beach for current relief, except when you shouldn't, then don't.

Thursday was back to cloudy and blustery west winds, less consistent and strong than Tuesday, but again we were light crewed compared to our competition and ended up using the No. 3 jib for most of the day. Ray Poorman from *Amore* joined us, but we lost Viva Barnes and Cathy. Everybody was tired of grinding in the No. 1, and the 3 let us tack much more efficiently and safely in close quarters. We ended up coming into the weather mark from a port tack quite productively and were able to pick nice spots in the traffic of 15 starboard tackers, for good gains. However, we had trouble powering up in the lulls and through bad wave sets. At least west of Coupeville, on that day, choosing the right or left side wasn't very critical.

Thursday is the traditional Reggae night in the tent, or Navy night on the seaplane base, so there were lots of entertainment opportunities.

Friday was warm and calm. By the time the wind filled in from the west in the cove, it was too late to start the fleet and get through all the classes



before 3, so the RC cancelled. But we had a nice spinnaker run back into Oak Harbor and got our sunburn for the week as well as some crew cross training.



We did get to see *White Cloud* (a Cookson 12 meter) set three spinnakers, and almost pull off a jibe. They were only upstaged by a Melges 24

that put up their spinnaker off the stern and drove the boat stern first through the fleet at about 6 knots. They even managed a jibe! After straightening out some scoring issues, we took 10th of 16 in 11 races. Ol' Yeller also ended up 10th, and Extreme 6th in their classes. (For race results, see: [Sailwave results from Whidbey Island Race Week 2011.](#))

Reggae Night after racing. Seth, Todd, Ray, Christian, Kelly, John.

Saturday we delivered the boat back to Bellingham, again through the Swinomish channel, but this time with 7 more feet of water, so no drama, but of course with a northerly wind and tide against us. We did get a nice single tack beat in from Hat Island to the outfall buoy. It was sure pleasant to sail along at 6.5 knots with lots of sea room, and not have to duck any starboard tackers.

Oak Harbor Yacht Club and CYC Seattle did a great job putting this on. The races went off smoothly, quickly, and the courses were set so that the classes weren't often in conflict with one another. The finish line was set separately from the start line, and usually the last race of the day was a downwind finish for a quick ride back to Oak Harbor.

Eleven races with 12 classes in 4 days, takes some doing. Of course, the crew made this happen. Many thanks to Ward Naiuvuex, Christian Opfer, John Thibault, Seth Nuckles, Kelly Rutherford, Irena, Kris, Cathy, Viva and Ray.

---

## Homeport News

Send us your comments about the online CYC newsletter. Are you receiving your copy by e-mail? Do you want to volunteer to write an article or do some editing? Do you have pictures for the Home Port News? E-mail Kathy Sheehan at [editor@cycbellingham.org](mailto:editor@cycbellingham.org).

---

## CYC Board Minutes

Board minutes are in Adobe PDF format.

[June 2011](#) [Mar 2011](#) [Nov 2010](#) [Aug 2010](#)

[May 2011](#) [Feb 2011](#) [Oct 2010](#) [June 2010](#)

[Apr 2011](#) [Jan 2011](#) [Sep 2010](#) [Mar 2010](#)

---

31 AUG 2011

*Contributors: Mel Davidson, Donna-Marie Cahill, Todd Koetje, Chuck Dingée, Kathy Sheehan*

---

Problems? Notify the [Webmeister](#)

Our mailing address is P. O. Box 101, Bellingham, WA 98227