



Mainsheet

Volume 20, Issue 12

The Corinthian Yacht Club of Tacoma Newsletter

December 2020



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Commodore



Vice Commodore

As 2020 draws to a close, this will be my final Mainsheet article. I remember when Rich and I first joined CYCT after buying Arabesque from Lew and Bev Channing. Lew says to us there is one condition, you have to join CYCT. There, you will meet some of the nicest people and have available to you people who love sailing and will gladly help answer your questions. He was right on both counts.



It wasn't long after I became involved and that's when the fun began. It's a great way to meet members and move out of ones comfort zone. I was Cruising Chair for four years. Had lots of fun helping others plan and carry out the details of their cruise. Rich and I raced Arabesque with a good flow of crew from time to time. It was a learning curve I will never forget. Got lots of advise, direction and praise from many members we now call friends.

I was then asked if I would be interested in being a nominee for Rear Commodore. I said no the first time because I felt I wasn't ready. The following year, I was asked again and I accepted.

Moving up the Chairs to Commodore is an accomplishment I thought I would never achieve. To my knowledge, CYCT has only 3 or 4 women Commodores in its over 40 year history. I would like to encourage our women members to step up to the commitment of being part of a worthwhile endeavor. The road was sometimes bumpy, but having a cohesive Board, the bumps were smoothed. COVID-19 put us all in a new situation. How could we function as a Club? We soon learned about Zoom meetings and adapted.

The Board accomplished a few items I had wanted to see to fruition. A balanced budget, albeit COVID-19 restrictions played an integral part. Dinghy Dock utilization, which now has a profitable Lido 14 fleet, headed up by Chuck Queen, and a new Bylaws Scrub Committee.

I want to thank you for your support this year. It hasn't turned out like we planned, but we all persevered by adjusting to new ways of doing things. Please give Jeremy Bush your full support as he takes the gavel and leads CYCT as Commodore in 2021. New and better changes will highlight next year. If you can, volunteer a bit of your time to fill in where needed. Get out of your comfort zone. Who knows, it may lead you, to be the next Commodore.

Merry Christmas & Happy New Year

Angie Morales
Commodore
S/V LA GITANA

Into the Holiday season we go! I wish you all the best as we celebrate in whatever way we can this year. We won't be able to have our annual Christmas party, but there are some other events that could end up being fun to attend instead! I have always wanted to take my boat out and decorate it with lights and participate in the lighted boat parade. Usually our Christmas party ends up scheduled on the same weekend, so I haven't been able to participate. Of course, now I have a small raceboat with no heat or dodger, so it would have it that this was the year I'm available... But here's hoping there is decent weather so I can try my hand at boat decorating! If you are interested in participating yourself, I can track down the details from the Tacoma Yacht Club. I'm not exactly sure how things will play out with events and restrictions, but I'm hopeful it will be happening.



We will be holding a general meeting in lieu of the Christmas Party, however, so please put that on your calendar for December 14th at 7pm. We will announce our new board and our perpetual trophy winners. It shouldn't be too long of a meeting, but come celebrate our club and our outstanding members! Hope to see you then.

Jeremy Bush
Vice Commodore
R/V Goes to Eleven



Rear Commodore



Well my goodness, here we are into December. In another blink of an eye it will 2021. First off, I want to congratulate all members that are new to the board and to the returning ones. Thank you so much also to the ones that completed your terms. It's a lot of hard work, and dedication to this awesome club. And it's all volunteers!

I'm very much looking forward to working with all of you as your Vice Commodore, this coming year and to continue making this yacht club, the one yacht club to look up to. We all have ideas about how to make the club better, and there are board positions where you can bring those ideas up. Step up volunteer, have your voice heard, have fun, and let's go sailing.

Yes, things were a bit different this past year, with the in-place restrictions, and not a whole lot of "racing" going out there, except we did have fun rallying with each other in our own boats. Keeping our social distance, we still had lots of fun. And now there is new group of sailors as well. Traditionally, a smaller boat, the Lido 14. This is a great small boat to go sailing on or with other Lido 14's. If you have not yet seen them, you really should come check them out

Keep up the great work at the clubhouse and keeping it cleaned up. It looks great!
Again, welcome aboard to all of the new members of the club, let's keep going strong and keeping this yacht club outstanding!

Michael Stanford
S/V Lycian
Rear Commodore

2020 CYCT Officers & Board Members

FLAG OFFICERS

Commodore: Angie Morales
Vice Commodore: Jeremy Bush
Rear Commodore: Michael Stanford

BOARD POSITIONS

Secretary: Vacant
Treasurer: Bill Jenks
Membership Chair: Adrian DeLuna
Fleet Captain-Cruising: Greg Greene
Fleet Captain-Racing: Melissa Davies
Past Commodore: Janice VanRavenswaay
Crew Coordinator: Eve Engnoth
Floating Asset Chair: Kelly Bethards

STANDING COMMITTEES

Club Merchandise: Brock Van-Ravenswaay & Debbie Kimball
Mainsheet Editor: Brenda Bethards
Sunshine: Deb McAdams
Web Site: John Coyne
Publicity: Vacant
Trophies: Steve Wagner
Education: Ed Pinkham
Social: Jennifer Ihlen & Debbie Kimball
Historian: Matt Thomas
Long Range Planning: Greg Greene

REPRESENTATIVES

PHRF Handicapper:
Vacant
PHRF Director: Vacant
PIYA Rep: Eric Nelson

MAINSHEET

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mainsheet@cyct.com



Racing

The final event of the Points Series was a mixed bag of conditions on the morning of November 7th. The forecast was decent however as we all sat in Dumas Bay drifting north in the ebb, there was nearly no wind. A quick survey of the fleet found that everyone was in support of running a short race and then reassessing the wind and current. We started on time and sailed straight to Point Robinson covering the 2-1/2 miles in just over an hour for most boats. As the half-fast boats were finishing, the forecast northerly filled in. We set a new starting line and raced to the buoy of TYC. In the building breeze and on a nice reach, many folks saw double digits on the run meter. We scored the two races for the day as a regatta providing the one overall score for the whole of the Point Series. Class winners were Kahuna, Strider and Blue Jay. It was a good wrap-up for an odd year for sailing and racing sailboats in Tacoma.

Next up for the Tacoma area is the Annual Winter Vashon with TYC, Vashon Island Race : December 5, Winter Vashon RC, 5401 Yacht Club Drive, Tacoma 98407, Sue Sholin, (253) 208-3752, tycsail@gmail.com

Chuck Queen
 Junior Race Assistant "Grip" Person
 Default Lido Fleet Captain
 Lido #4226 - Pickle



News From The Lido Deck

As the cold winds of fall and winter set in, we can conclude with certainty that this has been a very successful year. With 11 Lidos in the club, we have had just an amazing start. The learning curve has been steep, and we still have some lessons in the curriculum to go. Greg Greene is talking with folks about a second dinghy dock to dry store our 5 boats in the queue. We are considering an "away" regatta, maybe to Penrose, maybe the revival of the Rattlesnake at Vantage. In the current pandemic environment, we have yet to close out the festivities' and celebrations for our new fleet.

Chuck Queen
 Junior Race Assistant "Grip" Person
 Default Lido Fleet Captain
 Lido #4226 - Pickle

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Cruising



There are currently no more CYCT cruises scheduled, probably, until May of 2021. However, there are a few events and ideas brewing that might see some boats out there shaking out the sails and turning over the diesel tanks, such as this one:

The Tacoma Yacht Club's Annual LIGHTED BOAT PARADE, December 19, 2020 at 5 pm.

The Tacoma Yacht Club Lighted Boat Parade starts at the TYC basin and travels along the Tacoma/Ruston waterfront and into the Foss Waterway. If you are not planning to participate in this parade, you may wish to join a few boats that will be watching the parade pass by at the Thea Foss Waterway (aka Rock the Dock). It is suggested that you arrive early at Rock the Dock to assure a place on the dock.

Looking ahead for 2021, please contact me if you would like to host a cruise for next year's cruising season. The following CYCT cruise schedule is tentative (especially to COVID-19 restrictions) but here's to a more hopeful 2021:

Dates	Theme	Location	Host(s)
May 28 – 31	Memorial Day	Penrose Point	Clay & Shari Anderson
May 15	TYC/CYCT Day-Sail Rally	Wollochet Bay	Co-hosted with Tacoma Yacht Club (Rob Nettleton) and CYCT (Greg Greene)
June ?	GH Marine Festival Blessing of the Fleet	Gig Harbor	Needs Host
June 26	CYCT Day Sail Rally	The Foss Waterway Seaport Dock	Rally Committee
July 3-5	Fourth of July (Sunday)	Quartermaster	Needs Host
July 17, 24, 31	CYCT Day-Sail Rally	The Foss Waterway Seaport Dock	Rally Committee
July 18 to August 8	San Juan Islands Caravan (Rich Morales Retirement Cruise)	Multi Week Trip to the San Juan Islands	Non CYCT Event
August 22	CYCT Day Sail	The Foss Waterway Seaport Dock	Rally Committee
September 5 - 7	Labor Day Weekend	Open	Needs Host
?Sep-11 or 18? ?Sep-18 or 25?	Pink Boat Regatta SEA Pink Boat Regatta TAC	Elliott Bay Marina Tacoma	John Coyne
November ??	Le Mans Race / Clam Chow- der Cook-Off	Arabella's Landing – Gig Harbor	?? Gary & Joy Ballentine (SV Raven)

So here's to the halcyon days of winter, hope to see you out there when we can.

Greg Greene
cruising@cyct.com
S/V Whisper



Education!

With the winter weather upon us we are out in the cold sailing, skiing, doing all kinds of activities. If we don't dress properly in the cold, we risk hypothermia. Hypothermia is a potential serious drop in core temperature, usually caused by prolonged exposure to cold. Although the highest risk is in the winter months, exposure on a mountain hike, or a capsize boat on a summer sail can be risky.

Normal body temperature is about 98.6 degrees F. If our core temperature drops below 95 degrees F, we are hypothermic. In severe cases core temperature can be as low as 85 degrees F. During exposure to cold temperatures, most our heat loss is through the skin. The rest is exhaled from the lungs. Most of heat loss is by radiation, and will speed up if there is wind or the individual is wet. Heat loss can be as much as 25 times faster if you are immersed in water. Our brain controls body temperature by producing heat by muscular activity (shivering), vasoconstriction (narrowing of blood vessels). During hypothermia internal organs such as the heart and liver shut down to preserve heat and protect the brain. Low body temperature can slow brain function, breathing, and heart rate. Confusion can hamper an individual's ability to understand what is happening, and to make intelligent choices to get to safety.

Here is what to watch for:

Shivering - This is the first sign. Go below and put on more clothes. Warm up.

Slow breathing, Confusion, Memory Loss - At this point shivering may stop. The individual will need assistance from others. If he is in the water he will not be able to help in his own rescue.

If the individual shows any of the following signs, emergency care is necessary:

Drowsiness, exhaustion, slowed or mumbled speech, loss of coordination, fumbling hands or stumbling steps. At this point they are in serious trouble, and will need emergency treatment. In these cases the individual may be unconscious, and without obvious pulse or breathing.

What to do: First and foremost wear appropriate clothing for the weather, and bring extra layers. If you feel cold don't wait - go below and get warm and put on more clothes. Don't wait until you are shivering. If another crew member is shivering, get them warmed up. Individuals who have gotten wet need immediate attention. Wet clothes should be removed, and the individual wrapped in a blanket or sleeping bag. Another crew member may lie next to them to provide warming. Small amounts of warm liquids can be given if the individual is conscious and willing. Summon emergency help (USCG) on VHF radio. Head for the closest facilities ashore.

Ed Pinkham



Long Range Planning Committee (LRPC)

In keeping with the LRPC's Mission of identifying the long terms challenges and opportunities that could impact our Club, and to provide a safe and open forum to discuss and brainstorm these ideas, the LRPC met this month on November 23rd to take up a new discussion on Membership Levels within the Club. This discussion was brought about by both the Board's request and the By-Law's Review Committee. The objective of this Membership Level's discussion is to identify clearly the current Membership Levels in the Club and how they impact the financial and social needs of the Club.

Our meeting last Monday was more of an open brainstorming session where we discussed the current Membership Levels and the challenges they present, for example:

- If a Full Active Member (aka a yacht owner) does not race or take advantage of cruising reciprocal benefits, what other real club benefits are there to warrant staying at this level of membership?
- With the new development of the Lido 14 fleet, should there be for a specific level for Lido 14 boat owners that are not current Active Full Members?
- Would raising the non-member race fees encourage more non-member racers to become active members?

The meeting concluded with committee member assignments to research local and non-local yacht clubs (with active dinghy racing fleets) to gauge the market options and to search out other potential options. We hope to wrap-up this discussion at our next meeting in order that a proposal may be made to the Board by the end of December, or end of January at the latest.

The next LRPC meeting will be held on-line on Monday, December 21 at 7 pm (via ZOOM). If you have any interest in joining this committee, please contact me via email.

Greg Greene
 Long Range Planning Committee Chair
longrangeplanning@cyct.com



Thank you CSR Des Moines



A very special **THANK YOU** to CSR Des Moines for donating an anchor and anchor chain for Romeo Charlie.

And for the repair to Chuck Queens' Lido free of charge.

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Calendar

Please check CYCT Facebook page

<https://www.facebook.com/groups/257572770984529/>

OR

Events Calendar on CYCT Website

<https://cyct.com/>

for calendar and event updates.

The Board will communicate all updates there.

**Happy Birthday to our
CYCT Members**

Laura Crews	December 6
Ken St. John	December 8
Don Kimball	December 10
Julie St. John	December 20
Brock VanRavenswaay	December 26
Elena Wagner	December 28
Karen Walker	December 31

Sunshine



This month I sent cards to Clay and Shari Anderson congratulating them on the purchase of their new boat.

To Ed and Susan Pinkham congratulating them on the birth of their new grandson.

And to Paul Grove for the free repairs to Chuck Queen's lido after it was damaged by RC in a docking incident as well as for donating an anchor and chain to Romeo Charlie.

As always, if you know anyone in need of a little sunshine be sure to let me know.

Debbie McAdams
Sunshine Chair
S/V Red Splash

Saw it on Facebook 

Julie St John
Admin · November 21 at 6:52 AM · 🌐

Fun article. Sounds of the PNW...seals, seagulls and fog horns.
<https://www.portoftacoma.com/.../foghorns-sound-ancient...>

👍 7 4 Comments · Seen by 85

 Like  Comment

Note: click [here](#) to view Port of Tacoma article:
[Foghorns: The sound of the ancient mariner is as important as ever](#)

**On The Cover:
Goes to Eleven**



Wednesday Night Racing
July 2020



Basic Rules

- You must be a CYCT member or sponsored by a CYCT member to post an item.
- Each month the CYCT posting member must submit their items for sale before the 25th of the month (send your post to jmainsheet@cyct.com).
- **Items must be submitted each month or they will not be reposted.**
- You are responsible to sell your item so you must include your contact information (items without contact information will not be posted).

contact mainsheet@cyct.com

SHOVING OFF

The Principaled. Principles Sailor

It may not always be obvious, but I am a fairly methodical guy. I'm an engineer by education and largely trade (OK, I traded in my scientific calculator for a financial calculator years ago.) Engineers live their lives by laws; the zeroth law of thermodynamics, ohms law, Newton's laws. We practice the scientific method. In university I learned a practice for problem solving that I follow today. In my manufacturing business we determine best practices and follow standard work.

My life as a sailor follows my life as an engineer. I follow, and even develop best practices, rules, guidelines, what have you. We all do! It was that great mariner, Captain Ron who said, "If it's gonna happen, it's gonna happen out there!" For this article, let's call these "Principles". According to that great and faultless authority, the internet:

A **principle** is a rule, a law, a guideline, or a fact. A **principal** is the headmaster of a school or a person who's in charge of certain things in a company. **Principal** is also an adjective that means original, first, or most important.

The first of these principles has to do, not so much with sailing, as motoring. ["It doesn't matter how well your motor runs if you are out of fuel."](#) I have a neighbor here on the dock who purchased an old, neglected boat with an old neglected engine. Through many trials and tribulations he worked through a, uh, boatload of problems with the engine. Air in the lines, clogged through-hull (every boat should have a coat hanger – I loaned him one), dirty fuel, worn belts. Billy down the dock towed him in so many times I think he may get a Tow Boat franchise. Though much work and a lot of help from his neighbors and a cleaning and polishing of the fuel tank, I think he's worked out most of the bugs. The old Yanmar runs swell – except when out of fuel. Last time Billy towed him home, he was down in the Narrows against tide. "It doesn't matter how well your motor runs if you are out of fuel."

Our next two principles deal with that marvelous tool, the windex or weather vane. The windex rivals the chalk-line and water-level as a scientific wonder. It shows you exactly where the wind is coming from except when it doesn't!

The first of these principles I attribute to that great man of the sea, Gary Ballentine. It basically states ["the windex always points to where you want to go."](#) Headed out for a cruise, check the windex, it's likely pointing straight in the direction you are headed. You're motoring, aren't you! You see, the windex shows the apparent wind which comes from the actual wind speed and direction and the speed and direction which your boat is heading. If there is no wind and you are motoring east at 6 knots, you feel six knots on your face and the windex feels six knots straight off the bow. If the wind is blowing 3 knots west, you feel three knots on your face. It's the sum of the two vectors (vectors have speed and direction). If you are motoring and there is no significant wind, the windex will point straight ahead and therefore the "Ballentine Principle" applies, the windex always points to where you want to go.

Except when it doesn't. Which brings us to the "St. John Principle", ["The windex has to point somewhere."](#) This is analogous to "a broken clock is right twice a day." Having taken up dinghy sailing, we've found this very helpful. It's not easy sitting in a dinghy to know where the wind is coming from – so we added a windex and it's not easy to know where the wind is coming from. We argue over this the Lovely and Gracious Mrs. St. John and I. It's goes something like this, "why are you close hulled, the wind is aft." "No it's beam." "We're not moving." "Now the wind is on the other side." "There's no wind!"

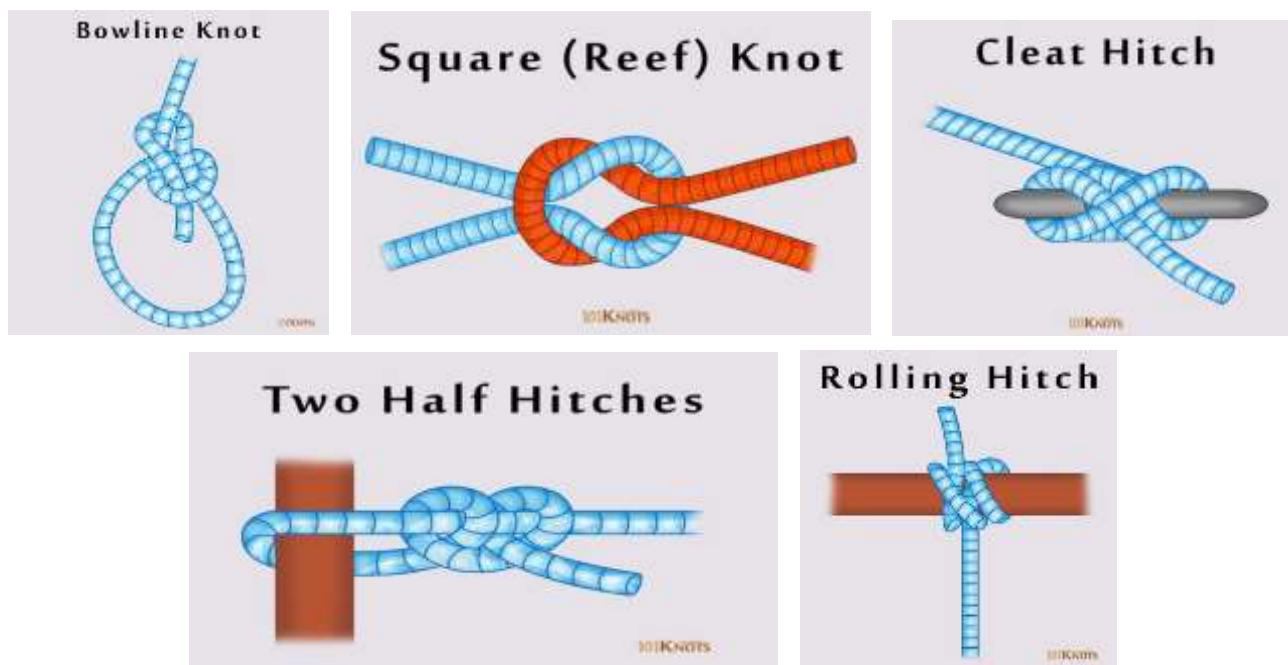
And that's the key – there's no wind, or at least, not enough wind to counter the weight of whatever windex imbalance there is. It has to point somewhere! If there is no wind, it is likely pointing to the side of the boat with the fat guy.

And now the final principle. ["If you don't know a knot, tie a lot."](#) I could also attribute this principle (you know who you are and I love ya) but I won't, [because it's bunk!](#) The right knot in the right situation is right because 1) it will hold and 2) it will come untied! I've written about knots until I am blue in the face. You're in a yacht club. Learn your knots. "But I'm left-handed" –

you know who you are too – so am I! It takes wanting to learn and practice to develop muscle memory. And you only need a handful, bowline, square or reef knot, cleat hitch, two half hitches, and clove hitch or better, rolling hitch (a modified clove hitch.) The cleat hitch alone is so simple and works so well and yet I've had people retie my boat thinking it wasn't tied right. I've also cursed folks who tied their complicated version of cleat hitch with a wet salty line when I tried to untie it later.

You've got to know your knots. The principle should be **"If you don't know a knot – learn it!"** It's all that separates us from the power boaters!

What are your principles?



Ken St. John
S/V La Sirena