



Mainsheet

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The Corinthian Yacht Club of Tacoma Newsletter

February 2021

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Commodore

I hope your year has started off well! Through January, the Goes to 11 crew has raced in two races this year - both with varying challenges throughout, and many lessons learned. I think these races showed just how challenging racing in this area can be.

The Harbor Series race was full of surprises, and we learned a ton! Firstly, we left TYC with some very low visibility conditions in the fog. One thing I did this year was upgrade my radar reflectors, and I'm glad we did. I also recently purchased an application for my phone with AIS called Ship Finder. Just before leaving the dock I looked for any incoming or outgoing ships since we would be crossing the main shipping channels with highly limited visibility. I saw one tug, and that was it. As we were leaving I made it very clear that everyone should be scanning the horizon for any ships. I went about continuing to prep the boat down in the cabin, so I wasn't on watch. Suddenly I saw a new crew member pointing over our starboard side, and emerging from the mist was a huge shipping vessel. I immediately pulled out my phone and opened the Ship Finder app, and sure enough, the Hyundai Tokyo (which I can use this app to see is now up in Canada) was coming straight for us. My radio was on VHF 16 so I hailed two separate times with no answer. I then switched to VHF 13 and they answered immediately. I confirmed they saw us on their radar, which they did, and the Captain advised we hold our current course and he would pass on our starboard side. He also thanked us for checking in! So three things we learned - the radar reflectors worked (and hopefully improved our visibility to this ship); having access to AIS to specifically call a ship directly, as well as seeing their course was invaluable; and ships will communicate on VHF 13 much quicker than on VHF 16.

All of that was just before the race started! The race itself had many challenging aspects. First, we started in Dumas Bay, and the fog had cleared quite a bit, and the wind even picked up. We had a decent start on the right side of the line, and sailed directly into another fog bank. It is quite interesting sailing from sunshine into quite poor visibility during a race. We raced down to Dash Point, and made it to within 1-boat length of the mark, and the wind completely died. We were able to hold our positions in the almost 1 knot current for a while, but then ended up drifting backwards with the fleet. Finally a small windline moved its way in (oddly enough converging from both the south and the north), and we were able to round the mark, and yes Eric, I hit the mark. I forgot about that 1 knot current I mentioned earlier and rounded a little too early with the light conditions. After a quick 360 we started to launch the spinnaker and then BOOM, down goes the spinnaker/up goes the halyard. The shackle got caught during the hoist, and the spinnaker came down right between the shrouds and got caught. So utilizing a boat hook and the tallest crew member, we were able to get the spinnaker down. But, we were now down to one working halyard, and that was on the main...so, we sailed for a bit, and eventually retired. Again, many lessons learned. One being that if we had our second spinnaker halyard installed we could have kept racing!

Up next, two new spinnaker halyards and shackles!
See you on the water!

Jeremy Bush
Commodore
R/V Goes to Eleven



Vice Commodore

Greetings to all, I hope your sailing year is getting off to a fantastic start.

The beginning of our great sailing season is under way. The first race has been completed already, it was the first race of the Harbor Series. The second in this series is coming up on February 6th. Let's get as many boats as we can out on the water for this race. This is a great outdoor activity, with the clean Pacific Northwest air to enjoy with your friends, and their boats while having fun racing. And of course, the boats are keeping their racing/social distancing from each other especially around the mark.

I believe we are making great strides forward, from within the club. It really is so exciting! If you haven't heard about the Lido 14's. They are on the dingy dock, the one that is near the club house. You should come on out and take a look. Our own Chuck Queen is heading up this program. I'm sure if you have any questions he would be more than happy to answer any questions you might have. While he has your attention then, he might have a story or two about racing on these small boats in distant waters.

The club has a new look for the Mainsheet, of course you know, that's how you are here. It is very well designed and easy to navigate. If you are looking for a specific article, or happening, or if you think you have a great idea for the club, please reach out to one of us.

As you probably already know this club depends on volunteers like you to make this club a happy place to be, like on a Wednesday's for Windseekers, or on a Saturday for a series race. You and your friends might want to meet at the clubhouse, or on a nearby hiking trail to discuss your next sailing venture. Sure we can still talk about sailing while out on the trail.

We all really appreciate everyone's volunteering time, making this a great club.

Keep up the great work everyone, and we'll see you on the water, or wherever the next best meeting place is.

Michael Stanford
Vice Commodore
S/V Lycian





Rear Commodore



Hi Members!

January has been a lot of work to get the Website finalized and published. I hope you like it! If you have suggestions for things you'd like to see, please email webmaster@cyct.com. We're working on phase 2 of the site now, which will include a "members only" section. This will be a great way to pay your membership dues, and get other info that's only for our membership! I'm working on some other ideas too, like a classified sales board, and maybe a better Photo gallery!

As we move into February, I'm also going to pick back up with our Bylaws committee duties, to ensure that we're making recommendations to the board and membership that help us evolve as a club. If you'd like to help, please email me at rearcommodore@cyct.com.

Racing Season is just around the corner, and I'm also working to get my boat ready for Windseekers! Hope to see you out there!

In service,
John Coyne
Rear Commodore
R/V Wild Thing

2021 CYCT Officers & Board Members

FLAG OFFICERS

Commodore: Jeremy Bush
Vice Commodore: Michael Stanford
Rear Commodore: John Coyne

BOARD POSITIONS

Secretary: Cyndi Larrison
Treasurer: Ken Whitney
Membership Chair: Joy Ballentine
Fleet Captain-Cruising: Greg Greene
Fleet Captain-Racing: Brock Van-Ravenswaay
Past Commodore: Angie Morales

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Crew Coordinator: Vacant
Floating Asset Chair: Vacant
Club Merchandise: Jen Tenney
Mainsheet Editor: Brenda Bethards
Sunshine: Deb McAdams
Web Site: John Coyne
Publicity: Vacant
Trophies: Steve Wagner
Education: Ed Pinkham
Social: Evie Engnoth
Historian: Don McAdams
Long Range Planning: Greg Greene

REPRESENTATIVES

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

MAINSHEET

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Cruising



“Nobody knows anything, Joe.
 We’ll take this leap, and we’ll see.
 We’ll jump, and we’ll see.
 That’s life, right? ”
 – Angelica Graynamore (Meg Ryan)



Joe Versus the Volcano is one of my favorite all time romantic comedies, written and directed by John Patric Shanley, starring Meg Ryan and Tom Hanks, and released in 1990. It is a typical allegory fairytale about Joe Banks (Tom Hanks) who after experiencing a trauma in his previous job as a firefighter has taken a safer refuge in a dreary office job in a factory that produces rectal probes. Meg Ryan plays two roles, both sisters, with opposite personalities who also find themselves stuck in a rut with a controlling father. I’ll spare up all the details on the plot, but in my mind it is a timeless story of how fear of change can keep us stuck in mud of our current living situations. The above quote by Angelica Graynamore just about sums up for me of how I am approaching the 2021 CYCT Cruising Calendar... we’ll plan and see.

Do I even need to say that all 2021 CYCT cruising events are tentative due to COVID 19 restrictions anymore? Yes, probably. Can we still have lots of fun sailing adventures? Yes, you bet. In 2020 we had a few informal cruises with each boat anchoring separately and boat visiting via dinghies. This year we may have to do the same, and we are also hoping to plan a couple Lido dinghy sailing events in conjunction with the cruises. So here’s the short skinny on what we know and have tentatively planned so far:

Dates	Theme	Location	Hosts
April 18	Daffodil Marine Parade	TYC to Foss Harbor	Tacoma Yacht Club
April 18	CYCT Day Sail	Rock The Dock - We’ll watch the parade go bye, cheer on the CYCT Flagship, and then go sailing (weather permitting)	Greg Greene.
May 22	CYCT & TYC Day-Sail Rally	Wollochet Bay	Co-hosted with Tacoma Yacht Club. Greg Greene (CYCT) & Rob Nettleton (TYC)
May 28 – 31	Memorial Day	Penrose Point	Clay & Shari Anderson
June 5-6	GH Maritime Festival	Gig Harbor	Needs Host
June 6	Blessing of the Fleet		
June 26	CYCT Day Sail Rally	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
July 3-5	Fourth of July (Sunday)	Quartermaster	Unofficial Cruise (no host)



Cruising - Continued

July 17	CYCT Day-Sail Rally	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
August 22	CYCT Day Sail	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
Sep-26	CYCT Day Sail	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
November 19 – 21	Le Mans Race / Clam Chowder Cook-Off	Arabella's Landing – Gig Harbor	Gary & Joy Ballentine (SV Raven)

What about Opening Day 2021?

From Seattle Yacht Club's website, *"To all in Seattle and to the Boating Community of the Salish Sea, Seattle Yacht Club and University of Washington are moving ahead with the planning of 2021 Opening Day and the Windermere Cup. We are excited about bringing the boating and rowing community together for Opening Day, but don't know yet what the event will entail due to the possibility of continued social distancing and limitations on large gatherings. With this in mind, we will continue to monitor the situation and communicate updates through this website and the Club."*

Now that the CYCT and SARC races have been published, there are still a few weeks open and available to plan a CYCT cruise. Here are the open dates to plan from:

Dates	Theme	Location	Hosts
April 9-11	After Easter Break	Open	Open to Host
April 30 – May 2	Open	Open	Open to Host
May 7 – 9	Mother's Day Weekend	Open	Open to Host
July 11-13	Open	Open	Open to Host
July 16-18	Open	Open	Open to Host
July 23-25	Open	Open	Open to Host
July 30 – Aug 1	Open	Open	Open to Host
Sep 3 -6	Labor Day Weekend	Open	Open to Host
Oct 1 – 3	Open	Open	Open to Host
Oct 15 – 17	Open	Open	Open to Host

If you are interested in planning and hosting a cruise please contact me.

Did you also hear that Rich Morales is retiring this summer, and Rich and Angie are planning a 3 week cruise to the San Juan Islands!?! There is much talk about forming an informal sailing caravan. The shove off date is schedule for Sunday, July 18th and returning on Sunday, August 8th. You can come up for the whole event or maybe even just a week. Please contact Angie Morales for itinerary details.

Greg Greene
cruising@cyct.com
 S/V Whisper



News From The Lido Deck

Well, 2021 is looking a lot like 2020. For the Lido fleet that would be great! We had a super 2020. As February winds and rains give way to the showers and squalls of March, we are looking forward to returning to sailing our dinghies. I do seem to get Pickle (#4226) out once or twice every month, it is cold and usually wet.

We are going to kick off our sailing season with a series of sail-ins, with some sailing, comradery and some sailing games. We are planning on Sail-ins for March 21st, April 18th and May 16th. Times and details will be coming soon enough, with or without your own boat, set these dates on your calendar. Fun-on-Fridays will start the second week of April and will happen throughout the summer months.

On the summer horizon, we have several events in the works. Solidly into the planning and reservations phases we are going to have the Lido Fleet participate in the Club's cruise to Penrose Point State Park. Several fleet members have reserved camp sites, and some are taking their keelboats down. We will run some fun races, some sailing games and probably some beverages and BBQs. More details to come. The second event I would like to see happen is the renewal of the Rattlesnake Regatta at Vantage. Maybe sometime in September. More to come.

Finally, we are still looking for an opportunity to increase our storage space on the docks at Tyee. If anyone knows of a dock needing a home or has some clever ideas, please let me know.

Chuck Queen
Pickle – Lido #4226

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Membership



Hi Members

I would like to introduce our newest Active Club Members: Zachary and Courtney Tuck. They own a Tiger 10M Named Zulu Tango and are docked at Delin Docks. They also have an Ocean 48' docked there as well. Zachary is most interested in racing, so we hope to see him out on the course soon.



As always if you know of anyone who wants to join our club, let me know and I will try and make it as easy as possible.

Joy Ballentine
Membership
S/V Raven

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Education!

Racing Rules Update -

Every four years U.S. Sailing publishes a new Racing Rules of Sailing (RRS). The changes this year are minor, but let's take a look before the 2021 racing season starts.

You can download a copy of the new rules by going to U.S. Sailing's web site. It is a good idea to have a current copy onboard if you race. I would like to give credit to Charlie Macaulay for his expertise in this area.

The changes are minor and affect safety, and definitions as well as other areas.

Safety - new Rule 37 requires all boats to monitor RC communications when the RC boat flies the Code V flag (white with a red X) during search and rescue emergencies.

RRS Rule 40 (PFD's) has been rewritten. If Code Flag Y is displayed before or with the warning signal, competitors are required to wear PFD's during that race. If the Code Flag Y is displayed ashore, competitors are required to wear PFD's while on the water.

RRS 41 has been revised so a boat that receives help from others to aid an injured crew member, or crew member in danger (re crew overboard), cannot be penalized for accepting aid even if the boat gains a significant advantage from it.

Changes to definitions - Start and Finish have been changed so the position of the boat's hull (not the bowsprit or sails) is relevant to these definitions. Using the definitions of Hull and Bowsprit in the Equipment Rules of Sailing, boats can have their bowsprits or headsails over the line at the starting signal as long as their hull is fully on the prestart side of the line.

The definition of a Mark still says the anchor line is not part of the mark, but now all other objects intentionally attached to the mark are part of the mark and cannot be touched.

Proper Course - makes clear there may be multiple proper courses. A proper course is "A course a boat would choose in order to sail the course and finish as soon as possible."

Other Changes - The penalty for violation of Fundamental Rule 2, Fair Sailing cannot be excluded for a series score.

New Fundamental Rule 5 makes it explicit that the RRS apply to the organizing authority, race committee, and other race officials.

RSS 16.2 - Altering Course has been revised to read; On a beat to windward when a port-tack boat is keeping clear by sailing to pass to leeward of a starboard tack boat, the starboard tack shall not bear away. If as a result the port tack must change course immediately to continue keeping clear. The wording "bear away" is an update from the previous language "change course".

Notes: The America's Cup races are being televised on NBCSC (Xfinity 626). I have a hard time understanding how a 75' monohull can be fully foiling at 40+ knots. If you have been watching you understand these boats are very fragile and can break. The Americans are out of the competition because they capsized and did significant damage to their boat. I think this is the first time ever that an American entry is not in the finals.

The 2021 SARC schedule is published. You can get one by picking up a January 48 North. Looks very ambitious with the pandemic. Let's hope everyone is vaccinated is short order.

Ed Pinkham

Calendar

Please check

Upcoming Events on CYCT Website

<https://cyct.com/>

OR

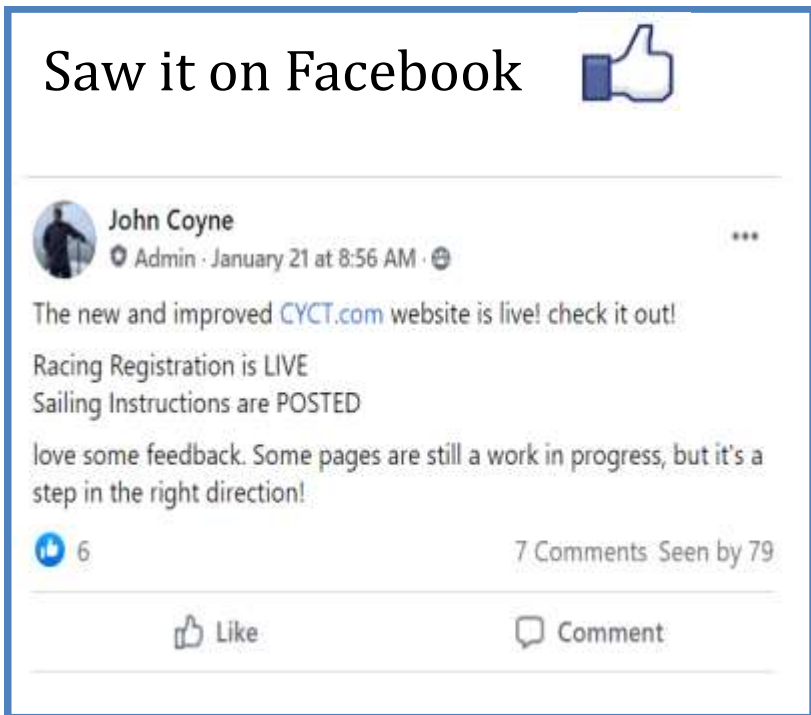
CYCT Facebook page

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

for calendar and event updates.

**Happy Birthday to our
CYCT Members**

John Leitzinger	February 10
Evie Engnoth	February 11
A.J. Brumfield	February 18
Dan Walker	February 20
Beverly Thomas	February 21



Sunshine

I sent a card to Greg Greene for the death of his aunt.

If you know of anyone who needs a card, a little ray of sunshine, let me know!

Deb McAdams
Sunshine Chair
S/V Red Splash

On The Cover:



Submitted by Tim Garchow



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).

SHOVING OFF The Downside



OK, we're in a rut! A great big, Covid inspired rut. Travel is restricted. Eating out is restricted. Plans to retire, sail to Alaska, winter in Mexico – they're all delayed. It's February in a few days and, while it may be sunny out my window right now, it's mostly dreary. I get up in the dark. I get home in the dark. Typically, in my articles I talk about the upside of living on a boat. When I talk about the struggles, I talk about the overcoming. This month we talk about what I don't like. The downside.

Power! Current! Electricity. It takes a lot to live on a boat and stay warm. My power comes from both sides of the power pole. That's 30 amps times two. As soon as it comes into the boat, it goes into a transformer that steps it up from 110 volts to 220 volts. Every step is trouble! That very first Y connection was \$300. Then there was the upgrade to a 225-volt cord. Another \$300 used. Next are the two or three times I've had to shorten the ½ inch diameter power line that goes into the transformer as it was fried and the backup breakers I've bought for the transformer since the current one is also about shot. Money isn't the trouble. That comes with any boat. The trouble comes when you forget to turn off the heat and make toast! Now you're walking 300 feet down the dock to trip the breaker. Plug in the dehumidifier just after your shower when the heat is on and the water heater is working – there's another walk coming. Want to use the oven? Put on a sweater because you need to turn off the heat. Power is a problem and while we have become fairly expert at managing this, the threat of a tripped breaker is always there. Sourcing 220-volt appliances or breaking out one of my three 220 to 110 volt step down transformers are just annoyances. It is the tripped breaker I hate!

Next hate comes moisture. The walls sweat low down in the boat. Moisture comes up through the bed. Portions of our more than ample storage are unusable in the winter due to the condensation through the hull. A year or more ago I wrote about my plan to install computer fans to move the air in our bedroom storage. I did it. One of the fans is a powerful bilge blower. Every day those fans come on at 10:00 Am and run until 1:00 PM. A few days ago, I pulled out my suede sneakers and scrubbed the mold off. This problem is not solved! We do keep two, good sized dehumidifiers. It's just that getting into all of those closed up spaces its tough. Drip, drip, drip.

Actually, water in general can be a frustration. Fresh water that is. We have two 158-gallon tanks. One will get us through a week 90% of the time. The 10% of the time was last Friday when, lathered up with conditioner, I had to slip into my robe, go out on the dock, and put a hose in the fill so I could rinse off. This never happens while washing the dishes. It only happens when I'm showering. And no, I can't feed off of both tanks at once. It doesn't work that way. Actually, the forward tank is usually empty except now, when we keep it filled in case the water is shut off to prevent freezing, or, if we are going out for an extended time and water may be hard to come by.

Another frustration is the internet. We really have grown to rely on the internet as a society. My internet at my house was faster than at work. On the dock, I have to rely on a mobile hotspot, or hot spotting a phone or tablet. Oh, once in a blue moon, the marina internet works - occasionally. What makes the problem worse is that we stream all of our television. The hot spotting works ok until you run out of high-speed data. It takes about one movie to do that. We get by. We make due. But I really miss all of that internet!

And finally, there's the garage! I miss having a garage. Yes, I have a workshop on the boat. Also, I run a company that has a well-equipped wood shop that I use. But now, when winter has me pinned down, being able to escape to the garage and refinish that Lido or give the kayak its three annual coats of varnish is not an option – that's tough! Still, I'm making progress – the diesel heater has reduced the demand on electric heat, the fans help at least, I'm trying to fill the water twice weekly, and I improved my phone plan.

I still miss my garage!

Ken St. John
S/V La Sirena