

# December 2010



Bye-Gone frozen up

## Franks Place

Around mid November the local weather men started predicting colder days ahead with snow and sub-freezing day and night temps. And low and behold those gurus had it right. As the cold set in stories of frozen home pipes and water faucets were on the lips of many. And with Thanksgiving approaching and two days later the last of this year's boat races I, and other regulars to these events, wondered if the predicted thaw would be on target.

The day before Thanksgiving I went to check on *Bye-Gone* and found totally iced in cleats, lines, and tonneau cover. I couldn't budge anything... So I came back Friday and with the temps now reading 40 degrees found I could move the boat. Carolyn and I went to the Cap'n Cook to check it out... everything was A-OK. That meant that Saturdays raced looked good.

Come morning the fog was everywhere and the breezes were nil. Initially it seemed *Bye-Gone* would be the only boat. Then, with Carolyn and Ron, we saw Scott in *Wild Juan* in the distance and shortly thereafter saw Andy in *MDB* and Layne in *Firefly*. With that group we knew we'd have good races that day if the wind picked up. It did. Races #1 and #2 were held in light air in front of the Cap'n Cook. Then, as the breezes built steadily to 5-6 knots, race #3 was extended to longer reaches across the lake. After a short social break on the Cap'n Cook, with Carolyn putting out hot chocolate for anyone who wanted it, we set a new course for #4 which extended the length of our reaching tacks to a somewhat 'W' shape with an upwind finish. There were some close finishes (but not by me). Results follow:

## November Race Results

			Race 1	Race 2	Race 3	Race 4		Race Day Totals	
<i>Skipper/Crew's Name</i>	<i>Boat's Name</i>	<i>HCP</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Corrected Time/Position</i>	<i>Total Score</i>	<i>Over all Position</i>	<i>Monthly Score</i>
Scott / Bill	<i>Wild Juan</i>	99.1	30.40 / 3	18.87 / 1	13.22 / 3	15.69 / 1	8	2	90
Andy	<i>MDB</i>	99.1	30.29 / 2	20.40 / 2	12.03 / 1	18.62 / 2	7	1	100
Layne / James	<i>Firefly</i>	98.1	30.20 / 1	22.02 / 3	13.13 / 2	19.90 / 4	10	3	80
Frank / Ron	<i>Bye Gone</i>	103	33.59 / 4	25.63 / 4	14.59 / 4	19.18 / 3	15	4	70

Also, here are the results for the yearly stats of the top 5 boats.

The totals are:  
 Firefly - 1090  
 Bye-Gone - 880  
 Wild Juan - 830  
 Oasis - 790  
 MDB - 495



First leg of the third race



*Wild Juan and Bye-Gone in pre-race action*

Thanks to all who made 2010 such a good year of racing on the lake.

Now to the Awards/Christmas event scheduled for December 9th at 7:00 p.m. at, as usual, Bill's Boathouse. Awards will abound, gift exchange (optional), and potluck foods will cover all the bases. Also, I will be able to issue 2011 ID cards to those who wish to renew their membership at the astronomical price of \$20.00. Carolyn will also have 2011 calendars available at the unheard of price of \$0.00. And she may have a surprise for those who made race day a regular part of their social calendar. Special thanks to her for efforts on behalf of the club.

After the December hiatus from racing, January 29th will kick off 2011's schedule. Dress warmly. See you at the Cap'n Cook around 11:00 a.m. Races follow if

the breezes cooperate. Remember... the boats who make the most appearances throughout the year somehow manage to be at the top of the standings come award time. And Layne in Firefly has managed to 'Three-peat'. Is there anyone out there who can unseat the 'King'? Scott? Andy? Clifford? Frank? We'll see!

Thanks to all again....Frank

## Layne's Race Report

After being wet and cold in October's races and with all the cold weather we've been having, I was determined that I wasn't going to freeze my a@# off this month. Gena always tell me, "I can do wet and I can do cold...but I don't do both," and both is what we experienced in October. So I changed my warmth strategy for November. It is mainly my finger and toes that get the coldest so I go a new pair of full finger Atlas gloves and some of those hand warmers. I ditched the wet suit boots and found my old rubber boots in the shed (I first had to chase the spiders out) and put three pairs of socks on. I also put on a pair of sweat pants on under my wetsuit pants and a sweat shirt under my spray jacket. All these changes seemed to work because I stayed pretty warm. However, it wasn't really that cold outside and it stayed dry during all of our races. I'm sure that I will have plenty of cold and wet days in the next few months to experiment on staying warm.



*Firefly ducks under MDB at the first mark*

With James getting his new Mutineer (which is getting closer to actually getting wet), Frank suggested that James get some more experience at the helm. James skippered all four races on *Firefly* and did a pretty good job taking third place overall for the day.

In the first race, *Firefly* got a pretty good start crossing the line slightly behind *MDB* and *Wild Juan*. As we approached the first mark, we had to give way to Andy in *MDB* who rounded the windward first. On the downwind leg, thinking that the course was shorter than it actually was, I decided not to put up the spinnaker. *Firefly* was able to keep up with *MDB* on the first downwind leg. Luckily for us, this race was twice around the course. On the second downwind leg, *Firefly* set her spinnaker and was able to overtake *MDB* rounding the leeward mark first. We were able to keep our lead to the finish line taking first place with *MDB* and *Wild Juan* finishing second and third.



Wild Juan chasing down Firefly in race two

In the second race, James got an excellent start crossing the line at full speed just as the horn went off. *Firefly* was only slightly behind Frank and Ron in *Bye-Gone* who we overtook by the time we reached the first mark. In this race, knowing the correct course, we again set the spinnaker on the downwind leg. Scott and Bill had *Wild Juan* going fast on that leg and they caught up to *Firefly* (and they weren't even flying a kite). I knew we were in trouble as we approached the leeward mark because *Wild Juan* had an overlap on us and we still had the spinnaker up. I knew that we would lose time taking down the kite and by the time we got the spinnaker in, we over stood the mark and *Wild Juan* had over taken us. On the way to the finish line *Firefly* was also passed by *MDB* and finished third. *Wild Juan* took first place with *MDB* coming in second place.

James got another good start on the third race, just slightly behind Andy in *MDB*. *Firefly* basically followed *MDB* around the first two marks. On the downwind reach we decided to try to pass *MDB* on the windward side but Andy kept luffing up making it so we couldn't pass him. Finally, Andy turned downwind towards the mark but we weren't able to pass him. When we went around the leeward mark I told James to take the opposite tack of *MDB* in an effort to get ahead of him. However, that tack lead us towards Silcox Island and we hit a dead spot. While trying to get back into the wind *Wild Juan* passed us too. *MDB* ended up taking 1<sup>st</sup> place with *Wild Juan* coming in second and *Firefly* finished 3<sup>rd</sup>.

There was a different winner in each of first three races so we decided to hold a fourth race to break the tie. *Firefly* ended up getting a terrible start. We miss timed the final approach and ended crossing the line about 30 seconds after the horn went off and we were way behind the rest of the fleet. On the way to the second mark *Firefly* caught up to Frank in *Bye-Gone*. We were close enough to the mark that we wanted to get the inside overlap so we tried to pass *Bye-Gone* on the leeward side. That plan never did work. We couldn't make gains on *Bye-Gone*. We got to a certain point and the wind was block by her sails and we would start to lose ground. However, having the inside overlap at the mark allowed us to round the mark ahead and be on the windward side of *Bye-Gone*. After rounding the mark *Firefly* took off to the third mark. Rounding the next mark we blew a tack and got stuck in the irons...dang. *Bye-Gone* caught up to *Firefly* and the race was on to the finish line. *Firefly* crossed the line first but *Bye-Gone* ended up beating us in corrected time. *Wild Juan* took first place in final race with *MDB* coming in second and *Bye-Gone* taking third place.



The start of the third race

The last race of the season turned out a lot better than I thought it was going to be. The winds cooperated and blew even stronger than I expected and were a perfect speed for James to get in some good practice before sailing his own boat. The rain for the most part also held off until we had *Firefly* out of the water. (Even though my sails got soaked before I got them taken down and still ended up having to dry them on the living room floor.) That pretty much so wraps up this season. Hope to see y'all at our Christmas Party on December 9<sup>th</sup>.

Layne



## Sailing Year in Review - by Dwaine

This newsletter should find you sometime in December of 2010. As we look forward to 2011 it seems appropriate to also look back at 2010. What a sailing year it has been.

Weatherly, with her regular crew of myself, Deanne, and Doug, logged her first win at a well attended Thistle regatta. For the first time ever, my Laser got more tiller time than our Thistle. And leveraging the 'Artz Connection', the Trummert Family orchestrated another near week long supported cruise aboard the 'Racer-Cruiser' *MDB*.

I've included some photos to represent the fun.

Here's a photo of *MDB* with Helmsman Dwaine, Captain Deanne, and Bowman Dana popping up out of the bow hatch. Deanne's mom shot the San Juan 21 flying my repurposed \$5 garage sale spinnaker. This huge sail, nicknamed 'Jolly Green Giant', was re cut into an asymmetric shape and flown from a temporary sprit tied to the bow pulpit. When the wind blew 7 or 8 the San Juan was maxed at hull speed with both dinghies planing along behind. Huge grins!

While vacationing on the hook Deanne and I did some 'stop leak' repairs. I also came up with a crazy idea of how to tow two dinghies with only one line. We both laughed every time a set of boat wakes rocked the *Dana May* a little more off center. She eventually jumped overboard (the yellow boat, not Deanne). Next year we'll try not to bring more lineal feet of dinghy than main cruising boat.



A huge round of thanks goes out to Jim Findley from the South Sound Sailing Society. Between him and his helpers they ran another great year of Thursday evening dinghy racing on Budd Inlet. They also grabbed this fun shot of me planing through the finish line for the apparent win. And the folks on the RC boat were yelling at me to show their appreciation for my full plane fly-by! Huh? What did they say? Two laps?! Oops! Despite my gaff it was a big wind, lots of spray, howling good time and a sweet photo.

Despite being the daughter of two sailors, Dana has been a bit timid about boats that lean. Grandpa's runabout - no problem. The live aboard *Sea Eagle* - she's happy as a clam. But when the boat tips she's not so sure. During our cruise this year I got her out for a short ride on the Laser. And I started by sailing the boat FLAT! Then her Mommy joined us in Dana's row boat. Soon enough we created a game called 'Bonk'. Each boat earned a point for using her bow to tap the stern of the other. Row vs. Sail. Mommy vs. Dana and Daddy. Dana had so much fun she forgot she was on the 'tippy' boat. That game of 'Bonk' was easily my most cherished memory of the 2010 sailing season.



We hope you had as much fun on the water as we did in 2010. Let's plan on doing it again in 2011.

## November Race Photos



**Our annual Holiday Awards Party will be on Thursday, December 9<sup>th</sup> starting at 7:00pm at Bill's Boat House. Come join in the fun...party on!!!**

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*Any articles, pictures, or ideas of any sailing activities you are involved in that you would like to contribute to the newsletter are welcome.*

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