



Propeller and Sail

Ketchikan Yacht Club Newsletter

Fall 2006



Current Soundings

So, the summer is over again and the fall colors are bright. Which is more than we can say for the sky. Which also means that: Meetings have started again...first Tuesday of the month...potluck at 6:30 and meeting at 7:30pm. It is a great opportunity to find out where other members cruised this summer so you can plan for next summer.

Summer activities thank you's:

Many thanks to Marvin Davis and Barb and Randy Roberts, for starting the summer BBQ's and all who continued and supported them throughout the summer. Plus all the members who helped clean up. The new grill is certainly very nice and much easier to clean.

Many thanks to Judith Anglin and Sheila Engstrom for rounding up cooks for Sunday brunch, as well many thanks to all the cooks. By the way, great food, too.

We had lots of great visitors this summer (many who have become friends from previous trips) and some first timers to Alaska including the crew of the open rowing/sailing craft ***** who spent several days at our dock getting ready to return to their home port of Lopez Island, WA. The hospitality of club members is routinely mentioned as the thing that makes visitors come back again. We even had visitors who didn't have boats here.

Welcome New Members:

Gary and Sandy Barnett *M/V Sanstoy Too*

Cpt. Keith and Sandy Douglass

Geoff Gross *S/V Permagrit!*

Pat and Terri Jirschele *M/V My Toy*

Ross and Bev Miles *M/V American Eagle*

Larry and Cynthia Pullin

Thomas and Mitzi Campanelli *M/V Capt Mike*

Vernon and Joy Craig *M/V Wine Time*

Call for Officers 2007

It is that time again. We are looking for members to serve as officers for 2007. Terry Thompson has agreed to serve as Commodore next year and we think we have Marvin Davis roped into the Treasurer's role but that still leaves Vice Commodore, Rear Commodore and Secretary. Please consider helping the club out in one of those roles. We also need one Trustee, so, to all you past commodore's, we will be calling you looking for a volunteer. Call any member of the Board to volunteer and will be happy to have you.

Upcoming Events

Sep 30...End of the summer season Luau at the Club. Starts at 3pm until ?
BYOB and side dish. Family and friends welcome.

October 3...KYC Yacht Club meeting (potluck 6:30, meeting 7:30)

Theme: Halloween.

Program: Slide show history of the club that Judith Anglin and Jim Dahl put together and presented to the Chamber of Commerce in September.

Nov 7... KYC Yacht Club meeting (potluck 6:30, meeting 7:30)

Agenda: Nominations for 2007 Officers.

Program: Stacey Schulz dive slides from their last trip to the Maldives and truly spectacular photos.

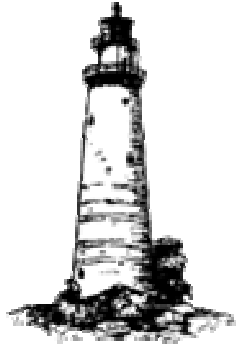
Dec 5...Annual Meeting (potluck 6:30, meeting 7:30)

Agenda: Election of 2007 Officers. Membership vote on motion to create the "Clubhouse Replacement Facility fund".

Reminders to Moorage Holders:

Ensure your boat is secure to the dock and your lines are not fraying. We have had several boats in the past which have broken frayed lines and only observant boaters have prevented damage.

If you are leaving town for an extended period (like all winter)...put someone in charge of watching your boat and put that person's name on the chalk board in the club with a phone number. If there is a problem, we want to know who to call.



Commodore's Comments

This year is certainly going by quickly. Summer always seems way too short for all the things (and cruising) we want to get done. Hunter and I couldn't seem to get *Puffin* off the hard this year but I did get to do some cruising in May on the "right" coast. I spent 3 weeks on a shakedown cruise in my brother's new home, a 1989 cutter rigged Crealock 34 *KellyRae*. She only went in the water a few days before I got there. We started from Camden, which is a superb place to see some spectacular old schooners and other fine wooden boats. Our cruising grounds were the waters of Penobscot Bay and over to Mount Desert, the home of Acadia National Park. Lots of little islands and small bays to anchor in, mostly empty since their cruising season doesn't start until June. Lots of rocks, reefs and lobster pots. We only saw one other cruising boat. The weather was pretty atrocious much of the time, cold, windy and rainy (seemed like our October). In fact, the rain caused quite a bit of flooding in Maine and Massachusetts, which some people thought I brought with me. I have always wanted to cruise around in Maine so it was fun despite the poor weather and I hope to go back someday.

Meanwhile, back here, our cruising season was in full swing with Friday BBQ and Sunday brunches getting started and lots of visiting boat (and better weather). We saw the temporary return of Barb and Roger Maynard (on *Camai*) who stayed a little while and left to continue their cruising. They are now home ported in Haines.

A synopsis of the things that have been done at the club this year: We replaced some of the bands that hold the float together under the clubhouse, some supports for the side deck and some decking that had rotted and also the chains that hold it to the dock. The port replaced all the electrical lines and stanchions in Thomas Basin, a project that went remarkably smoothly considering the scope of their work. Thanks go to Larry Meehan for painting the back wall of the club, it looks good. We also have a new BBQ grill. Since we went the summer without a Port Captain, many thanks go to members on the dock who filled in, especially Jim Eakes, John Wellard and Marvin Davis.

You may have noticed that in the upcoming events, we listed a club vote on a "Club Replacement Facility Fund". This is a proposal coming from your Trustees to start a fund for the specific purpose of building assets for the long term (10+ years) for Clubhouse and/or float replacement. This will be a conservative and balanced investment fund which includes start-up funds and annual appropriations from year end funds. The first draft was presented at the September meeting. The final text of the motion will be approved at the November meeting, changes can be made up until then. We will discuss it again at the October regular meeting and at the Trustees' meeting in October. Thanks go to members who have made suggestions for alterations and we welcome all input.

DOCK TALK SUMMER'S END 2006

BY Sheila Engstrom

And here we are another season of sailing, fishing, Friday BBQ and our KYC Sunday morning breakfast---the club filled with guests and many other activities....Such was "Summers' Hand".

However, don't close the hatch yet! We have one more summer event... our big "Luau " on Sat September 30. Hope you all can come; it starts at 3 pm and I hear its fairly high tide all day---just imagine!

News around the dock most of you know by now, but I get to tell it anyway----just in case! Larry and Kay Meeham have bought a house in Sequim and moved; much better being near their darling grandchildren. They are keeping their boat at the clubhouse. Later they will cruise a little then eventually take their boat south. Linda and Gary Young have moved to Sequim, sold their boat and bought a house.

Barb and Roger Maynard have moved to Haines, after cruising Southeast this summer and are living on their boat, awaiting escrow on an accepted offer on a house. They are hoping all efforts are a go.

Jack and I sold *Sierra*, after 30 years. Hard to say good bye, but in reality it would be harder to own her another winter. We will be here until the first week of December. Will return the end of May.

Erick Soyland, from Idaho bought *Sierra*, and plans to take her south after winter moorage at the club. However, he may spend a summer here. He is joining the club and hopes to meet club members in the spring.

George Porter is doing a lot better with his heart problem, he says most days are good, some are a little tiring, but on the whole all is well. Hats off to Gail for quitting smoking for a year now.

To all of you who helped with Breakfast and BBQ a huge THANK YOU! And to Barb Roberts who furnished us with home made cookies (made with home ground wheat flour) at our BBQ's; we all thank you---yummmm. Al Rockwood, Marvin Davis, Barb and Randy, all did set up BBQ many times. We also had a ton of help from Chris Charles, and Jim and Karen Eakes. We did have fun and enjoyed the company and those burgers.

Judith organized the breakfasts and we had a great turn out of cooks, some did double duty, (Breakfast and BBQ). We would not have made it without (as they say in the south)... 'you'al.

Charter Members Bud and Pat Charles are still kicking their heels up. Bud enjoys lunch and his cigars, and on Sundays he occasionally gets out to the Pioneer Cafe for breakfast. Pat enjoys keeping up with the news and an occasional ride through town. Bud is 96 years young (and its not proper to disclose a ladies age.) However, they are both doing pretty well and are our oldest members.

A Big Appreciation to KORC racers for another fun year of racing; they donate money every year to the rescue squad, and this year they raised and donated \$2000 (the club added another \$500.00) to the Ketchikan Volunteer Rescue Squad. Jerry Kifer accepted the gift at Septembers meeting.

I know I speak for all of us in giving support and thanks to our KYC Officers, Debbie, Terry, Donna, Jim Dahl, Judith, and George Porter and Tommy who work hard at keeping our club going.

When the tides high, and the weathers good you may see me prowling the dock, just maybe... Until next time. S.E.

KYC 2006 Sailboat Racing Season

By ML Dahl

Ketchikan Yacht Club sponsors the most active sailboat racing program in Alaska, with 7-10 local boats and sometimes a visiting boat, participating in the weekly races. The 2006 season is about to end on September 30 with the last race of the year.

This year's participating boats were *Ariel*, an Etchells owned by Jim and Mary Lynne Dahl, *Kermit*, a San Juan 27 owned by Sally Hansen, *Moisture Missile*, an Olsen 30 owned by Lyn Cothary, *Racy Lady*, a San Juan 27 owned by Cari and Allen Serwat, *Scoundrel*, a J24 owned by Lou and Jean Bartos, *Blizzard*, a Ross 7.9 owned by George Shaffer and *Spirit*, a soling owned by Tom and Norma Thompson. In addition, we were accompanied on some Wednesday evenings by *Sweet Charlotte*, a Cape Dory owned by Bob Young, who came out to participate informally and hone his sailing skills with some racing practice.

The season began this year on April 19 and 26 with 2 practice races, but the April weather chilled some of the enthusiasm of the racers, with heavy, wet, spring snow causing most racers to wait for better conditions. Those good conditions arrived in May and the season got under way in earnest with 7 boats out on Wednesday evenings in front of town. There was a May series of Wednesday evening races, a June series, a July series, an August series and a September series. Sponsors for the Wednesday night races, the weekend races and KORC races were Shaffer Family Dentistry, Alaska General Seafoods, Hardcastle -Davies Insurance, Otter Creek Partners, Mariner Sails, Cari & Allen Serwat, The Lindemann family, Lyn Cothary and Alaska Glass & Supply.

Races begin at 1800 hours at the WR6 buoy, in front of the Plaza Mall, and include a turning buoy off of Pennock Island, one in Clam Cove, one near the Gravina shore off of the airport, one in front of Trident Seafoods, one near the Boyer terminal and temporary buoys placed by the race committee, Floyd and Astrid Crocker, when needed.

Races normally are started upwind, because it is dangerous to begin downwind, with racers hoisting spinnakers at the same time as they would cross the starting line, but this year, the wind moved around at start time enough to make this a real challenge for our race committee. However, Floyd was generally successful, having to adjust his starting line only a few times. 2006 was noted for having better wind than some previous years, with many races experiencing brisk winds of more than 10 knots of breeze as the norm rather than the exception. Brisk winds generally make for better racing, but once the winds get close to 20 knots, the challenges of maintaining control become more of an issue. However, most racers will admit that they prefer the challenge of higher winds to those occasional races when there is no wind at all. This year, we had very few races where there was not enough wind to race, a fact that the race group really appreciated. In addition, it hardly ever rained on Wednesday evenings this year, so we had good wind and generally did not get wet, either.....a dynamite combination!

The Wednesday evening races tend to be shorter, consisting of a start, one or two buoys as turning marks, and then a finish. If there is enough wind for a longer race, the race committee can double the distance by indicating so with a "T" behind the number of the race being posted. All racers watch the committee boat for a race number, then consult their race chart for the specific race posted, and mill around the start area until the flag goes down and horn goes off. Floyd and Astrid time the start for a 5 minute sequence, starting at 1800 hours, watch the boats cross the start line, signal with a flag if any boats are over early (requires that an over-early boat restart) and takes the finishing times of each boat at race end. Boats are handicapped for ratings by PHRF, with faster boats being given lower ratings than slower boats. As a result, it is not always the first boat to finish who wins first place in a race. KYC racing boats adhere to the US Sailing Rules, published every few years, as a requirement for participation. These rules specify right-of-way, fouls, dos and don'ts on the race course, and are based on the underlying principal of good sportsmanship. Fouls can result in penalties during the race or disqualification in more extreme cases, but fouls can be protested and decided by a committee of uninvolved racers if necessary. There were no protests during 2006, as all fouls were handled fairly on the race course at the time they occurred. There were also no serious crashes between boats and no overboards this year, including during the exhausting and challenging weeklong regatta of KORC, held in August.

In addition to the Wednesday evening races, KYC sponsored 5 longer races and 4 Saturday series, which were held on weekends. These weekend races included the *Race against Time*, which is allowed on any day of the week between April 19 and September 30, the Nichols Passage Sprint, the Tri-Island Race, the Jack & Jill Race, the Single Hand Race and the Frostbite Series of September.

Racing awards will be tallied and given out at an annual dinner to be held sometime in October or November. Awards include first, second and third place winners for each monthly series from May to September, the winners of

each long race held on weekends and the winners of the annual fund-raising regatta known as KORC. As well, there will be some additional awards for boat of the year, most improved, and sportsmanship. Watch for the announcement of the date and location for this fun event. Non-racers are always welcome to attend this dinner and

awards ceremony, but be forewarned.....it includes a lot of blarney and maybe even a home video! Racing will resume next April 2007 with a practice season, so if you are interested in being crew or have a boat you want to enter in the group for racing, contact any racer or member of the race committee to become part of the most active racing group of sailors in Alaska! The more the merrier!

2006 Race Committee Chair: Lou Bartos
2006 Race Committee Members: Tom Thompson,
Mary Lynne Dahl, Larry Meehan, Cari Serwat, Floyd Crocker

Summer Solstice Cruising

By ML Dahl

In June of 2006, Jim and I headed north with Dempsey, our reluctant sailor dog in **Peaches**, our Pearson 365 pilothouse sailboat, to meet up with the Juneau racers on Baranof Island, to restart their "*Around Admiralty Island Race*". In years past, Jim has done this race on various boats, winning the event several times, and a few years ago he and I delivered a **capella**, owned by Barb Bigelow, to Juneau, for participation in the race; Barb won the race that year, by the way. Rumor has it that another Ketchikan race boat, **Moisture Missile**, owned by Lyn Cothary and skippered by Lyn and Dwight Lindemann, is considering entering the race in the next year or two.

Our plan was to get to Warm Springs Bay on Baranof Island in time to meet the racers as they finished the first leg of the race, from Auke Bay north of Juneau, down the west side of Admiralty Island, and into Warm Springs Bay. From there, after a few days of rest, they would resume the race by rounding the southern tip of Admiralty Island off of Yasha, head up the east side of Admiralty and finish the race back at the start line. Generally, the race takes a couple of days for each leg. Our job was to restart the race from Warm Springs Bay for the second leg of the race, and we brought along a starting cannon for just that purpose.

Getting to Baranof Island began with a roaring romp up Clarence Strait, when we hoisted sails just past Vallenar Point and took off in a stiffening breeze that got us to Coffman Cove in just over 9 hours. Peaches exceeded 8 knots for much of those 9 hours, downwind, with jib furled up and a full main being the engine that powered us. We were glad to get into Coffman Cove in winds that were beginning to exceed 35 knots, and when the storm built, spent 2 days in Coffman Cove waiting for it to calm down. We met some very nice people in Coffman Cove and did some exploring on the beaches.

From Coffman Cove, we headed up through Rocky Pass, which although it looks gnarly on the charts, was not too difficult, because it is clearly marked the entire way with excellent navigational marks. We entered the southern entrance to Rocky Pass several hours prior to starting through, anchored out, put our dinghy in the water, checked out the Devil's Elbow with the dinghy, started through as high water was approaching and got through with no serious problems. At one point, however, we did experience a brief pucker factor when we rounded a corner, looked for the next mark and found that the sun was directly in our eyes, making the mark impossible to spot. Of course, this spot was one of those where the current is strong and the amount of water in the channel is very low, making the chance of being off course very scary. We finally spotted the navigational mark as the angle of the sun lifted slightly and made it around that mark without incident, fortunately. According to our depth sounder, we always had at least 4 feet under the bottom of our keel....not much, but enough to get through. I would not recommend doing this passage without up-to-date charts, but if you have them and pay close attention, it is not too difficult and saves quite a lot of time getting north.

Upon finishing Rocky Pass, we anchored in a bay at the north end and resumed our trip north the next morning. Once again we had brisk winds and made great time, passing Yasha, always nasty, and arrived safely in Warm Springs Bay, where we met up with the Juneau racers, including Brian Lieb and his crew on **Haiku**, the eventual winner of *Around Admiralty* this year, and Roger and Barb Maynard who were cruising on **Camai**. We spent several days in Warm Springs Bay, enjoying the hot pools in the forest, the public baths on the dock and the fellowship of good friends.

After restarting the Juneau racers with the resounding boom of our racing cannon, we headed south, again passing Yasha and into Sumner Strait, avoiding Clarence Strait due to more gale conditions forecast there. Instead of storms, we enjoyed nice sailing conditions, motoring sometimes when the wind died, zig zagging past glaciers visible from the water, down through Chichigof Pass and Zemovia Strait, into spectacular and pristine Thomas Bay. After a night in Thomas Bay, we continued southward, ending up in St. John's Bay on the north end of Zarembo

Island. Suddenly the climate was much warmer than the frosty conditions of Baranof Island and Thomas Bay. Zarembo has an extensive road system, a public dock and adequate anchorage, so we parked ***Peaches***, ferried our dog Dempsey to shore, and walked the road system for a few hours, exploring as we went. The US Forest Service maintains a camp there, at the mouth of what appears to be a significant salmon stream, which empties into a large tidal bay of impressive flora and fauna. We saw a lot of signs of wildlife on Zarembo, which is mostly flat, has been logged off and has a lot of second growth as well as wildflowers and alder etc.

From Zarembo we headed to Santa Anna Inlet for some quiet anchorage and an attempt at shrimping, where we succeeded in catching a nice dinner of prawns. Finally arriving home to Thomas Basin 10 days after our start, we were glad to be back, having enjoyed the trip immensely. This writer, however, can attest to the challenges of hours and hours of sailing in gale force winds, passing Yasha in predictably square seas and being in a mustang suit for hours on end as well as being a learning experience that I appreciate but am not anxious to repeat in the near future.

Attached are some photos to highlight the trip.

ML Dahl
S/V Peaches



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Founded 1933

