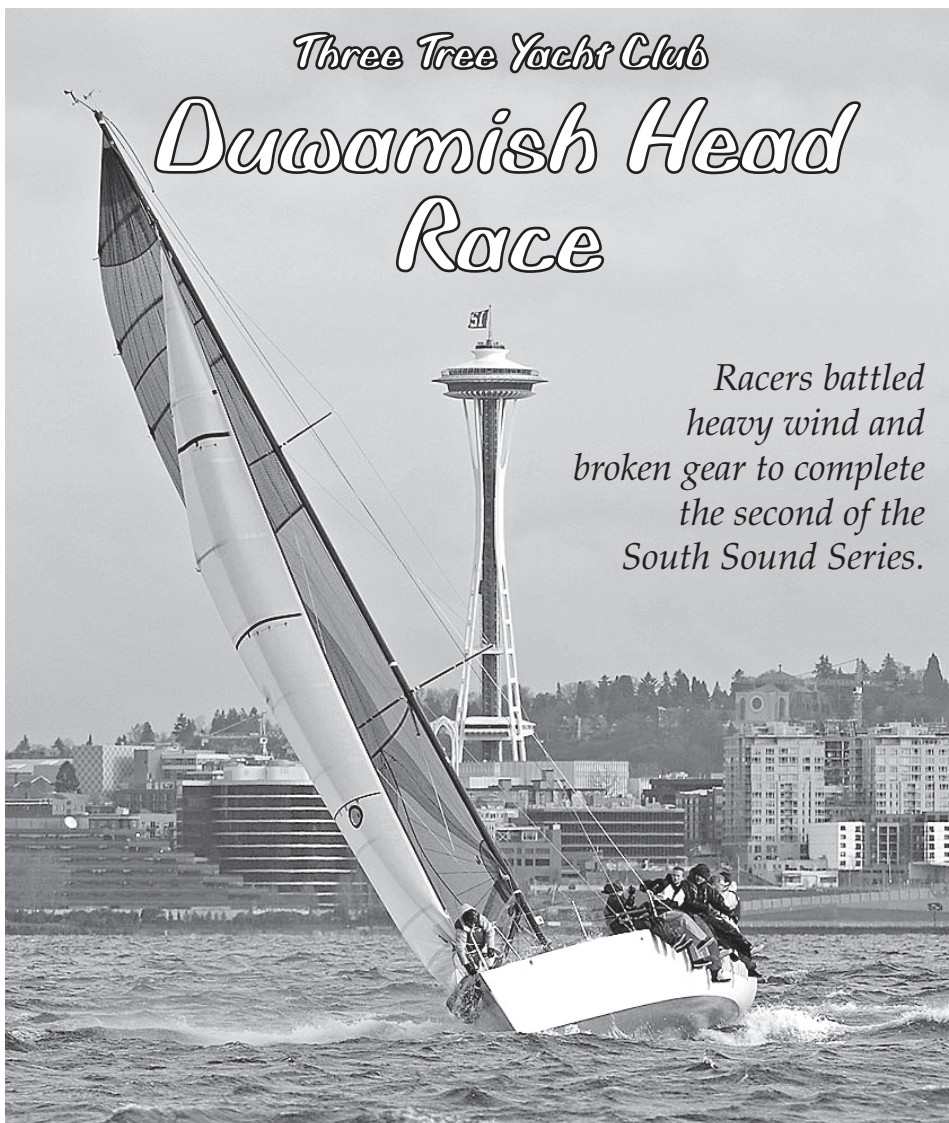


Three Tree Yacht Club

Duwamish Head Race

Racers battled heavy wind and broken gear to complete the second of the South Sound Series.



Getting the timing right on a downwind start is essential since dipping the line is not possible, and restarting entails a costly spinnaker douse and rehoist. *Tantivy* demonstrated the importance of reading the race instructions. Not doing so cost them dearly as they didn't realize that they hadn't started properly until nearly 15 minutes into the run. After 15 minutes of beating back to the line they restarted, this time between the green can and the starting pin. As *Tantivy* sailed north, a couple of boats turned around to head back to Des Moines. The rig on one suddenly dropped to the water. *Tantivy's* crew took the sails down and started the engine, preparing to render assistance. As they neared the dismantled boat, the Martin 241 *Skookum Too* owned by George Brown, her crew of three said that they'd "done this before" and urged *Tantivy* to sail on. As *Tantivy* carried on, her crew grimly noted competitors' positions. They estimated that the amount of time they had lost rendered continuation of the race somewhat pointless and an intense beat back to Des Moines in such an uncompetitive position particularly unappealing. Sustained winds of 32 knots and black rain clouds behind them

Above: Winter sailing in Seattle

Below: "Something Special" having a wild ride in Elliott Bay.

Storms off the West Coast presented windy conditions for several days leading up to the Duwamish Head race, and forecasters predicted more heavy winds, encouraging skippers to seek extra crew. Gusts peaked at 45 knots on the eve of race day, causing a few to worry about the hairy entrance into Des Moines marina, where in the past a boat had a spectacular collision with the fishing pier, losing its rig in the process. Yet race morning, despite choppy water indicating the recent strong winds, sailors saw only 15 knots off the breakwater. The lull was short lived.

Boats lined up for a 10:00 am downwind start and immediately hoisted spinnakers for the long run north to Seattle. Liza Tewell, whose boat, *No Wimps*, was short on crew, watched the start from the fishing pier and marvelled that the sailboats had bow wakes to rival those of power boats.



reinforced the decision and they headed for the locks, followed by a Flying Tiger, who had holed her mainsail.

As racers headed north, many noticed a sailboat washed ashore on the south side of Three Tree Point. A thirty-something boat laid on its side with its mast tucked between two waterfront cottages just barely out of range of their huge plate glass windows. An empty mooring sat off the beach. Two helicopters with rescue gear mysteriously hovered over the Sound. Despite these omens and a building wind, most carried on north under spinnaker.

Increasing wind tested each boat's equipment and driver, as well as the reaction time and coordination amongst



Above: David Garmin's Santa Cruz 27, "Giant Slayer", preparing to be a PHRF submarine.



Center: Eric Rimkus' Cheetah 30, "Still Gladiator", recovered after a nasty knockdown, yet finishes 4th in class.

Below: Getting the timing right on a downwind start is essential since dipping the line is not possible, and restarting entails a costly spinnaker douse and rehoist.

the team. A large number of boats broke equipment and experienced knock downs during the downwind leg, particularly in the large, confused waves off Alki Point. For those who could keep on top of their game, the wind and seas offered a great ride. Ultralights experienced a virtual surfing safari which helped them catch up and keep up with the big boys. *Lowly Worm*, the Moore 24 driven by Andy Schwenck, hit 15 knots at times and planed at 11-12 knots for long periods. They surfed north knowing that the beat back south would just be hanging on for survival. Andy Schwenck mused, "If you go for a surf today, a big long beat is the price you'll pay!" But *Lowly Worm* did more than survive. The boat finished ahead of the

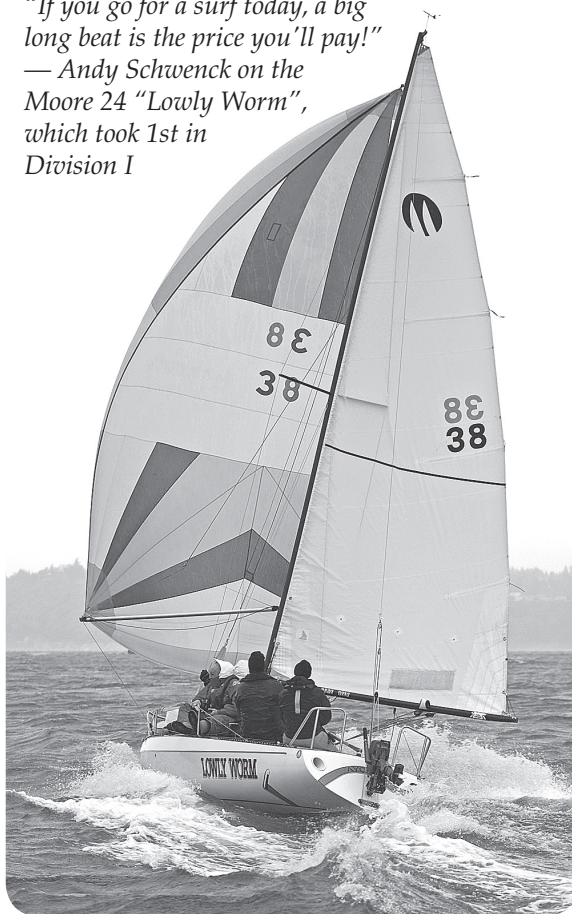


next boat in her class, *Giant Slayer*, by more than an hour, and had a shorter elapsed time than many boats in the two starts ahead of her. On corrected time, *Lowly Worm* embarrassed the competition.

Olson 30 *Sidewinder* stayed on her feet on a plane and put in an impressive showing. At the Duwamish Head mark, they were ahead of some A fleet boats who had started 15 minutes before them. They were on a 13-16 knot sustained plane. Though they saw some big waves off Alki, they kept the spinnaker up and jibed, while most others took spinnakers down. Brandon Berquist on *Sidewinder* said that "Even with a crappy #4, we held off the 73s for a good long while." They still finished ahead of boats in previous starts and finished 6th overall. The Olson 30 *Wild Turkey* also planed impressively for a while until they parted a halyard on the downwind run, but still managed to finish well.

While many took down their spinnakers or had trouble jibing them near Alki, *Snake Eyes* was another that executed a nice jibe and carried

"If you go for a surf today, a big long beat is the price you'll pay!"
— Andy Schwenck on the Moore 24 "Lowly Worm", which took 1st in Division I



it all the way into the Duwamish Head mark in Elliott Bay. Despite sailing speeds averaging 13 knots and seeing gusts to 38, giving them a peak speed of 15.9, *Snake Eyes* encountered winds of only 10 knots around the Duwamish Head mark and then again near the finish. *Eye Eye's* David Cohen said they broached but recovered quickly, were 2nd at the first mark and then 2nd rounding Blakely Rocks and that staying over there paid off for them. They finished with a notable margin over their competitors and 10th overall.

Patrick Cook, sailing, on *First Edition*, said they saw someone go overboard. They picked Melges owner Jeff Vernon's dad Bill up out of the water when his own boat had trouble retrieving him. *First Edition* crew convinced Bill to remove some of his wet layers of clothing, wrapped him in the spinnaker and served him some hot soup. Patrick Cook joked that the maneuver slowed them down a bit but they "just wanted to beat that black boat" and that they did, finishing 1st in their class and 2nd overall just ahead of *Time Warp*. But that black

CI OA Boat Owner Type

Division A

1	Danger Zone	Jim Thompson	Cors F-27
2	Pax the Space Spider	Rod Tharp	F-32
4	Fast Comp	Erickson/Coleman	Cors 28
4	Sibling Rivalry	W&J Marken	Cors F-27
4	Freda Mae	Vincent DePillis	Cors F-31r

Division B

1	4 Roxanne	Greg Slynstad	J-125
2	9 Jam	John McPhail	J-160
3	13 Jack Rabbit	Chet Hibbert	CM1200
4	16 White Cloud	Johnson/Lynch	Cook 12M
5	17 Tachyon	Shaun Breese	Farr 39
7	57 Artemis	Nigel Barron	Andr 53

Division C

1	10 Eye Eye	Sarah Elmore	J 90
2	20 Head Rush	Ken Enge	Antrim 27
3	22 Silverheels	Tucker Smyth	Syn 1000
4	36 Still Gladiator	Eric Rimkus	Cheetah 30
5	41 Firecracker	John Anicker	Flying Tiger
5	41 Gardylloo	Eric Nelson	Hend 30
5	41 Rock On	Scott Burbank	Flying Tiger
9	57 Gunsmoke	Mitch Etherton	Carroll 35

Division D

1	7 Darby	Steven Tuck	C&C 121
2	8 Snake Eyes	John Hoag	Bene 40.7
3	14 Farr-ari	William Walton	Bene 45F5S
4	24 Jeopardy	Ed Pinkham	J-109
5	41 Tantivy	Stuart Burnell	J-109
7	57 Claymore	David McCowen	J-46

7	57 Intuition	Ron Holbrook	C&C 37 XL
7	57 Korina Korina	Jon Knudson	Joubert/42

Division E

1	12 Kahuna	John Leitzinger	Express 37
2	23 Dec of Indep	Brian Watkins	Express 37
3	25 Something Spec	G&J Cowling	J-35
4	32 Grace E	Brian White	J-35
5	41 Pazzo	L. Lindell	J-35
5	41 Flashback	Mark Rider	J-35
8	57 Dreamspeaker	Art Verharen	Express 37

Division F

1	6 Sidewinder	Mike & Brad Jones	Olson 30
2	15 Wild Turkey	Turkey Partners	Olson 30
3	19 Showtime	Bob Mayfield	J-36
4	35 Blue Canary	David Smith	C&C 99
5	38 Charlemagne	Gary Pedigo	J-36
6	40 Flim Flam	Fred Creitz	Soverel 33
7	41 Teufi	Jeff Vernon	Melges 24
9	57 Zealot	Rafe Beswick	J-33
9	57 Cheetah	Pete Clarke	C&C 40
9	57 He Lives	Steve Kirkpatrick	J-92
9	57 Blue Moon	Forrest German	C&C 40
9	57 Bifrost 3	Michael Pearson	J-105

Division G

1	2 First Edition	Rob Alexander	Humbolt 30
2	3 Time Warp	Capt. Sparrow	Bene 1st 375
3	11 Wildflower	Tom Mitchell	J-35c
4	18 Bodacious	J Rosenbach	Bene35S5
5	21 Nordic Sun	Greg Larson	C&C 39
6	27 Kokomo	Dennis Flannigan	Sabre 42

7	30 Les Chevaux Blancs	Kells-Murphy	Bene 35S5
8	31 Balder	John DeMeyer	Ericson 38
9	41 Here & Now	Pat Denney	J-29M
9	41 Paella	Aaron Wenholtz	Zap 29

Division H

1	5 Teaser II	Jon Thompson	Cal 33
2	26 Cherokee	Pat Stewart	Cal 33-1
3	28 Koosah	Dave Knowlton	Pear 36-1
4	29 Sparrowhawk	Colin Robertson	J-30
5	33 Djinn	John Martens	J-30
6	34 Xiphius	Karl Haflinger	Tartan 10
7	37 Pandora	Bob Connolly	Cal 36
8	41 Alternate Reality	Darrel Jensen	Expr 27
8	41 Duke	Dan Baker	Catalina 36

Division I

1	1 Lowly Worm	Andy Schwenk	Moore 24
2	39 Giant Slayer	Garman/Lowell	SC 27
3	41 Falcon	Bryan Massey	Cal 9.2
3	41 Inati	Richard Bergholz	Ranger 29
3	41 Gitano	Bruce Johnson	S&S 34
3	41 Skookum Too	George Brown	Martin 241
8	57 Outatime	James Muri	Col 9.6

Division FS

1	Just Talkin' II	Steve Jacobsen	JeanS/O 35
2	Margarethe Chon	Pieruccioni	Newport 31
2	Last Tuesday	Rick Redfield	SJ 28

Division NFS

1	Havin' Sun Fun	Will Hutchinson	US Yac27
3	Au Vent	Wendell Crim	Bene38

boat (*Here and Now*, aka *Beer and Now*) faced a number of problems. They lost the Windex, busted a primary winch, pulled the bolt rope out of the mainsail, bent stanchions during a roundup and then, to add insult to injury, as they headed to Shilshole, they broke the boom during a jibe.

They were in good company. Troy Lannoye, who raced on *Ferrari*, said they pulled several top slugs out of their main. *Roxanne* blew up a spinnaker on a broach. *Eye Eye's* broke a shackle and a block on the jib track. *Gardylloo* had lots of gear problems typical to a new used boat, parting two halyards. Vicky MacFeidh, enjoying a little cold weather racing while visiting from Spain, said that *Snake Eyes* ripped their jib at the leech. *Declaration of Independence* blew out her main just off the breakwater at the finish but only lost a single place.

High winds made shortening course unnecessary and rendered the full race much faster than usual. *Jam* was the first one back to the finish line in just under 3 hours and 45 minutes and nearly every boat finished the 30 mile race by about 4:00 pm.

by Wendy Hinman

It's an Express 37 downwind dual — John Leitzinger's "*Kahuna*" and Brian Watkins' "*Declaration of Independence*" took 1st and 2nd respectively in Division E.



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