

The CAT Tales

January 2010



Newsletter
of the
Chesapeake
Catalina
Yacht
Club

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View from the Bridge Mike Vaccaro, Commodore

As we begin a new year, we also begin a new decade. It is hard to believe that it is 10 years since the world was supposed to end at the turn of this century. This is the 30th year for the Catalina 30 Fleet that evolved into the Chesapeake Catalina Yacht Club. It has been 4 years since Debbie and I wandered into the Van Tassell Landing for our first Holiday Party with the group. We look forward to another great year of land and water events with the club.

I would like to take this opportunity to thank outgoing Commodore John Van Tassell [*Escapade*] for all of his work during the 2009 year. Thank you also to Diane Benyus [*Scimitar*]. She has been our Treasurer for the past 7 years and is stepping down. Another thank you goes out to Mario Taisch [*Sea Cara*]. He is stepping down after 3 years as our Cruising Director. Let's not forget a large thank you for our returning Secretary / Editor / Webmaster Mike Davis [*Ayewash*] and Historian Sue Dennison [*boatless*]. They are both in the background helping with everything the club does. Joining the officers for the first time are John McElderry [*Andiamo*] as Vice-Commodore and Kim Wolkins [*EOS*] as Treasurer. We also want to welcome Dan Bliss, [*Brunelle*] who has agreed to be our Cruising Director

2010 is shaping up to be a fine year. Kicking the season off was "Game Night" on January 9th. Al & Vickie Lohman [*Rhiannon*] have once again provided an evening of great food and entertainment. Games from Wii to Foosball, Imagine If to Pictionary, and more kept the partygoers entertained

for hours.

Your officers and a number of other "interested parties" got together that afternoon to draft the tentative sailing schedule that now appears on the website. Notice the new section with member cruises. If you are interested in some longer range cruising, you should be able to find one there. Any comments and suggestions can still be sent to our Cruising Director, Dan Bliss [*Brunelle*] at sailbrunelle@gmail.com. Remember to be sure to volunteer to be a Raft Captain.

Hope to see everyone at the wine tasting in February!

Think Spring ☞



Wine Tasting The Winery at La Grange February 20th, 2:00 PM

Mike and Bev Davis, *Ayewash*

As many of you know, we are part owners of a winery in Virginia - The Winery at La Grange. Everyone is welcome as we give a tour of the winery and host a wine tasting.

Winery at La Grange

4970 Antioch Road, Haymarket, VA

Directions

- ☞ From the I-495 beltway, take I-66 West
- ☞ Continue on I-66 West and get off at Exit 40 (Rte 15/Haymarket) (watch for the signs)
- ☞ Turn left onto Rte 15 South
- ☞ After 0.3 mile, turn right onto Rte 55/John Marshall Hwy West

- ☞ After 0.9 mile, turn right onto Antioch Rd North
- ☞ Go 2.7 miles and the winery will be on the left.
- ☞ Park in the parking lot in the front (the left fork of the entranceway). If that area is full, there is extra parking behind the barrel room (the right fork of the entranceway).

☞ We'll meet you in front of the Manor House

If you need to reach us at the winery, our cell phone numbers are 703.298.0468 (Mike) and 703.298.4720 (Bev) and the winery's number is 703.753.9360.

Hotel

If you are planning to stay over Saturday night, there are many hotels in the area; check the website for three we recommend:

Restaurant

Following the tour and tasting, we plan to go to dinner at Carmello's & Little Portugal, a restaurant located in Old Town Manassas.

Sunday

While you're in the area, the Manassas National Battlefield Park is a great place to visit to see and learn about the site of two large battles during the War of Northern Aggression (some people refer to it as the Civil War). The park is open from dawn to dusk and the Visitor Center is open from 8:30 am to 5:00 pm.

Please RSVP so we will have an idea of how many to expect. Also, if you're going to join us for dinner, we need a head count by Tuesday, February 16th. You can use the RSVP form on the website, email us at webmaster@SailCCYC.org, or call us at 571.522.6481.

Details and directions for everything are on the website. Call us if you have any questions. ☞

Over The Transom And Under The Keel

Bob Klimek and Lucia Casale

Once again our members are finding their way to adventures on distant shores. DIANE BENYUS AND RICHARD SCHATZ spent New Year's Eve in Dublin, Ireland which was quite a fun experience. Ask DIANE about the fun she and RICHARD had



getting to Ireland. It was an adventure of its own. DR. DAVE AND LOIS ZONDERMAN are on their way to Mexico by land (not on his Harley-Davidson) by way of Arizona.

Lucia and I are having our yearly family reunion beginning February 2nd in the BVI on a Moorings 43. (I prefer to call it Moorings rather than Benataeu. Bet you didn't know that Shipwright Benjamin Beneteau founded his company in 1884, at Croix-de-Vie, France to build sailing trawlers. In the mid sixties Benjamin's grandchildren Annette Beneteau Roux and her brother Andre Beneteau introduced a line of fiberglass boats. Madame Roux is still active in leadership.

Our own DON MCBRIDE is having some medical issues that we all hope will be fully behind him by sailing season. ☞

Welcome New Members!



Welcome aboard to new members:

- ☞ Brett Cureton, Catalina 380 *Jazz*
- ☞ Donna Ferron and John Pittman, Catalina 30 *Halcyon*
- ☞ Rick and Terry Holman, Catalina 36 *Island Wind*
- ☞ Harry Mackey, Catalina 320 *Tir na nog*
- ☞ Richard McSeveney, Catalina 350 *Dream Builder*
- ☞ John and Colleen Miller, Catalina 470 *Dulcinea*
- ☞ Shawn Norton, Catalina 25 *Margareta*
- ☞ Blane and Sue Puskaric, Catalina 400 *Dobar Zivot*
- ☞ Mark and Deborah Simon, Catalina 380 *4 Play*

We're looking forward to seeing you at the next event. ☞

Food Glorious Food!

Marie Yates, Prego

Happy New Year mates. Bet we're all glad to say good riddance to 2009. Let's vow to make 2010 a

new and delicious year. Start it with this yummy pasta with ricotta, capers and thyme.

When choosing capers, look for smaller buds which have a more delicate flavor such as the French nonpareil. When using salted capers, soak them for five to ten minutes and drain to remove excess. Those in vinegar only require rinsing.

PASTA CON RICOTTA, CAPPERI E TIMO

- 🔪 Salt
 - 🔪 1 pound short pasta
 - 🔪 ¾ pound fresh ricotta cheese
 - 🔪 ¾ cup, plus 2 tablespoons low-fat milk
 - 🔪 ¼ cup salt-packed capers, rinsed, soaked in cold water for 10 minutes, then rinsed again
 - 🔪 Freshly ground black pepper
 - 🔪 2 tablespoons extra-virgin olive oil
 - 🔪 1 tablespoon fresh thyme leaves
1. Bring a large pot of salted water to boil. Add pasta and cook until al dente.
 2. While pasta is cooking, heat ricotta and milk in a large skillet over medium-low heat, stirring, until warmed through.
 3. Add capers and season generously with pepper. Remove from heat.
 4. When pasta is ready, drain and return to pot; immediately toss with oil.
 5. Add ricotta sauce, place over medium-heat and stir to combine and heat through, about 1 minute. Season to taste with salt.
 6. Immediately divide pasta among plates, sprinkle with thyme and pepper and serve.

🔪

Membership renewal

Mike Davis, Secretary

As we start the year with new cruises and going to parties, it's also time to renew your membership and alas, pay dues. CCYC dues are \$35 for each calendar year (January to December). The money is used to cover rental of the meeting places, speakers, the cost of publishing the newsletter, some of the expenses of CCYC parties and other business of running the

club.

There is a Membership Renewal Form in this newsletter that includes all the information I have on file about you and your boat. I would appreciate it if you would take the time to check over the information and correct anything that is wrong or missing. This will be the information we use to contact you and to list in the Member Directory.

Additionally, we have a supply of CCYC burgees and they're available to members who do not already have one. The cost is \$30 per burgee and you can include it with your dues.

After checking the information, staple your check to the bottom of the form and fold, staple/tape, stamp and mail it to our Treasurer, Kim Wolkins. 🔪

Full Batten Main or Not

John McElderry – Vice Commodore

I did not anticipate this duty when I “*volunteered*” to become Vice Commodore. It was only when Bob Klimek disclosed that he was waiting for my input for this January’s issue of Cat Tales that I realized there was more to being Vice-Commodore than the high drama of arranging the parties and eating all that food! So in the tradition of *high drama* let’s take up that age old conundrum:

To use a full batten main or not to use a full batten main, that is the question!

Whether it ‘tis nobler in the mind to suffer the slings and arrows of outrageous claims of full batten main users,

Or

To just kick back and have another beer watching them struggle to get their main sails down as a heavy wind unexpectedly pipes up.

(With requisite empathy, of course, no gloating here.)

Rather than continue my soliloquy let’s begin at the obvious and slide downhill from there.

The obvious: “If you have a furling main sail, like *Andiamo*, then you have no horizontal battens.” For those members with furling main sails, let me explain what we are missing by not having battens..., that could be “*the heartache and the*

thousand natural shocks” when the full batten main is brought down quickly in a coming storm, falls all over the deck and envelopes the crew in an opaque veil of uncertainty, because the helmsman can’t see around the billows of sail cloth.

By way of background, ever since the so-called Bermuda rig came into general use, it became necessary for battens to support the roach of the mainsail. Without the support of battens, the roach, (that is the curved sliver of mainsail that extends above and aft of a straight line drawn from the masthead to the end of the boom) would simply fold over and flap uselessly in the wind.

Short battens crease and bend the cloth just forward of the pocket, chafing and wearing out the sailcloth. Longer battens put considerable stress on the leech and luff ends of their pockets. Battens of any sort, in fact, add considerably to the cost of maintaining a sail because their pockets so frequently need attention. Sail-makers love battens!

Battens also make handling the sail more difficult—as you know if you’ve ever tried to douse a mainsail on a dead run or rapidly increasing wind velocity. Even when stowed they often lie awkwardly on the boom making it more difficult to neatly tuck the sail away.

There is one drawback: without question, the furling main is a less powerful and efficient sail in a light to moderate breeze. There are times where we furling main users *creep at a petty pace from day to day on the bay as poor players who strut and fret to get to the raft-up and final succumb to using our engines, while the full batten main users look at us and scoff.....YES the Furling Main Sail..a tale told by idiots full of sound and fury..signifying nothing!*

Ah, I hear Betty calling from the kitchen, “*John, John, you started with Hamlet and moved to Macbeth, stick to the hardware! Maybe you could do Shakespeare on Talent Night.*”

“*Thanks Honey,*” I reply sheepishly

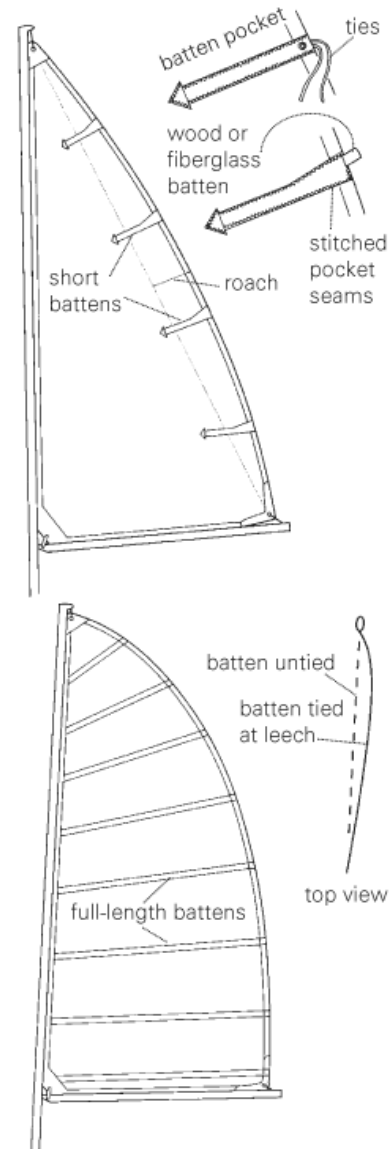
In conclusion, battens are used in performance craft to create better sail shapes, but they come at a price and they are often taken to extremes. There is nothing simple, seaworthy, or inexpensive about a set of full-length battens attached to specially articulated batten cars running up and down the mast. Still, if you do invest in a set, you’ll probably pick up that extra ½ knot *or slightly more* of speed

but you’ll also never want for something to fix, or curse.

I know that in this club, we’ll probably debate this topic *To-morrow and to-morrow and to-morrow,* “*JOHN!!*” scolds my fair Elizabeth from afar.

I chuckle to myself, I could not resist.

Out Out brief sterno flame, it’s time for brunch.



Short battens (top) extend the leech of a sail into a convex curve, or roach, creating additional sail area but also additional complexity and chafe. Full-length battens (above) carry this trend to its extreme, creating a highly efficient airfoil that is also expensive to build and maintain. ♪

Draft Schedule for 2010

Date	Event	Location	Captain
January 9	Pot Luck and Game Night	Lohman Landing, Edgewater, MD	Al and Vicky Lohman, <i>Rhiannon</i>
February 20	Wine Tasting	Winery at La Grange, Haymarket, VA	Mike and Bev Davis, <i>Ayewash</i>
March 20	Member Meeting	Mango Mike's, Alexandria, VA	John and Betty McElderry, <i>Andiamo</i>
April 10	Brunch	Sam's on the Waterfront, Annapolis, MD	Bob Klimek and Lucia Casale, <i>Lucia</i>
May 1	Icebreaker	Quietwaters Park, Annapolis, MD	Bryan Armentrout and Kim Wolkins, <i>Eos</i>
May 29-31	Memorial Day Weekend Cruise	Reed Creek, Swan Creek	Pete and Kathy Bruzik, <i>Pekabu III</i>
June 12-13	Raft-up	Choptank River	Bob Klimek and Lucia Casale, <i>Lucia</i>
July 3-5	4th of July Raft-up	St Michaels	Jon and Marilyn Van Tassell, <i>Escapade</i>
July 10	Crab Feast	West River	Al and Vicky Lohman, <i>Rhiannon</i>
August 14-15	Baltimore Rendezvous	Inner Harbor East, Baltimore, MD	Bryan Armentrout and Kim Wolkins, <i>Eos</i>
September 4-6	Labor Day Weekend Cruise	St Leonards Creek, Hudson Creek	Dan and Martha Bliss, <i>Brunelle</i>
September 25-26	Oktoberfest	Rhode River	Wayne and Joan Savage, <i>Jubilee</i>
October 16-17	Raft-up	Mill Creek	TBD
November 13	Member Meeting	Yates Landing, Gambrills, MD	Mike and Marie Yates, <i>Prego</i>
December 4	Holiday Party	TBD	TBD