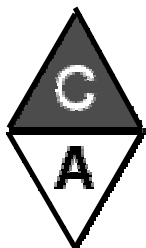


CAPS



- You'll have as much fun as Ruby at the CAPS cruises
- Racers monopolize Meydenbauer
- Another tale of a different ilk from a C22 Skipper

The All Catalina Association of Puget Sound

DON'T POOP OUT AT THE APRIL POT LUCK: IT'S WESTERN THEME, AND ANYTHING GOES!

We know you all have at least one pair of jeans, so you're already ahead! The Saturday, April 12, potluck has a western theme; what that really means is you can wear your most comfortable clothes and dress them up a bit — use your imagination. As for the food, we have prizes, but we'll decide the categories when you bring in your dish. This time it's a "per boat" entry; the choice of who cooks is up to you, but we would like a copy of the recipe to satisfy everyone else who wants to do it again. You can do entrée, salad, side dish or dessert since they all seem to balance out (and if we all end up eating loaves of bread, lots of cowboys did the same!).

The festivities will begin at 7 PM (with a mercifully short meeting, right, Paul) at the

Leschi CYC [*Do you know how hard it is to give directions to get there? Ed.*] and we'll set up the buffet using whatever (and whoever) shows up. Prizes will be awarded indiscriminately and probably with bias, but we're all friends. Do bring your favorite beverage because we'll have that ever-popular liquor license.

There will be a reminder at the bottom of every article in this issue to send in your annual dues; first, you need to get on the **Mainsheet** mailing list which will be submitted April 10, second, you need to get on the **Roster** which will be compiled this month and mailed to all members and third, **CAPS needs the money** to keep running for the rest of the year. **Mail it now** (application form on the last page) and have a clean conscience!

KINGSTON CRUISE PROVIDES RECYCLE BIN WITH BOUNTY OF EMPTY WINE BOTTLES

Yours truly volunteered to be host for the first honest-to-goodness on-the-water cruise of the year. **Auntie Beryl** left Shilshole at 4 PM Friday, March 28, and still didn't beat Carol & Paul McManus to Kingston; **Sea Sea Rider** got there at about 4:30! John Hamel tried to convince me that the biggest boat still had to hold the party, but was reminded that the host boat had been purchased because last year's shindig was so successfully accommodated on **Jaded**. And, speaking of **Jaded**, who should roar in just as the first two couples were settling down to a shared dinner, but Mike on the boat and Lynda McCann in her land yacht. She quickly acquired a roast chicken at the

Thriftway, and some deadly chocolate-covered Oreos for dessert, and the first party commenced.

Saturday, in spite of a lousy forecast, was gorgeous and warm. Bruce Moulton came in on **White Feather**, with Steve Malan just behind him on **Joy Ride**. Then Dick & Peg Eagle cruised up in **Aerie**, just as Barb & Roger Jenkins walked off the "big boat", followed by Sue Malan on the next ferry. Most of the rest of the day was spent trying to figure out why Auntie Beryl didn't have a glow plug — but with an engineer, a phone guy and a low voltage electrician, plus several "advisors", we think they may have found the problem (bad solenoid?). **Continued on Page 5**

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COMMODORE'S CORNER

By Paul McManus



OK! So what if your access point needs to get from Lost Wages (as Carol calls it) to Fiji? Or is that at all relevant. And did we understand what one was anyway?

*Does
this mean
that Carol won't
ever get wet,
or that Paul
is all
wet!*

It seems like just yesterday that I wrote the last Commodore's Corner. A lot has happened in the last month though. I was hoping to be at Chandlery night but I got stuck in Las Vegas on a business trip. I was supposed to be back in time but there were problems with the wireless access points that the company I work for provided to the convention center at the Mandalay Bay Hotel. A wireless access point is something that connects to a network and has a radio in it that can talk to a radio in Laptop Computers. This allows the laptops to connect to the Internet wirelessly. Unfortunately some of the 90 access points we provided had gone partially dead. So this was supposed to be a simple trip to load new software in all the access points so they wouldn't go partially dead anymore. Unfortunately there was a bug in the software download program that made about half the access points go completely brain dead and we killed five of them before we wised up. So instead of going home Wednesday morning and getting to Chandlery Night that night, I had to wait for new software so that Toyota could have Internet service at its convention. So, you ask, why should you care about Access Points? Here is where I cleverly relate them to sailing. It turns out that several marinas now offer this type of wireless service. I know both Elliott Bay and Shilshole have it. So us geeks can get on the nets as soon as we get back to the marina.

While I was working to fix the damage we

had done at Mandalay Bay Convention Center, Carol managed to do some damage of her own to the bank account at Chandlery Night. Carol got me a \$5 chain link and got herself a new foul weather coat and some new gloves. I'm not complaining. We needed that chain link to splice two 50 foot chains together so Carol can have her 100 feet of chain that she decided she needed after we drug at Glenthorn Passage last summer. I hope the rest of you had a good time at Chandlery Night. Stu at Fisheries indicated to Carol that he was pleased with the way it worked out.

I finally got to the Kingston Cruise. It was a month later than I expected but it was worth the wait. This was the first time out on the boat this season and the weather was pretty good. It was feast or famine in the wind department. Friday afternoon there was no wind to speak of and coming back Sunday we had 25 knots on our nose most of the way. We had our sail cover off but never raised the sail either way. I'm sure some of you had a great sail though. We had a great time even though we didn't get to sail.

Don't forget we have the Western Potluck coming up on Saturday, April 12. Be sure to wear your best western attire. I'm looking forward to seeing the cowboy tennis shoes that Mike McCann has promised to wear. See you all there.

And don't forget that my wife is the Treasurer; pay your dues and give me peace.

EXCHANGE STUDENT REQUESTS SAILING FAMILY



He may be flying in, but he'd rather be on the water.

CAPS has had a request from Janell Gregson, Community Coordinator for PAX Academic Exchange, asking for a family willing to host a German boy who is fanatic about sailing. He has been sailing the River Elbe on a "youth cutter" which apparently holds up to 10 crew and his team has won the Pagensand Race recently, against all odds. He wants to study shipbuilding when he is fin-

ished with school. He would be in your local high school for the school year, and wants to be part of your family. He speaks good English and has already been to Russia and Budapest on exchanges. Empty-nester hosts are fine.

If you are interested, call Janell at 425-376-0866. He would be great crew this summer because he gets here in August! *Pay up!*

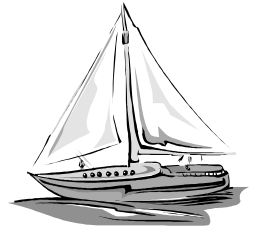
WINSLOW WHARF MARINA IS DESTINATION FOR NEXT CAPS CRUISE; EAGLE HARBOR LOOK OUT!

The last weekend in April, the 25-27, is the date for the next CAPS cruise. We all like Winslow, and the Winslow Wharf Marina is our destination. Since they don't have a guest dock, you'll need to call the Dockmaster at 206-842-4202, M-F 9-5, so you can confirm your moorage (they'll need to know your length and beam). So far no host has been designated, but we'll just say that the hors d'oeuvres potluck begins Saturday at 5 PM, somewhere at the dock on the boat with the big burgee. *[Some people tried to*

claim that Daylight Savings was in effect at Kingston so they could start an hour earlier! Ed.] Winslow actually has some pretty good restaurants, so maybe this time there will be an adjournment for dinner.

This is another place that has ferry service so walk-ons are encouraged if for some reason you can't bring your own boat. CAPS people are so much fun to be around that you won't want to miss this cruise.

CAPS people pay their annual dues, now!



Let's hope the wind is a bit more moderate for both ends of this cruise!

APRIL 10 IS THE MAINSHEET DEADLINE; IF YOU WANT THE NEXT ISSUE, PAY YOUR DUES NOW!

The name and address of any member of CAPS who has paid the extra \$10 to receive **Mainsheet** is emailed to their office on the 10th of April, July, October and January. The official Catalina magazine publishes four times a year and is well worth reading for features, technical tips and fleet news. That means your annual dues must be recorded before April 10 so you make it to the emailed list.

So, we're sort of nice until now. But by April your dues are four months late! **Please send them to Carol McManus immedi-**

ately, so we can get on with the business of monkey business, etc. The form can be found on the last page of this newsletter; please be especially careful to **note any changes to your email address**. Carol does bulk emailings to help you remember meetings, cruises and events and make corrections when necessary.

Questions? Call or email Carol (see officer list below). It's still only \$39 which includes **Main-sheet**, or \$29 without (or for associate membership, our friends without Catalinas or who have moved onto a different boat).

*You
Might
Want to
Check
Out
Our
Web Site
At
www.capsfleet1.com*

THE ALL CATALINA ASSOCIATION OF PUGET SOUND

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Secretary	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Measurer	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
Cruise	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
Newsletter	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Hospitality	Steve Malan	(425) 427-4541	smalan2@attbi.com
Safety Focal	Jim Fielder	(425) 641-9097	jimfielder@attbi.com
Historians	Barb Jenkins	(253) 852-5467	No email yet; this year Roger?



These people are on the ladder of success, boarding ladder, that is!

C36s CRUISE TO POULSBO; BLAKE ISLAND NEXT



At this rate, Catalinas may start to cause traffic jams on Puget Sound.

Barry Williams, Commodore of C36 Fleet 4 Puget Sound, reports via Mike McCann that the Poulsbo Cruise in the middle of March was a success. Boats attending were Whirlwind, Morning Dew, Endless Summer and Jaded. Because the West Sound Corinthians were also there, they integrated the C36s into their evening (and since they had a C27, C30 and a C38, it was an almost all Catalina

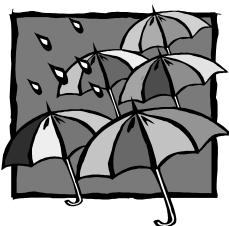
event), all enjoying a delicious Irish Potluck.

There were tours of all the boats, and a family from Chicago with a '91 C36 joined everyone for dinner. Mike had another grueling trip to get there from Port Townsend — more gale winds right on the nose! He was definitely ready for a shower!

[We'd sure like to see some of these nice people at CAPS meetings.... Ed.] Pay those dues!

ENCAPSULATED CALENDAR FOR 2003

Changes for this calendar will show up on the Web At www.capsfleet1.com



"Tis Spring! And even with all the rainy weather, the sun is managing to come out quite well.

APRIL	MAY	JUNE
Apr. 5 Sloop Tavern Blakely Rock Race	May 2 <i>Monthly Meeting CYC</i> Leschi, 7 PM, BYOB	Jun. 6 <i>Monthly Meeting CYC*</i> Leschi, 7:00 PM , BYOB, 7:30 Speaker
Apr. 12 <i>Monthly Meeting CYC</i> Leschi, 7 PM, BYOB (Saturday night) Western Theme Potluck	May 10 Mid-Distance Race #3 May 23-26 CAPS & CATSS	Jun. 13-15 Manzanita Bay Anchor Out Cruise
Apr. 25-27 Winslow Cruise at dock	Memorial Day Cruise to Port Townsend	Jun. 28 Catalina Days –CYC Races, Raffle, Dinner
JULY	AUGUST	SEPTEMBER
Jul. 14 NO MEETING	Aug. 1-3 Langley Cruise (Dodge the Bayliners)	Aug. 29 – Sep. 1 CAPS & CATSS
HAPPY CRUISING	Aug. 14 <i>Monthly Meeting</i> Thursday evening CAPS Birthday Meeting – Potluck/ Cake – Hamel's	Poulsbo Cruise Sept. 6 Mid-Distance Race #4 Sept. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM Sept. 19-21 CAPS & CATTs Catalina Rendezvous at Port Orchard
OCTOBER	NOVEMBER	DECEMBER
Oct. 3-5 Crab Cruise at Everett Guest Dock	Nov. 14 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker, Elections	Dec. 6 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)
Oct. 11 <i>Monthly Meeting CYC</i> CYC Leschi, Saturday BYOB, 7:00 PM Boat Cook-off	HAPPY THANKSGIVING	Dec. 6 Mid-Distance Race #4 Dec. 31-Jan. 1 Elliott Bay New Year's Cruise

Kingston Cruise Continued from Page 1

That evening the “official” hors d’oeuvres potluck convened at 5 PM on **Auntie Beryl**, by this time reassembled and converted to maximum seating thanks to the loan of the bench seat cushions from **Jaded** (yes, we forgot them). Of course, there actually wasn’t really a main course, but no one starved, and there were several teeny boppers with middle-aged butts dancing around the cabin by the time the party was over. It’s just as well I can’t remember much of what was said (except something about a scruffy SOB, but that couldn’t have referred to anyone we know), but there was a lot of laughing, and four-footed Ruby who was on her maiden voyage thought everyone was very nice, and tried to sit on a lot of laps to prove it.

Sunday morning was a bit blustery. The

boats took off one by one, and some even tried sailing. Mike McCann wrote, “We made it home on 3 tacks. One, it seems, was straight across from Kingston, the second was nearly to Murden Cove on Bainbridge, and the last tack was about half way between Eagle Harbor and Elliott Bay. It was a rough wet sail and we had to reef to keep Jaded on her feet. The highest wind we saw was 32 knots apparent on our last two legs near B.I. Docking was also somewhat exciting with no damage, and a little help. We’re assuming that Ruby didn’t care for the rough ride, and ordered the sailing to cease.” (Well, yes, but only after barfing three times in the cockpit.) Dick & Peg, who had their furry crew along, too, were smart enough not to push their luck. Haven’t heard reports from the other boats, but we do know that the cruise to Kingston was a roaring success!

Now, pay your 2003 dues! [*Toldja I’d get in into every article! Ed.*]



March certainly went out like a Lion this year — but what’s a sailboat for, anyway?

TECH TALK FROM SOMETHING SPECIAL

Steve Brown of *Something Special Yacht Services* has sent some good ideas on some other ways to make the best use of yard time during your annual bottompaint haulout.

It’s spring and many of us are thinking about hauling our boats to do that ugly maintenance thing. Whether we do our own work or have a yard do it, we need to be armed with some basic knowledge of what needs to be done. Bottom paint is the first thing we think of but should only be part of the haul-out choreography. Through-hull fittings and valves, the rudder and keel, and, most importantly, the propulsion system need to be looked at as well.

Inspecting drive train components should be part of your annual pre-season maintenance plan, or whenever the boat is hauled. The propeller, shaft, support strut and cutlass bearing, engine mounts and engine alignment are the key components that are vital to trouble-free operation of your boat and engine. Impact damage and wear to these parts can result in excessive hull vibration, engine damage, poor performance and other mechanical problems. Start by inspecting the propeller. Minor nicks and dents on blade edges can be tapped back into shape using a small hammer and a steel backup block. Carefully smooth the

repaired edges using a fine grade hand file, as filing too steep an angle on the blade edges causes them to resonate or sing during operation, and may weaken the blades. Bent blades require blade removal for repairs by a prop shop. Check that the propeller nuts are secure, and that a stainless-steel cotter pin has been inserted into the shaft end. If equipped with a folding or feathering prop, check that moving components are not loose or wobbly. Excessive movement creates heavy vibration at any speed. Grasp the shaft and propeller with your hands and apply upward pressure while observing the shaft support cutlass bearing mounted in the strut. Replace the bearing if more than 1.5 mm (1/16”) of movement is detected or the rubber has come loose from its bronze sleeve. Examine the strut for corrosion, cracks and dents or discoloration. It should fasten securely against the hull. Check the shaft for straightness by manually rotating it and observing the length for wobble or an out-of-round condition. Any visible out-of-round condition causes vibration. Be sure to check the shaft end at the

*Tech Talk
is something
we could
really
get
hooked on.
Hope you’re
up to it,
Steve!*



You need to do more than just paint the bottom of the boat when you haul out.

Tech Talk Continued on Page 6

IT REIGNED CATALINAS AT MEYDENBAUER!

By Ken McKenzie, Measurer



Ken's got that trophy now!

Because I have a wide-bodied, heavy boat (not unlike myself), I like it when, at the start of a regatta, I'm debating whether to reef the main or not. Well, except for one short upwind leg, we didn't reef during the **Meydenbauer Bay Yacht Club Regatta**. It was blowing nicely on Lake Washington on Saint Patrick's Day weekend, just right for a Catalina 30!!

There were four starts in the regatta and non-flying sails were last. Tom Maddon on his 34, **Sea Trek II**, was in the flying sails class; all of the rest of us were non-flying: **Magician** (Brian Berg), **Orca** (all the owners), **Scotch & Soda** (me) and **Joy Ride** (Steve Malan). Crew work on **Scotch & Soda** went great, **Magician** had some problems with sail changes, and **Sea Trek II** also had some gear glitches. However, overall it was a GREAT regatta!! Three of the four classes were swept by Catalinas! As you probably have guessed by now, **Scotch & Soda** was one of them! Four bullets! [For the uninitiated, that means points. Ed.] WOW, was that ever fun! Some of the

members of the club have raced with me and know that I am pretty serious, but that I value the crew and boat safety above all else; trophies are nice, but not at the expense of personal safety. [And, judging by the number of exclamation points, some of which have even been edited out, Ken really did have a ball beating **Magician**! Ed.]

The results are as follows: Flying sails, **Sea Trek II** placed 4th after losing the tie breaker for 3rd; Non-Flying Sails, **Scotch & Soda**, 1st, **Magician**, 2nd, **Joy Ride**, 3rd, and **Orca**, 5th (missing 4th by just 1 point). Congratulations to all of the boats who participated.

The next race will happen the first weekend of this month, just about the time you get this, so you'll have to wait until the next issue for the results of the **Sloop Tavern Blakely Rocks Benefit Race**. It will be a reverse start (slow boats first; that means me) followed by all the rest of 'em. Hope to see you there! [Ken wants you to pay dues too!]

*Racing
requires a
special mentality;
a need for speed,
and
a good sense of humor
when everything
doesn't
go the way
you want!*

COAST GUARD AUXILIARY TO TALK AT MAY MEETING

Gordon Ellis has lined up the well-reviewed (by 48^o North) Coast Guard Auxiliary speakers from the boat show, Joan and Bob Lewis, to deliver their "How to make your next trip more enjoyable as a couple"

speech. They'll also touch on the "Women Aboard" organization, so you won't want to miss the May 9 meeting.

[Here is my last attempt to get you to send that check to Carol McManus! Do it, now!]

Tech Talk Continued from P. 5

propeller hub for wobble as well. If the shaft wobble is easily visible, replacement is recommended. A prop shop can determine if the shaft is repairable.

By knowing what to expect and what is normal, we can avoid being talked into unnecessary or premature repairs. Not all are from hungry technicians; many are simply ingrained myths handed down from boat owner to boat owner. The idea that a little gap between the shaft and cutlass bearing is bad is one such myth that we see way too often. How do we tell what is needed or

not? It's not easy; there is no real textbook, no college of higher learning, and no absolutes. By talking to other owners, repair professionals, the Internet, and people in various clubs like CAPS, you can draw your own conclusions, ones that make sense for you.

You can send questions directly to **Something Special Yacht Services**, email: yachtriggers@hotmail.com, or telephone Steve Brown (252) 370-1702 or Glen Cowling (253) 380-8032. [Thanks again. We appreciate hearing from someone who has logged so many hours rigging and repairing Catalinas. Ed.]

Pay your dues, now!



Gentle is the byword here.
And no dropping screws in
the bilge.

SAILING WITH BOB

Bob and I had met at our first CAPS meeting March 14. We had each just bought Catalina 22s (mine a '75, his an '80). We hit it off and I made it known that I would like to volunteer as his crewmember for experience. I had never sailed and Bob was an old hand at the sport. Saturday, March 15, Bob called and we met at the Coulan Park boat launch, looking forward to some glorious sailing. The weather was better than forecast and we met at noon. Bob's son Bob was there, too, so raising the mast was easy, if a bit confusing at times. The boat slipped into the lake without a hitch. Nothing could get in our way (except a dock, a prop and what the hell — throw in a gaggle of kids for good measure).

Our plan was for Bob, Bob's son Bob and I to motor out, raise the sails for a test run and then return to pick up the 4 or 5 small kids and a couple of moms for a joy ride. Those Cat 22s can sure hold a lot. I'd call it day sailing with a daycare crew. For me personally, I can't handle a lot of non-helping crew on a shakedown voyage where you don't know what will work and what won't. Bob must have a lot of experience and a real cool head.

We motored out a couple hundred yards but never raised the sails as the 20-year-old Honda quit several times and Bob was not happy with that. So, we headed back in to pick up our circus of kids and moms. Aiming for a day moorage, the Honda worked like a charm to get us to the dock, fast. Too fast it seems, but nothing a little reverse couldn't fix — if the motor had kept running. It didn't and we hit pretty hard as hitting goes. The dock fared better than the boat and not a lot of people saw our crash anyway. I mean, if a boat crashes and nobody sees it, did it really crash? My personal experience says no (no one saw me do that on a power boat at Snug Harbor). Bob, remaining cool, asked if everybody was OK. I reassured him that the boat was pretty tough and he needed to upgrade his single bolt eyelet to a double anyway.

While waiting for the little ones to join us, Bob thought he'd tinker with the motor. Bob's son Bob secured the bow and I the stern. For me that was a great place to watch the nice yellow prop disappear into the depths. It was not a good sign. I thought of using the old maxim, "If it isn't one thing it's another." "Hey, Bob, the prop is gone," is what I went with.

With the prop's passing, the kiddy ride was certainly off. But, I wondered how we would get back to the launch dock several hundred yards away. Bob the "Brave and Fearless" (not in the same sense of "Brave and Fearless" Skip Meisch, Commodore of the C22 Fleet) still remained cool, shrugged and said we'd sail back. Being new at sailing but not at boating I cocked my head like a curious dog and wondered what it would be like. Thinking that sailing over should be 'Plan B' I offered to get my 10 horse Merc. But that would take too long. Luckily Bob's son Bob knew the park people and they had a power work boat. My vote was to go with a tow. Bob, being the macho sailor thought he really could sail from the day dock to the boat ramp and I didn't doubt he could. He was a man who hadn't forgotten how to sail even though it'd been 20 years since his last outing. He didn't want to lower himself to a powerboat rescue. Must be a "brotherhood of sailboaters" thing. Trying to be manly, too, I fought a mild panic attack and again suggested we accept a tow.

Bob finally gave in to the lazy way out, and the tow was uneventful (even fun) although pulling the boat onto the trailer was slow due to the nuisance of getting the keel centered just right. We both hope to customize our trailers to make this easier next time.

Next time **my boat** goes out for **my first time**. **LOOK OUT!!**

[We are absolutely delighted to have the refreshing outlooks of our C22 members perk-ing up this newsletter. If this is a new tradition for CAPS, so be it, and keep up the good work! And accept this as a challenge, you big fat boats! Ed.] And pay your dues!



Larry had visions of a leisurely sail and a positive learning experience....

The best thing about these C22 Sailors is that they are so easy-going!



Hey, look! I found a clip art of an outboard motor! This one works, or does it?

THE ALL CATALINA ASSOCIATION OF PUGET SOUND

Please fill out this form completely. The data generated will be used to fill the database and to provide you with a roster (in May), newsletter (almost monthly), and Mainsheet (quarterly). Dues for 2003 are \$39/boat/family for voting members and \$29/family for those who do not own Catalina sailboats or owners who receive Mainsheet from another source.

Owner First Name	Owner Last Name		
Significant Other First Name	Significant Other Last Name		
Street Address	City	State/Province	Zip/Postal Code
	Country		
Home Phone	Work Phone/Cell Phone		
FAX	E-Mail		
Boat Name	Catalina Model	Year	Hull Number
Home Port	Slip Number	Call Sign	Radio License Number
Name(s) of any local yacht club(s) you are currently a member of :			

Please return this form to
 Carol McManus, 20216 41st Place NE, Lake Forest Park, WA 98155,
 with your check made out to CAPS (you may also buy a CAPS Burgee from her for only \$26) .



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