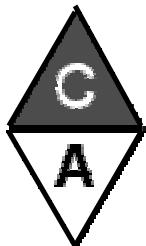


CAPS

The All Catalina Association of Puget Sound

WHAT A WINSLOW CRUISE THAT WAS! NINE BOATS, 28 PEOPLE & 3 DOGS ON THE DOCK.



- Match racing isn't dead at the STYC Blakely Rock Race
- Look for your roster soon
- *Something Special* dips into holding tanks
- Swansong exacts vengeance

This year's cruise to the Winslow Wharf Marina was absolutely spectacular. The Everett contingency, Mike and Marilyn Parker on **North Star**, Ken McKenzie sailing **Scotch & Soda**, and Steve Malan single-handing **Joy Ride** arrived first on Friday. Nancy McKenzie picked up Megan Parker in her land yacht and took the "big boat" to round out that group. Bruce Moulton came across on **White Feather**, Gary and Judy Ball did a reciprocal yacht club slip with **Dione**, Sally and John Hamel took their tentatively one-night slip for **Auntie Beryl** (yeah, the "host" didn't call the dockmaster until Thursday) and then Jim and Kelly Hettinger held up the CATSS end by tying up **Cutting Edge**. So far, two C27s, 2 C30s and 4 C36s (counting Mike and Lynda McCann's **Jaded** already in its home slip across Eagle Harbor) and, of course, furry faced Chewy and Ruby. This gang all ended up eventually at the Pleasant Beach Grill for dinner where the hostess cheerfully kept pushing tables together!

The next day brought in another C36 with new members David and Peggy Fend on **DeFender**, and then the star of the show, Linda Loux and George Fogg on their new (with borrowed headsail, still) Tartan 37, **Bronwen**. Fisticuffs were avoided when they found Auntie Beryl still in "their" slip

because John guided them to the larger slip he was supposed to move to, and paid the difference! Everybody got tours and heard the whole gruesome story of this marvelous acquisition. We're so glad they have stayed members anyway.

The hors d'oeuvres potluck got moved up to 4 PM by popular demand, and more people showed up by land and by sea; Bruce and Myrna Martin drove down from Manzanita Bay on Bainbridge, Jerry and Diane Purdy came over from Port Ludlow (with cute little Abby), Mark Pywell and Shari Smith took the big boat from Seattle, and, all the way from Oregon, Walt and Marilyn Wittke made their way up I-5 to join the cruise. At one time John counted 20 people on Auntie Beryl under a glorious sunny sky. The rest were on the dock (or asleep, in the case of George, who missed the whole party).

Dinner that night was split between the Mexican place, and the Harbour House Pub. All empty bottles were properly recycled.

Most everyone left before noon Sunday. A good time was had by all. **Port Townsend, here we come!** They don't take reservations, but have always managed to squeeze us in. **See you there on Memorial Day Weekend.**

MAY MEETING ALREADY OVER; IT WAS MAY 2ND BECAUSE OF CYC SCHEDULE CONFLICT

Apologies galore from your editor who actually put the wrong date in the last newsletter, even though it was still correct on

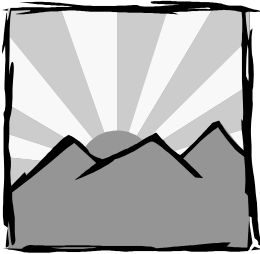
the calendar. However, just before they left for their month in the Southwest, the McManuses sent out a group email to remind everyone **(Continued on Page 5)**

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COMMODORE'S CORNER

By Paul McManus



They may not be "red sails in the sunset", but the mood is just the same.

Skipping out early from work needs a good excuse. We got one!

It's been a long wait but there is finally some daylight in the evening. Now if the weather would clear up we may be able to get some after work sailing in. I really enjoy it when I can head to the marina right after work and get in a couple of hours of sailing before it gets dark. Usually I invite some friends from work so I don't feel guilty leaving a little early.

It's interesting some of the question you get from people who are non-sailors. Some of the questions are downright entertaining. One dear friend saw the 8 HP dinghy motor hanging on the stern rail of our C380 and asked if that was what we used when we didn't have wind and how did we get the prop in the water.

It's also interesting that non-sailors don't have a good concept of how long it takes to get somewhere in a sailboat. We were planning to go to a wedding in San Diego over a long weekend last summer and we had several friends ask us if we were going to take our boat. When we were going to go to the BVIs for a week last year several friends asked us if we were going to take our boat. I have a good friend who is not a sailor but keeps suggesting that he and I should take the boat to Hawaii. When I told him it would take several weeks and that he would probably be seasick for the first few days and that one of us would have to be on watch all

the time he stopped asking me when we were going to Hawaii.

It's fun to chuckle at some of the misconceptions that non-sailors have, but it's even more fun to see the enjoyment some of them get from the first time on a sailboat. One of Carol's and my favorite things to do is to take friends who haven't sailed before out for a sail. Evenings after work are some of the best times take someone sailing. We can almost always find some wind out in front of Elliott Bay as the sun starts to go down. There is nothing like the feeling when you fall off after putting up the main and shut off the motor when the wind takes over. It's fun to watch the faces of friends as the wind silently carries the boat away. It makes you realize how lucky you are to be able to do this all the time.

[While Carol and Paul are in the almost-waterless Southwest until Memorial Day, we still here in the Northwest can start our evening sails, too. After work sailing, watching the sun set behind the Olympics, and feeling the wind die as we prepare to come back into the marina at dusk is my idea of the perfect sail. Thanks for reminding us, Paul. There's a poet inside that engineer after all! Ed.]



If there's dirt to be dished about CAPS, these people are prime candidates to be the subjects!

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Paul McManus	(206) 365-7079	pcmcmanus@attbi.com
Vice-Commodore	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
Treasurer	Carol McManus	(206) 365-7079	pcmcmanus@attbi.com
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?

PORT TOWNSEND HAS BECOME TRADITION FOR THE MEMORIAL DAY WEEKEND CAPS CRUISE

The powers that be may have changed the date of Memorial Day to make it always on the last Monday in May just so CAPS can schedule its May cruise just a little farther away on that official three-day weekend. Good old Port Townsend is well within reach, and in spite of occasional bad weather (what would the Swiftsure Race be without it?), some of CAPS' best memories have been made in that fun town.

The cruise gathers at the city docks south of town; they don't take reservations, but have

always been able to squeeze us in, and we hope CATSS will join us there, too. The usual hors d'oeuvres potluck will be on Saturday evening before dinner. Look for the large CAPS burgee [*Still on **Auntie Beryl**, but to be moved to another boat May 23-26, we hope. Ed.*] and be ready to join in the fun. The new goal is to top the previous cruise; Winslow will be a stiff competitor, so your presence, whether by land or by sea, will make a difference!

See you there!



This time we'll be looking up at the castle again in Port Townsend — maybe not as comfy, but we keep on coming back!

CATALINA RACING IS STILL WET AND WILD, AND THIS TIME THE RABBIT CAME IN AHEAD OF KEN

By Ken McKenzie

*[Our Measurer has had an ongoing battle with **Magician**, which he calls the Rabbit, and this time Brian Berg really pulled one out of the hat! Ed.]*

April 5th started out just the way we like, WINDY! A great day for a race. With 4 boats from CAPS entered, it looked like a good day to race, and the **Sloop Tavern Yacht Club Blakely Rock Benefit Race** was a great place to start (and \$5800 was raised to buy books for the Ballard High School Library)! However, **Joy Ride** with Steve Malan at the helm was in the first start, Brian Berg's **Magician** and yours truly's **Scotch & Soda** in the second start, and Tom Madden's **Sea Trek II** had to wait until the Flying Sails (he had to be different) sixth start, thereby S & S would do battle directly with the dreaded Rabbit! We hit the line almost 2 minutes late, giving the Rabbit a huge advantage right from the get go. *[Ken said at the meeting that Brian was the only one over the start line at exactly the stated time. Ed.]* **NEVER day dream just before your start!** Since the Rabbit beat S & S by a corrected time of over 3 minutes, they flat-out out-sailed us. Steve said that **Joy Ride** was overpowered most of the race and had a hard time. Tom didn't give me any particulars on his race, but he came

in 4th. Tom wants his flying sails race results counted in the CAPS points so Steve took the corrected results and scored **Magician** 1st, **Sea Trek II** 2nd, **Scotch & Soda** 3rd, and **Joy Ride** 4th. *[And nobody ended up on the rocks! Ed.]*

The next race on our calendar is the Milltown Mid Distance Race on May 10th. The required skippers meeting is at 8 AM (you won't even know what the race course is unless you are there) with the starting gun at 10 AM. It would be nice to see some of the Seattle boats come up to Everett for this race; after all the Everett boats come clear down to Seattle and Lake Washington for those races — come on — it ain't that far north!

Don't forget that all of you are expected to race on Catalina Days. The application form will be in the June newsletter, and in a separate mailer to a huge mailing list. Occasionally a few non-member boats show up, so don't let them outshine you folks from CAPS!

Speaking of Catalina Days, I could use some help getting items for the Raffle and on the Committee Boat. If you are up for either one, or both, give me a call at (425) 823-2849.

Hope to see all of you on the water! Remember, any time two boats are sailing near each other, you've got a race!!!

*You
Might
Want to
Check
Out
Our
Web Site
At*

www.capsfleet1.com



The Magician really pulled a rabbit out of the hat this time, but there's always next time!

ROSTERS TO BE MAILED SOMETIME THIS MONTH



Our roster may not be very thick, but it's full of important people!

After dunning all of you to death for your annual dues, we've finally honed down the list of members. We're delighted to welcome several new members, including Dave and Peggy Fend (C36 **DeFender**) of Mercer Island, J. M. Kiel (C22 **Stray Cat**) of Mukilteo, Roger Gruss (C27 **Trinity**), also of Mercer Island, and partners Paul Fauske and Rod Johnson, Larry Navratil, Bob Armstrong, James and Jennie

Wanamaker and Sam Bennett, all C22s. It appears as if CAPS is going back to its roots at last. There may be more, but the printed roster will be set in stone by next week!

There are always opportunities to get together with fellow Catalina owners. Having the roster onboard makes it easier. All you have to do is get out the binoculars and you can say, "Yep, that's one of ours!"

ENCAPSULATED CALENDAR FOR 2003

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



Who needs to mow the lawn when there are more important things to do? Let the grass grow; we gotta sail.

CATALINA DAYS IS RIGHT AROUND THE CORNER YOU CAN HELP SOLICIT RAFFLE DONATIONS OR WITH THE DINNER CALL KEN OR NANCY MCKENZIE (425) 823-2849	MAY	JUNE
	May 2 <i>Monthly Meeting CYC</i> Leschi, 7 PM, BYOB "Women Aboard" - Coast Guard Auxiliary May 10 Mid-Distance Race #3 May 23-26 CAPS & CATSS Memorial Day Cruise to Port Townsend	Jun. 6 <i>Monthly Meeting CYC*</i> Leschi, 7 PM, BYOB Speaker Karin Garret Blue Water Charters Jun. 13-15 Manzanita Bay Anchor Out Cruise Jun. 28 Catalina Days -CYC Races, Raffle, Dinner
JULY Jul. 14 NO MEETING HAPPY CRUISING	AUGUST Aug. 1-3 Langley Cruise (Dodge the Bayliners) Aug. 14 <i>Monthly Meeting</i> Thursday evening CAPS Birthday Meeting – Potluck/ Cake – Hamel's	SEPTEMBER Aug. 29 – Sep. 1 CAPS & CATSS Poulsbo Cruise Sept. 6 Mid-Distance Race #4 Sept. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM Sep. 19-21 CAPS & CATTS Catalina Rendezvous at Port Orchard
OCTOBER Oct. 3-5 Crab Cruise at Everett Guest Dock Oct. 11 <i>Monthly Meeting CYC</i> CYC Leschi, Saturday BYOB, 7:00 PM Boat Cook-off	NOVEMBER Nov. 14 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker, Elections HAPPY THANKSGIVING	DECEMBER Dec. 6 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant) Dec. 6 Mid-Distance Race #4 Dec. 31-Jan. 1 Elliott Bay New Year's Cruise

May Meeting Continued from Page 1

the meeting date (and Barb got called — the personal touch reserved only for charter members!). Bob and Joan Lewis of the Coast Guard Auxiliary made a wonderful case for spouses to become more than just rail-meat, or cooks and bottle-washers. It came home to many of us pretty hard when they told of their summer of two accidents, one a fire in the middle of the Straits in the fog, and the other a man-overboard in Hunter Bay (and the automatically inflatable life-jacket didn't automatically inflate) in November. Fortunately neither mishap resulted in serious injury, but the two situations pushed them over the edge to the point that Joan now outranks Bob; she's an official Coxswain in the Auxiliary, which means she can be un-

der orders and take command of a boat. [*I'd do what she said! Ed.*] Thank you Gordon Ellis for lining up yet another great program (and for your blessedly brief business meeting).

The next meeting will be June 6 (again a week early) at the CYC Leschi facility starting at 7 PM, BYOB. The speaker will be Karin Garret, the new owner of Blue Water Charters which does both bareboat and crewed charters. She's a German so will have some insights on cruising on the other side of the Atlantic, as well as some new ideas to help you make your charter plans. We'll also be finalizing preparations for Catalina Days and talking about cruising itineraries for the summer, so it will be a full and rewarding time for all who come.

See you at Leschi on June 6.



If you look up and see a large vessel bearing down upon you, watch out! Joan Lewis may be at the helm and she'll tell you where to go...

TECH TALK FROM SOMETHING SPECIAL

Steve Brown of *Something Special Yacht Services* doesn't mess around on the stinky subject of holding tanks, so hold your nose and be ready to dive in...

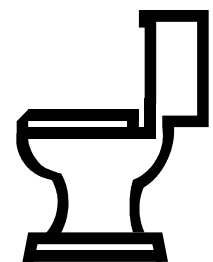
Caution! You may want to put on a pair of latex gloves before reading on. This month we will dive into our holding tanks and eliminate those pesky odors... Well, we may not be able to make them smell like roses but it's possible to solve most problems with minor repairs and upgrades.

There are several sources of head odor, of which leaks are the worst cause; find them and fix them. *Discharge hoses*, even top-quality ones, eventually become saturated and odor penetrates the walls. To check your head hose for odor permeability, try the rag test. Wipe the outer surface of the hose with a damp cloth. If the cloth smells, the hose is permeable. Replace immediately. To eliminate hose odor, avoid *sewage remaining in the line for long periods*. Flush well or even revise your hose routing to minimize low spots or traps. The inlet hose can be another cause of odor, particularly in saltwater. *Marine growth decomposing in the stagnant water of an intake line* can mean the first flush of the weekend will reek. A strainer on the inlet line can help solve this. Periodic purging of the entire line with a 30% solution of vinegar and fresh water will also help. Never use

bleach or other commercial cleaners in a marine toilet; it can attack the rubber and metal parts. Low-cost in-line head chemical dispensers as the Head-O-Matic Tank-ette can be installed to treat all water pumped to the head to help eliminate intake odor. *The discharge joker valve can leak* allowing sewage to back up into the head, or, *if the piston rings are worn*, sewage can leak past into the flush-water side, contaminating it. Then it's time for head repairs.

Another source of odor is generally *head area cleanliness* and, although unpopular (and probably unenforceable), a "guys sit to pee" rule will reduce splash, odor and cleaning. The *polyethylene tanks* that we find in most of our boats *are odor permeable*. Septic tank sewage odor is a by-product of the anaerobic bacteria that thrive in the oxygen-deprived, carbon-rich environment of most holding tanks. This is why municipal sewage treatment plants aerate sewage to promote the growth of aerobic oxygen-loving bacteria, which give off much less odor as they naturally break down the sewage. *The key is to fit the largest practical vent line possible*. This clears out the carbon dioxide types while

*Our boys from
Something Special
are willing to
deal with
a really
stinky problem
this time!*



We know the story about how the head got its name. Now for the story on how to keep it from smelling.

Tech Talk Continued on Page 6

SWANSONG'S SWANSONG



Seems like Swansong is determined to get Billings back to basics!

*[Last month we had a delightful article by a new C22 skipper. This month we are treated to the finale in the long **Swansong** saga which has been faithfully narrated over the years by the inimitable John Billings. Steve Malan has sold him just enough of **Joy Ride** to keep him and Luanne as member-owners of a C27. Take the "old" as you will; we know John will have his say! Ed.]*

Well the time finally came; we took our last cruise in **Swansong**. We had received an offer with earnest money deposit in March and wanted to have one last time out with the boat, so we planned an easy trip to Winslow in mid-April.

It seemed uneventful enough at the start; we left "I" dock at Shilshole in mid-afternoon of Monday the 14th and headed toward the south end of the breakwater. Just as we were rounding the end we heard a shout of "mayday" from off to port; the skipper of what appeared to be a replica of a classical old sailboat heading into the breakwater under jib alone was saying he was sinking and needed a tow — some problem with the shaft log. We circled back alongside and he threw us a line and asked to be towed into Seaview West where they were waiting for him. We got around past the end of "A" dock and headed toward the Travelift. Now the problem became how to get up enough way to enable him to coast on into the slings, but then for us to slow down enough to avoid coming to grief in the close confines in that area. He released himself and then, between coasting and sculling with the tiller,

There's never such a thing as a simple "last sail". Just ask any boat that was part of one.

managed to get over the straps in time. He estimated he had 15 minutes of buoyancy left.

That seemed like enough excitement for one day so it was back out past the breakwater and time to raise the sail. Got the main up OK and were attending to the jib when, surprise, the engine quit! Now what? Should we try to sail back to the dock? We raised the jib anyway and sailed a bit while deciding what to do; then we got the engine running again. Not wishing to press our luck we left it idling all the way to Winslow. A sporty sail it was, with winds in the mid to upper teens from the south; we made it to number one nun in about an hour and a half and motored into the harbor toward Winslow Wharf Marina toward our assigned slip at "D" Dock. Did we think we were home free? Not so fast there! About 100 feet from the dock the engine quit again, and this time for good. After about ten minutes of sculling in an attempt to get to the slip, unsuccessfully because the breeze was against us, both skipper and first mate were no longer happy campers and were thinking this final cruise wasn't such a good idea after all.

Then, as we were drifting toward the Seattle Yacht Club space at the end of "A" Dock, we adopted the "bird-in-hand" philosophy, ignored the no-tie-up sign painted on the bull rail and tied up anyway. Thus safely docked things took a turn for the better. John went up to register and explained our plight to Dave the dockmaster who came down and

Continued on Page 7

Tech Talk Continued from P. 5

breaking down the sewage by natural fermentation. *The vent hose must be as short as possible and free of low spots that can trap air.* It's also important that filters or tiny, screened fittings on the outboard end don't restrict the air. With sailboat installations, *care must be taken that the vents come straight up from the tank top* to avoid filling while the boat is heeled. They should exit at locations above the waterline at all times (i.e.

the bow or the transom). The less fresh air a holding tank gets, the more it will stink.

You can send questions to Something Special Yacht Services; yachtriggers@hotmail.com, or telephone Steve Brown (252) 370-1702 or Glen Cowling (253) 380-8032.

*[Many Brownie Points. Steve is the **only** CAPS Eyes contributor who has actually sent his article **before** I asked for it! Ed.]*



Your head will definitely smell sweeter that this wood pussy!

Swansong cont. from Page 6

helped us hand line the boat around the end of the finger pier and past another boat into a vacant slip. Dave then left a voice mail explaining our situation to the local engine service guy.

With things looking up it was time for a beer in the cockpit, a shower, and then dinner at the Harbour House Pub. In case you haven't been there recently, their food is much improved over the past years. Delicious crab cakes for Luanne and an excellent halibut preparation for John. Pretty pooped after the day's events, we opted for an early bed.

Tuesday was a typical Winslow day, coffee and a scone while reading the paper at Pegasus, then long walks and a trip to the bookstore. Lunch at the Mexican restaurant on the north side of Winslow Way was really good. *[Was this trip prefiguring the Cruise in two weeks, or just a happy coincidence? Ed.]* But we were not done with little mishaps. Heading back to the boat from lunch it became apparent that John had, for the first time ever, neglected to bring the keys with him and we had locked ourselves out of the boat. Dockmaster Dave again came to our rescue, loaning us his "master key" as he made a pantomime chopping motion with the imagined bolt cutter; then, after buying a new lock at the chandlery, all was well again. We have always like Winslow for the friendly treatment received there, and this time confirmed that for us again.

Wednesday was a fine day weather-wise, and Steve the engine service fellow arrived in midmorning. At first he was brewing dark thoughts about its needing a carburetor kit which would take a couple of days to get because, "over here we are in the third world for that sort of thing." But then it turned out to be just that the mixture control was out of adjustment, so we were able to depart for home at midday as planned. There was maybe eight or ten knots of wind from the south, so we had a most relaxing downwind sail back to Shilshole, arriving around 1500. And that was that.

Well, that wasn't quite all, because on Fri-

day John met the new owners at the boat for the ceremony where the title passes one way and the money the other. Then we went for a short familiarization sail just outside Shilshole with only the main up. On the way back in, John was at the tiller in preparation for docking. The procedure is to motor slowly past the finger piers of "I" dock, then turn to point the bow between slips 22 and 24 on the north side of "H" dock, then reverse and back into "I" 21. He had done it without incident for the past nine years, but this time was different. The first try was so far off he had to go out into the fairway and come in again; then the second time required some jockeying back and forth but finally we managed to get in without hitting either the finger pier or (gasp!) **White Feather**, docked in the same waterway. Anyway, the boat will remain in the same slip at least through May. The new owners are really good people; Roger and Barbara and Bruce take note. I talked up CAPS a little; you might follow through *[Oh we will, John. Just give us their address and they'll get this newsletter! Ed.]*

We have been reflecting on the unusual experiences of this trip; the towing incident, the engine trouble, getting locked out, and finally, John's difficulty backing into the slip for the last time, wondering if perhaps there is some meaning to these events. What we have concluded is this: that boats are not merely inanimate objects subject only to the laws of physics. They are sentient beings possessed of jealousy, among other emotions, and they will exact a terrible revenge on their owners when they become disloyal.

So, one might ask, how did we celebrate the second of the two happiest days in a person's life? With dinner at Ray's Café, that's how. So what comes now? In the near term John plans to crew for CAPS racers. Beyond that, our contacts with the folks in CAPS over the past eight years have been very warm and satisfying and we intend, one way or another, to keep this going as long as we can. *[John and Luanne Billings are still CAPS members. Next month Skip Meisch's Round Whidbey triumph. Keep 'em coming! Ed.]*



The old salt isn't packing it all away, yet, and Swansong isn't going to let him forget her!

*Every
boat has
its own personality.
Swansong
obviously has
more than most!*



Can't imagine a better place to say farewell than Ray's.

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) .



CAPS

18525 26th Ave. NE
 Lake Forest Park, WA 98155