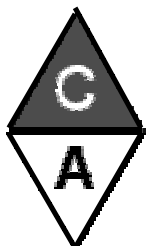


# CAPS

## *The All Catalina Association of Puget Sound*

### **SOMETHING'S IN THE AIR; MANZANITA RAFT FLOATS ELEVEN BOATS ON FIVE ANCHORS!**



- Skip Meisch outsails everyone else at Catalina Day
- CAPS is full of Leos; hear them roar in August
- Sailing with Bob is reaching epic proportions
- Circumnavigation makes sparks fly

It's a good thing lots of pictures were taken, 'cause who woulda believed it! The anchor-out in Manzanita Bay ended up with a huge raft, kind of heavy on the C36s (five of them), but including a C320, a C30, a couple of C27s, a friendly Tartan 37, and the one with the biggest crew plus a dog, a C22. We repeated our happy experience of last year by enjoying the hors d'oeuvres potluck on Bruce Martin's dock on the Bay (of course **Odyssey** was the 12th boat), as well as Myrna's yummy hot barbecued pork sandwiches, on Saturday of the weekend of June 13-15.

John and Sally Hamel dropped the first anchor on Friday, but **Auntie Beryl** was immediately joined by Dave and Peggy Fend on **DeFENDER**, and very shortly thereafter by Mike and Linda McCann on **Jaded**. The three 36s pooled dinner fixings on **DeFENDER** and spent a quiet night.

The next morning Barb and Roger Jenkins on **Jolly Roger**, Jim and Kelly Hettinger on **Cutting Edge** and Linda Loux and George

Fogg on **Bronwen** joined the raft. Another bow anchor went out, which handled yet another 36, Joe and Laurie Payne on **Hiaqua** from the C36s, Dick and Peg Eagle on **Aerie**, Bruce Moulton on **White Feather**, Gordon Ellis on **Blythe Spirit** (Cynthia's leg still mending which kept her home) and last but not least, Bob Armstrong on **Good Tide'ngs** with daughter Michele, grandson James, and macho toy poodle Punkin' aboard.

Another couple of anchors were added (don't ask me whose), and then a couple were dropped from the stern, which was a good thing because the wind shifted from the south to the north overnight on Saturday, and we still held tight.

There was a lot of boat-hopping, inspections and comparisons, and idea-sharing (although who could top Kelly's "doilies"), and all in all a lot of good reasons to keep this anchor-out in our repertoire for next year's cruises.

**To top it off, the north wind made for great sailing back to our home ports!**

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## **DINGS DON'T DAMPEN DANDY CATALINA DAY**

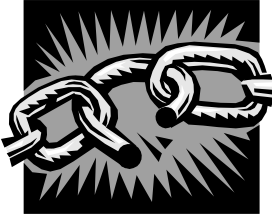
The racing was wild and woolly; well, actually it was a bit hairy for a couple of participants, but a record number of boats (19 according to the official keeper of the records, Rod Sparks, who really raced his keyboard this time) made it around the buoys this year on the 28th of June. We will attribute any mishaps to the fact that many of the racers were doing it for the first time, and no one (except maybe Mary Lou Rafello *in absentia*) went away mad.

Carl Rafello had to borrow a Morgan 41 out of his brokerage to be the committee boat because some lucky sailor bought the C350. He suffered a bit of damage from an over-enthusiastic racer, and **Aerie** got punched in the nose by **DeFENDER**, but everyone learned something from it! Jim Hettinger took great pictures from the Committee Boat,

**Catalina Day continued on Page 5**

## COMMODORE'S CORNER

By Paul McManus



Break one link and the whole boat falls apart — almost!

*Catalina Day was an unqualified success in every way! Just ask all the people who were there.*

One of the things that makes CAPS so great is all the people. We not only have a good time when we get together, but so many people volunteer their time to help make CAPS work. I think I've kind of realized this in the past but it really hit home when I went to make a list of all the people to thank for their help on Catalina Day. There were over twenty people on the list. This kind of participation by CAPS members indicates to me that we all value what we get back from CAPS and want to see it thrive. It certainly has been thriving this year as meeting attendance, cruise participation and a very successful Catalina Day have shown. I am amazed because I haven't had to do much other than preside over a few meetings and write this column. I want to thank all the officers and all the members who have helped CAPS to thrive.

Catalina Day was a resounding success this year by several measures. We had nineteen boats racing. The new Catalina Day T-shirt nearly sold out, had orders to be filled, and made a little bit of money. We had over 80 people for dinner, so many that we almost ran out of food. The raffle and silent auction were great as usual. We had a strong contingency from CATSS, our sister organization from Tacoma this year as well. I want to thank everyone again who helped make Catalina Day so much fun for all of us.

**Sea Sea Rider** also had a great time at Catalina Day in spite of breakdowns caused by her captain's sloppy maintenance. Unfortunately, when he put the boom back on last year, the captain forgot to put seizing wire on the shackle that holds the block to the traveler. The pin backed out and the

shackle distorted severely. Luckily, Linda Loux spotted it before any damage was done and, after sitting out the second race, **Sea Sea Rider** was able to continue racing. The other mishap happened during the first race. A circular cotter key had come out of a clevis pin that held the block for the mainsheet to the boom. The clevis pin was lost so the clevis pin and a circular cotter key from an unused halyard block were quickly put into temporary service and the race resumed. The captain later remembered he had found a circular cotter key on the deck several months earlier but could not find where it went. Needless to say, a complete inspection of all shackles, clevis pins, and cotter keys was performed while waiting for the third race. **Sea Sea Rider's** captain would encourage other captains to perform this inspection if you haven't in a while. We were lucky compared to the people in the slip next to us at Elliott Bay Marina. Their clevis pin for their roller furling sheared as they were sailing past West Point and they were dismayed. It turned out that the clevis pin that had been installed a year or so before they bought the boat was not stainless steel and had corroded badly.

Summer is here and I for one am happy to see it. We have been able to get **Sea Sea Rider** out for several evening and weekend sails. Many of our members have already headed north to the islands. Our next CAPS cruise will be to Poulsbo over Labor Day and CATSS will be joining us again. Hope to see you there. Carol and I will be leaving from Poulsbo to cruise the San Juans. If any of you are planning to be there then, maybe we will run into you.

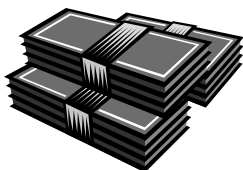
### CATALINA DAY BOTTOM LINE STRAIGHT FROM CAROL McM.

I thought you might be interested in the Catalina Day numbers:

Raffle	\$ 722.00
Silent Auction	\$ 446.00
Dinner & Race	\$ 1275.00
T-Shirts	\$ 1002.00

Total Gross	\$ 3445.00
Expenses	\$ 2089.52
Net	\$ 1355.48

We offset some of our \$650 rental to CYC with the \$450 in bar sales. **There are some 2X & 3X T-shirts** (they shrink) — call me!



The bean counter knows! We're in good shape for next year's shindig.

## AUGUST IS BIRTHDAY MONTH; COME TO HAMELS' ON THURSDAY THE 14th TO FIND OUT WHO IS OLDEST!

The summer meeting of CAPS is purely a social one, and it is held on a **Thursday night so that it won't interfere with the weekend.** It was discovered a couple of years ago that Carol McManus, Nancy McKenzie, Steve Malan and John Hamel all had August 11 birthdays, Peg Eagle's is on August 10, and now one more August 11, Peggy Fend, has joined. There is something serendipitous about this, and it calls for a cake, at the very least. The gathering at Hamels' is a salad/sidedish potluck; Sally will make a pot of something for the main course, and there'll be birthday cake for dessert; **BYOB.** We know that

many members will be out cruising, but if you aren't, join the group in Lake Forest Park.

Directions are pretty simple; from I-5 take Exit 177 which says Edmonds/Kingston Ferry/Lake Forest Park. Go EAST toward LFP, turn right at the third light to 25th Ave. NE, left to Forest Park Drive, then right to 26th Ave. NE. Address is 18525 26th NE, and phone is (206) 364-6606 if you do get lost!

Bring pictures, cruising tips and harrowing tales and join the gang to share the festivities on August 14 at 7:00 PM (which should help you miss the traffic). Call Dick Eagle at (425) 885-2823 for directions from the Eastside.



Let's see; if you need to count all the August birthdays in CAPS, do you have enough fingers and toes?

## SAILING WITH BOB: EPISODE 2

**By Bob Armstrong (speaking for himself this time)**

*[We were all happy to see our C22s for Memorial Day Weekend. You heard about the landlubber party in the last CAPS Eyes. Now you get to hear one of the nitty gritty tales from the cruise. Without Rod Sparks to give us a scare, we'll have to make do with Bob, who towed **GOOD TIDE'ngs** up to Port Townsend and put her in at the launch ramp. Ed.]*

This is a small bit of my recent cruise to Port Townsend for the Memorial Day weekend. I took my 9-year-old granddaughter, Bethany, out to just motor around from the dock at Fort Worden so she could practice using the tiller. After 30 minutes we came back and made a perfect landing (didn't touch the dock) and just stepped off the boat. It was very nice.

This was not so later when I took Bethany, her mother Susan and her sister Victoria out to try to sail. We saw two large sea lions sunning themselves while out there. Bethany took the helm on the way back. Not far from the dock is a very high pier with lots of pilings. As we neared the pier and dock, Victoria and I dropped the jib and were lowering the main when I looked up because Sue said something.

I saw Sue's hand on the tiller and yelled very loud, "**Pull it toward you!**" and she pushed the tiller away from her towards Bethany. So I yelled even louder, "**PULL IT TOWARD YOU!**", and Sue, *thinking I was talking to Bethany*, pushed it toward Bethany even harder, and we headed straight into the pilings. I dropped the main all over the deck, jumped down, grabbed the tiller and swung the bow in time to miss going straight into the pilings. The side did hit pretty hard with lots of crunching noises from the barnacles. As the bow swung out, the stern swung in and the motor did hit the pilings with more loud, crunching noises. The fuel line had been squashed but I didn't see it with all the crushed barnacles on the side of the motor.

Now I was thinking we were doing OK — **until the motor died because of the smashed fuel line and the current carried us back into the pilings.** It was crunch time again. I made a frantic dash to find the oar to push us away from the pilings and toward the dock. After rowing into the dock (how mortifying is that?) things got better and we enjoyed the rest of the holiday.

No real damage was done. The rub rail did its

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*It's very important to be very specific when giving orders to any crew, sailor or non-sailor. That includes saying which way, not this way, or that.*



Yep! Rowing up to the dock is mighty humbling for a sailor.

**Continued on Page 4**



Guess you don't need a megaphone on a C22.

**Sailing with Bob continued from Page 3**

job and most of the scratches on the side came out with just a little rub down. The fuel line is now shorter, but only by an inch. The cover on my motor isn't brand new any more, but that is only the cover; the motor itself still runs as if new.

I learned three things:

- 1 Name the person you are giving the order (yelling at) to
- 2 Always know where the boat hook and/or

oars are located

- 3 There is always something to make life more interesting

I had been trying to come up with a name for my boat. After the first episode, my son wanted to call it "Screw Loose". After this episode, my granddaughter want me to call it "Dockbusters". I think I will use a contraction of the Good News (Bible) and the tide tables, both of which I rely on. The boat's name is **GOOD TIDE'ngs**.

**RACE RESULTS FROM ROD'S FLYING FINGERS**

Rod Sparks was on the committee boat at Catalina Day so he got to witness all the action up close and personal, and it got real up close for a minute when the poor Morgan was T-boned by a confused competitor. However, between him and Ken McKenzie, the PHRFs were calculated, the classes were decided, and the results were made official. The detailed race finishes are posted on the web site at [www.capsfleet1.com](http://www.capsfleet1.com), but here are the overall winners.

The big boats were C320, C34, C36, C380 and 1st from within that large field was Tom Madden, **Sea Trek II**; 2nd, Don Garmin (NM), **Lightly Salted**; 3rd, Gary Kohler, **Fast Trek**; 4th, Dick Eagle, **Aerie**; 5th, Chris Peterson, **Wildrose**; 6th, John Hamel, **Auntie Beryl**; 7th, Sidney Hayes (CATSS), **Vision**; 8th, Dave Fend, **DeFENDER**; 9th, Mark Pywell, **Starbird**; 10th, Paul McManus, **Sea Sea Rider**.

In the C22 class, 1st was Skip Meisch, **Slow Flight**; 2nd, Bob Armstrong, **GOOD TIDE'ngs**; 3rd, J.M. Kiel, **Alley Cat**; 4th, Larry Navratil, **Hard Tack**.

As we've already said, **Skip Meisch got the trophy for best all-around time in any class**. The racers were all CAPS or CATSS members unless otherwise designated as NM [*And we'd sure like them to join! Ed.*] and several had never skippered a race before, probably accounting for the mishaps. But it was a good day for racing in spite of the minus tide because there was sun and wind; who could ask for more?

For the C27 & C30 class, 1st was Ken McKenzie, **Scotch & Soda**; 2nd, Bob Buck, **Phoenix**; 3rd, Brian Ummel et. al., **Orca**; 4th, Gordon Ellis, **Blythe Spirit**; 5th, Steve Malan, **Joy Ride**.

*The complete race results and PHRF rankings for Catalina Day are published at [www.capsfleet1.com](http://www.capsfleet1.com)*



Your fearless leaders are sitting on top of the world because they pulled off another fabulous Catalina Day!

**THE ALL CATALINA ASSOCIATION OF PUGET SOUND**

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<b>Cruise</b>	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
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<b>Hospitality</b>	Steve Malan	(425) 427-1541	smalan2@comcast.net
<b>Safety Focal</b>	Jim Fielder	(425) 641-9097	carolfielder@comcast.net
<b>Historians</b>	Barb Jenkins	(253) 852-5467	No email yet; this year Roger?

**Catalina Day continued from Page 1**

too; you can see them on our web site. The excitement of having three classes this year made up for any downside, and the top sailor overall was one of our invertebrate C22s. As Ken McKenzie put it, Skip Meisch downright outsailed everyone else in all the races. **Slow Flight** indeed! Look for the standings elsewhere in this rag.

While the racers were out there kicking butts, the barbees were bustling under the efficient guidance of Nancy McKenzie. She and her crew, Barb and Roger Jenkins, Betty and John Segerstrom, Peg Eagle and Luanne Billings (she was in Ireland, but her flowers weren't!) put on a magnificent burgers and brats spread (with the unabashed help of Costco) and served a whole bunch of dinners after the races. Of course, during the dinner there was blatant flogging of raffle tickets leading up to the after-dinner entertainment.

Aaah, yes, the raffle! Bob Rosain and Kelly Hettinger did a stellar job of making sure that the many donations (garnered by Dick Eagle, Tom Madden and Ken McKenzie) were colorfully parceled out to deserving, and not-so-deserving ticket buyers. *[There was this one table that seemed to have a monopoly on things for a while, but it all evened out at the end. Ed.]* Kelly, as you

may have gathered from the last CAPS Eyes, did get us lots of fantastic T-Shirts, and took orders for more. The silent auction got some smart sailors nifty deals on haul-outs and bottom paint, and a good time was had by all. Thanks also to Karen, the bartender, without whom Catalina Day wouldn't be the same.

During the day, down on the Shilshole docks, Sally Hamel, Carol McManus and Nancy McKenzie papered all the Catalinas in the marina with the new membership brochure. So far it has netted three new members, so that was definitely an effort well spent, in spite of the fact that there was a -3.7 tide which meant the gangplanks to the docks were practically vertical for several hours! Sue Malan was everybody's amanuensis all day, and even Thomas and Michael Malan counted money. Many kudos also go to the Corinthian Yacht Club, without which Catalina Day wouldn't have a place to happen. Jim and K. K. are always easy to work with, and you can't beat the facility and the location.

Catalina Day is a tradition that CAPS is proud of; it has changed over the past few years, but only for the better. Every member who helped Ken McKenzie put it together could sleep the happy sleep of satisfaction, and exhaustion, that night! Too bad Gerry Douglas missed it because of a broken foot! Maybe next year.



Burgs and brats may not be filet mignon, but they fill the hole mighty well after a long day of racing!

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*Something Special  
has a  
lot to say  
about the cover  
over your  
companionway!*

**TECH TALK FROM SOMETHING SPECIAL**

**Steve Brown of *Something Special Yacht Services* tackles dodgers this time. We're noticing that even the die-hard racers in CAPS are succumbing to them....**

*In last month's newsletter we talked about window leaks. Bob Rosain wrote in and said the **Orca** contingency had re-glazed a couple of windows. "We purchased new vinyl glazing from Catalina Direct (a good source of miscellaneous Catalina parts... [www.catalinadirect.com](http://www.catalinadirect.com)). Thank you Bob for your letter; this will surely prove to be a good source for all of us. Now for the dodger dilemma:*

Not all dodgers are created equal. The differences stem from the design, materials used, and construction. Knowing what to look for and investing in good construction

and well-planned extras will pay off in years of useful service.

While you may consider waterproof coated fabrics, such as Sunbrella Plus or TopGun, these fabrics don't breathe which creates condensation and ideal conditions for mildew growth. The preferred material is acrylic (i.e. Sunbrella), a breathable, durable, non-fading fabric with a waterproof coating that lasts for about six years before it needs retreating.

Plastic window options are many and each material has its advantages. The standard for



A dodger is a little bit like a tent you plan to leave up for five years!

**Tech Talk Continued on Page 6**

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You need to pay attention to the thread holding your dodger together.

## Tech Talk Continued from P. 5

most production canvas is a 20 ml UV-treated plastic; a heavier 30 ml is better as it creates fewer wrinkles when folded. These "rolled" plastics have a memory which means folding them for storage causes permanent creases that distort the material and affect the clarity, especially when wet or viewed in direct sunlight. Optional materials include sheets of laminated plastic and rigid polycarbonate. Sheet materials offer better clarity and will last longer than rolled plastics but these windows will always curl.

For durability and strength, frames and fittings should be made of 1" stainless steel. Your top should be constructed of one material so it all wears and shrinks at the same rate. For example, some manufacturers use white vinyl binding to reinforces and finish cutouts and zippers, or to join two pieces. But the binding will shrink and crack, so tops no longer stretch to fit fasteners.

Use anti-wick polyester thread to prevent leaks. Substituting Gore-Tex thread means you'll probably never need your canvas restitched but adds to the overall cost. A polyester thread can last five years or longer so it may be cheaper to service the top rather than spend the extra money up front. To keep your canvas in top shape, keep the fabrics taut to prevent water pooling. This is impossible if the frame is flat on top, so re-bend the frame with a slight arch. Hose

fabrics off on a monthly basis with clear water.

When it's time for a thorough cleaning, the fabric can be cleaned while still on the frame. Brush off the loose dirt and hose down. Using a cleaning mixture of water and mild, natural soap (no detergents) scrub with a soft bristle brush, allow soap to soak in, and rinse thoroughly.

Sunbrella fabrics are treated with a fluorocarbon finish, which enhances water repellency. This finish is designed to last for several years, but must be replenished after a thorough cleaning. The manufacturer recommends 303 High Tech Fabric Guard as the preferred re-treatment. Mer-Maids Plexiglass Plastic Cleaner & Polish is an excellent product to clean the windows and will even get rid of a lot of scratches that can be so annoying.

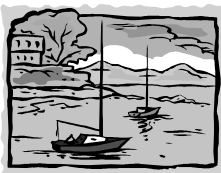
*[Steve hasn't dealt with the issue of "hard" dodgers. Auntie Beryl and Sea Sea Rider have fiberglass tops and canvas sides on their dodgers; they were much pricier, but we've seen some pretty old, very good-looking hard dodgers because the top of the dodger which takes the most beating from sun, wind and weather, can take it! Comments, Steve. Ed.]*

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

*We are so lucky to have our friends from Something Special Yacht Services writing this column.*

## BLYTHE SPIRIT (SORT OF) CIRCUMNAVIGATES BAINBRIDGE ISLAND

By Cynthia Jones



Cynthia didn't seem to mind sailing around in circles.

With the Fourth of July weekend approaching, Skipper Gordon Ellis and I decided to take **Blythe Spirit** around Bainbridge Island. We set sail on Thursday afternoon, July 3, from Shilshole. The goal was to circumnavigate Bainbridge Island, but we decided to take a side trip to Poulsbo to watch the Independence Day fireworks show on July 3. This was our first Third of July at Poulsbo. We were surprised to see so many boats. Anchored near us were former members Brian and Deborah Berg on **Magician** and Seattle Singles Yacht

Club (where Gordon and I met) raft-up. That night we bundled up in our anoraks to enjoy a wonderful fireworks show right from our boat. The barge was so close that we could hear the boss of the crew saying, "Higher, higher!" to the guys firing the rockets.

The next morning we were surprised to find that our dinghy engine would not start. Determined to get cinnamon buns at Sluy's Bakery, Gordon rowed ashore. Hallelujah!

Continued on Page 7

**'Round Bainbridge Continued from Page 6**

After breaking our fast quite decadently, we started again around Bainbridge. We discussed trying to watch the Seattle fireworks in Elliott Bay from Blakely Harbor or Blake Island. However, we opted for another detour thinking we might find space at the dock and showers and headed for Port Orchard. There were lots of boats at Port Orchard. We quickly tied up at one of the last remaining spaces on the outside of the dock. To our delight, we learned that Port Orchard was also having a fireworks show on a barge near the marina, so we settled in for another chilly night of fireworks, and lots of wave motion from the power boats passing by. Port Orchard is a great place to shower. If you stay at the marina you can shower as long as you want for no charge! And they had a Saturday morning farmers' market nearby.

Saturday we sailed around to Winslow and spent the night on the linear moorage ropes in Eagle Harbor. Gordon again rowed the dinghy to shore and we had a nice dinner at the Harbor Pub. Then we settle down for a quiet evening without fireworks. Surprise! At one o'clock in the morning we heard voices. The couple on the boat in front of us was having an audible disagreement. She owned the boat. She told him that she had rules on her boat and he could not stay on it any longer. They

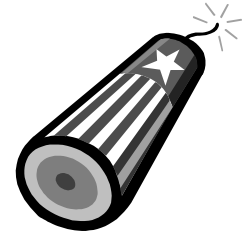
left before we woke the next morning.

Sunday morning Gordon worked on the dinghy engine and got it to start. **Blythe Spirit** motored out of Eagle Harbor at lunch time and continued all the way back to Shilshole. There was NO wind.

Finally, after packing the boat up and loading all our gear into the car, we drove home. Surprise, again! There was a fire truck at our next door neighbors' house. They were away. An upstairs toilet had leaked and flooded their house over the weekend. No one knew how to reach them, so the other neighbors called the fire department. It made us realize the value of good neighbors and also the importance of leaving a key with someone who can watch your house when you are away. *[And who knows where you can be found in an emergency. Ed.]*

So that was our holiday weekend — relaxing, but with plenty of surprises and a variety of fireworks. We plan to do it again, sometime.

*[This came in at the last minute. Thanks, Cynthia. Once again CAPS folk can thank their fellow members that they don't always have to read my peregrinations every month. I liked the part about the showers.*



Blythe Spirit managed to find all sorts of booming activity for the Fourth of July.

*Feel free to write about absolutely anything. You'll be amazed at what will get published in CAPS Eyes!*

<p><b>EnCAPSulated Calendar</b> for 2003 is always subject to change!</p> <p><b>JULY is for Cruising <u>No Meeting</u> HAVE FUN!</b></p>	<p><b>AUGUST</b></p> <p>Aug. 1-3 <b>Langley Cruise</b> (Dodge the Bayliners)</p> <p>Aug. 14 <i>Monthly Meeting</i></p> <p><b>Thursday evening CAPS Birthday Meeting – Potluck/ Cake – Hamel's</b></p>	<p><b>SEPTEMBER</b></p> <p>Aug. 29 – Sep. 1 CAPS &amp; CATSS</p> <p><b>Poulsbo Cruise</b></p> <p>Sept. 6 Mid-Distance Race #4</p> <p>Sept. 12 <i>Monthly Meeting</i> CYC Leschi, 7:00 PM</p> <p>Sep. 19-21 CAPS &amp; CATTSS</p> <p><b>Port Orchard Rendezvous</b></p>
	<p><b>OCTOBER</b></p> <p>Oct. 3-5 <b>Crab Cruise at Everett Guest Dock</b></p> <p>Oct. 11 <i>Monthly Meeting</i> CYC CYC Leschi, <b>Saturday</b> BYOB, 7:00 PM</p> <p><b>Boat Cook-off</b></p>	<p><b>NOVEMBER</b></p> <p>Nov. 14 <i>Monthly Meeting</i> CYC Leschi, 7:00 PM,</p> <p>BYOB, 7:30 <b>Elections</b></p> <p><b>Herb &amp; Nancy Payson Trailer Sailing a C25</b></p> <p><b>HAPPY THANKSGIVING</b></p>



CAPS can blow its own horn about its busy calendar. You can find updates on the web page at [www.capsfleet1.com](http://www.capsfleet1.com).

# 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/boat/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***

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