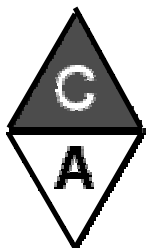


# CAPS

## *The All Catalina Association of Puget Sound*

### **POULSBO LABOR DAY WEEKEND EXCEEDS ALL EXPECTATIONS! 20 BOATS, NO SHUFFLE**



- 380s hold regatta among America's Cup contenders on S.F. Bay
- Fascinating flexible couplings Tech Talk topic
- Boat Cook-Off and Mermaids at next meeting

CAPS and CATSS filled the best part of a dock at their first annual joint Labor Day Cruise to Poulsbo. It worked great to reserve twenty slips, and the marina bent over backward to give us wider berths (and a few extra just in case) so none of the juggling had to take place and the smaller boats got there early so they got to pick their spaces! The only down side was that there was a wedding in the Pavilion on Saturday so we had to eat *hors d'oeuvres* on the dock. It didn't seem to slow anyone down....

Friday night a contingency ate at *Atsa Some Italian Restaurant* and occupied the entire wine sales room, and the same thing happened Sunday night. We never really get tired of that restaurant, and it has always done well by CAPS. On Sunday the CAPS and CATSS folk were more evenly dispersed at the tables, so we all got to know new people better.

Here's the little list (written before too much Gewürztraminer intervened) of those who

were there:

First at the dock on Friday, on their way back from a long, long time in the San Juans, were Gary & Judy Ball on the C36 **Dione**. They were followed (and not necessarily in this order) by John & Neena Stoner (CATSS) on **Caché**, a C28, Dick & Peg Eagle (plus slightly unsocial Sammy) on C320 **Aerie**, Paul & Carol McManus on C380 **Sea Sea Rider**, Joan & Sid Hayes (CATSS) on C36 **Vision**, John & Sally Hamel (with party animal Ruby) on C36 **Auntie Beryl**, John & Betty Segerstrom on Newport 30 **Voyager**, Skip Meisch on C22 **Slow Flight**, Dave & Peggy Fend on C36 **DeFENDER**, Jim & Kelly Hettinger (CAPS & CATSS) on C36 **Cutting Edge**, Tom & Sandy Brosius on C320 **Odysseus**, and Mike & Lynda McCann on C36 **Jaded**. Saturday arrivals were Bob & Candy Turner (CATSS) on Islander 30 **Turnabout**, George Fogg and Linda Loux on Tartan 37 **Bronwen**,

Labor Day Continued on Page 5

### **RENDEZVOUS DRAWS ALMOST AS MANY BY LAND AS BY SEA; 19 BOATS REPRESENTED**

This event CATSS organized and a lovely job they did indeed. The annual Catalina Rendezvous took place in Port Orchard Sept. 19-21 at the beautifully refurbished marina. Once more the weather cooperated, and again we managed to amicably share the dock with another cruise of stinkpotters (this time they were CHBs, at Poulsbo it was some yacht club). At least this time we didn't have to walk through their group each time we wanted

to get to shore!

On Saturday Kelly Hettinger had acquired a couple of nifty games (Yes! No water balloon toss!) which were played by all (some under duress...). Tic Tac Toe involved tossing a funny looking Ewok-like object into hot pink squares floating between a boat and a finger pier, and then there was a green octopus with strangely erect tentacles that needed

Rendezvous continued on Page 6

## CONTENTS

Commodore's Corner	2
Officer Roster	2
Crab Cruise Declawed	3
380 Regatta	3-4
Sparse September Meet	4
Flexible Coupling Tech	5
Linda's Pasta Secret	6
Cook-Off & Mermaids	7
Custom Logo Clothes	7
Another Boat on Market	7
EnCAPSulated Calendar	7
Membership Application	8

# COMMODORE'S CORNER

By Paul McManus



Paul and Carol didn't see any real big waves on their vacation so it really was restful.

*Monkey see,  
Monkey do,  
is often  
the  
best way  
to learn how  
to do something.*

Early September turned out to be a good time for our cruise to the San Juans this year. There are definitely fewer boats this time of year. The weather was pretty good. Not as hot as it was last year in late July and early August, and we had a few days of rain. But it was still a very nice couple of weeks. The jury is still out on when we go next year.

Our cruise started out great with the CAPS/CATSS Poulsbo cruise. We were one of the twenty boats that made it. It was great to see so many people at Poulsbo; we had delicious appetizers one night and still managed to eat at **Atsa Some Italian Restaurant** twice. Unfortunately, we got three bills from them. After some investigation we found they had charged us for the Hamels' meal as well. I'll have to ask John how he managed that; actually he was as surprised as I was. But the restaurant was able to get everything straightened out.

We left most of you on Labor Day and headed for Port Townsend where we had appetizers with Mike and Lynda McCann. Carol and I had only crossed the straits once before and still felt like rookies in that respect so we decided to follow Jaded across to Hunter Bay the next day. It turned out to be a piece of cake as we motor-sailed in light winds and calm seas. But I learned a couple of things from Mike and Lynda along the way. First, I learned how efficient motor-sailing can

be. I was able to reduce engine rpm significantly and still maintain 6-7 knots of speed. I didn't calculate the fuel savings but I'm sure it was quite a bit. The other thing I noticed was that when it was time to drop the main and we had light winds on our beam, Mike didn't slow down and head into the wind. The apparent wind was on our nose so Mike just kept his speed at 7 knots and dropped the main. I wouldn't have thought to do that. It's amazing what you can learn watching other sailors. That's one of the reasons Carol and I joined CAPS — to learn from all of you.

One of the things we have done several times during our cruises to the San Juans is to stop at the oyster farm in Westcott Bay. We usually anchor for a night or two in Westcott Bay and dinghy over to the oyster farm dock and buy a dozen or so oysters. They are really good on the half shell or stewed in their own juices on the grill.

We decided to buy a crab pot in Friday Harbor this year. We used a ring trap until then. The ring trap worked OK but was a lot of work. It was quite a thrill to pull up 10 crabs in Blind Bay and find 3 keepers. Unfortunately, we'll miss the Crab Cruise in Everett because we will be celebrating Carol's mother's 80th birthday in North Carolina, but I guess we can't crab anyway!

We'll see you at the Crew Cook-Off instead!

## THE ALL CATALINA ASSOCIATION OF PUGET SOUND

<b>Commodore</b>	Paul McManus	(206) 365-7079	pcmcmanus@comcast.net
<b>Vice-Commodore</b>	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
<b>Treasurer</b>	Carol McManus	(206) 365-7079	pcmcmanus@comcast.net
<b>Secretary</b>	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
<b>Measurer</b>	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
<b>Cruise</b>	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
<b>Newsletter</b>	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
<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?



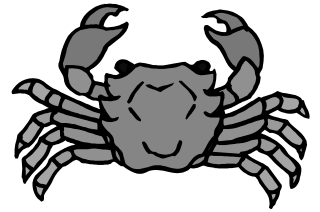
They all play on the same team, and always root for you!

## CRAB CRUISE DOOMED BY CLOSED CRAB SEASON;

The Everett guest dock has always been the scene of fabulous feasts at the annual Crab Cruise, but the hot summer and over-fishing has left us up the creek! Although the crab season is closed, we still seem to have several choices: 1) buy your own crab if you want to eat it, 2) bring another main course, or 3) eat out at Anthony's or elsewhere. Eating on the dock is the most fun if the weather is good, so bring your favorite salad or desert at any rate. And, if

there are some who would rather go inside to eat, you can decide when the group has gathered. But do come to the October Cruise if you can. CAPS will provide corn-on-the-cob as usual, and, of course the Everett members are always great hosts. It's a good transition to winter cruising because it gets dark earlier, and is sometimes a bit chilly. And where else can you throw the shells into the water?

**See you there.**



Do you suppose that if we rename this cruise we can get rid of the jinx. How about the Crustacean Cruise?

## WE GOTTA REGATTA: HOT SAILING ON S.F. BAY By Carol McManus

After our annual cruise to the San Juans, Paul and I flew down to Oakland for the 1st Annual 380/387/390 International Association Regatta [*Catalina just can't seem to make up its mind! Ed.*] Unfortunately, we missed Rendezvous which took place the same weekend, but we were looking forward to meeting in person lots of folks we had met online on the C380 list. However, another big draw was the Moet Cup Races between America's Cup contenders.

C380 Fleet One in the San Francisco Bay area was our host for the regatta. This is a pretty big fleet with lots of active members. They have cruises like we do, BUT... they are planning a flotilla cruise of the BVI next May. Doesn't that sound wonderful? Of course, most of them are retired and have the time and extra money to do that. [*At least one of them is a former C320 owner who was very active in that association, too; he came up to the C320 Regatta in Port Ludlow a few years ago. As I recall, a two of those couples ended up cruising together in Greece. Maybe it's catching. Ed.*]

Sunny and hot was the forecast and sunny and hot it was, with "light" winds both days — anywhere from 15-25 knots is considered light down there. In fact, due to those "light" winds, most boats have a standard rig with a 110 or less jib. Another

interesting fact is that a big tide is considered to be 4 to 6 feet. Tides this weekend were to be about 2 feet. [*Wouldn't they be shocked up in Alaska! Ed.*]

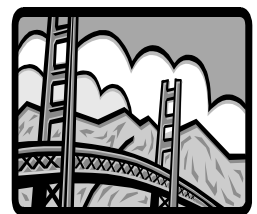
Friday evening was for cocktails, dinner and getting acquainted with the 30 or so attendees. Then, on Saturday, after Krispy Kremes and coffee, we were on the water with our designated host for the day. We were at the marina next to the Oakland Yacht Club which meant cruising through a fairly long estuary past docks where big container ships were being unloaded just to get into the bay. We motored under the Oakland Bay Bridge on over to Treasure Island where **Stars and Stripes** and **New Zealand** were hauled out and had ourselves a good look at their beautiful hulls.

At last it was time to raise the sails. We cruised around the bay along with hundreds of other boat out there to watch the races, trying to position ourselves close to the race course without actually straying into it. Moet Cup officials were buzzing around in their 15 foot dinghies handing out race rules and course descriptions, and generally trying to keep people off the course, too. We were asked to drop the sails when the race began to facilitate good visibility.

The race today was to be a grudge match between **Alinghi** and **Oracle** and by the time

---

*Imagine sailing where they call winds of 25 knots a light wind?*



Ask Carol about the "Potato Patch" which can only be found outside the Bay.

## SEPTEMBER MEETING WOULD BARELY CREW A GOOD RACE BOAT; GOOD THING THE SPEAKER FROM VANCOUVER COULDN'T MAKE IT EITHER



Glad we didn't end up looking silly.

Yes, it was a quiet group that convened on September 12. Even the Commodore was out of town, so Gordon Ellis took the helm. He carefully wiped the egg off his face and apologized that the speaker on hot (read heated) boats had to cancel because of a family emergency. So the eight of us drank our pop, beers and wine, looked at the huge pile of scrapbooks Barb Jenkins brought, and the pictures Dick Eagle displayed on the computer monitor he supplied, and generally nattered about boats, a thing we all do so well.

The one item of business that was dealt with (who knows if it was a quorum?) was to support a donation from the Catalina Days account of \$200 to the Karen Sheier Fund at CYC. She is the bartender who's been so good to CAPS over the years, and has a brain tumor (benign, they say) that must be removed immediately— no insurance.

Let's hope the next meeting fares better; remember, in November Herb Payson of *Sail Magazine* "Things That Work" is coming down from Port Townsend to talk about trailer-sailing a C25, and we're **paying** him!

---

### C380 Regatta from Page 3

*It must  
be a humbling  
experience  
to be  
out  
among  
the big guys!*

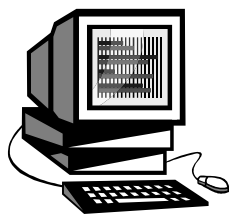
we reached the bay they were already out there warming up, having been towed by dinghies into the bay. Those dinghies tow them into the wind whereupon they hoist sails and the tow line is then dropped. We were very fortunate to be within 100 feet of **Alinghi** as they sailed by after jibing right toward us. What a sight that was! (We have great photos of **Alinghi** if anyone would like to see them; however, we never got positioned to get a good shot of **Oracle**. Just send us an email and we'll send you the photos.) There were three races; some were owner-driven and some were pro-driven, and I'm not sure which boat won which race, but **Oracle** took the series this time.

Gerry Douglas, the designer of our Catalinas, was our guest speaker at dinner. He revealed the development of a new C44 which will probably be shown at the 2004 Annapolis Sail Expo, and he answered owners' questions about the C380/387/390. He says he is always hovering about the Catalina websites for the different boats to listen to our ideas and concerns.

Sunday morning dawned clear and windless. After a buffet breakfast we were off on our host boat for another day of sailing, confident that by afternoon the wind would be up. It had been determined that tides and currents were just perfect for going "out the gate", the

local jargon for sailing under the Golden Gate Bridge into the ocean. We were treated to the sight of **Alinghi** and **New Zealand** both already under sail and heading out the gate, apparently taking VIPs out for the day. Paul was teasing me that I was now offshore, a place I never intended to be...ever. The difference was immediately noticeable — big swells mainly. I didn't particularly enjoy that. Our good wind never really arrived; it stayed between 5 and 9 knots, so after tacking back and forth for a while, with the turn of the tide and current, we headed back into the bay where the swell instantly diminished and the wind increased to about 20 knots. At one point with both sails fully unfurled we were screaming along close-hauled in 21 knots with 8 knots of boat speed. Speaking for myself, I found it a more comfortable sail on this C380 with its wing keel and standard rig with 110 jib than I would in similar condition on our boat with its fin keel, tall rig and 155 genoa. However, my plans to switch out the mast and exchange the headsail are getting nowhere with the captain...yet.

It was a great weekend! We met new friends, put faces with names, saw other C380s and compared equipment and décor, got up close and personal with America's Cup boats, and went "out the gate" for the first time. We're already looking forward to next year's 380 regatta, wherever it may be!



Gerry Douglas gets some of his best input off the web!

## SOMETHING SPECIAL TECH TALK: FLEXIBLE COUPLINGS TO THE RESCUE

By Steve Brown of Something Special Yacht Services

[Steve called this "pretty boring and technical", but isn't that what it's all about? You can ask more at [yachtriggers@hotmail.com](mailto:yachtriggers@hotmail.com). Thanks again, Steve. Ed.]

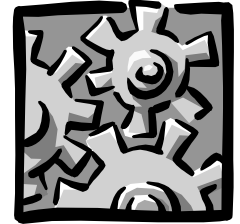
Flexible rubber engine mounts are installed on engines to reduce the amount of vibration transmitted to the hull. Where an engine has flexible mounts and rigid gearbox and shaft couplings, the mounts move but the shaft doesn't. A gyrating engine results in a misaligned propeller shaft. This causes shaft vibration and wear of the gearbox bearing. On drive trains equipped with a dripless shaft seal, the increased movement can cause the seal to leak. The only remedy is to modify the shaft by installing a flexible coupling.

Flexible couplings made by various manufacturers add flexibility to the shaft connection at the gearbox, reducing vibration and noise transmitted to the hull from engine mounts and propeller shaft — the telltale "ringing" or "singing" from the gearbox. Besides reducing drive train vibration, a flexible coupling also eliminates or reduces gear clatter when the engine is idling and excessive torque from changing gears, both of which reduce transmission wear. Should the boat hit a rock or snag the

propeller, a flexible coupling acts as a circuit breaker, absorbing the torque and then breaking before damaging the transmission or bending the shaft. Made of non-metallic materials, a coupling isolates the shaft from the engine, blocking electrolysis and protecting your engine and transmission from corrosion.

For smaller engines, a flexible-disk-sandwich coupling, such as the DriveSaver or R & D, fits between the existing shaft coupling and the transmission coupling on the gearbox. To install, remove the coupling bolts and separate the couplings. It may be necessary to force the couplings apart, but don't use a screwdriver or pick or you'll score the matting surfaces. Install the coupling with the supplied bolts, align and tighten. Depending on the model, a DriveSaver adds 11/16" or longer to the shaft length. In some installations, this may require shortening the prop shaft by the thickness of the coupling.

Albeit a flexible coupling can compensate for some shaft misalignment, installing one is a poor excuse for a misaligned shaft. Compared to the standard of .004" tolerance with a rigid coupling, a flexible coupling allows a slight misalignment of up to .008" between the two couplings.



Sounds like these flexible couplings might save some wear and tear on your gears.

---

*Tech Talk  
is beginning  
to grow  
on us.  
Just don't  
take it for  
granted.  
They really are  
Something Special!*

### Labor Day Continued from Page 1

Susan Coolbaugh & Tom Knox (CATSS) on C36 **Family Therapy**, George & Lynn Meredith on C36 **Caranda**, Bob Armstrong & granddaughter Victoria (with mini-macho Punkin) on C22 **Good Tiden'gs**, Geoff & Jane Jackson (CATSS) on a soon-to-be-renamed blue-hulled C27, and last but not least, towed in by his own dinghy, with a little help from his friends, on Sunday, Fred Pot & Anne Staton-Pot on C30 **Anneke**. A little airlock in the fuel line makes for great excitement on a sunny day. They really needed a bit of R & R, and because our extra slips by that time had been given up, they had to go to the other dock, so it all worked out well in the long run. We also

met Dave & Becky Elmore, buyers of **Rubicon**, the C30. Ken & Nancy McKenzie and Jerry & Diane Purdy with four-footed Abby came by car, and if anyone else has been missed...*tant pis!*

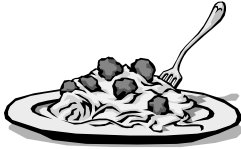
Of course the weather was glorious (have we had any other kind this summer?), and all sorts of hob nobbing and boat visiting went on. The bakery was duly checked out, and shoppers had their way on land. A grand end to the summer.

Boats started to clear out early Monday, and by afternoon the dock was all but empty. The McCanns and McManuses headed north for their respective vacations, the others sailed for home ports with a nice breeze to speed their way. We'll do it again next year.



All those boats on one dock – pretty impressive!

## WHAT WAS THE SECRET INGREDIENT IN THE PRICEY PASTA LINDA LOUX MADE AT P.O.?



Just make sure it's been mashed properly!

It's already been mentioned that Linda Loux saved Lynda McCann's life by providing a late supper at the Catalina Rendezvous. For those of us who also got a taste of the dish, which she claims had \$50 worth of ingredients (but she had to try the recipe out on someone), **it was "to die for"!** So here is the recipe — and the secret ingredient was...**brie**. And some of the ingredients like the sun-dried tomatoes and pine nuts can be bought a bit cheaper if you get them in bulk at Costco. Here it is to try yourself:

2 C. slivered sun-dried tomatoes in oil including the oil  
 6 cloves garlic minced or grated  
 16 oz. brie, room temp, rind removed  
 3/4 C. Klamata olives, pitted and sliced  
 2 C. fresh basil, chopped, not packed tight  
 1-2 pounds pasta (she used bow-tie)  
 1 C. toasted pine nuts  
 Grated Parmesan cheese, to taste  
 Use a potato masher to mash first five ingredients together; add to hot cooked

*Tic Tac Toe  
 has taken  
 on a  
 new meaning  
 since  
 Port Orchard.*

### Rendezvous continued from Page 1

rings of a similar hue tossed onto them. The playoffs were hot and heavy, and needed to be followed by a more restful paper quiz. *[I can now confess that our group had a dubious advantage because I knew that July 20, 1969 was the day we landed on the moon because it was also my son's birthday. Ed.]*

At the potluck in the pavilion at one end of the waterfront complex, prizes were distributed, as well as an "everybody's a winner" raffle in which some dollar store seems to have had a real windfall of purchases! Just kidding, Kelly; you did a real fine job. The food was delicious, including a divine last-minute pasta dish that Linda Loux tried out on us (see above). It was just as well it was late because there wasn't anything else left for late car-arrival Linda McCann to eat. She did bring Oscar, and tiny bit of Westie fluff at 10 weeks, and in spite of Ruby's crawling on her belly to try to make herself small enough, he still thought her paws were a bit big!

Although the event was still a bit heavy on the CAPS side, the CATSS members also came by land and by sea. Again, here's the list:

CATSS members who came by boat were Jim & Kelly Hettinger on C36 **Cutting Edge**, Bob & Barb Buck on C30 **Phoenix**, and John & Neena Stoner on C28 **Caché**. CAPS folks sailing in were Bruce Moulton

on C27 **White Feather**, Steve, Michael & Tom Malan on C27 **Joy Ride**, John Segerstrom on Newport 30 **VoyagerR**, Roger & Barb Jenkins on C27 **Jolly Roger**, Mike & Lynda McCann on C36 **Jaded**, John & Sally Hamel (Ruby, too) on C36 **Auntie Beryl**, and George Fogg and Linda Loux on Tartan 37 **Bronwen**. On Friday Dan Land on his C36 **Morning Dew** was also at the dock, but because he didn't realize it was Rendezvous Weekend [*Mea maxima culpa. Ed.*], he couldn't stay.

The contingency who arrived by car was impressive: Sue Malan, Betty Segerstrom, Dick & Peg Eagle (Sammy still not being too nice, but cute anyway), Bruce & Myrna Martin, Jerry & Diane Purdy (and Abby who showed us how big Oscar would get to be), Mike & Marilyn Parker, Ken McKenzie (who was visiting his dad, Cameron, who stopped by Sunday and has recovered nicely from his bout in the hospital), and Joe & Lauri Paine from the C36 group. Of the CATSS members, Bob & Candi Turner came by car, plus future members Pete & Suzy Redburn from Olympia who have just bought a C36.

This has certainly been the "Year of the Cruise". Participation hasn't been so high since the C22s formed CAPS over ten years ago. Maybe it was the weather, maybe the company, maybe the wine, but who cares? It has been a memorable summer, and we hope there will be many more.



This looks a little like one of Kelly's games, but it should be upsidedown!

## CREW COOK-OFF AT NEXT MEETING: SATURDAY DATE MAKES IT EASIER TO WIN PRIZES OCT. 11

Due to serious griping and complaining by certain genders who think a peanut butter sandwich is quite enough for a gourmet offering, the annual October Cook-Off has changed to a "crew" event so the best chef on your vessel can submit his or her prize-winning entry. In other words, pick your poison, but make it tasty! The feast will start at 7 PM at the Leschi CYC, with BYOB still in effect.

Rink, to join the potluck. With her husband and two daughters, she spent two years cruising the Caribbean on a sailboat. She also gave this presentation, called "*Mermaids of the Caribbean: Family in Paradise*", at the Seattle Boat Show. This should make a great *apéritif* after eating all those goodies, and maybe inspire some of us to venture farther on our boats.



Stand back and see what a real chef can create!

Gordon Ellis has invited our speaker, Nancy **Hope you can be there.**

## HETTINGERS OFFER NEW CUSTOM LOGO DUDS

Get your boat name and the Catalina logo with your boat size put on a variety of shirts, jackets and other clothing items. The only *caveat* is that there has to be at least four of the same labels, but the clothes can be different. If you are interested, call Kelly Hettinger at 253-941-1149, or email at [kellyhettinger@earthlink.net](mailto:kellyhettinger@earthlink.net) for details. They are also putting together a web page with pictures and prices so you can get up close and personal.

CAPS items. Her phone is (253) 852-5467. Her lower limit is 4 items, too, but that can be a combined order for the whole club.

It is rather nice to be able to spot a fellow Catalina boater when at a dock or wandering around town. In fact, it's how we have met several people in such odd places as on a B.C. ferry or up in Alaska. They also make great Christmas presents, and a subtle hint that extra crew would occasionally be appreciated!

You can also go through Barb Jenkins for

The  
CAPS  
Web Page  
can be found at  
[www.capsfleet1.com](http://www.capsfleet1.com)

## FALL IS THE TIME TO GET A GOOD BOAT DEAL

Can you guess that yours truly is trying to fill space? A former member has finally decided to give up his C30. Here's his ad:

Belenky. 206-660-8331. [dbelenky@pol.net](mailto:dbelenky@pol.net).

For Sale By Owner: 1986 Catalina 30. New Items: GPS, jib furler, dinghy, running rigging, batteries, bottom paint. Recent engine overhaul. Clean inside and out. \$38,000. David

Remember, from the last issue there are several other boats for sale, so don't give up the ship if you're looking for a change of pace, or size, or just plain bigger and better! Some may have been listed with a broker, but you can probably deal there, too.

## EnCAPSulated Calendar subject to change...

OCTOBER	NOVEMBER	DECEMBER
Oct. 3-5 <b>Traditional Crab</b> <b>Everett Guest Dock</b>	Nov. 14 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 <b>Elections</b>	Dec. 6 <b>Annual Christmas</b> <b>Party Potluck</b> <b>and Gift Exchange</b>
Oct. 11 <i>Monthly Meeting CYC</i> CYC Leschi, <b>Saturday</b> BYOB, 7:00 PM <b>Boat Cook-off</b>	<b>Herb &amp; Nancy Payson</b> <b>Trailer Sailing a C25</b> <b>HAPPY THANKSGIVING</b>	Dec. 6 Mid-Distance Race #4 Dec. 31-Jan. 1 <b>Elliott Bay</b> <b>New Year's Cruise</b>



What's up for fall? Check out the calendar.

# 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 <u>or</u> 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