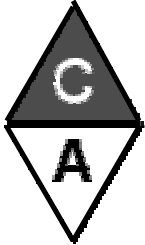


CAPS

The All Catalina Association of Puget Sound

CHRISTMAS PARTY IS THIS SATURDAY NITE! DECEMBER 6 AT 7 PM BRING YOUR GIFTS, YOUR POT & YOUR LUCK FOR A MERRY TIME.



- The saga of "Sailing with Bob" continues
- Cruise news happens in spite of the soggy season
- Banquet needs a venue

Because of scheduling conflicts at CYC, our Annual Potluck Christmas Party is one week early this year. Dec. 6, Saturday night is the date for the festivities at the Leschi facility.

You know you don't want to miss the merriment of the Naughty and Nice gift exchanges (only one per boat!). Our very own Santa will let you sit on his lap while he hands out the goodies. The Nice gift shouldn't cost more than \$20 (less is OK, of course) and the Naughty gift can be anything that will make the recipient sit up and ask "Why me?" Who will be the lucky owner of the fish cleaning tray for this year? Will someone finally find a use for

it? And then there's the trading game... does someone really crave what you got? Will you get a chance to get it back? Such suspense! The rules will be explained in plain gibberish at the onset of the "exchange". Just remember to label each gift "Naughty" or "Nice".

And then there's the potluck beforehand. Bring your favorite side dish, salad, or dessert; we'll provide the ham. And we'll have our "banquet license" so you can bring your own favorite beverage.

This is the grand finale for 2003; we hope you'll add your presence to the presents! See you Saturday!

PAYSONS PLEASE, BOAT-IQUE BEDECKS, AND ROSTER RECYCLES AT NOVEMBER MEETING

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Herb and Nancy Payson, currently authors of "Things That Work" in *Sail* magazine, were well-received guests at our November meeting. In spite of the fact that they had had a nasty flooding of their basement the night before, they still made it all the way from Port Townsend and presented a delightful slide show about their odyssey in the South Seas. Herb also sold his books about their sailing adventures afterward. *[I have already finished **Blown Away**, his first book about the 7 years of their first voyage; it was a pleasure to read — a bright and breezy narrative always showing his wry sense of humor. Ed.]*

On top of the program, Rosa Lee Eacho and her cohort Betty brought a marvelous

selection of nautical togs for their **Boat-ique** display and sold \$394 worth to CAPS members. That meant a check in the amount of \$39.40 for our treasury!

The other item on the November agenda was a bit squirrelier — Paul McManus had to come up with a new roster of nominees for next year's officers. It ended up looking a lot like this year's, with a gaping hole where the Vice-Commodore was supposed to be! We approved Gordon Ellis, Commodore, Mike McCann, Cruise, Carol McManus, Treasurer, Sally Hamel, Newsletter (Joy Rogers to help with mailing next year), Barbara Jenkins, Historian and Paul McManus, Hospitality. Measurer will be handled by Steve Malan, we think!

COMMODORE'S CORNER

By Paul McManus



Just think what joy Paul gave to his new friends on A-dock in Everett!

*Who says
you can't
go home
again?
Sea Sea Rider
has a new home
and it's
a doozy!*



And they all lived happily every after....

Sea Sea Rider has a new home. About three or so years ago we put her on the Everett waiting list for a 40' slip. At the time she was # 81 on the list and the nice lady in the Everett Marina office informed me that they typically vacate two 40' slips a year. The guy at the top of the list had been on the list for 10 years. So I figured that sometime between 10 and 40 years **Sea Sea Rider** might be eligible for a slip at Everett. We didn't even tell **Sea Sea Rider** about it because we weren't sure we would get a slip in our lifetime or hers. But since a 40' slip at Everett was about half what we were paying at Elliott Bay we decided to plunk down our \$100 deposit anyway. About a year later I stopped to look at the waiting list and **Sea Sea Rider** was 60 something on the list. I figured we might be eligible for a slip before we got too old to sail. Last year the Port of Everett decided to change their waitlist policy and we had to plunk down another \$200 to stay on the list and it would be non-refundable unless we took a slip. After some soul-searching **Sea Sea Rider** paid up and decided to stay on the list. Soon after the additional payment was made I went into the marina office to see if the new policy had put us in any better position on the list. Low and behold we were # 18. I thought back to the lady telling me about vacating two 40' slips a year and figured **Sea Sea Rider** was probably at least 5 years away from a slip at Everett because people on the list now were really serious. During this summer I checked the list and we had gotten to # 12. I thought we would be eligible for a slip in a couple of years. **Sea Sea Rider** really likes Elliott Bay Marina so we were really in no hurry anyway. Well, in October I received a call from Port of Everett saying that **Sea Sea Rider** could move into her slip November 1st. We weren't quite sure

what to do. After 4 1/2 years we had kind of gotten used to Elliott Bay Marina. **Sea Sea Rider** liked that the Captain had the option to request docking assistance if there was a lot of wind. She also like being able to get her holding tank pumped out in her slip. But she agreed to move because she knew that the moorage cost would be less. So on the weekend of November 8th **Sea Sea Rider**, the Captain and the Admiral headed north to Everett. It was a sunny day with 15 knots of wind on our nose all the way. Until now we had motored but as we passed Mukilteo we veered northeast and unrolled the jib so **Sea Sea Rider** could show her stuff to the new marina. She hit 8 1/2 knots and you could tell she felt good. Unfortunately the 15 knots of wind didn't help the docking process at all. **Sea Sea Rider** was less than thrilled with the way her Captain provided the afternoon's entertainment for the other boats as he struggled to get her into the slip. But eventually **Sea Sea Rider** was in her slip on the dock. Right away she noticed some differences between Everett and Elliott Bay. There were boats at Everett that had been in the same slip since the early 1980s. There was more of a social structure on A dock at Everett. Boats and people all seemed to know each other. **Sea Sea Rider** and her Captain were informed that she was replacing one of the better party boats on the dock and that there were certain expectations to live up to. It's hard to move sometimes but it's nice to feel welcome in your new home and I think **Sea Sea Rider** feels welcome.

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) 427-1541	smalan2@comcast.net
Safety Focal	Jim Fielder	(425) 641-9097	carolfielder@comcast.net
Historians	Barb Jenkins	(253) 852-5467	No email yet; this year Roger?

BOB ARMSTRONG MAKES UP FOR SMALL BOAT BY BEING BIG IN “SAILING WITH BOB” STORIES; OUR INVETERATE NOVICE CRUISER TELLS TWO MORE MISADVENTURES, & IN ONLY ONE YEAR!

SAILING WITH BOB: MANZANITA BAY

This trip was much quieter and more refined than the first two. No real excitement, just a good time sailing.

As usual, the Armstrongs ran a little late starting this cruise. We arrived at Don Armini ramp at the lowest point of the tide which was a -3. The drop-off at the end of the north ramp was only a couple of inches but I didn't want my rear wheels going over the edge. I watched one boat leave and noticed that if the trailer went off the edge but the truck stayed on it, it did help because the slope was steeper. We waited till the tide was coming in and the water was above the drop-off at the end of the ramp and we were able to launch without too much trouble.

Michele, my daughter, my grandson, James, and Punkins, the mighty seadog, were my guest and crew on this voyage. After pulling on the starter rope many, many times, we motored around the Duwamish Head marker. Then we raised sails and headed for Rich Passage. After sailing up to the southwest corner of Bainbridge Island, we ran into some rips and no wind, so I cranked on the iron sail (which started after only 3 pulls) for just about two minutes — long enough to get through the rips, and we were off to the races again. The currents and good wind got us up to 7.4 knots more than once, so we arrived at Manzanita Bay only 20 minutes after my original ETA. Considering we left 2 hours late I'd say we did pretty good.

When we got into the bay we dropped sail and started the outboard (after 10 to 15 pulls; more on that later). Just as we began to move, my grandson James said some important papers blew overboard. I looked back and could see something floating there on the water; I decided this would be a good time for a “Man Overboard” drill. I told James to watch the paper and just keep pointing to it. I brought the boat about and asked

Michele to see if she could retrieve it. We missed on the first try, but had a successful rescue on the second. We “saved” the packaging for some new tell-tails. Oh well! It's always good to be up on the “Man Overboard” stuff.

[Bob, et. al., joined the 11-boat CAPS raft-up for that weekend which you read about in the summer CAPS Eyes. Ed.]

Since the next day was Father's Day, we thought we would try to get back early and decided to motor north up through Agate Pass. This time it took only 10 tries to get the outboard started. Again the currents were with us and the GPS said we hit 9.5 knots and once bounced up to 10.1. It sure didn't feel that fast but we made great time going home.

On Monday I took my new motor back to the shop. This is the same one that got crunched on the last trip. They dropped it into the tank to check it out for me; of course it started on the first pull. The service tech told me that the start position on the throttle was wrong and I should crank it up as far as it will go, pull out the choke and throttle down once it starts. I tried this when I got home and it works. Sometimes reading the book and then following the instructions doesn't work. Experience and guidance from someone else help get us through the tough pulls in life.

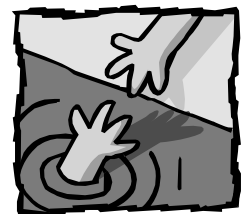
[Bob, when we were in the contracting business and were called out on a malfunction service call, often the problem refused to show itself. We simply diagnosed it as “failure to malfunction while technician is present” and charged anyway!]

The next story (see page 4) has an interesting twist. Remember the “Dodge the Bayliners” Cruise? Bob reads quite well; he just neglected to check which edition of the CAPS Eyes he was looking at! Ed.]



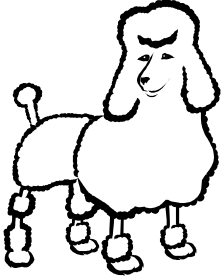
Man Overboard practice is always worth while!

*“Experience and guidance from someone else help get us through the tough pulls in life.”
Bob Armstrong*



It's always about those helping hands.

SAILING WITH BOB: LANGLEY CRUISE REVISITED



Punkins is a dog who make up for lack of size by showing major moxie!

Bob always reads his newsletter. It's just that it occasionally gathers a bit of dust before he gets to it!



That sweet little lighthouse in Mukilteo is no longer a Washington State Park...

Sometimes you need to listen to that little feeling inside you that says something is wrong. Take for example the CAPS Langley cruise (actually CAPS went to Port Orchard and I went to Langley). I had a tough time making up my mind to go, so I didn't really check to see where we were going until a couple of nights before and I took a quick look at the CAPS newsletter for the cruise destination. I should have been alerted when the dates were off for the weekend by 1 day. Did you know that some retired people don't care what the date is unless it's the first of the month when the money comes in? But with a lot going on and I was sure the cruise was to Langley, I double-checked the newsletter Saturday morning and sure enough it said Langley. (Of course when I got home I checked again and it was last month's newsletter!)

So Saturday morning my granddaughter Victoria and I headed to Mukilteo State Park (more on that later). I wanted to use Mukilteo State Park to launch for two reasons: 1. Because it's a short trip to Langley from there. 2. Because I have a Washington State Launch Permit. We arrived about 11:30, raised the mast and rigged the boat. (By the way, I would not recommend that ramp to anyone. We launched on the north side of the ramp, which is also the side with the pilings. The bracket on the piling nearest shore had been very poorly repaired; consequently there is a very nasty sharp edge of metal sticking out around the post which at high tide is only 25 feet from shore.) The waves were so rough we had water coming in over the stern and the short distance meant I didn't have room to turn the boat around. So we had to try to pull **Good Tide'ngs** back around the post and to keep it away from the SHARP metal. The new boat hook gave its all, then it broke with a sharp snap trying to keep **Good Tide'ngs** away from the bracket. We still hit hard with a crunch so loud I was sure the hull had been pierced. Much to my surprise, after checking down below and looking around the outside (with the help of two people that also heard the noise), we could not find a

mark. Later, back home, I did find a star crack about 2 inches across near the spot where I felt it hit.

So, after a rough start, off we go for a great sailing trip to Langley. The wind was good, and, much to Victoria's consternation, I did get **Good Tide'ngs** heeled over to a shaky 20-25 degrees. I definitely need to tune that rigging. It takes a lot of pull on the tiller to keep the boat going straight when there are a few whitecaps on the Sound.

We motored the last quarter mile because our good wind went away. I did notice that there weren't too many masts sticking above the high sea wall that makes for such a calm harbor. Surprise! No CAPS people. Then I remembered all the talk at the last meeting about how good the Harbormaster was at squeezing everybody in. **Well, I want to let everybody know he is very good.** He asked if "we were spending the night" and with our short "yes" he had us go into a corner past some boats where I was sure my little 22-footer couldn't fit. While we were easing into this, someone hollered "is that your dog in the water?" I don't know if Punkins jumped in or fell in; I suspect he jumped. I know dogs can swim but the life jacket he had on proved its worth; the handle was the best part. All I had to do was reach down and pick him up as he swam by. After some tight maneuvering we got tied up to the dock; I had to put a seat cushion on my motor to keep it from damaging another boat.

We had a very nice evening and the next day a great sail back to the ramp at Mukilteo State Park. When I got to my truck it had a parking ticket on it. Did I mention this was at the Mukilteo State Park? Of course I was very upset because I have a Washington State Parks permit on my windshield. After asking around, I found out that it is no longer a State Park. Apparently it has been a City Park since some time around the first of March. I did get the fine reduced to the price of parking. But there should have been some signs indicating the change. **Anyway, any time sailing is better than any time working.**

YES, VIRGINIA, THERE WILL BE A NEW YEAR'S CRUISE THIS YEAR – WE STILL HAVE ONE BOAT AT ELLIOTT BAY

Bronwen is now the only CAPS boat left at Elliott Bay Marina since Paul & Carol McManus moved **Sea Sea Rider** to Everett (A-29). Fortunately, Linda Loux and George Fogg have graciously agreed to host the annual New Year's Eve Cruise on their new Tartan and watch the fireworks over the city, if it's clear enough, that is!

Let Linda know if you are coming by land (206-329-2533 or linda_loux@merck.com) so she can give your name as a guest to come down to K-50, or call the marina at 285-4817 to get moorage if you're coming by boat. Bring something good (preferably warm, too) to share for the festivities, and bring in the New Year in CAPS style.



There's nothing like fireworks seen over the silhouette of Seattle.

SPONTANEOUS TURKEY CRUISE MATERIALIZES

Mike had to get gas at Shilshole anyway, and John really didn't want to sweep the pine needles off the patio, and it actually wasn't raining, so that settled it! As soon John and Sally Hamel passed the gas dock on **Auntie Beryl**, **Jaded** was hot on their heels with Mike & Lynda McCann aboard, and they both quickly chugged across to Port Madison where Mike dropped the hook, and the Hamels rafted to them. It was pretty cute when Ruby finally heard and then saw **Jaded**, and realized that two of her favorite party animals were on board. The extra tail-wagging would have done a boat under sail proud with all the wind it created!

for dinner (nothing green, of course) and brownies and pumpkin pie for dessert. A quiet evening followed on **Auntie Beryl** (because Ruby really didn't need to fuzz up **Jaded**) with several bottles of red wine keeping things mellow. Then, after a quick trip to shore for the four-footed crew, off to respective berths for a peaceful night.

The potluck was a no-brainer: turkey leftovers

Sunday dawned bright and clear. Breakfast brought treats from each boat: an orange/pecan french toast with sausage from Sally and Northwest Scramble with Smoked Salmon from Lynda. Then the world impinged on the perfect setting, and the boats separated to head back home. **Someone** had to write a newsletter!

The CAPS Web Page can be found at www.capsfleet1.com

CAPS STILL NEEDS A PLACE FOR AWARDS FETE

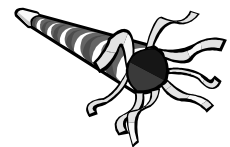
Since the previous venue up in Kenmore gave a less than stellar performance last year, we're seeking a new location for the January Awards Banquet. Carol McManus (206-365-7079, pcmcmanus@attbi.com) is looking for a restaurant that will do better by us, and if anyone reading this has a suggestion, call her.

So far the best possibility is Anthony's in Edmonds where they have a *maximum* of 40 for a banquet. We usually have about that, but would hate to turn someone away. The bottom line is **there will be a banquet in January** on the third or fourth weekend, depending on what's available! Keep tuned.

EnCAPSulated Calendar subject to change...

Every year we go through the whole calendar again — and every year we have just as much fun...and a little more!

DECEMBER	
Dec. 6 7 PM CYC Leschi	Annual Christmas Party Potluck and Gift Exchange
Dec. 6 Mid-Distance Race #4	
Dec. 31-Jan. 1 New Year's Cruise	Elliott Bay Marina on K-Dock



It's time to ring in the New and ring out the Old!

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

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