

# CAPS

*The All Catalina Association of Puget Sound*

## REGATTA LIGHT ON RACING BOATS, HEAVY ON BURGERS 'N' BRATS. JACK & JILL NASTY!

By Ken McKenzie, Measurer

The Northwest Catalina Regatta and the CYC Jack & Jill Races are in the books. Saturday, the 3rd of July, was a beautiful day on the water. For some of the boats it was the same in the races. For others it was a little more distressing. On the first race, three boats played bumper boats at the start (which was heavily skewed toward the port end). The rest of the races the boats all behaved better. I think Carl wanted the boats to stay away from the committee boat (his personal blue-hulled C400) after being hit last year in a loaner. Most of us who race have hit or been hit

by another boat at one time or another; it's just part of racing. [*Cruisers be aware...Ed.*] **Starbird** had the misfortune of catching a floating (illegal) crab trap line in his rudder and couldn't finish the race.

Saturday, the 10th, started out just as nice as the 3rd, but turned NASTY in the afternoon. In alphabetical order: **Scotch & Soda**, **Slow Flight** and **Starbird** took off on a sunny 11:05 AM start. Nice breeze and sunshine followed us all the way to Blake Island. Then ALL HELL BROKE LOOSE! The wind jumped up,

Regatta continued on Page 3

## 32 ATTEND PORT TOWNSEND CRUISE BY BOAT AND BY CAR; CHEWY LANDS US A ROOM AGAIN

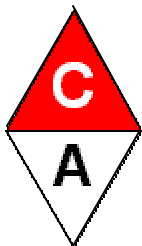
In spite of the fact that a few inveterate cruisers were absent, with valid excuses, there was still a merry crowd to fill the suite that Nancy McKenzie and Chewy had commandeered just above the boat basin in Port Townsend. The weather cooperated, and they came by car, by chance, and by good navigation to party on Saturday night.

Friday arrivals were Ken and Cameron McKenzie on **Scotch & Soda**, Mark Pywell and Shari Smith on **Starbird**, Roger and Barb Jenkins on **Jolly Roger**, John Segerstrom on **Voyager**, Mike Parker on **Northstar**, and Rod Sparks on **Wind Runner**. Eating was done at various venues, among which was a Mexican place. [*The report on this is a bit sketchy. Ed.*] They spent a cozy, quiet Friday night at the dock.

Saturday dawned and the crowd began to swell. Dave and Peggy Fend drifted in on **DeFender**, Bob Armstrong and daughter Susan Eastman came in on **Good Tide'ngs**, and Mike and Lynda McCann tied up **Jaded** at the yacht club reciprocal. Then the cars started to roll in: Marilyn Parker put Megan and 2 friends up in the motel to celebrate her 16th birthday, Nancy McKenzie and Chewy moved into their room at the motel, boatless but beloved John and LuAnne Billings and Steve and Sue Malan drove north, Gordon Ellis and Cynthia Jones came across on the ferry, too, and Jerry and Diane Purdy filled out the complement of CAPS members.

In addition, the crews of a couple of wandering Catalinas were invited to join

KINGSTON CRUISE Cont. on Page 4



- Inside story on Sea Sea Rider saga
- Armstrong outdoes himself with three episodes of Sailing with Bob
- Check the margin on page 2 for Grande new member information

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# COMMODORE'S CORNER

By Gordon Ellis



Gordon had to put on his best bib and tucker to prove to those southerners that a Brit is made of the right stuff! We think so, too!

Cynthia and I wish to thank everyone for the "congratulations card" on our wedding celebration which occurred July 9th down in Decatur, Alabama. I was contemplating staying for the Northwest Catalina Regatta but decided the wedding took higher priority, and also I wanted to start on a good footing. I hope that the regatta went well and that fun was had by all; I'm looking forward to a full report of the activities in this newsletter.

We are now back and ready to enjoy some serious cruising in the Gulf Islands at the end of July until the second week of August. I hope everyone else has sailing plans for the summer months and will fly the club burgee so we will recognize each other at anchor and in the marinas.

**Blythe Spirit** eventually became fully shipshape with the addition of a new dinghy engine. Its water pump had quit working

and, after much effort, all three partners on **Blythe Spirit** could not remove the splined shaft from the power head. This prevented us from gaining access to the water pump. Apparently one should remove this shaft each year and apply waterproof grease so it will come apart easily the next year. This is one more maintenance item to remember.

Hope to see many of you cruising in the San Juans or the Gulf Islands. Have fun and bring back lots of stories to tell of good places to visit and the best restaurants to feed the crew.

*[We will excuse the Commodore for his dereliction of duty in not attending the Northwest Catalina Regatta. His wise decision to favor the wedding bodes well for this change in his domestic status. And CONGRATULATIONS, IN PRINT! Ed.]*

**We have another C320 in the fleet!**

**Joe Grande,**

**2401 N. Northlake Way,  
Seattle, WA 98103-9151,**

**lives aboard his 2000 C320**

**Whisper, hull # 772, at  
Seattle Marina.**

**Cell: 206-999-3375 Email:  
joe\_grande@msn.com**

**Welcome, Joe!**

## C36s HOLD 2 TINY CRUISES, BROWNSVILLE & PORT LUDLOW

Jaded with Mike & Lynda McCann, **Auntie Beryl** with John & Sally Hamel and **Endless Summer** with Walter & Meryl Conner met at the dock in Brownsville June 25-27. **Escapade** with Rob & Karen Trahan would have been there too, but the dockmaster errone-

ously told them there was no room!

The first two boats met behind the "twins" at Port Ludlow July 23-25, and Jim Ventris was on his way back from the islands on **Serenity**, so he joined the group for hors d'oeuvres & dinner on Saturday. Small is good!



They're all in the same boat — nice people who help keep us together!

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## ARE YOU UP FOR THE DODGE THE BAYLINERS? LANGLEY CRUISE IS AUGUST 6-8; BEN IS READY!

By the time we get to August, most of us have either been on our summer cruise, or have big plans to go on one. Some of us have used the boat to get cool in this particularly hot summer, but some are still looking for another excuse to get together with our favorite people, CAPS members! You have the Langley Cruise just waiting to indulge your whim!

It has facetiously been called the "Dodge the Bayliners" Cruise for good reason. Langley is a popular destination for Everett people and people on their way up Saratoga

Passage to the San Juans. Why not stop in a nifty little town, even though it has a marginally sized marina? Here's where Ben Reams, the Dockmaster, comes in. He is justifiably famous for getting in all boats that show up, even if it means continually juggling where they are docked. That's why Waggoner's says, "**Be sure you are well-fendered, both sides.**" He is not shy about moving and re-tying boats already in the Marina, but, "We're never full. We'll fit you in," is his motto. His phone number is (360) 221-4246.

Bring some hors d'oeuvres. **See you there!**



Langley is a growing town, but still has a small-town charm. Lots of retirees, artists, good restaurants and shops.

### Regatta continued from Page 1

stopped blowing and poured buckets and buckets of RAIN! **Scotch & Soda** with one wet crew (Jill) barely made it back to Shilshole before the time limit expired. As the last boat to cross the finish line (to cheers in the club house), we finished 14th overall, but more importantly, 3rd in class (read last). **Slow Flight** and **Starbird** didn't fare as well, as they were unable to complete the race within the allotted time frame. Sherry Smith, sailing on Mark Pywell's **Starbird**, was suffering from the cold rain, as was Bob Armstrong's granddaughter Victoria, crew on Skip Meisch's **Slow Flight**. As we got back to the CYC clubhouse the sun came back out. Wouldn't you know it!?

I'm a little embarrassed to admit that I have some corrections in the results for the NW Catalina Regatta. After examination of all of the times for the races, I discovered that two boats were incorrectly scored. **Slow Flight** and **Scotch & Soda** both had two first place finishes, and two second place finishes. The total corrected times added together changes the result of the overall finish. **Scotch & Soda** was six seconds faster on corrected time to finish first in class and Best Performance, reversing the results announced at the trophy presentation. Sorry for the mix-up.

The finish for the small boats is as follows: 5th place **Good Tide'ngs**, 4th place **Orca**,

3rd place **Sojourn**, 2nd place **Slow Flight**, 1st place **Scotch & Soda**.

The big boats finished: 5th place **Starbird**, 4th place **April V**, 3rd place **Aerie**, 2nd place **Sea Trek II**, 1st place **Lightly Salted**.

The Regatta festivities for all the other Catalina owners and CAPS members were made possible by many other people. Tom Madden and Dick Eagle solicited raffle items (along with me), Nancy McKenzie led the kitchen crew with Barb Jenkins, LuAnne Billings, Peg Eagle, Roger Jenkins, and several others who I may have forgotten, Carol McManus got up early and started the coffee for the skippers and John Hamel brought in the doughnuts, The Kelly & Bob Show (that is Hettinger and Rosain) spearheaded the raffle, Carl Rafello and his merry crew navigated the committee boat, and I have probably forgotten some names for which I sincerely apologize. The fact of the matter is that from 60-odd sign-ups, the Burgs 'n' Brats Banquet burgeoned to almost 100! [Your editor braved Costco at Saturday noon to make sure we didn't run out of food... Ed.] I think we had a good event and am looking forward to the 29th Annual Northwest Catalina Regatta in 2005!

September 11th is the last race for the much-coveted CAPS racing trophy. It's in Everett; see me or call me for more information if you want to race. This year the point spread is really close; don't let it get away from you by not being there!

**You  
Might  
Want to  
Check  
Out  
Our  
Web Site  
At  
[www.capsfleet1.com](http://www.capsfleet1.com)**



The ones who really deserve the trophies are the ones who put the Northwest Catalina Regatta together!



I think it's a pretty sneaky way to get out of giving a birthday party — who? me?

**Changes for this calendar will show up on the Web At**

**Www.capsfleet1.com**

<p><b>EnCAPSulated Calendar</b></p> <p><b>subject to revision....</b></p>	<p><b>AUGUST</b></p> <p>Aug. 6-8 <b>Langley Cruise</b> (Dodge the Bayliners)</p> <p>Aug. 12 <i>Monthly Meeting</i></p> <p><b>Thursday evening</b></p> <p><b>CAPS Birthday Meeting – Potluck/</b></p> <p><b>Cake – Hamel’s</b></p>	<p><b>SEPTEMBER</b></p> <p>Sep. 3–6 CAPS &amp; CATSS</p> <p><b>Poulsbo Cruise</b></p> <p>Sep. 10 <i>Monthly Meeting Leschi</i> 7 PM BYOB – Speaker</p> <p>Sep.11 Mid-Distance Race #4</p> <p>Sep. 17-19 CAPS &amp; CATTS</p> <p><b>Catalina Rendezvous at Port Orchard</b></p>
<p><b>OCTOBER</b></p> <p>Oct. 1-3 <b>Crab Cruise at</b> <b>Everett Guest Dock</b></p> <p>Oct. 8 <i>Monthly Meeting CYC</i> Leschi, <b>Sat.</b> 7:00 PM, BYOB, 7:30 Meeting Speaker</p>	<p><b>NOVEMBER</b></p> <p>Nov. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker, <b>Elections</b></p> <p><b>HAPPY THANKSGIVING</b></p>	<p><b>DECEMBER</b></p> <p>Dec. 11 <b>Annual Christmas Party Potluck and Gift Exchange</b> (Boat Gift and/or White Elephant)</p> <p>Dec. 31-Jan. 1 <b>Elliott Bay New Year’s Cruise</b></p>

**PORT TOWNSEND CRUISE Cont. from P. 1**

the party: August and Diane Boeger have a C22 and were visiting from California, and Rod and Tina Draughon of Newcastle from **Will of Wind**, a C36, were happily in the marina and climbed the stairs to the party.

The cruisers were lucky to have this nice big room to accommodate the whole gang. We're pretty sure hors d'oeuvres were dinner!

There were even a couple of arrivals on

Sunday. Gail Sparks drove up to Port Townsend, and, after **Jaded** (who invited landlubber Nancy McKenzie to breakfast Sunday) moved out of the "recip", George Fogg and Linda Loux moved into it on **Bronwen** on their way back from two weeks in Barkley Sound. They had a lot of good tales to tell.

Memorial Day was the day all the boats left, and most sailed south, an enjoyable end to another beautiful weekend.

**MANZANITA CRUISE WEATHER NOT LOVELY, BUT, UNDETERRED, 5 BOATS ANCHOR OUT**



Ruby was not allowed to get on either of the new boats, but she didn't suffer too much!

It was one of the few unlovely weekends of this glorious summer, but Manzanita Bay still welcomed five boats to the "Anchor Out" annual cruise. It was quiet, and not blustery, so no real complaints, just no sunburns!

New members Gary and Sheri Wilson came through the locks with Dave and Peggy Fend. **Alo's** anchor was set first, **DeFender** rafted to her, and Skip Meisch sailed in on **Slow Flight** a bit later. He went below to sleep and never showed for dinner, which was only hors

d'oeuvres anyway. Saturday morning George Fogg and Linda Loux on **Bronwen** rafted to the other side of **Alo**, and then **Auntie Beryl** bearing John and Sally Hamel, Sally's sister Penny Hill, and Ruby joined them and put out a stern anchor. Skip went out and sailed a bit. That evening all gathered in the "condo" (**DeFender**) to share hors d'oeuvres, dinner and scintillating conversation. No star anchor this time! Maybe next year....

## SAILING WITH BOB (THREE PARTS)

By Bob Armstrong

### I. MBYC RACE

The Meydenbauer Bay Yacht Club Race I mentioned last time was actually part of a two-part winter race series. So it is only fitting that I continue where I left off. There was a minor problem I mentioned then. They tell me that boat is really spelled **Bring Out Another Thousand**; so I guess \$240 isn't that bad for the repair work to my trailer. I have since learned not to put the trailer so deep in the water — that way **Good Tide'ngs** won't float over the guides.

This time we had no trouble getting to the ramp and no trouble at the ramp. We didn't forget anything, and didn't break anything. With the help of my crew, Larry Navratil and Victoria, the rigging and launching went well. Skip Meisch also rigged and went out at the same time.

Somehow on the way to the start line we manage to get ahead of Skip. Skip called us on the radio to tell us to get out our cameras because that was going to be the only time we would see him off our stern. Please note that the picture below [*Sent with this story but not reproduced because it doesn't do well in my format. Ed.*] taken on the downwind leg of race #2; it shows a boat in the distance off our stern as we sit and relax. Yep, you guessed it, that is Skip on **Slow Flight**. We too got a little cocky and Skip beat us to the finish line. The finish was close, with a "beep-beep" as we crossed the line. However, I think the next time I'm at the gybe mark and beat somebody to the 2-boat length circle, I'll just drop down a little and maybe make them go around.

Overall, we did a lot better than I anticipated. We got a 3rd place trophy. So let me tell you some things do change because that is the first competitive type trophy that I can remember ever winning besides the Sportsman's Trophy (read Loser's).

Remember, Murphy is looking for a new friend. Did he find Skip?

### II. PORT TOWNSEND

Sometimes our sailing plans get all mixed up but still work out for the best. The family (that means mother-in-law, aunts, uncles and cousins) had a camping trip to Sequim planned for the same weekend as the CAPS Port Townsend cruise. This was great; I figured I could sail with CAPS on Friday and Saturday and join the family by boat on Sunday and Monday. The tides would be with me if I left Saturday morning by 8:30 and sailed up to John Wayne Marina in Sequim Bay and spent the night on **Good Tide'ngs**. Alas it was not to be. My daughter's trailer sprung some leaks so she would not be able to meet me at Sequim Bay. My crew (granddaughter Victoria) got sick and wasn't able to go either. Things were starting to look bleak for this cruise. Sue (Victoria's mom) suggested trailering **Good Tide'ngs** to Sequim and sleeping in the boat "on the hard" (that's trailer talk for when the boat is on the trailer and not in the water) with the rest of the family Friday night. Then on Saturday I could drive to Port Townsend and launch there to join all the fun at CAPS and trailer back to Sequim for Sunday and Monday. Sue said that sounded good to her and so that's just what we did. Sometimes when Murphy tries to throw a wrench into the works, you just use it to tighten things a bit.

Saturday when I was trying to figure out how to pay the launch fee at the Marina office, Dave and Peggy Fend, who happened to be in the office at the same time, reminded me that I would also need a berth. Turns out the launch fee is included in the berth fee so I beat Murphy again and saved a few bucks.

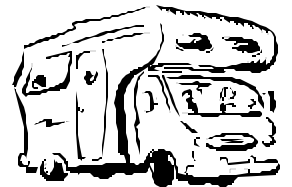
After launching we set out to see Fort Flagler. I knew where it was — straight across the bay; so I gave the charts a quick look and we headed over. I knew it got shallow just in front of the park, but I saw some power boats come through and figured my little swing keel didn't draw that much more than they did, so we headed through



The frostbite series is always a challenge.

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**Bob kept turning out these stories so fast there must have been a leak in the keyboard. He even has said that there is a lost one that Skip wrote — next issue, please!**

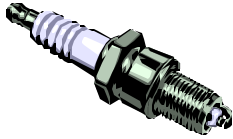


Bob keeps stashing crew at campgrounds all over the Northwest!

**Sailing with Bob cont. on Page 7**

## BOATLESS IN SEATTLE...

By Carol McManus



No, it wasn't bad sparkplugs  
— that would be too easy!

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***The entire membership of CAPS has been waiting with baited breath to hear what was really wrong with Sea Sea Rider's engine!***

It was going to be a great day for **Sea Sea Rider** according to her skipper. She was going out to do the April 2004 Blakely Rock Race. Having just returned the week before from the CAPS Kingston Cruise, she seemed in fine form and Paul was eager to try his hand as skipper in a real race. (No disrespect intended, of course, to the much less serious NW Catalina Regatta!)

Paul arrived early Friday afternoon, April 2, to get her ready to head down from Everett to Shilshole. When it came time to start the engine, it cranked over and over and over, but wouldn't start. Paul spent all that afternoon and the rest of the weekend troubleshooting to no avail.

Now, fast forward through at least four diesel mechanics we just happened to know who offered opinions, numerous helpful friends [*Heck, the whole CAPS meeting in May and part of June's! Ed.*], emails back and forth between Westerbeke, Paul, and Gallery Marine, a 8-hour tow by Vessel Assist from Everett Marina through the locks, and a good six weeks on the dock at Gallery Marine [*Just west of the Montlake Cut on Portage Bay, FYI. Ed.*].

The short version is that Westerbeke required us to ship the engine to Boston where they would look at it and determine if it was their fault or our that the engine failed at 368 hours! *It was their fault*, so they repaired it on their dime and then shipped it back to FLORIDA while sending some poor

schmuck's generator here to Seattle!!! The problem was stuck rings. (That happened to me when I was pregnant and my hands swelled up. I just soaped the rings and slipped them off, but I digress.) Apparently this fix was a little more complicated.

Gallery Marine was just great, helping us with emails to Westerbeke, lobbying on our behalf, and wasting no time getting the engine pulled and ready for shipping, and then putting it back in after its vacation in Florida. The office staff was just thrilled that Paul won the Westerbeke Spare Parts Kit from Gallery Marine at the Regatta raffle, saying that after all he went through, he deserved it more than anyone they knew.

Finally, on July 22, 3½ months afterwards, Sea Sea Rider was ready to say good-bye to Gallery Marine and head over to CSR for the work that needed to be done there. This had originally been scheduled for right after the Blakely Rock Race. [*And I will verify that I saw **Sea Sea Rider** up on the hard on July 29 at about 3 PM. Ed.*]

As I wrote this it is July 30 and we expect to have our boat back next week, approximately 4 months after the engine failed! If there is a moral to this story, it must be that no matter how well you take care of your engine (and we did), sometimes they crap out anyway! [*See the next article on Murphy's reliability...Ed.*]

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## BIRTHDAY MEETING THURSDAY AUG. 12 AT HAMELS'



Cake is only one of the reasons to come to the Birthday Meeting!

If you don't feel like sailing up to Langley in August, or even if you do, there are a whole bunch of Leos in our gang (August 10, 11, 12 birthdays) who have prompted us to have an annual roar in Lake Forest Park. John Hamel is one of them, and he and Sally invite you to the Birthday Meeting, held on a Thursday night so as not to interfere with the weekend. It's a pure and simple potluck social, with CAPS providing the desert, a Costco cake of course! Sally will whip up something in the crockpot for a

main course; you bring a side dish or salad and your own bottle, of course.

Directions are pretty simple: From I-5 North or South get off at Exit 176, the one for the Kingston Ferry, but go East on 205th which turns into Ballinger at the first traffic light. Continue through two more lights to 25th Ave. NE. Turn right, then left to Forest Park Drive. Follow that to the next stop sign and turn right to 26th Ave. NE. The address is 18525 26th NE, on the right. Ph: 206-364-6606. See you at 7 PM.

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**Sailing with Bob Continued from Page 6**

the little gap. Murphy won this time. With a slow grinding noise we came to a gentle halt and the current turned us 90°. Sue said, "Dad, look at the water." There was a line in the water, calm on one side and rough on the other and we were sitting right on that line. Apparently, as the current flowed over the sand bar, it was nice and smooth, and then got choppy as it got just a little deeper. To get off this sand bar I just raised the swing keel and we drifted right off. Another lesson learned. Read the charts and almost believe them! Also a power boat doesn't have near the draft that even us little C22s do.

We met some people from California on a beautiful C22 **Island Girl** [*That's where the California couple came from! Ed.*]; with our outgoing group, at least three of us invited them to join the Dock Party! It was great to see them there; however, we never did see the boat in the water all weekend.

Sunday, Susie and I sailed down to Port Hadlock. On the way back I mentioned to Sue that sometimes when you see a very dark cloud, it can be a sign of a squall line. She said, "Do you mean like that one over there?" At first I felt it was a little small to really be a problem, but still said yes, in the interest of education. I may have felt it was too small to do much, but Murphy was still trying to get back at me. About the time the wind and the rain show up so does Dave and Peggy on **DeFender**. As we are messing with the sails and trying to tack over to them and making a complete mess of it (Murphy was still working his magic) Dave sticks his camera out of his fully enclosed cockpit, takes a picture, and says, "Hi Bob, it's nice and dry in here." OK, you win, I have to get a bigger boat.

All in all, it still was a great weekend. Even the drive back wasn't so bad. Traffic was light and we stopped for lunch at Scenic Beach State Park next to Seabeck.

So for this cruise I would say Murphy and I had a draw, and for me that's a win!

[*Tales of the bigger boat in next issue. Ed.*]

**III. VERY WET, NO RAIN**

Thursday, June 9, 2004, I went sailing. That should be no big deal. I had planned this for a couple of weeks. The idea was wanting to take some of my fellow church members out on the same day they were to have an outdoor Bar-B-Cue at Gene Coulon Park in Renton. Wouldn't it be great to have brats and burgers *and* sailing all in one trip? A week before the weatherman said the weather would not be too bad; however, as the day approached, so did bad weather. It was so cold and windy that day that everybody left as soon as the food was gone. Not a single soul was brave enough to go sailing. I should have paid attention to them, but I had made arrangements to meet a first-time sailor later in the afternoon at the park. I decided not to go even though the mast was stepped, the boat rigged and about ready to launch. I tried to call my friend Joan before she left to tell her it might be better to try another day. No answer, so I knew I had to wait. I took a quick nap and did not finish rigging the boat (you know, mooring lines, hang the fenders, mount the motor, and put the rudder on, etc.). Joan shows up about ½ hour early and really wants to go. The weather looks bad but I figure what the heck, I love the water and we could just motor around a bit.

So we launch the boat and head out. By now the wind has picked up even more. Joan asks if I'm going to put up the sails. I think, sure, why not, I'll just put up the main and leave the jib in the bag. Even with Joan trying to head us into the wind I can only raise the main halfway. The wind is causing the sail to flap violently at what also happens to be the reefing point on my main. Hey, this is a great time to learn how to reef. Since there are no reefing lines installed, I need to use a couple of tiedowns to put in the reef. That done, we head downwind. I don't really know how fast the wind was. The waves were as big as I have ever seen on Lake Washington. There were little trails of foam on the surface and lots and lots of whitecaps. The GPS said we were doing 5.8 –6.0 downwind, no jib and reefed main.

**Sailing with Bob Continued on Page 8**



Why am I so wet when it isn't even raining? Read this episode and weep!

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**Stay tuned  
for the next  
installment!  
Bob has confessed  
that he did get  
a C25 and he and  
Skip Meisch  
went down  
to the  
National Regatta  
outside of Portland!**



For as wet as they got they might as well have been wind-surfing!

### Sailing with Bob continued from Page 7

Is there something wrong with this picture? Like maybe it's time to be a little concerned? We sailed downwind because I didn't want somebody yelling at me for telling them "the boat would heel over in the wind" but not telling them a damn thing about leaning, like Carol, my wife, did the first time I took her out. Joan said it was a lot of fun so far. I told her that was because we were going with the wind so it was just a little breezy; wait till we turn around and are headed back. Things will be quite different. We started the motor, dropped and tied up the main. Then we turned the boat around, heading North, right into the wind. I mentioned that there might be a little spray coming over the side of the boat but shouldn't be too much. **WRONG.** Murphy was out to get me this time. Within five minutes I was drenched and Joan was soaked. The bow was trying to play submarine or dolphin or something because it sure liked



A wet suit would have been helpful, especially for the submarine part!

to bury itself in the waves. We actually made good time going back and of course just before we made the ramp the wind died down some. There we were, standing on the dock, dripping wet, and not a drop of rain to show for our misery. Actually with the wind we were pretty well dry by the time the boat was put to bed on the trailer.

Looking back, it may have been a foolish thing to go out in that bad weather. But you have to learn how good the boat is, and how good you are. I was never worried out there. However, thinking back on all the little things that can go wrong, that may turn a small adventure into a disaster; I really do thank God.

As somebody once said, "Any day sailing beats any day working."

*[Hey, Bob, is Joan still speaking to you? Sounds like Ruby's first sailing adventure, and she has never held it against us, or the boat!]" Thanks for all the articles. Ed.]*



# CAPS

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