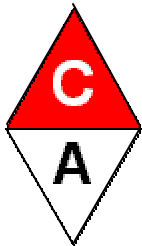


# CAPS

*The All Catalina Association of Puget Sound*

## CRAB CRUISE BECAME PUB CRAWL OCT. 1



- Three cruises reported in this issue
- Whale of a tale on page 3
- Garage sale of boat leftovers
- Princess Louisa lures 1 out of 3

The Washington Fish and Wildlife Dept. did it again; the crab season was closed last month, so we couldn't catch crab off the Everett Marina Guest Dock once more. Did we let that dampen our fun? Heck, no! The 11 people who showed up merely found a nice warm restaurant. Unfortunately, because it turned out to be Homecoming Weekend, all the nice places

at the marina were booked solid, but we had a fine meal at the little Japanese joint. The guys could check out the nubile young girls poured into their fancy dresses hobbling along on stiletto heels, and the gals watched the flock of crows (read football players in monkey suits) parade by.

**Crab Cruise Continued on Page 3**

## POULSBO PLEASURES (AS USUAL)

**By Dick Eagle**

The Labor Day cruise to Poulsbo was again a success, with 10 boats (4 from CATSS and 7 from CAPS) enjoying a delightful, and surprisingly dry, weekend. (I know, that adds up to 11, but Hettingers are members of both fleets, and have to be counted twice. Then again, they'd probably be counted twice even if they weren't members of both fleets...) *[And last year, yours truly was seeing double after Happy Hour so everyone was counted twice anyway....Ed.]*

CAPS boats at the dock included Bob Armstrong on **Good TIDE'ngs II**, his new C25 (with granddaughters Victoria and Sarah), new members Dean and Laura Clawson on **Good TIDE'ngs**, Bob A's former C22, Peg and Dick Eagle on **Aerie**, Kelly and Jim Hettinger on **Cutting Edge**, Barb and Roger Jenkins on **Jolly Roger**, Rod Sparks on **Wind Runner**, and Betty and John Segerstrom on **VoyageurR**. CATSS boats included Tom Brosius and Bob Buck bached it on **Odysseus**. Sandy and Barb drove up Saturday, Kelly and Jim Hettinger (again) on **Cutting Edge**, Nina and John Stoner on **Caché** and Susie and Pete Redburn on **Summer**

**Salt**. That made two C36s, two C320s, one C28, two C27s, one C25, one C22 and, of course, one Newport 30, a good selection in anybody's book.

As the proverbial sun dipped below the proverbial yardarm, the vehicular borne Nancy and Ken McKenzie, Marilyn and Mike Parker, Diane and Jerry Purdy, and Gail Sparks arrived to join the group in potluck hors d'oeuvres on the dock, and then dinner at **Atsa Some Italian Resturant**.

The highlight of the cruise was the de-naming ceremony for Bob Armstrong's new C25. Using John Vigor's time-tested ceremony, Bob de-named his boat (with appropriate libations) in preparation for the re-naming at Port Orchard. (Bob's boat was indeed re-named at Port Orchard, with Bob pulling off the nautical version of the proverbial Hat Trick. Bob popped the cork from the champagne bottle, watched the cork bounce off the mast, then caught the cork on the rebound in his free hand. A propitious re-naming!)

**Poulsbo Continued on Page 4**

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# COMMODORE'S CORNER

By Gordon Ellis



One month retired and he's already jaunted halfway around the world.

You all may be asking, "Where has the CAPS Commodore been hiding?" Life events have been evolving very rapidly. Last month I retired from Boeing. I have already tried my hand at a consulting job, which took me to Tel Aviv where my hotel overlooked the Mediterranean. I didn't have time to sail, but you can hire catamarans at the local harbor with possible sailing to the nearby port of Jaffa.

I'm sure Dick Eagle has done a fine job handling the duties as Vice Commodore in my absence. In the meantime I hope everyone is attending the cruises and making note of any mishaps that you can save for the end of season events like the Murphy Award. It's the highlight of the awards banquet when someone reports a mishap with a happy ending that occurred during the racing/cruising season.

Cynthia and I did manage to sail to Gig Harbor where we met former member Bob Isbell, and first mate Phyllis, on **Grey**

**Goose**, a C42 [Bob pops up more often now than he did when he was a member! Ed.] They have bought a house across from Jarrel's Cove in the South Sound so it's difficult to attend CAPS meetings.

I hope to resume my commodore duties next month with the meeting at CYC Leschi. I'm enjoying reading all the CAPS news in the last newsletter, and look forward to seeing you soon. We can't wait to learn if Carol and Paul McManus have moved to their new house [Yup. I lost and bought the sushi lunch. See address, phone and email update in next article. Ed.] and to know more of **Auntie Beryl's** mishap in Langley. We hope she is okay. [Yup. But the insurance company might not like stinkpotters too well. Ed.] We did run into Roger Jenkins on I-Dock and learned of the ill-fated trip to Desolation Sound. He can testify to the fact that we are still around.

**New Member:**  
**Dan Clawson,**  
**1112 N 29th St.,**  
**Renton, WA 98056,**  
**(425) 255-1673/**  
**(425)277-1299**  
**clawson28@comcast.com**  
**Good TIDE'ngs**  
**1980 C22 9828**  
**Newport Yacht Basin**

## MC MANUSES MOVE TO PORT ORCHARD BUT STICK TO CAPS

New address for Paul and Carol is 7150 SW Dunraven Lane, Port Orchard, WA 98367, land phone line (360) 876-1105, Paul's cell (206) 365-7079, email

pcmcmanus\_@yahoo.com. By the way, they've now acquired another grandchild in Tacoma, Claire Elizabeth on Sept. 25, a pretty good reason to move closer!



A suit and a tie .... not these guys!

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
Vice-Commodore	Dick Eagle	(425) 885-2823	dpeagle@earthlink.net
Treasurer	Carol McManus	(360) 876-1105	pc_mcmanus@yahoo.com
Secretary	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Measurer	Ken McKenzie	(425) 823-2849	sodanscots@aol.com
Cruise	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
Newsletter	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Hospitality	Paul McManus	(206) 365-7079	pc_mcmanus@yahoo.com
Safety Focal	Jim Fielder	(425) 641-9097	jimfielder@comcast.net
Historian	Barb Jenkins	(253) 852-5467	roger45barb@earthlink.net

## OCTOBER'S MEETING WILL BE ELECTRIFYING!

Larry Schildwachter of Emerald Harbor Marine and his experienced crew will give us a presentation on all things electric in boats at the October CAPS meeting on Friday, the 8th, from batteries (and how to maintain them) to alternators, chargers, inverters, combiners, monitors, and anything else you'd like to ask them about. This is your high-voltage [I could have sworn it was all low voltage! Ed.] chance to brush up on Ohm's Law and keep those electrons moving around your boat!

The meeting will be held at the Leschi facility of Corinthian Yacht Club, below the Bluewater Bistro, at 7 PM. Happy Hour will be primed by your own beverage, a short business meeting, and then the guest speaker.

Although the last presidential debate is also scheduled for Friday night, the speaker has been on the books for a long time, so we suggest you tape the debate so you can join us at the meeting, if you are torn!

Hope to see you on Friday.



Plug it in and pray!

### Crab Cruise Continued from Page 1

There were actually three boats that came up from Shilshole: **Auntie Beryl** with John and Sally Hamel and Ruby the Party Animal arrived Saturday at about 2 PM. Shortly thereafter Barb and Roger Jenkins docked **Jolly Roger**, and then Dick and Peg Eagle and Sammie, the Reluctant Sailor, tied up **Aerie**. At least Ruby and Sammie know each other well enough so there are no growls while they mutually munch crustaceans on the dock. Carol and Paul McManus were already on **Sea Sea Rider** whose moorage is on A-Dock (all is well with the boat, and Paul is living aboard a couple of days a week so he can continue to work in Mukilteo now that they have moved to Port Orchard). Of course Carol had already had her Friday sushi and just drove

north to join him. Later Rod Sparks drove up to join the group. Bet it was the first time Roger had ever eaten in a Japanese restaurant, but he could get fish and chips!

The weather was spectacular on Saturday — clear skies, warm sun. Sunday morning the boats were in thick fog. Most of the time they couldn't even see across the river to Jetty Island. Even though **Aerie** and **Auntie Beryl** had radar, no one wanted to inch their way south, and since they would have had to slow down to let **Jolly Roger** follow them, they all waited until the sun broke through — at about 2:30 in the afternoon. **Jolly Roger** left first, then **Auntie Beryl** and **Aerie**. The good news was that the current was with them almost all the way, and **Auntie Beryl** arrived at Shilshole by 5:30. Hopefully Barb and Roger didn't have to go too far in the dark.

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

**[Www.capsfleet1.com](http://www.capsfleet1.com)**

## CRUISE CHAIR HAS TALL TAIL FOR EVERETT EXCUSE

The crews of **Jaded** and **Auntie Beryl** got together in Kingston for dinner Friday, October 1. Lynda and Mike McCann had already committed to taking his niece and nephew overnight Saturday, so they begged off the Crab Cruise. Here is Mike's version of what happened on that cruise:

We ended up at Port Ludlow, and had the 'Inner Harbor' to ourselves, and ten thousand cormorants in the trees. There weren't really that many, but there were a lot. On the way home we had to use radar to Point No Point, and ran into a pod of Orcas just north of Apple Tree Point which is just a couple of miles north of Kingston. We hung out watching for about one and a half

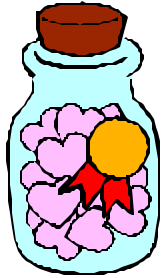
hours, and had to stop once more for some before making it to Kingston. Very awesome. Lynda spotted the first one, and nearly choked, gasping "Orca". It was a huge dorsal at least 6 feet tall, and came within twenty to thirty yards on all sides. Lynda was elated beyond words. She did manage however to have an altercation with a speeding Bayliner who gave us two fingers up, one from each hand, and yelled "You don't know your ..... from a hole" and something like "I know my rights" as he sped off, oblivious to the Orcas surfacing all around.

*[Good excuse. And this was the first time the niece and nephew had ever spent the night on a boat. They'll have one by next week! Ed.]*



Wait a minute...those aren't dolphins!

## RENDEZVOUS REPORTER RENEGS FOR RACING IN SAN FRANCISCO BAY! JENKINS PUNTS NICELY!



These don't look like M&Ms but you can use your imagination.

**Remember:**  
**Bob Armstrong**  
**De-named his**  
**boat at Poulsbo**  
**and Re-named it**  
**at Port Orchard.**  
**Story in Poulsbo**  
**Article.**

The weather for the Friday of Rendezvous Weekend was forecast to not be too good, but as usual the weather people were wrong. **Jolly Roger** (with Barb and Roger Jenkins on board), and **Voyageur** (John Segerstrom at the helm) left Shilshole shortly after noon and had a very pleasant motor to Port Orchard. When they arrived, Bruce Moulton's boat **White Feather** was already at the dock, but Bruce was nowhere to be seen. **Wind Runner** with Rod Sparks by himself was next to come. At this point Barb was very much outnumbered by single-handing guys. She was very glad to see Kelly and Jim Hettinger arrive on **Cutting Edge**. Bob Armstrong and granddaughter Victoria Eastman sailed in on his new C25, soon to be properly renamed in a ceremony on Saturday. Bruce reappeared, but declined to join the dinner at J.J.'s

because his dinner was already thawed out.

The meal was almost finished when Ken McKenzie and his dad, Cameron joined them. Ken came without his boat and spent the weekend at his dad's in Port Orchard.

Saturday brought one more boat from CAPS, **Trinity**, with Roger Gruss and crew. There was also a Catalina MOTOR boat, Raven from Bellingham; the captain and crew were Roger and Karen Almscar and Karen's mother. The new owners a C310 moored in Port Orchard, Ed and Evelyn, Panfili, also joined the festivities.

Lots of land sailors also came on Saturday afternoon; Paul and Carol McManus, John and Luanne Billings, Dick and Peg Eagle,

**Rendezvous Continued on Page 5**

## GARAGE SALE OF THE CENTURY; PARKER CLEANS HIS OUT, YOU MAY CLEAN UP! MORE.

Your editor received this email first (n editing): "Sally; I'm cleaning out the garage and Joy says my 15 horse Johnson outboard is taking up valuable space. Can you put an ad in the next newsletter. It's a longshaft and I used it on my 22 ft. Worked great and isn't that heavy. Asking price is make offer. Its in good shape and can be tested in my garage. Bob Parker." This was followed closely by, "I also found my 150 roller jib for the 30 ft. It's a North and worked well – but needs some repairs which if a person did themselves would get them by. This one is real real cheap as it is taking up even more room in the garage.. Bob"

This got me to thinking, "Hey, we have an Evinrude 4 horse outboard, only used on the dinghy during two trips to Alaska in our garage! We'll take offers, too. And what about the marine head lying on the floor. It's up for grabs, too!

And then there was this email from a guy in Vancouver, WA, looking for a trailer for his C22 because his was stolen five days after he brought it home. At least the boat wasn't on it. If you have one or know of one, you can call Donald Maywald at (360) 624-6046 or email him at maywald@pacifier.com.

Maybe we'll get these garages cleaned out after all....



Think he's found the walls yet so he can vaccum?

### Poulsbo continued from Page 1

The CATSS and CAPS members also had the pleasure of meeting Al Pinkham, the new Guest Moorage Manager at Poulsbo. Al's retired Navy, and it's clear he'll be running a tight ship at Poulsbo. In addition to bellowing

at Bayliners leaving wakes in the moorage, All grabbed Tom Brosius (CATSS Commodore) and Dick Eagle (CAPS Commodore of Vice) and explained the facts of life if we waned reservations next year. The reservations were made, and we're set for Labor Day 2005!

# EnCAPSulated Calendar

Subject to Revision...

OCTOBER	NOVEMBER	DECEMBER
Oct. 1-3 <b>Pub Crawl Cruise at Everett Guest Dock</b>	Nov. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker, <b>Elections</b>	Dec. 11 <b>Annual Christmas Party Potluck and Gift Exchange</b> (Boat Gift and/or White Elephant)
Oct. 8 <i>Monthly Meeting CYC</i> Leschi, <b>Sat.</b> 7:00 PM, BYOB, 7:30 Meeting, Larry Schildwachter, Emerald City Marine; Electricity on Boats	<b>HAPPY THANKSGIVING</b>	Dec. 31-Jan. 1 <b>Elliott Bay New Year's Cruise</b>



The calendar may be shrinking, but there are still things to do.

## Rendezvous Continued from Page 4

and Betty Segerstrom. CATSS also had land sailors; the Bucks, Stoners and Turners.

CATSS had five boats in attendance [Barb Jenkins was not in charge of getting names...Ken was, and he can't find the piece of paper that he wrote it on! Ed.] However, we know Tom and Sandy Brosius were there on **Oddyseus** and think there were boats named **Patience** and **Summer Salt**. *[Thank goodness we're not responsible for reporting accurately, especially for CATSS. Ed.]*

The usual games were played with a few new ones tossed in. CAPS members were not too good at eating the donut suspended from a string. John Billings and Victoria Eastman (Bob Armstrong's granddaughter) were unable to get even one bite, and donut dust was everywhere! The Chubby Bunny (something about marshmallows in the mouth) competition, however, was well-defended by Dick and Peg Eagle against Bob Goch, Tom Brosius and Mary Ellen Roy from CATSS.

Some people opted to be ferried to inspect McManuses' new house. They had just moved in so wisely decided not to take the time to bring Sea Sea Rider down from Everett. *[That was one weekend where boxes didn't get unpacked. Then there was the one where their second grandchild was born. Then there was the one where they*

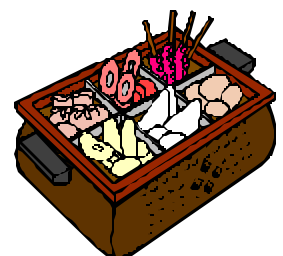
*both stayed in Everett for the Crab Cruise. Those books could develop a bad case of mildew.... Ed.]*

The usual Rendezvous Raffle was held, and the well-publicized big prize was a pricey under-water digital camera. Of course, the person who least needed another digital camera won it. It's rumored Dick Eagle has taken his prize to a new level by inventing a gizmo which allows the camera to inspect the zincs on his prop. Ask him at the next meeting. Then there was the "suspect" M&Ms count contest. Barb Jenkins counted them and put them into the jar; Roger won the jar. Go figure!

As always, the potluck dinner was spectacular; one thing these boaters know how to do very well is eat. A good time was had by all.

*[Thanks, Barb Jenkins, for your stellar effort. Three CAPS boats, **DeFENDER**, **Jaded** and **Auntie Beryl** started out Labor Day Weekend, missing the Poulsbo Cruise, to meet in Nanaimo, and had intended to continue to Princess Louisa Inlet. They returned, separately, from a mostly forgettable vacation. After spending two weeks on the boats in pouring rain, howling wind, and wicked seas, they declined continuing to Port Orchard, choosing a hot shower and comfortable bed instead. There is, however, a narrative from the one boat that did make it. See **Princess Louisa** on Page 6. Ed.]*

**FYI:**  
**Ken McKenzie**  
**raced for three days**  
**on San Francisco**  
**Bay.**  
**He says one**  
**of them**  
**was**  
**pretty**  
**wild and wooly!**



Carol enjoyed her sushi lunch, on Sally. Congrats on new house, new granddaughter and working boat!

## PRINCESS LOUISA OR BUST

By Mike McCann



Rain may have prevailed,  
but Mike and Lynda went  
anyway.

---

***The McCanns  
are among  
the more  
adventurous  
and intrepid sailors  
in CAPS!  
And they  
reaped  
the rewards.***



Mr. Fixit hits a homer  
again!

Things were not looking good at 6:10 AM Wednesday morning. I was on my way to Port Townsend to haul **Jaded** for some new bottom paint, and a new prop. I was only allowing myself two days to get this accomplished, and it was not looking good. It was raining, but the wind had died and so did the engine on **Jaded**. It sounded like clogged fuel filters, so a quick look around and I dove below to change the first. No luck, so I changed the next one, same result. I checked the fuel pickup line; it was clear. I called Lynda and asked her to bring me some fuel to Port Ludlow, not really knowing how I was going to get there, as I was about two miles north of Foul Weather Bluff. My appointment was for 10 AM, and I was beginning to think I wouldn't make it. I managed to ghost towards Port Ludlow and made it as far as the red buoy marking the rocks outside. I dropped the anchor, put the dinghy in and headed for the marina at Port Ludlow. The fuel was a shot in the dark, and I wasn't thinking real clearly anyway. I had recently replaced a defective sending unit and maybe it was wrong. Well, it wasn't, and I was now well past the haul out time. I made some calls to Stuart's Marine and we decided that the lift pump had given up. Lynda took off work, went to Seattle, got the new pump, went back to work, and then drove to Port Ludlow again. I tied the dinghy to the side with a line to the aft cleat on **Jaded**, and powered her into the marina. It was now 6 PM, and the lift pump was the answer. I made it to Port Townsend by 8:30 the next morning, and they put me on standby, hauled me at noon, and by 2 the bottom was power washed, and I was sanding. I got what I thought was the entire bottom painted, showered, and crashed onboard by 9 PM. The next morning I installed the new prop, and finished painting what I thought I did the night before. Back in the water on schedule, and my lovely wife drove up with all the food and other things we would need for the trip to Princess Louisa.

We left Port Townsend on schedule, headed for Reid Harbor on Stuart Island, and saw a familiar looking C36 weighing anchor out in front of downtown P.T.; yes, it was **DeFENDER**. The plan was to hook up with the Fends and Hamels in Namaimo on Tuesday as the jumping off point for Princess Louisa.

The morning started off quiet with no wind, and very flat seas for crossing the Straits to Stuart around the west side of San Juan Island. Well, well, a nice breeze began to blow as we rolled out the gennies and began motor sailing. Pretty soon we were trimmed in quite tight, and throwing a lot of salt around with each wave, which were getting bigger, and bigger. We changed course for Cattle Pass, and once inside the islands it was a lot quieter, and smoother. Outside it was blowing 30 with 6'-8' seas, [*Yours truly was in it, and we went to Hunter Bay. Ed.*] Inside it was 18 and a nice sail. We made it to Reid Harbor, dropped the hook, popped the cork on a nice red wine, and were soon joined by Dave and Peggy Fend. The next day we called John and Sally as they were heading for Friday Harbor, and they also joined us in Reid. Lynda mixed up a pitcher of "Pain Killers" and magically everyone's courage to continue returned.

We had to waste a day in the San Juans due to some "complications" (my theme song, by the way, by Steve Forbert) [*My complications. Did you know Kenmore Air delivers drugs? Where else can you get them on Labor Day other than your own medicine cabinet? And we live just up the hill from the Kenmore base. Ed.*] But we were introduced to a neat anchorage called Parks Bay by Dave and Peggy. We have always experienced quite nice weather for the two weeks following Labor Day, and this Tuesday was no exception, as were the previous two days, Saturday excepted. So off we

**Princess Louisa continued on Page 7**

**Princess Louis continued from Page 6**

went to Canada, having drunk the surplus wine the night before, so we were all legal, as long as no one stumbled onto Lynda's gin in the water bottle. Dave wanted to pick up a set of emergency oars for their dinghy [*Did anyone mention it had capsized in the awful seas in the Straits and lost the oars and the bench seat? Ed.*] so they went into Friday as **Auntie Beryl** and **Jaded** headed for Bedwell.

Oh, boy! Customs was now by phone in Bedwell, so no one could smell the gin on my breath from the gulp of "water" I swallowed my vitamins with earlier that morning. We cleared, and headed for another new anchorage, to us anyway. The Fends had been there before, as well; it was on Wallace Island called Princess Harbour/Cove/Bay depending on which cruising guide you were reading. On the chart it is not named. Even though it was quite crowded and the weather seemed to be deteriorating, we all managed to get secured without too many complications (there's that song again). We left early the next morning and sailed to Nanaimo, hitting Dodd Narrows with about 2 knots of current with us, giving courage to a sailboat waiting for slack to follow us instead. We planned to spend a full in Nanaimo so we paid for two nights, and had a good time. The weather again was starting to complicate things, and the courage the "Pain Killers" had given was beginning to fade with each update to tomorrows forecast. Ten to twenty southeasterlies in the morning building to twenty to thirty by late afternoon. **Jaded** alone left Nanaimo at 0730 hours, with a promise to radio back eye witness weather reports incase some courage returned to the other two boats. Well, we radioed back but never got a response; yes, the forecast was correct — it was blowing about 18 from the southeast, and there was a low swell, and we were in Egmont by 1400 hours. We had wine with Frank and Julita Tarver aboard their C36 in a pounding rain that evening. We knew the Tarvers from our Fleet 4 meetings.

I planned on crossing Malibu Rapids at high

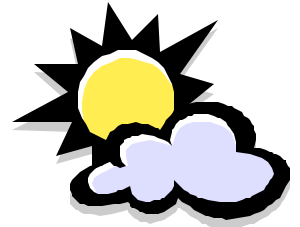
slack, so not being a nit picking navigator, planning everything down to a gnat's butt, we left Egmont about an hour earlier than we needed to, caught the favorable current all the way to the Inlet, and arrived at Malibu Rapids an hour and a half early. We went through right after the boat ahead of us, with a little current in our favor, and **entered Princess Louisa Inlet with virtually every waterfall turned on.** I cannot begin to describe how it looked with mists hanging in the trees and peaks, just to say **we were awestruck.** The boat we followed in was a C34 returning from an Alaskan trip, and this was his fourth time to visit this place. We took the last two spaces at the dock, and took in the splendor.

The next morning we fixed a champagne breakfast (we had to drink 3 glasses each), and took a cruise in the dinghy on an absolutely beautiful day, sunny and warm. The negative to this was that the waterfalls started turning off, but there were still many cascades to view. We left the next morning, catching the high slack to ride the ebb back to the edge of the Straits of Georgia, a Pender Harbour. From there we crossed over to Gabriola Pass, skirting Whiskey Gulf because it was active (it was inactive on our previous crossing), and made a long day of it by going all the way to Maple Bay, staying at the MBYC dock.

Taking a tip from the Jenkins, we spent a night at Fulford Harbour, and toured the village and surrounding areas. We were ready for some walking. With stops in Friday Harbor (customs) and Hunter Bay for our final anchorage, we headed home.

We had wanted to make this trip two years ago, but Steve Forbert sang my song. He tried to sing it again this time, but *this time we prevailed* to finally make it to Princess Louisa Inlet.

[*You'll note that they had two glorious days of sunshine at Chatterbox Falls in Princess Louisa — days that the other two boats did not enjoy! Auntie Beryl spent one night on the hook in Ganges Harbour in 20-25 knot winds! Some other year.... Ed.*]



The sun sneaked out from behind the clouds.

---

**Waterfalls  
in proliferation  
and full sunshine  
in Princess Louisa  
Inlet!  
Are we jealous,  
or what?**



Steve Forbert can't foil a CAPS sailor intent on a destination with a silly song!

## THE ALL CATALINA ASSOCIATION OF PUGET SOUND

Please fill out this form completely. The data generated will be used to fill the database and to provide you with a roster (in May), newsletter (almost monthly), and Mainsheet (quarterly). Dues for 2003 are \$39/boat/family for voting members and \$29/family for those who do not own Catalina sailboats or owners who receive Mainsheet from another source.

<b>Owner First Name</b>	<b>Owner Last Name</b>		
<b>Significant Other First Name</b>	<b>Significant Other Last Name</b>		
<b>Street Address</b>	<b>City</b>	<b>State/Province</b>	<b>Zip/Postal Code</b>
	<b>Country</b>		
<b>Home Phone</b>	<b>Work Phone/Cell Phone</b>		
<b>FAX</b>	<b>E-Mail</b>		
<b>Boat Name</b>	<b>Catalina Model</b>	<b>Year</b>	<b>Hull Number</b>
<b>Home Port</b>	<b>Slip Number</b>	<b>Call Sign</b>	<b>Radio License Number</b>
<b>Name(s) of any local yacht club(s) you are currently a member of :</b>			
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