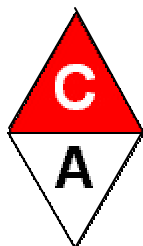


# CAPS

*The All Catalina Association of Puget Sound*



## NOVEMBER MEETING COVERED THE WATERFRONT: ISSUES AND ANSWERS

*[This is a very long article, but please read it all the way through because it really deals with a lot of things important to CAPS. Ed.]*

- Lots of details about CAPS business in this issue
- New "Letter From..." cruising buddy
- Gordon sings his swansong in CC

In an attempt to lure a few more people to an all-business meeting, several generous members brought extra wine and beer and CAPS bought some hors d'oeuvres on November 12. Those who came were definitely better lubricated so they could more happily deal with the issues!

First on the agenda was to elect officers; **Dick Eagle**, as **Commodore nominee**, was able to complete his slate which is as follows:

- **Bob Armstrong**, Vice Commodore (he wasn't even there, but understands what's in store after that job)
- **Nancy McKenzie**, Treasurer (guess she figured this was a good way to get out of being the auditor)
- **Sally Hamel**, Secretary and

Newsletter (still a glutton for punishment now that Bob Parker and Joy Rogers are doing the mailings)

- **Ken McKenzie**, Measurer (so he can do the whole schlamozzle when we help host the ICA30 Regatta at the same time as the NW Catalina Regatta next June)
- **John Hamel**, Cruise Chair (arm-twisted by you-know-who, even though he may be on the Inside Passage for a couple of months next summer)
- **Gordon Ellis**, Hospitality (the Commodore never gets off completely)
- **Jim Fielder**, Safety Focal (creator of that fabulous First Aid Kit list)
- **Rod Sparks**, Historian (now he gets to lug around those heavy scrapbooks and beg for pictures!)

**Issues and Answers cont. on Page 3**

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## POWER POINT PRESENTATION HIGHLY CHARGED

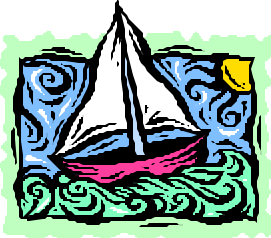
Dan Hyle from Emerald Harbor Marine gave a great presentation on October 8, albeit to a sparsely populated room, on boat electrical problems. In spite of risking a bit of hose-clamping (see editor for explanation of term) for the few who weren't really interested, he led a lively discussion on batteries, alternators, inverters, and other power issues with which we have all dealt, whether from the perspective of the Captain who has to

maintain or troubleshoot them, or the First Mate, who just wants to stay on the hook and still be able to use the coffee grinder.

Ken McKenzie then dropped the bomb that he has asked the ICA30 group to have their next regatta in conjunction with our NW Catalina Regatta in 2005! The group agreed, but with some reservations. See article above for more details

## COMMODORE'S CORNER

By Gordon Ellis



San Francisco sailors don't know what to do in benign conditions!

**Believe it or not,  
Orca is gone,  
North Star  
has been  
replaced,  
but CAPS  
still reigns  
SUPREME!  
Check with the  
owners for details.**

[Gordon was diligent in sending me his CC last month, and then at the last minute I decided not to write a newsletter until after I got back from our trip to the East Coast. Consequently, most of it had to be scrapped because it is now out-of-date. However, **his reminiscing about another National C30 Regatta in Seattle is highly relevant.** Thanks, Gordon, for a wonderful year. Ed.]

It appears to be that we have arrived close to the end of my reign as the CAPS Commodore, as this is my last official Commodore's Corner. The year has passed quickly; we have had many fun events and we enjoyed some fine sunny days with ample wind to drive the boats.

One item that was brought up [at the October meeting] by Ken McKenzie was the hosting of the Catalina 30 Nationals in Seattle....I remember when about 10 years ago the old Catalina 30 Fleet 6 hosted this event on Lake Washington and it was run from the Meydenbauer Bay YC facilities (many Catalina 30 members had become members also of this once only power boat yacht club). We had about 15 boats on the starting line and at least 4 of them were "loaner boats" which were allocated to visiting skippers. Some of these loaner boats were pure cruisers, being "dogs"

instead of nimble racing sailboats. To the surprise of the owners, many of the incoming skippers started upgrading the boats (cleaning the bottoms, applying anti-fouling paint, and adding racing hardware plus sails). After the event, many of these boats finished up much better equipped and certainly had no marine growth on their bottoms.

The actual racing was a lot of fun with the two days on Lake Washington needing different racing skills. The first day had a very light breeze where you needed to work the "cat tails" on the water to make headway. The locals performed well in these conditions and the visitors (mostly from San Francisco Bay area) were out of their elements. The next day was extremely windy, 25-30 knots and gusting. **Blythe Spirit** elected to go with a reefed main and the 135% genoa. The Californians went with full main and a 165% Genoa headsail, and spilled wind but drove the boats hard. Although they were behind the first day, their improved performance the second day with heavy weather, gave them the trophies for the event.

I'm sure by putting on a similar event, and using CYC at Shilshole we could likewise make a very memorable occasion for all the participants....



Rub a dub, dub, all these folks in a tub....and who do you think they be? It's all here in black and white!

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	sally_john@comcast.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	sally_john@comcast.net
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### Issues and Answers Cont. from Page 1

- All of the above nominations were accepted and voted into office unanimously.

Next on the agenda was the double event next year: the **NW Catalina Regatta and ICA30 National Regatta** on the same weekend. Dick Eagle reported that he has reserved the dates of June 24-26 for the CYC clubhouse, and also June 25-26 (via Jim Miller, CYC's Race Fleet Captain):

Friday (registration) & Sunday, \$500/day,  
Saturday, \$650

Committee Boat: \$200/day

Whaler: \$60/day

Committee Boat Driver: \$30/day

Whaler Driver: \$20/day

A Friday-Saturday-Sunday regatta, assuming 8 driver hours on Saturday and 5 driver hours on Sunday, would cost \$2,820.

Ken said we'd get \$1000 from the ICA30s. If we had 10 ICA30s at \$100 each and 10 other Catalinas at \$35 each, we'd have \$2,350 in revenue. That would be a shortfall of \$470, which raffle ticket sales might cover.

Banquet expenses would be covered by separate charges, and a caterer would be found so the extra burden wouldn't be on CAPS. We also have funds in the NW Catalina Days account as back-up.

Ken McKenzie refereed a lively discussion of who would do what, and is in the process of contacting any C30 owner in the area to get help and boats for the ICA30 National. He pointed out that they are used to paying well and in advance for their banquet, so that shouldn't be a problem. It was emphasized by several members that the 30s needed to take care of their regatta as much as possible, with CAPS giving them an umbrella status. There will be updates on his progress as the new year unfolds.

**The first meeting of next year will be on February 11, and the issue was where since CYC is giving up the Leschi facility.** Bob Parker came up with the best solution. Olympic Pizza (4501 Interlake Ave., one block east of Wallingford) has a

meeting room which they claim will hold 60 (cozy), but will accommodate us as long as we try to order pizza and beverages ahead as best we can (633-3655). They will need a deposit or credit card to back up the order, but the room is free. This venue has been used in the deep dark past and wasn't too difficult then. It certainly eliminates the liquor license and grumbling stomach elements. CAPS members agreed that this was a good idea, and to test it next year at the February 11 meeting.

Marilyn Parker can be thanked for dealing with the issue of the **Annual Awards Banquet in January**. She investigated two places, and the most cost-effective one was Elephant & Castle on Fifth Avenue in downtown Seattle. They have a separate room downstairs from the restaurant which is large enough to accommodate up to 75 people: no cost for the room, tables set up includes linens, no time-limit — available for the entire night. For the buffet menu, and we can choose from 1-3 options, the cost would be \$20-\$25/head plus tax and gratuity. Since it needs to be ordered 5 days ahead, look for the menu and more details in the January newsletter.

Finally, the nitty gritty of the **Annual Christmas Party** was dealt with. Who would be Santa was the real issue. After rejecting a "professional" Santa (too costly), the new Commodore has decreed that if the spouse-who-has-been-volunteered fails to give his consent, *the last person to arrive will be stuffed into the Santa suit; plan to arrive early.* Volunteers were found to set up the hall (and agreed to donate ornaments for the tree) and the ham will be ordered; all that remains is for members to bring side dishes and wrap their nauti and nice boat gifts (cost limit \$20). The procedure for distribution will still be somewhat underhanded! If you bring one of each, you get to choose two (after sitting on the Santa's lap and being cheerfully ridiculed). Here's the rub; *someone can decide to trade his or her gift because yours is better, and **this can actually happen twice!*** The first person gets to do it at the end. [*Believe me, this does make for real merriment; who will get the fish-cleaning tray this year? Ed.*]

**Please join us at the Christmas Party on December 11.** It starts at 7PM and be our last hurrah at the CYC Leschi facility.



Ken's in a bit of hot water over the ICA30 National, but he's handling it well.

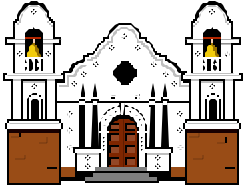
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**You  
Might  
Want to  
Check  
Out  
Our  
Web Site  
At  
[www.capsfleet1.com](http://www.capsfleet1.com)**



Wait until you see Santa, then again wait until we find out who Santa is!

## LETTER FROM CARTAGENA (another side to cruising) By Judy Mork



Cartagena is all Spanish in the New World.

***The cruisers  
are now off of  
South America,  
in Cartagena,  
Columbia.  
Sometimes they  
don't even get  
their feet wet!***



An occasional donkey is fair transportation in this town.

*[To refresh your memory, Judy Mork is a friend who has been cruising with her husband Jorgen Colding on a Norseman 447 for the past four years off of the coast of Mexico, the Isthmus of Panama, and, now through the Panama Canal, off the Coast of Columbia. They come back to Seattle to get out of the heat in the summer, but now you may live vicariously again! Ed.]*

After sailing from Seattle four seasons ago, we arrived in Cartagena, Columbia, last April, and tied the **Anna III** up at the dock for a trip home (DK and WA). It's almost Christmas now, and, except for an evening outing on **Auntie Beryl!** last summer, we haven't been on a moving surface since (except airplanes and ladders). This is cruising???? For a place to get stuck, though, this is good. It's a spectacular 16th Century Spanish walled city, well-restored, not many tourists. In fact, we hear that a lot of people are reluctant to come to Columbia. They probably read the newspaper. We don't — only the local stuff which is pretty much the same as home as far as murders and gangs are concerned, and we have the impression — and several months' experience — that it is a quite lovely and safe cruising destination.

In fact, except for the fellow who staggered in bleeding from stab wounds, which rudely interrupted our afternoon card game at Club Nautico, it's been very tranquil. (The management shooed him out — ick! — down the road, assuring us that they were "bad people" and didn't need help.) We first thought it was another costume for their annual independence fiesta; the locals had colored their hair bright red, yellow or blue or wore tinsel wigs.

The yacht clubs are in a pretty upper crusty part of the city and things usually are very routine here — maids arriving in the mornings on bicycle taxis and unlocking the iron gates to the day's chores, street vendors warbling their offerings, the occasional donkey cart clattering through on its way to a fishing canoe, dogs being walked by uniformed

servant women, well-heeled professionals jogging between 4 and 8 AM before it becomes too oppressively hot, workers gathering around the marina gate hoping for a day's work.

Labor is cheap and can even be somewhat dependable if you choose well. Carlos, who we hire for some boat jobs, has only failed to show up promptly on one occasion when he was tackled in his barrio in the middle of the street, robbed, and his bike broken. Several of the club workers were late one day after torrential rains washed out much of the poor barrio sections. Ketí, the laundress, had water up to her waist in her house for days, and *muchas animales* — rats, cockroaches, and mosquitoes. The effluent from these disasters flowed through Manga, our privileged neighborhood, but water in the streets was only ankle deep.

Safety? Security? How can you feel unsafe when you're seldom out of sight uniformed police, usually in groups? Hey, they're friendly.

It might be interesting to see some of the country, but we are warned against taking a bus anywhere. Fly only, if you travel, they say. So, given that advice, we did to fly to Ecuador to see that countryside.

The Columbian people are very friendly, whether they're begging or trying to sell you something, or just passing you on the street. Some might say it's fear that keeps people away from this country, but for me it would only be the heat. It's a lovely place, and it's very tempting to stay.

But it's time to provision, clean the barnacles, and hope we remember how to operate the boat. In a week or so we will be off with visitors (Jorgen's relatives from Denmark) to some remote islands off the coast, a cruising paradise of clear turquoise water, fantastic coral, tropical fish, and isolation.

However, our four months tied to the dock in Cartagena has been part of the cruising experience, too — a memorable one!

# EnCAPSulated Calendar

Subject to Revision...

IT'S DECEMBER ALREADY.  
**THE CHRISTMAS PARTY IS ON SATURDAY,  
 DECEMBER 11**

AT 7 PM AT THE LESCHI FACILITY OF CYC.  
 WE SUPPLY THE HAM, YOU BRING A SIDE DISH, SALAD  
 OR DESSERT AND A NAUTI AND/OR NICE  
 ( WRAPPED AND LABELED NAUTI OR NICE)  
 GIFT FOR A BOAT COUPLE,  
 PLUS YOUR OWN BEVERAGE  
 (YES, WE'LL HAVE THAT BANQUET PERMIT SO YOU CAN  
 BRING WINE, BEER OR BOOZE).

YOU MAY CHOSE TO SEE THE  
**FIREWORKS FOR THE NEW YEAR  
 AT ELLIOTT BAY MARINA.**

LINDA LOUX AND GEORGE FOGG AGREED TO HOST  
 A NEW YEAR'S EVE CRUISE ON BRANWEN IN K-50.  
 YOU HAVE TO MAKE YOUR OWN RESERVATION IF  
 YOU'RE SAILING THERE, BUT FEEL FREE TO WALK  
 DOWN;  
 JUST LET THEM KNOW YOU ARE COMING.

THE FIRST EVENT OF THE NEW YEAR WILL BE THE  
**ANNUAL AWARDS BANQUET**  
 TO BE HELD ON JANUARY 29, 2005, 6:30 to 9:30 AT THE  
 ELEPHANT & CASTLE PUB AND RESTAURANT  
 1415 FIFTH AVENUE, SEATTLE

(between Pike and Union, park under the Red Lion Hotel)

Email Marilyn Parker by January 24 with your RSVP: mdparker@u.washington.edu  
 Dinner menu: Salad, garlic mashed potatoes, seasonal vegetables, 10 oz. NY Steak or  
 Broiled Salmon, Soft drinks, coffee & tea, chocolate truffle cake for dessert.  
 Cost is \$24 + tax and tip = \$30 per person, not including alcohol (No Host Bar).  
 Please have checks with you made out to CAPS. You will be making the choice of  
 salmon or steak that evening upon arrival. Appetizers will be paid for by CAPS.

**BE SURE TO CHECK THE CAPS WEB PAGE  
 FOR ANY CALENDAR CHANGES!**



The holidays are upon us.  
 No one knows how to  
 celebrate better than  
 CAPS!

***The new officers  
 will be meeting  
 soon to plan  
 the events  
 for 2005.  
 Meanwhile,  
 join CAPS for  
 its Holiday Season  
 Parties:  
 The Christmas Party  
 and the Awards  
 Banquet.***



Nothing better than a good meal  
 that someone else cooked!

## 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>			
<p>Please return this form to                  Nancy McKenzie, 11945 80th Pl. NE, Kirkland, WA, 98034                  with your check made out to CAPS (you may also buy a CAPS Burgee from her for only \$26) .</p>			



# **CAPS**

18525 26th Ave. NE