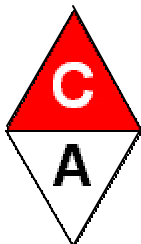


CAPS



- Three versions of Port Townsend Cruise vie for attention
- Ecuador has artistic delights off the beaten path
- Northwest Catalina Regatta Reservations necessary

The All Catalina Association of Puget Sound

SAFETY & CRUISING PLANS TOPIC OF JUNE MEETING: REGATTA HOT SUBJECT, TOO

Jim Fielder, our **Safety Focal**, will be holding fort at Olympic Pizza on June 10. The big topic will be safety aboard your ship. He'll have some tips and lists, and important questions for you to answer.

We'll also be discussing cruise plans for the summer. The gunkholing slides by veteran sailors Jo Bailey and Carl Nyberg last month were a great way to refresh our images of the San Juans, and I think they learned some things from us, too!

Coming up all too soon is the **29th Annual Northwest Catalina Regatta & the International IAC30 Regatta**. This

year, because of the C30s, we get to go back to a 2day event. However, Nancy McKenzie still needs help with the barbecue on Sunday, and Ken McKenzie, who is trying to run the whole shebang, needs you to sign up for both racing and eating as soon as possible. **Fortunately, that part will be made easy because the forms are included with this newsletter!**

Hope to see you on June 10 at Olympic Pizza, 45th and Interlake N in Wallingford. **Wine, beer, pizza and good company can't be beat!**

NEXT CRUISE IS ANCHOR-OUT BEHIND THE TWINS AT PORT LUDLOW; HERE'S HOW

If you have never been behind "the twins" in the harbor in Port Ludlow, you're in for a treat. Many of us (yours truly included) never went back there because we thought it was too iffy in depth. Wrong!

The entrance is between the two "islands" (their connection to the mainland does dry at real low tides), not to the left of the first one. The depth is fine, and the inner harbor is very sweet and a lot quieter than the main one.

Auntie Beryl will try to be there on Friday, June 17 to set the first anchor. After that it's rafting.

The dinghy ride to shore is easy, if necessary, but plan to have a floating hors d'oeuvres potluck on Saturday at 4 PM. That will give you plenty of time to get to the dock for a restaurant dinner if you insist!

We're hoping for good weather and a good turnout, so **bring plenty of fenders!**

FOLLOW-UP ON HOMELAND SECURITY & CANADA TRAVEL; GEORGE FOGG GETS INTERVIEWED FOR AN I-68 FORM!

[The following is straight from an email. Ed.]
On May 16, I had an appointment with Customs and Border Patrol (CBP) to get my I-68 form filled out, processed, background

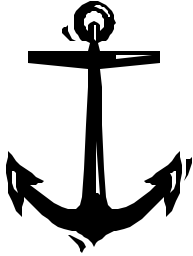
check, stamped and approved so I can re-enter the US without checking into a port-of-entry which seem to be limited to Roche Harbor, Friday Harbor and Blaine as of this date.

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COMMODORE'S CORNER

By Dick Eagle



He wants to get rid of the anchor? What if he needs to use it to keedge off the bottom since the lowest tide of the year will be at 2 PM Saturday?

***We thought
the NW Catalina
Regatta was all
about
fun
racing!
Not to Dick....***

Last month, I closed the Commodore's Corner by hoping for three days of warm, dry weather. We got 'em! Not only warm, dry weather, but also warm, dry weather for the Port Townsend cruise! Although Peg and I couldn't attend, we hear that everyone had a great time.

Now it's June, we have an anchor-out cruise to Port Ludlow and the Northwest Catalina Regatta to look forward to. Could we dare hope for more warm and dry?

Of course, the juxtaposition of a cruise on one weekend and a race on the next weekend does give many of us fits. With five (working) days between cruise and race, how do we transition from one mode to the other?

Cruising means lots of weight on the boat, racing means it all has to come off. Everything we love to have aboard for cruising, the wine cellar, the beer, the pop, the dinghy outboard, the big comfortable anchor, the dodger, crab pots, delicious canned entrees, the barbecue, the bicycle, inflatable kayaks, 400 pounds of spare parts and tools, full water tanks, full fuel tanks, all those cost precious seconds per mile in a race! On my boat, everything comes off. OK, not

the beer....

This will be the 29th annual Northwest Catalina Regatta. That's really a tribute to the cohesiveness of the Catalina owners in the Northwest. It will be a great weekend for the racing and for relaxation at the Saturday evening raffle and dinner. Whether you race or not, plan to come for the food, friends, and fun at the dinner and raffle.

Please do make your reservations now. *[Included in this newsletter is the form you need, on the back of the Regatta flyer. You can also find forms on the web site, www.capsfleet1.com, two separate ones; the racing registration is the 4th page of the Notice of Race — Dave Fend is now in Mexico so we won't be changing that this week! Ed.]* We need to know how many people will be attending so we don't run out of food!

We'll hope to see you in Port Ludlow and at the Northwest Catalina Regatta!

[After many frantic phone calls to try to get all the Regatta information correct, I have added/changed a few parts of this Commodore's Corner. Since there hasn't been a return call from Dick regarding the flyer, we'll hope it's OK!]



These clowns can keep all sorts of activities bouncing around for you.

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Dick Eagle	(425) 885-2823	dpeagle@earthlink.net
Vice-Commodore	Bob Armstrong	(425) 235-0756	barmstro2@juno.com
Treasurer	Nancy McKenzie	(425) 823-2849	ngm@coredesigninc.com
Secretary	Sally Hamel	(206) 364-6606	sally_john@comcast.net
Measurer	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
Cruise	John Hamel	(206) 364-6606	sally_john@comcast.net
Newsletter	Sally Hamel	(206) 364-6606	sally_john@comcast.net
Hospitality	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
Safety Focal	Jim Fielder	(425) 641-9097	jimfielder@comcast.net
Historian	Rod Sparks	(206) 290-6779	rod@nwsailor.com

PORT TOWNSEND CRUISERS CRAM EDITOR'S EMAIL; THE LONG, THE SHORT, THE RHAPSODIC

Carol McManus' version:

On one of the most beautiful Memorial Day weekends I can remember since Paul and I got our boat, we had our annual cruise to Port Townsend. Unfortunately, we had to car cruise since Paul is still on hip precautions following his hip replacement, but that didn't stop us from having a good time *[Nurse Ratchet's eagle eye is still at it! Ed.]*.

I was also delegated to write the cruise article even though I was only there a few hours and have no idea what everyone did, who may have qualified for CAPS awards such as the Deadhead or the Rubber Ducky, who ended up hosting the cruise, nor who all finally showed up nor in what order they arrived. *[That's why we have Barbara Jenkins' version. Ed.]*

But here is what I DO know: attendees at the Saturday potluck, hosted by Chewy (still more or less dock-impaired) and his faithful owner Nancy McKenzie in their motel room, were Ken McKenzie (faithful co-owner of said Chewy) and his dad Cameron (**Scotch & Soda**), Rod (**Windrunner**) and Gayle (by car) Sparks, Bruce Moulton (**White Feather**), John and Betty Segerstrom (**VoyageR**, although I suspect Betty arrived by car), Roger and Barb Jenkins (**Jolly Roger**), Mike and Marilyn Parker (**Northern Light**), Paul and I (**Sea Sea Rider**) by car, half of the **Chinook** contingent — Bob and Jody Rosain and Jim and Carol Fielder, Mark Pywell and Shari Smith (**Starbird**), Dave and Peggy Fend (**DeFender**), Gordon Ellis and Cynthia Jone (**Blythe Spirit**), Bob Armstrong and Joanne Curnow (**Good TIDE'ngs**). Rumored to be showing up on Sunday were Jerry and Diane Purdy on **Moonshadow II**, and **Branwen** with Linda Loux and George Fogg and guests Mike and Lynda McCann (their **Jaded Crew**). The **Branwen** sailors were returning from the Sookesure Race where we assume

they performed admirably. With that crew, how could they NOT?

(After I wrote this, I got email from Linda Loux telling me they had fun at the race and did indeed get to Port Townsend on Sunday. She went on to mention a few other incidentals about head problems and their new puppy and then casually referred me to the Swiftsure Web site if I wanted to read about the Sookesure Race, which I did. Well!!! In a field of 23 boats, less than half of which finished, **Branwen took FIRST PLACE**, skippered by Linda and her incredible crew. Well done, y'all!!! *[Later details included 25-30 knot winds, and an overboard sail on Branwen. And it got worse for those who followed them. Ed.]*

You are probably wishing by now that you had attended this cruise to hobnob with this distinguished group of sailors and trade stories, but wait until you hear about the food you missed.

From the season's first fresh cherries to stuffed mushrooms and other delights, we were blessed with a variety of tasty fare. But the undisputed highlight of the potluck was the lobster brought by renowned gourmet chef, Mike Parker. And what a big lobster it was, taking up a good-sized platter, with a most pleasing presentation of parsley garnish. Mike placed the platter on the table, carefully removed the foil, and the lobster began bouncing around and singing!!! His repertoire was severely limited to a lively rendition of Doo Wah Diddy and another song or two which I don't remember *[Because she was laughing so hard. Ed.]*. Yours truly fell, hook, line and sinker, for the prank, even boasting on Mike's behalf to Bob's friend, Joanne, who didn't really know of his culinary skills, that whatever Mike brought would be mouthwateringly delicious.

So there you have it! That's all I know.

[We have two more versions to go, so don't quit now! Ed.]



Chewy made a great host. May she live long and prosper!

Roster Corrections

Pot Address:
6716 47th Ave. SW
Seattle, WA 98136

Rosain Work Phone:
425-765-6748

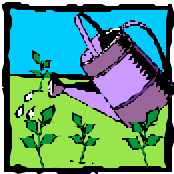


And then it got up and started to sing!

Continued on Page 5

ENCAPSULATED CALENDAR FOR 2005

Subject to revision...



Why water your garden when you can be out on the water?

<p>DON'T FORGET — THE NORTHWEST CATALINA REGATTA NEEDS YOUR REGISTRATION NOW! USE THE FORM THAT CAME WITH THIS NEWSLETTER</p>		<p>JUNE Jun. 10 <i>Monthly Meeting</i> 7 PM, Olympia Pizza Safety – Jim Fielder Jun. 17-19 Port Ludlow Anchor Out Cruise Jun. 24-26 Shilshole CYC NW Catalina & IAC30 Regatta</p>
<p>JULY Jul. 3 Poulsbo Fireworks Anchor Out Cruise July 23 CYC Shilshole Jack & Jill Race NO MEETING GONE CRUISING</p>	<p>AUGUST Aug. 12-14 Everett Cruise Combining the Crab Cruise with the Birthday Meeting making it the Cruise for Crabby Birthday People!</p>	<p>SEPTEMBER Sep. 2-5 CAPS & CATSS Poulsbo Cruise Sep. 9 <i>Monthly Meeting</i> 7 PM Olympic Pizza Sep. 10 Fall Regatta Milltown Sep. 16-18 CAPS & CATTSS Rendezvous at Port Orchard</p>
<p>OCTOBER Sep. 29- Oct. 2 Brownsville Cruise Oct. 14 <i>Monthly Meeting</i> 7 PM Olympic Pizza Program TBA</p>	<p>NOVEMBER Nov. 11 <i>Monthly Meeting</i> 7 PM Olympic Pizza Elections HAPPY THANKSGIVING</p>	<p>DECEMBER Dec. 10 Christmas Party Potluck & Gift Exchange Woodenville Dec. 31-Jan. 1 Elliott Bay New Year's Cruise</p>

Changes for this calendar will show up on the Web At

Www.capsfleet1.com

FOGG GETS I-68 CLEARANCE from Page 1

Convenient places like Port Townsend will not be available over Memorial Day Weekend and Seattle (Shilshole) is by appointment only.

Forget the old "pin" system because it doesn't exist anymore.

Forget what you read in 48° North, or the other "Northwest Yachting" rag for the latest I-68 information because it seems neither magazine really gives you good contact information on who to call and where to go to get the I-68 clearance.

Forget getting an I-68 clearance if your name starts with Osama Bin....or you have any bad-guy priors they may be interested in because they do background checks.

Forget getting an I-68 clearance unless you can prove citizenship (passport/birth certificate) and have a picture ID showing your current address. You'll need both. You'll also need three passport photos which you can get at most copy shops.

Forget about doing an I-68 phone-in check-in when

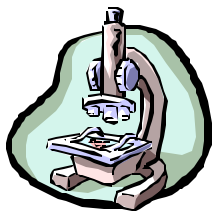
entering the US if anybody on the boat hasn't been granted an I-68 clearance.

Required reading to understand any of this crap: CBP announcement at: http://www.customs.treas.gov/xp/cgov/newsroom/press_releases/04202005.xml

and definitely read the Fact Sheet to get the latest port-of-entries and phone numbers to clear using I-68: http://www.customs.treas.gov/xp/cgov/newsroom/fact_sheets/fact_sheet_boaters.xml

Where to go to get the I-68: CBP (Customs and Border Patrol) — Their office is at 7277 Perimeter Road at the King County Airport in the main King County Airport Terminal off Airport Way. They are in rooms 112 & 114 in the right hand side hallway as you enter the building. You must call 206-553-0667 for an appointment first,

You need to appear in person at the CBP Office with \$16.00 in cash or check. No mailing in forms or using the WEB with a credit card...they want to see your face!



Putting George under a microscope is no mean trick!

PORT TOWNSEND CRUISE from Page 3**Barb Jenkins' Version:**

Here is a list of all taking part in the cruise.

[Here's where we learn when they arrived and how long they stayed. Ed.] Arriving Thursday through Sunday, Bruce Moulton. Thursday to Monday, Segerstroms *[Betty by car, but she stayed on the boat. Ed.]*, Friday to Monday, Jenkins, McKenzies, Sparks and Parkers, Friday to Sunday, Mark Pywell and Shari Smith, Saturday and Sunday, Fielders and Rosains on Chinook, with Ummels by car on Sunday to spend the night. Gordon Ellis and Cynthia Jones, Bob Armstrong and Joanne Curnow came on Saturday and left on Monday, Fends came Saturday and left on Sunday, and Linda Loux, George Fogg, and the McCanns arrived Sunday afternoon after their victorious Sookesure Race and left Monday. By Car John and Luanne Billings came Friday through Sunday *[Missed them, Carol! Ed.]*, McManuses and Purdys for Saturday only *[Moonshadow II never made it. Ed.]* and Ummels Sunday. *[There may be a test following this! Ed.]*

Friday evening found most of us at the Mexican restaurant for dinner; Mark and Shari opted out, as did Bruce Moulton. It was a very hot evening, so it was very hot in the restaurant. The heat resulted in quite a few Grand Margaritas being ordered before dinner.

Saturday was another warm sunny day, very unusual for Memorial Day Weekend in Port Townsend. CAPS members spent the day at various activities, with all attending the evening potluck in Nancy and Chewy's room.

Sunday found most people in town for lunch, many at the hot dog stand, and, of course, visiting with each other.

Monday everybody headed for home. Ken arrived at the gas dock at about eight and was still waiting when **Jolly Roger**, **Good TIDE'ngs** and **Voyager** left at nine fifteen. The big question is, when were Ken and his Dad finally able to leave? *[See Cynthia's version. Ed.]*

Voyager was having engine problems, so

Jolly Roger traveled with John to make sure he got back to Shilshole safely. It was six before we finally got there. As usual, I think a good time was had by all, except maybe John on the trip back!

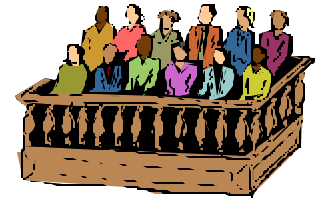
Cynthia Jones' Version:

Blythe Spirit left Shilshole at 8:30 AM on Saturday morning and arrived at Port Townsend at 3:30 PM with only minor difficulties. When we left Shilshole, the engine would not start at first as we left the gas dock. When we arrived at Port Townsend in blustery winds our topping lift got stuck, so we had trouble lowering the mainsail. Fortunately, Gordon was able to fix both situations and we had a good trip. We saw Roger Jenkins as we were coming in. They had a great view of the entrance and could see everyone coming and going in the marina. We got one of the last spaces available in the non-commercial side of the marina — way out on the linear pier by the breakwater, so we had to walk a long way to see anyone. Everyone was pretty well spread out. **Chinook** was over on the commercial dock with Rosains and Fielders on board; the Ummels came up on Sunday and the three couples went out to practice anchoring. They were not seen again — but hopefully made it home OK.

We joined the party at 6:00 PM, so kindly hosted by Chewy and Nancy McKenzie. Much fun was had by all and entertainment was provided by a singing mechanical lobster.

Early Sunday morning, we joined a group briefly on Parkers' beautiful new boat **Northern Light**. Diane Purdy brought a lovely "boat warming" present — a table cloth (with cut-out for the mast) and pillows made from a gorgeous Italian fabric that looked like antique navigational maps and perfectly matched the boat. Very classy! Gordon was impressed that Marilyn even had flowers on her boat — you did not even get the feeling they were roughing it out there.

Later Sunday morning John and Betty Segerstrom took off for Fort Worden on



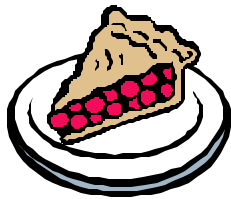
The jury is out — but I vote for all three versions. This is the second cruise written up by committee!

All this participation may mean that the anchor-out cruise is really well-attended !



Were the flowers well-secured in case of knock-down?

Continued on Page 6



Does the kind of pie they each bought tell us something about their inner selves, or were they just hungry?

**Can you
see spending
half your vacation
at the gas dock?
That's why we sail,
folks!**

foot. The Ellis and Jenkins couples caught a bus to downtown Port Townsend. We ate lunch at Gordon's favorite spot, the Landfall Café near Port Hudson and did a little shopping. As we were walking back through downtown we saw the Parkers, Purdys, McKenzies (and I think the Billings) at the hot dog stand. We stopped to chat and discussed meeting for dinner as there were several cars among us. The we (Ellis and Jenkins) continued back to the marina, stopping along the way at various stores, including Safeway, where Roger and Gordon each bought a pie. Once back at the marina, Roger showed us a severely bent prop. He and Gordon discussed it for a few minutes. It was a guy thing.

Diane and Jerry Purdy picked us (Gordon and Cynthia) up and drove us along with Mike Parker to the MacAddoo Barbecue for dinner where we met Marilyn Parker, Ken, Nancy and Cameron McKenzie. It was quite a nice dinner. Back at the marina Gordon and I again joined the Jenkins and Rod Sparks on **Jolly Roger**, where we heard that Branwen had arrived. Mike and Lynda McCann were aboard along with George Fogg and Linda Loux. The big news was that they had won the race! *(There is a story here if you can get an interview with Linda Loux.)* There was also a get together of Parkers, Purdys and McKenzies for scotch and cigars on **Northern Light**. I think that party kept going with later arrivals by Rod Sparks *(that party animal)*, Mike and Lynda McCann and possibly George Fogg and Linda Loux *(I can't remember if I heard they were there or not)*.

Monday morning, **Blythe Spirit** left at 8:00

AM. Gordon spotted Cameron McKenzie at the gas dock at that time. Later we heard the **Scotch & Soda** was there for 2 hours. It seems that they were waiting to fill up behind a bunch of big power boats. One spent one hour pumping gas!

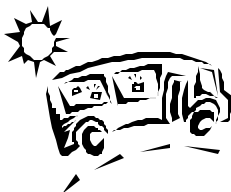
We had a long day motoring home. There was no wind and the current was against us. Gordon and I were tired and stopped at Kingston for a stationary lunch. To our surprise, Mike and Lynda McCann came by to say hello. **Branwen** had dropped them off and they had eaten lunch, too. They saw us come in and came down to the dock to say hi. We quite enjoyed hearing about the Sooke Harbour race and chatting with them. They had quite an exciting time, including having to rescue a sail that went into the water. It seems that it happened just as George was ready to tack. Fortunately they were able to tack and save the sail thanks to quick work by Mike and Lynda.

Gordon and I finished lunch and started back to Shilshole. On the way back, we did have wind, on our nose, and decided to beat our way home. A couple of hours later, we were still way off Shilshole. It was 5 o'clock. I told Gordon that I was tired and cold and wanted to be home. He agreed and I put the engine on with full revs. About an hour later we saw the Jenkins back on I-Dock. Barbara told me that John Segerstrom's engine lost power on the way home and they had to tow him. Barbara, Roger, Gordon and I were all tired, but we agreed that it was fun!

[And there you have the whole story. All that remains is an interview with Linda Loux! The Swiftsure Web site tells a lot of that sordid story. I love it when there's almost too much! Ed.]

ACCIDENTAL ECUADOR: Part II

By Judy Mork



Bumping over the back roads took a lot out of our intrepid travellers, but they got right back into the fray!

[Some of you met Judy and Jorgen at the last meeting. They are real people! This is the second part of her narrative of the "non-cruising" part of their life aboard in South America. Ed.]

After a couple of days we were able to travel again, so took a short bus ride to

Cotocachi, where the guidebooks promised a gorgeous crater lake with islands. We found a small, very quiet, and very charming old town. We got a room in the only hotel in town, a converted cloister. Our room opened to one side on the flower decked central courtyard, and on the other to a balcony

Continued on Page 7

ACCIDENTAL ECUADOR cont. from Page 6

overlooking the church, convent, and main square. Here was peace and quiet; few cars, no tourists; in fact I think we were the only guests in the hotel. There were also almost no restaurants, though eventually we did find one that agreed to feed us if we came by 6 o'clock.

The local tourist attraction, the crater lake, turned out to be of not much interest. To save the day, I asked the taxi driver if we could return by way of the smaller roads to see the villages and farms — a most fascinating excursion. We didn't encounter any other powered vehicles on these byways — people living out here were fortunate if they had a donkey for transportation (human powered carts are not uncommon, nor ancient barefoot women carrying huge loads atop their heads, and younger ones with children securely wrapped to their backs.) Cows and dogs made themselves comfortable undisturbed in the middle of the road.

The taxi driver knew the communities well and was waved down by a friend wanting a ride with us to the town. While we were stopped he took us across the road to meet a very old couple in an earthen and wattle-and-daub house who were busily pursuing the centuries-old craft of turning maguey into woven strands of fiber for rope, sackcloth and mats.

Peering through the low door into the dim interior, ancient machines for spinning, carding, and weaving could be seen. Operating the spinning wheel demanded quickness and agility by hand and tireless pedaling. Carding the tough fibers is quite a physical effort, as a heavy bundle is repeatedly flung and pulled through a comb of heavy spikes. After this, the fibers are waxed by kneeling on the dirt floor. In the end they are quite miraculously soft and smooth. We departed leaving a gift, but considering this encounter a most special gift for us.

We were advised not to miss a nearby town, San Antonio, which specialized in wood carving — marvelous, they said. The only thing of interest we found there was a local restaurant with a fine lunch soup and friendly

people. My appetite for seeing the countryside was stirred, and, in lieu of a quick bus trip back to Otavalo, I persuaded a taxi to take us there via back roads. Just as we were settling in to enjoy the lurching ride over bumps and holes through lovely countryside and tiny communities, the car came to an abrupt halt — flat tire. Jorgen helped Enrique change it, and the farmers from the adjacent field came over to watch, help and talk.

While the work was going on I strolled up the hill with Jose, and he let on that they'd turned up some pottery in the field and would I like to see it? In a dim corner of their weaving room sat several pieces which were taken out in the light for me to see. The larger vessel, they said, had been closed, and was filled with chiche. A smaller one still had the black hardened remains of some sort of food stuff inside. They were all dull and dirt covered. I was stunned and awed. I thought they must be very old. Jose and his brothers said they were Inca. They were probably from whatever people lived there in the era of the Inca, though these hills were reputed to have withstood their advance. Bones and teeth were found at the site, just outside the house. Naively, I asked what they would do with them. Maybe sell them, they supposed. I was torn, and thrilled, and wondering what kind of price would be expected here for such treasures. I couldn't resist and randomly pulled out a \$20 bill for the three-footed bowl. It was broken in large pieces, but unique I think. They seemed surprised and pleased to get such a magnificent sum! Later I regretted not getting all the pottery, but it didn't seem realistic at the time — and I did have a twinge of guilt. Now that I think of it, I'm glad I didn't let the guilt overcome me!

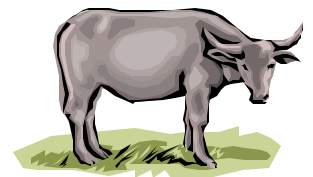
The next day the artesanía market did take place. It was as spectacular as reputed. But at that point it would have taken a lot to surpass the excitement of what we'd already seen — the archeological site on the maize farm, and the ancient craft in progress at the earthen hut in the hills.

At least this time, I think I could say the trip wouldn't have been better if we'd planned it. *[Another great tale. Thanks, Judy. Ed.]*



It is amazing that one can get a cab in a part of the country that has no cars!

***Did Judy
buy a
jug that dated
back to
the
Incas
for only
twenty bucks?***



The cow figured it owned the road — what was this thing making noise and smoke that was in her way?

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 2005 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.

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	Cell Phone		
Boat Name	E-Mail		
Home Port	Slip Number	Catalina Model	Year Hull Number

Name(s) of any local yacht club(s) you are currently a member of :

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) .



CAPS

18525 26th Ave. NE
 Lake Forest Park, WA 98155