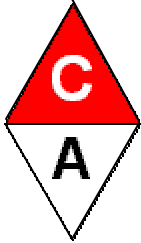


CAPS

The All Catalina Association of Puget Sound



- Patronize those donors to the Regatta Raffle
- Race with Tom Madden and Mark Pywell up in Everett

MEETING IS MEN'S COOK-OFF ON SATURDAY, OCT. 13 — BOATIQUE WILL BE THERE, TOO

The annual **Men's Cook-Off** will be held Saturday evening, October 13, at 7 PM in the Leschi Facility of CYC. This will give you guys time to prepare your offering without whining that you have to do it after work! The Commodore has promised to write more about the categories in his Commodore's Corner, but suffice it to say that we can put your dish into its slot, no matter what it is!

Ladies, bring your taste buds because there will be some serious judging going on. Everyone bring an appetite!

To add some interest, Rosalie from **Boatique** will once more have a table of goodies for perusal and purchase. You can never have too many boat clothes, and we're lucky to get her to come to us!

See you Saturday night.

FROM EVERETT TO POULSBO TO P.O. TO BROWNSVILLE, CAPS CRUISES THE SOUND

This is another cruise marathon — the fall newsletter winds up the cruise season; this year we have three cruises and the Rendezvous to report on, even if the one to Brownsville was pretty minimal! So here they are:

Cruise I—Everett

[Thanks to Barb Jenkins. Ed.] The intrepid crew of the **Jolly Roger** set out from Oak Harbor on Friday morning, August 17, headed to Everett for the Annual Crab Cruise. After battling winds 25 knots and higher, we gave up after two hours and went back to where we started! Saturday morning brought much more favorable winds, and we arrived at Everett about noon. **DeFender** and **Serenity** were at the dock, but not a single crew member was around to help us tie up. After three tries we were finally able to tie up safely. George and Lynn Meredith arrived shortly after on **Caranda**.

We found out that Dave Fend and Jim Ventris had already taken their crab pots

out with hope of a limit catch. No such luck. They caught a total of one keeper. Gordon Ellis brought his pots and crabbed off the dock (which you are really not supposed to do, but he caught five legal keepers). So, with Peggy Fend and three grandchildren, Lilly, Jennifer and Jacob, and Shelly Syverson, we were 10, so far.

During the course of the afternoon the car sailors arrived: Dick and Peg Eagle, who brought Cynthia Jones with them, Rod Sparks, Norm and Kathy Wells, who couldn't stay for dinner, and Sally Hamel. John Hamel sailed up on **Auntie Beryl** with their new partners, Dan and Laura Clawson, who had as crew their 11-year-old twin grandsons, Shian and Kian.

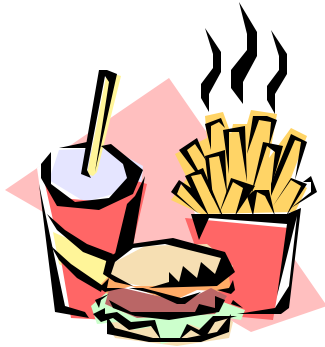
This was not our usual crab cruise as we were missing some of the key ingredients, such as the corn and the birthday cake, and the equipment to cook the corn and crab. No one really wanted to cook the crab on their boats, so most of us went out to dinner at the Asian restaurant. Dinner

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COMMODORE'S CORNER

By Jim Fielder



Forget Mickey D's! We'll eat well on Saturday night!

**Our
Commodore
Is a self-professed
Gourmet Cook
And so are
A few
Of
Our other members!**

Chicks dig Sailor-guys that Cook! Or Meet the CAPS Captain Who Cooks!!!

I hope that headline got your attention! It's true, guys, freeing your lady from the kitchen duty will...Well, you get the idea.

It's time to dust off those pots and pans, break out the cookbooks, Google recipe sites and get ready for the 2007 edition of the CAPS Men's Cook-Off and recipe swap. Guys, it's time to cook!!

So, for this year's categories, I'm asking you all to think about our roots as Captain Cooks and have a little fun.

- 1st Category is — Nautical But Nice

Now what could this be? Entries in the past have been wide and varied. One year a Captain made bread dough and gathered his family together and proceeded to braid the bread dough into a fine nautical line macramé masterpiece. Nautical and nice at the same time! Okay, some folks want to be racy and expand this theme to the aberrance of Knotty but Nice, as in naughty [*And I thought it was nauti. Ed.]* I can suggest only one item that was offered that year—Viagra Falls. Limits of good taste require me to limit my description to only the title. However, I can say the person that brought this tasty treat was remains a standup guy. I will also say that I took home a sample and forgot it was in the refrigerator; I eventually had to flush it down the toilet and I couldn't get my toilet lid down for 4 hours.

- 2nd — Quick and Easy One Pot Wonders, better known as QEOPW

These recipes are those wonderful creations that go together quick and easy. A fast meal with a one pot cleanup, add a slice of bread, a salad, or a chunk of cornbread and it's time to sit down and eat. Past winners of this award include Head to Wind Chili, a no chili powder chili. Just open 5 cans of beans: one pinto, one butterbean, one navy bean, one turtle bean and one barbecue beans. Drain them all and rinse (except the barbecue beans) and set aside. Brown one pound of hamburger with chopped onion. When the hamburger is browned, add the beans, one can of stewed tomatoes, two cans of green chilies chopped, one can of tomato paste. Add water to give a reasonable, not soupy consistency if necessary. When the mixture is fully heated and you're ready to eat, stir in a can of chili-cheese dip. Here's the spicy flavor and a nice cheesy taste — no chili

powder. Serve with warm cornbread. [*Then go racing, because you'll be jet-propelled, and you got rid of all those heavy canned goods! Ed.]*

- 3rd — Fill Your Belly — more than one pot meals or desserts

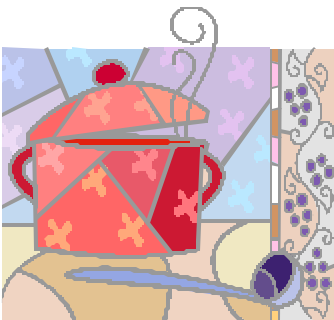
This is the category for those times you need to feed a crowd and fill 'em up. This is for those exotic soups, huge casseroles, pasta dishes or large desserts. Winners in the past included a multi-hour simmered pasta sauce and a separate homemade, hand-ground Italian Sweet Sausage. The sausage had been smoked over alder coals. Served with homemade French bread with homegrown garlic in the butter spread. Remember, lycopene is good for the heart, viva la Italia!

- 4th — new this year — (drum roll) Goodbye and Goodnight Martha — 2007 will be the first year of the Tom Douglas Gourmet Award.

Most guys, sailor or not, don't relate to Martha Stewart, so it's time to retire our annual tribute named for her. We will move on to a new award — The Tom Douglas Gourmet. For those of you who don't know, Tom is a local restaurant owner and author. Tom has a pizza kitchen, a bakery, and a couple of Northwest cuisine restaurants; he has authored three cookbooks, one on the subject of crabcakes (there is an autographed copy on **Chinook**). Tom is a family man, has a farm where he grows a lot of his own ingredients, and has an every Saturday food-oriented show on KIRO. Winners of this category have prepared items such as Chocolate Hazelnut Tart with a hazelnut crust — richly made with butter and cream and sugar, three of the daily food groups. See, our cooks have your health at their core intentions. Another culinary genius cooked up a pasta dish with a Port Wine Gorgonzola Cream Sauce complete with thinly sliced grilled Pork Tenderloin topped with Port Wine infused grapes. Okay, I'm hungry, let's eat!

So bring enough for everyone to have a sample, bring copies of your recipe and come prepared to win. Dishes will be placed into the proper category, we'll eat, and at the end of the evening the **female** judges will give awards for the top two dishes in each category.

Do your planning, and hit the store for your ingredients and do your cooking/grilling/baking with a passion. The same passion you bring to sailing with our group. How can you lose?



One Pot Wonders are great—and best is if the cook cleans up, too!

Cruises Continued from Page 1

was good, but not as good as fresh caught crab!

The weather could have been better for this cruise. We had several downpours on Saturday afternoon with everybody running to hide out on any boat that would let them aboard; after the rain stopped people crawled out of their hidey holes and the party continued. And it rained almost all the way back to Seattle on Sunday. That was the last day of our two week vacation; I think a lot easier way to end a trip is with lousy weather rather than beautiful sunshine.

However, as usual, if you missed this cruise, you missed a good time.

Cruise II—Poulsbo

[Thanks to Cynthia Jones. Ed.] It might be said that, in spite of the best laid plans of mice and men, when the cat's away, the mice will play. Or, at least, so went the plan for a Labor Day weekend anchor-out raft-up in Poulsbo. Without our cruise chairman to implement the anchor-out plan, all the mice headed for "F" dock. First to arrive were Mark Pywell and Sheri Smith on **Starbird**. They came around 1:00 PM on Friday, got a great slip, and headed for the Clearwater Casino at Agate Pass to eat fish and chips. Gordon Ellis and I arrived around 3:00 PM on **Blythe Spirit**. We didn't see anyone from the club, but saw a few open slips. We decided to take a slip, go to the bakery, and join the raft-up when (and if) it started happening. Roger and Barb Jenkins arrived at 3:30 on **Jolly Roger**. They took a slip across from **Blythe Spirit** and reported that Mark and Sheri were farther down the dock. As we were chatting

with Barb and Roger, **Northern Light** arrived with Mike and Marilyn Parker. By now, the marina was getting full and only 30' slips next to the big boats were left. We found a slip that was just wide enough for **Northern Light**. Mike skillfully maneuvered into the slip with Gordon and Roger catching the lines and helping pull him into tight quarters, only a squashed fender's width from his neighbor. Rod Sparks was right behind Mike and Marilyn on **Wind Runner**. He carefully squeezed into another narrow spot, with Gordon and Roger pulling him in. With everyone safely in slips, we all headed to JJ's for fish and chips. Later that evening George Fogg and Linda Loux arrived on **Branwen**. Slip choices were limited. They ended up moving three times, but I think were comfortable in the end.

Saturday morning, Mike, Marilyn, Rod, Gordon and I walked to the Farmer's Market. Gordon and I stopped to watch a fabulous cooking demonstration presented by John Nesby, chef at Mor Mor Bistro. Later that afternoon Mike and Lynda McCann stopped by the dock to briefly say hi to everyone. At four o'clock we all gathered on **Wind Runner** for hors d'oeuvres potluck. Rod Sparks was a most gracious host, refilling our glasses repeatedly with delicious ice cold water from his refrigerator, as well as making sure we were all comfortable. Other guests at the party included Dick and Peg Eagle, who arrived by car, and John and Sally MacDonald, who were moored across from Rod on their Newport 28, **Great Scot**. Gordon has known John and Sally for many years as they used to be in his Coronado 25 yacht club. Dan and Laura Clawson also

Cruises Continued to Page 4



Coming out of Port Gardner Bay into the rushing river at the Everett Marina can be a little hairy!

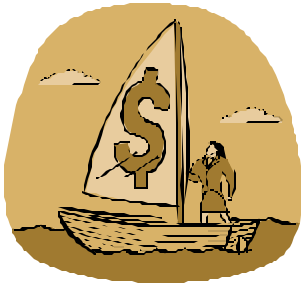
**You Might
Want to Check Out
Our Web Site
At
Www.capsfleetl.com
Lots of goodies there.**

EnCAPSulated Calendar (subject to change)

OCTOBER	NOVEMBER	DECEMBER
Oct. 5-7 Brownsville Cruise	Nov. 9 <i>Monthly Meeting</i>	Dec. 8 Annual Christmas
Oct. 6 Foulweather Bluff Race	6:30 Pizza, BYOB	Party Potluck
Oct. 13 <i>Monthly Meeting</i>	CYC Leschi	and Gift Exchange
Saturday Men's Cook-off	Elections	CYC Leschi
CYC Leschi	HAPPY THANKSGIVING	Dec. 31-Jan. 1 Elliott Bay
7:00 PM (BYOB)		New Year's Cruise



The wind may blow, and it's getting cold so it's nice to stay inside where it's warm.



Of course any boat owner can afford to gamble —they've got to be made of money!

***Half the fun
Of cruising
Is wondering
Where you'll
End up!
Anchored out?***



Squeezing into a slip at Poulsbo is sometimes not quite as easy as playing with a boat in a puddle.

Cruises Continued from Page 3

came with their granddaughter, Layla. They had arrived on Saturday on **Auntie Beryl** and did anchor out. The hors d'oeuvres party ended around sunset, but the party at the dock continued on. There was amateur live jazz in the dockside party room on E dock, and much raucous festivity on a large powerboat at the head of F dock.

Starbird and **Auntie Beryl** left Sunday morning. The rest of us kept busy in and around Poulsbo. Inspired by Mark and Sheri's report of great fish and chips at the Clearwater Casino, Gordon organized a luncheon trip. John and Sally MacDonald, Roger and Barb Jenkins, Gordon and I called for the casino free ride. A stretch limo picked us up. Some of us gambled a little and others watched. *[So much for the free ride. Ed.]* Then we ate the buffet lunch, which is half price for those over 55. We gambled and watched some more and went home. On arrival back at the marina, we ran into Jerry and Diane Purdy, who had just finished lunch with Mike Parker at Mor Mor Bistro. Jerry and Diane plan to do some September cruising. The rest of Sunday was kind of low key. There was a small gathering on **Blythe Spirit** that evening, but we all retired early. Mike and Rod were up early on Monday morning, setting out for Everett. The rest of us chatted a little and then left in the late morning. I think all would agree that it was a successful cruise and we were glad that we ended up at the dock.

In case you are wondering how we managed to get slips for this cruise, Linda Loux learned that a yacht club with reservations had cancelled at the last minute. She tried to get us reservation, but the Poulsbo marina declined because it was short notice. Mike Parker had called earlier Friday afternoon about slip availability and was told they had 30 open slips. Gordon and I were at Poulsbo at 3:00 and did not see 30 open slips. There were open slips, but most were narrow. Lots of very large boats were crammed into 30' slips. Surprisingly, slips became available on Saturday and it was probably easier to find

moorage on Saturday than it was on Friday. *[And so continues the Poulsbo snafu saga! Ed.]*

Cruise III—Rendezvous at Port Orchard

[Thanks to Carol McManus. Ed.] We came from far and near to the Port Orchard Rendezvous. We came from as far north as Port Townsend, and as far south as Tacoma. Most people coming in Friday bucked a headwind. With tide and currents running in our favor, **Sea Sea Rider** cruised downwind all the way—from Port Orchard Yacht Club to the Port Orchard Marina, taking us about 10 to 15 minutes.

Arriving Friday were Stan and Robin Howell on **Escapade**, Dick and Peg Eagle on **Aerie**, your truly and Paul on **Sea Sea Rider**, Linda Loux and George Fogg on **Branwen**, Mike and Lynda McCann on **Jaded**, Roger and Barb Jenkins on **Jolly Roger**, Rod Sparks on **Wind Runner**, and Bill and Jennie Disney on **Chinook**. We were also joined Saturday by Gordon Ellis and Cynthia Jones on **Blythe Spirit** and by Mike and Lynda McCann's nephew, Todd Ray, on his new (to him) C320, **Makani Kai**, with Denise McRea, Robert Boyce and Tanya Miller.

CATSS cruisers included Lowell and Inez Anderson on **Tourmaline**, Bob Buck, CATSS Commodore, and his guest, John Stoner, on **Summer Salt**, Jim and Debbie Lee on **Pure Joy**, and Bob and Candy Turner on **Turnabout**. Tom and Sandy Brosius (**Odysseus**) car cruised over on Saturday.

Friday night most of us trekked to the head of the guest dock to dine at Amy's On the Bay. Saturday you could find most of us messing about on our boats, getting overdue chores taken care of or just relaxing and catching up with each other. Lowell Anderson from CATSS put together some entertaining activities later Saturday afternoon. I had skipped out to attend a dear friend's 60th birthday part, so the rest of this paragraph is hearsay. I do have it on good authority from the Cruise Chair, though, that he and Stan Howell won the balloon toss, as shown by the photo of the victors with their prize teddy bears.

Cruises Continued from Page 4

There followed other games and scrumptious potluck and drawing for a night's free moorage won by Gordon Ellis and Cynthia Jones, as well as lots of socializing among the two clubs. The group decided that, for a change of scenery, next year's rendezvous would be held in the newly renovated Bremerton Marina which plans to open in early 2008.

Cruise IV—Brownsville

[Carol McManus, again. Ed.] Two boats, one car, 6 people—the cruise was pretty small! Paul & Carol came up Friday on

Sea Sea Rider and had appetizers with Stan & Robin Howell who drove down from Port Townsend (then they went straight home). Then Dan & Laura Clawson came in on **Auntie Beryl**, their new "half" boat, so they shared a late dinner on **Sea Sea Rider**. Clawsons were gone by 7:30 AM Saturday because they were en route to a week in the South Sound, so Paul & Carol slept in, then had blueberry pancakes and took long walks (looking for more CAPS boats — no "potluck dinner"). Sunday they decided to delay brunch and boogie on home — 90 minutes due to 25 knot headwinds!



Yup, here they are with their teddy bears...guess they did win!



So, here we are at the Catalina Rendezvous in Port Orchard, most of us anyway. We owe a big THANK YOU!! To CATSS and Lowell and Inez Anderson, CATSS Cruise Chairs for this cruise, for putting together a great event.

***If
You
Can see
A picture
On this page
Then we have
Truly succeeded!***

TELL THESE REGATTA DONORS THANK YOU!

Every year the same donors give the myriad prizes that enable the Annual Northwest Catalina Regatta to be held, and many say they never hear about CAPS again! C'mon, folks, it doesn't take much time to say thank you, and apparently we have lost a couple of businesses because we haven't taken the time! Here is a list of this year's donors; patronize them, and tell them why — that's all it takes. [All are in Seattle unless otherwise noted. Ed.]

48 North 6327 Seaview NW

Admiralty Yacht Sales Tacoma, Shilshole

Armchair Sailor 2110 Westlake N

Boat Electric 2520 Westlake N

Boaters' World 100 108th NE Bellevue

Captains Nautical Supply 2500 15th Ave. W

Chico's Bellevue Square, Downtown Seattle, Kent, Magnolia, Redmond, U. Village, W. Seattle

Crossings 2140 Westlake Avenue N

Fisheries Supply 1900 N Northlake Way

Gallery Marine 717 NE Northlake Way

The Mainsail 2225 Carrillon Point Kirkland

North Sails 1900 N Northlake Way

The Offshore Store 3500 Stone Way N

Pat's Marine Services 1080 W. Ewing

Quantum Sails 6319 Seaview W

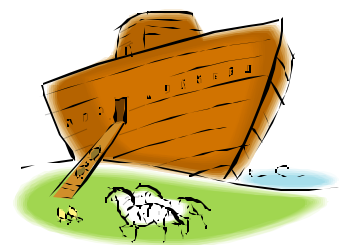
Ray's Boathouse 6049 Seaview W

Seaview Boatyard East 4701 Shilshole NW

Seaview Boatyard West 6701 Seaview NW

UK Halsey Sail 3507 Evanston N

Please patronize them, and when you do, thank them, too! They're real people, not the faceless Internet.... And next year they'll donate again so we can continue to have the Regatta.



They had to build the boat somewhere — and why not at our favorite boatyard?

MADDEN MANEUVERS INTO THE MIDST OF THE MADDING CROWD AT MILLTOWN...HMM

By Tom Madden

Racing in the Milltown Fall Regatta, September 8, 2007 *[That's what he titled his article—Yours Truly thought that was kind of bland, although she can't emphasize enough how wonderful it is to have a racer who can write! Ed.]*

Friday afternoon found **Sea Trek II** on its way through the bridges and locks on its way to an evening in Everett and dinner at the Woodfire restaurant. Our departure from Bellevue was uneventful, and the wind was fairly light out of the north, but chilly. We made pretty good time up to the guest dock, and found a spot on the inside, just a little south of **Starbird**, with Mark and Sheri Pywell on board. They were kind enough to help us into the spot on the dock, which can be a bit tricky with the winds and currents at the guest dock in the river at the Everett Marina (thanks, Mark!). After a nice dinner, we settled in for the night with a cool breeze from the north to keep the waves lapping at the dock.

The next morning brought a foggy day, and lots of dew on the topsides of the boat. It takes about ½ hour to walk over to the Milltown Yacht Club on the north side of the marina, and Mark and I had a nice chat as we anticipated the events of the day. For those of you who have not raced in one of the Milltown events, they race in the Port Gardner Bay area, and use mostly existing USCG aids to navigation for their course racing marks. This means they pretty much know the distances for any course the race committee sets, and are able to use the older Time on Distance method of PHRF scoring. The exceptions are two temporary marks set by “volunteers” from the day's event, and they need to be put out and picked up each time they race. They put the course for the race on board the committee boat (another “volunteer”) using either red or green letters, which

designates which side of each mark your boat must be to pass the mark. The start-finish line is usually between the committee boat and a green bell buoy that marks the shallow water boundary for larger vessels entering the Navy Everett Home Port. I only mention this, because the sea lions like to sun themselves on the buoys, and since we are often close to the “pin end” of the line on many starts, we usually hear about it from all the barking at those of us who would dare to come close to their “private” suntan station. This morning was no exception, but it did provide some good entertainment for the crews before the racing began. *[Don't you love these explanations? Most of us don't race, and this kind of detail allows us to be there! Ed.]*

The Fall Regatta consists of three “round the buoy” races, each with a two hour time limit, and, in general, no time extension. The first race is scheduled to start at 10:00 AM. There were 9 boats signed up, with myself and Mark Pywell representing CAPS.

As we hit the water and got ready for the first race, the wind was really light, but the fog had mostly lifted, and the sun was beginning to break through. As I looked to the north, I saw what might have been a wind line about 5 miles out, but I knew it would not arrive by the time we would start the first race. The first course set by the committee boat was fairly short, but just as the 5 minute horn sounded, one of the other boats came by and hollared, “You can't start yet; Jeff is not back from setting the south mark!” Up went the AP pennant (postponement), and we waited for the boat to get back from setting a temporary mark on the sound end of the bay. *[Aha! Hence the “volunteer” status! Ed.]*

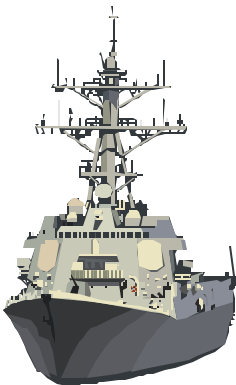
About 30 minutes later the boat returned and the starting sequence was reset. The race committee set a fairly conservative

Madden's Race Continued on Page 7



Are these boats racing? Clipart is so limiting!

**Tom
Madden
Is a serious
Racer!
And he
And Mark Pywell
Duke it out
Faithfully
From spring
To fall!**



If you get too close to one of these in Everett, you're definitely not on the race course!

Madden's Race Continued from Page 6

course of about three miles. As I looked up the course, I could see the wind line was getting closer, and I thought it might actually get here part way through the first race. About a minute and a half before the starting horn, the wind arrive, and the wind speed went from less than two knots to 14 almost instantly. I had been a little worried about even making back the 50 yards or so for the start, but the added wind pressure took away that concern. As we jibed around for the start, I saw three boats barging in from starboard, and I thought they were going to be a little early. Rather than mix it up with them, I just let them go by and ducked their sterns. I heard later that things had gotten a little tight, and the inside boat had actually hit the committee boat. I didn't see any damage to the boats, but it did earn the Hunter 37 a DSQ (disqualified) on the first race. *[It figures, a Hunter! Ed.]* The race was fairly uneventful, with tight competition between us and the Beneteau 32 **Mei Li** that has the same PHRF handicap as us. That means we needed to beat them boat for boat, and it gave us some close competition we could really focus on. We exchanged the lead with them several times, but by the end of the first race, they got us by about 30 seconds. That gave them a second place on that race, and a third for us. (There was a C&C 11.5 that left everyone in the dust on each race, finishing 5 or 10 minutes in front of the rest of the fleet.) Mark Pywell and **Starbird** came in 7th in this race, which was not bad considering his crew had cancelled on him, and it was just he and Sheri in what turned out to be more than enough wind.

The next race was longer, (about 7 miles) with the committee boat setting the course upwind to Gedney Island, back downwind to the temporary mark at the south end of Port Gardner Bay, and back to the S-F line via one intermediate buoy. Off we went with a reasonable good start, and we tried to scout out the wind shifts and stay out of the shallow water. Mark Pywell and **Starbird** followed along, and for a while were right behind us. We eventually tacked apart, and

I lost track of them. **Mei Li** and **Sea Trek II** crossed several times on the upwind run, but they had gotten a better start, and pretty much stayed ahead by the 100 yards or so they had at the first cross. My crew and I decided to tack a little early on our last turn to the buoy at Gedney, knowing we would need to take one more 'hitch' before we rounded the mark to set the kite. **Mei Li** continued on north a bit, and when they finally tacked, I realized we might actually make the mark if the wind just shifted a little, and that they had definitely over stood the mark. We pinched up just a bit, and with a slight wind shift due to the shore breeze around the island, we managed to make the mark, and rounded with **Mei Li** right on our transom. They headed off to the right, and we jibed onto port and headed off to the left. When we finally met up again at the leeward mark, they had caught a little more pressure and rounded just ahead of us. They went off to the right, and we headed to the left again, and this time when we crossed, we were a little ahead. As we passed the last mark before the finish, I could see we were going to be close. They went off to the right, and we went to the left, then we both tacked towards the finish line, with us approaching on port, and them coming in on starboard with the right of way. As we approached the finish line, I could see we would not cross, but we were about a half boat length ahead. We met right at the finish line with us having to tack into a "lee bow" position just slightly ahead of them as we crossed the line. As we crossed the line, I was not sure who was over first, and the horns were just a couple of seconds apart. Later when I got the results, I found out that we had crossed a mere seven seconds ahead of them on an hour and a half race. **Starbird** came in later, looking tired, but holding down 8th place. I'm sure the race was a lot of work with only two people on board. That still put him in first in class in the over 180 PHRF category.

Madden's Race Continued on Page 8



Kathy Klingman, one of Tom's loyal crewmembers is in front; **Dent de Lion**, a J-30 which *should* have been way ahead, is in the rear!

***Will he win?
Will he turn right?
Will he hit Mei Li?
You'll have
To
Read all about it
In this exciting
Story.***



Here's **Garuda**, a Morgan, on the downwind leg with Mt. Baker looming over Port Gardner Bay.

Madden’s Race Continued from Page 7

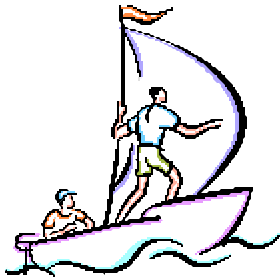
The last race of the regatta was a straight over to Gedney Island and back to the S-F line course of about 4 miles. Again, we got a fairly good start with **Mei Li** (now our nemesis) just ahead and to leeward. We again fought our way to the windward mark with the winds now up in the 14 to 20 knot range. **Starbird** was behind us again at the start, but I suspect Mark’s tongue was dragging on the deck as he ran out of energy. Again, we had **Mei Li** right on our transom as we rounded the mark and hoisted the chute. Our chute got caught on the bow pulpit (still not sure what happened, but we couldn’t get the tip of the pole up, and when we did finally manage to get the chute up, we found a small tear about 5 feet up from the foot). As we raised it, the wind filled, and the foot of the sail immediately went under the bow (we call this shrimping). Our mighty foredeck crew got the pole up where it belonged and we finally got the chute up in the proper position and flying. As I looked back to see where **Mei Li** was, I saw they had hoisted their chute to a beautiful hourglass shape. It took them about 5 minutes to get the problem straightened out; all the while we were

making up distance ahead of them. By the time they got the twist straightened out, they were over a minute behind us. With nothing but a straight downwind run to the finish line, there was no way they would make it up. **Starbird** came in 8th again overall, but was still first in his class for the over 180 PHRF division.

All in all, it was a great day of racing, and included what felt like match racing with a boat that rated the same as we did, and was well sailed. Mark was the only other CAPS boat, and with only two people on board, I was glad to see he stuck it out and sailed every race [And a super-special kudo to Sheri, for sticking it out with him! Ed.] We got some great pictures of the competition, and it felt really good to bury a couple of well sailed J-30s on each race. We figured we would never catch the C&C 11.5, and we were right, but we did get a second place in division A and the overall regatta, and Mark and Sheri got first in division B.

A third place and two seconds — not a bad day for a couple of boats that came up from Seattle!

Just one more race to go: Foulweather Bluff on October 6th.



A crew of two makes for more work than fun — congrats to Mark and Sheri for sticking with it!

***We gather
That when
A spinnaker has an
Hourglass shape,
It is not working
Correctly!***

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 2007 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 :

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