

# CAPS

*The All Catalina Association of Puget Sound*



- Awards Banquet reaches a new high
- New Year's Cruise very cozy again!
- Starbird solos in Farewell Foulweather

## **IS AUNTIE BERYL GOING 'ROUND THE WORLD? FEBRUARY 8 SPEAKER SAYS IT CAN BE DONE!**

That may not be the speaker's first choice of subject, but it certainly intrigues your editor. Stefan and Alecia Elvstad have created MyCrusingLog.com which they are developing as a wikipedia type website where cruising information can be posted by users. However, their qualifications as cruisers with a cause come from the fact that they did their global circumnavigation in a Catalina 36! Now that's something to ponder! If you want to check out the website ahead of time, it can be found at [navagear.com/2008/another](http://navagear.com/2008/another) -cruising-wiki-

or-two. But come to the meeting February 8 and find out the lowdown about the site and their boat in person.

The meeting will be at the Leschi facility of CYC: 6:30 for drinks (BYOB) and eats (subs at \$5 each for all you can eat). We'll go over the new calendar, and give you an update on the Upland Cruise. There has already been at least one change to the calendar posted on our website, so we'll find out then if there are any more.

See you there!

## **UPLAND CRUISE TO FEATURE MORE WINE & CHOCOLATES; NEAR TRI-CITIES THIS TIME**

We are continuing the tradition of wine tasting for the 2008 Upland Cruise which be the weekend of February 15-17, 2008.

The venue is changed to the lower Yakima Valley area. This is only about 10 minutes farther than Chelan from Seattle. It puts us

a few minutes from the "Red Mountain Appellation," the smallest appellation in the state. [Quiz: What's an appellation? Ed.] We will be staying at the Red Lion Hanford House in Richland, WA, one of

**Upland Cruise continued on Page 5**

## **"NEW & IMPROVED" AWARDS BANQUET HAS BETTER FOOD AND LOTS OF CAMERADERIE**

The venue for the annual Awards Banquet was on the east side this time, and we had it all to ourselves! Thanks to Jenny Disney, who set it right in their own neighborhood at the clubhouse, and put together the catered dinner (with Brussels sprouts which were delicious!) we had a great meal and a wonderful time. Thank you, thank you, again! Unfortunately, our venerable Commodore got sick at the last minute, but Dan Clawson, the new Commodore of Vice,

stepped right in and passed with flying colors [He needed the practice, because his public persona took a bit of a dip later in the program! Ed.]

The serious awards were passed out first. The top racing results were no surprise: Tom Madden and **Sea Trek II** got first, and Mark Pywell and **Starbird** came in second; however, a bit of a cheer went up

**Awards Continue on Page 3**

### CONTENTS

Commodore's Corner	2
New Year's Cruise	2
EnCAPSulated Calendar	4
Christmas Party	5
Starbird's Foulweather	6
Safety Stuff	7
Membership Form	8

## COMMODORE'S CORNER

By Jim Fielder



We wouldn't want to call Jim just a figurehead, but maybe he'd make a good bobblehead.

---

*Y'know,  
Yrs truly keeps  
Bugging Jim for a  
Commodore's  
Corner,  
But  
W  
Then when he  
Finally spews it out,  
I have to severely  
Edit it to fit!*



And then again, perhaps this image is more like him!

Once again I'm sitting here looking forward to longer, warmer, sunny days. Again this year it's been a long hard winter. The news just announced that I90 might close again tonight. The news is this, Punxsutawney Phil, emerged this past week to look for his shadow, which he was soon able to locate. Phil proclaimed, "As I look around me, a bright sky I see, and a shadow beside me. Six more weeks of winter it will be!"

However, Phil's arch rival, Gen. Beauregard Lee in Georgia, did not see his shadow this past Saturday morning. I'm going with Beauregard Lee. He has the dumbest name, but he's probably the smarter groundhog.

Your board has been actively planning 2008, cruises, meetings, and races. We have a wonderful year ahead. So here are a few nibbles of news from your board.

Our new cruise chair, Gary Wilson has been busy nailing down cruises. We have a full calendar of weekend cruises and holiday cruises. We've flexed on a few dates to make sure we didn't have conflicts with meetings and races. Be sure to join us at a dock around the sound for a weekend get-together.

Dan Clawson, our new Vice Commodore, has been seeking speakers for our Monthly Meetings. Dan has landed some great speakers and has several dates filled. We have moved our March meeting to the 7<sup>th</sup>, the first Friday of the month. This was to accommodate a busy month with a meeting, a cruise and a race, with Easter tucked right in the middle.

Ken McKenzie our Measurer (Race Chair) has filled our race schedule. Be scrubbing those bottoms, buy a new set of racing sails and join the group in the hunt for the Racer of the Year Award.

Our new Safety Focal, Dick Eagle, is working safety tidbits and a monthly newsletter article or two. Help support Dick by letting him know what your Safety needs

are.

Sally Hamel continues on as our Secretary and Newsletter Editor. If you are reading this, Sally has been at work. I feel we have one of the best newsletters of any of the Catalina fleets. Sally drags the news out of people and gets it to us in a really wonderful package.

Dave Fend, our Webmaster, will continue bring us our ongoing communications via the Web. Dave keeps our webpage: [www.capsfleet1.com](http://www.capsfleet1.com), updated and filled with the information you need know. Your board has pledged to keep all the dates coordinated this year. Our newsletter and our webpage will be your link to keep you informed. We continue to use a Google groups email group to keep our members alerted and informed to meetings, newsletters and any changes that surround our activities. All members have instant access to other members with an email address, via our Google group address. Just send an email to [CAPSFLEET1@googlegroups.com](mailto:CAPSFLEET1@googlegroups.com). That's how we let you know your newsletter is ready to access and for general alerts and communications throughout the year. If you have a cruising question, or a used sail to sell, just use the Google group email, and keep in touch.

Our Treasurer continues to be Nancy McKenzie. Nancy helps keep our finances organized and our spending in check and on track. If you haven't had the opportunity to pay your 2008 dues, Nancy would love to hear from you.

So that's your board, a fine group of people working hard for you to make your 2008 CAPS experience a fine one.

But it doesn't end there, now go look in the mirror, there you are, you folks are our "peeps". CAPS is the great organization it is because of the members.

Carol and I have never been ones to belong to fraternal organizations. However the

**Commodore's Corner continued on P. 8**

## Awards Banquet continued from Page 1

for **Chinook** and its crew who garnered a third. *[And your editor was a bit tipsy when she wrote the results, so Or...\*# had to be studied a bit to get the translation! Ed.]*

**Cruise Boat of the Year** was **Jolly Roger**. Barb and Roger Jenkins have been in CAPS since before the dawn of time, and truly deserve it since they sail to most cruises, and get to the rest by hook or by crook. This year **Chinook** was **Boat of the Year**. Bob and Jody Rosain, Jim and Carol Fielder, Bill and Jennie Disney and Brian and Debbie Ummel are living proof that a boat partnership can and does work — and they are having the time of their lives with their new Catalina 36 MkII!

However, **Chinook** did get the **Dead Head Award**, too; Bill Disney thought it was because Debbie Ummel found the bottom of the Swinomish Slough near La Conner. However, according to Jim Fielder, Dan Clawson passed it on because he had almost hit **Chinook** with **Auntie Beryl**. Not sure why that was the qualifier...but the trick is to get rid of the award any way it takes!

The **Murphy Award**, aka **Sailing with Bob**, was won hands down by **Dan Clawson**. Apparently, a switch got turned off, and since he is an inveterate sailor, he and Laura sailed **Auntie Beryl** everywhere in South Sound, but when they got to Jarrell's Cove and they sat at anchor, he couldn't start the engine when the time came to move. He called John Hamel for advice, which John gave him regarding breakers, water level in the batteries, switching back and forth, etc. No luck. Dan got a tow to the main dock from a retired electrician who had a battery charger which was applied immediately thereafter. But meanwhile John called him back to ask him what the reading was on the gizmo that tells how many hours have been used up on the batteries. The numbers were in the 400s! *[And we consider a couple of hundred too high! Ed.]* First, Dan didn't realize what that gizmo was *[I may not know what it's called, but I know what it's for! Ed.]*. Second, he never ran the motor anyway.

Third, somehow the circuit breaker got turned off, so the one time he was hooked to shore power, it didn't recharge anyway! Whoops! Yup — he deserved the Murphy.

The **Rubber Ducky** recipient was prepared. **Sheri Smith** knew Mark Pywell couldn't resist tattling that she had gone overboard trying to get into dinghy not once, but twice in Liberty Bay during the July 3rd Cruise. She wore a life jacket to gracefully accept the little yellow thingy, and its even smaller cousin!

It was announced by the current holders of the **Broken Prop** and **Wrong Way Corrigan** Awards that no one had tattled and then...our newest member, **Rich Lerz**, who has recently acquired **Sol Pacifico**, a C470 moored at Elliott Bay Marina, volunteered a tragic story, and got definitely qualified for both of them! First he told a wonderful story about how his boat was trucked north and, naturally, arrived damaged — the **Broken Prop** was automatic. However, then, he forgot to take in a dock line when he backed out of his slip, and wound it around his prop, so he had to go back, and that got him the **Wrong Way Corrigan**, too. All this was after yours truly told him he had to be the host for the next New Years Cruise, and he said he would! We like that kind of member! Hope he has a large mantel.

The climax of the evening was the introduction of a new award — the **Commodore's Award**. Jim Fielder, rightly, decided that some recognition had to be given to members who have contributed above and beyond the call of duty. This year's recipients were cited as frequent cruise hosts, volunteers for whatever needed to be done, former officers, and generally the kind of members we know well and appreciate even more — **Paul and Carol McManus** are on the top of all lists.

And so we came to the end of the banquet. In spite of the cold January rain, and the dark of the season, the annual Awards Banquet is always the one guaranteed bright spot. And now those who received this year's Oops awards can be sleuthing out next year's less-than-perfect sailors.

We can't wait....



Ya think I shouldn't brag about this one?

*Send your  
2008 Dues*

*NOW*

*to*

*Nancy McKenzie,*

*11945 80th Pl. NE*

*Kirkland, WA 98034*

*It's still*

*\$29 without Mainsheet,*



This was an award for what?  
It's the thought that counts....

# ENCAPSULATED CALENDAR FOR 2008



You'll find that this calendar is flexible — i.e. there have been three changes while this one was being written!

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

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



Our meetings have unusual speaker — f'rinstance this one seems to be wearing a helmet. Could he be talking about the weather or the wake left by a stinkpotter?

JANUARY	FEBRUARY	MARCH
Jan. 19 <b>Winter Social and Awards Banquet</b>	Feb. 8 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi 106 Lakeside Ave. \$5/ea. for subs <b>BYOB</b> <b>C36 Circumnavigation</b> Feb. 15-17 <b>Upland Cruise</b> Red Mountain Wine & Chocolate—Tri-Cities	Mar. 7 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5 subs <b>BYOB</b> Speaker: Bob Hale –Waggoner's Mar. 14-16 Kingston Cruise Reservations: 360-297-3545 Mar. 29-30 MBYC Race <b>? Chandlery Day</b> at Fisheries
APRIL	MAY	JUNE
Apr. 7 <b>Sloop Tavern Blakely Rock Race</b> Apr. 13 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for subs <b>BYOB</b> Program: TBA Apr. 18-20 <b>Bell Harbor Cruise</b> Reservations: 206-615-3952	May 9 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for subs <b>BYOB</b> Program: TBA May Milltown Mid-Distance #4 May 23-26 CAPS & CATSS <b>Memorial Day Cruise to Port Townsend</b>	Jun. 13 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for subs <b>BYOB</b> Program: TBA Jun. 20-27 <b>Manzanita Bay</b> Anchor-out Cruise Jun. 28 Shilshole CYC <b>Northwest Catalina Regatta</b>
JULY	AUGUST	SEPTEMBER
Jul.3-6 <b>Gunkhole Anchor-out Marathon</b> — Liberty Bay Manzanita, Port Madison, <i>Poulsbo 3rd Fireworks</i>  <b>NO MEETING</b> <b>GONE CRUISING</b>	Aug. 8-10 <b>Everett Cruise</b> Birthday and Crab Feast At the guest dock (If the season is still open)	Aug. 29-Sep. 31 <b>Poulsbo Cruise</b> Labor Day Anchor-out Sept. 12 <i>Monthly Meeting</i> 6:30 Sept. 19-21 CAPS & CATTs <b>Catalina Rendezvous at Port Orchard</b>
OCTOBER	NOVEMBER	DECEMBER
Oct. 3-5 <b>Brownsville Cruise</b> Oct. 11 <i>Monthly Meeting</i> Saturday Couples' Cook-off CYC Leschi 7:00 PM (BYOB) Program:TBA Oct. 4 Foulweather Bluff Race	Nov. 14 <i>Monthly Meeting</i> 6:30 Pizza, BYOB CYC Leschi <b>Elections</b>  <b>HAPPY THANKSGIVING</b>	Dec. 13 <b>Annual Christmas Party Potluck and Gift Exchange</b> (Boat Gift and/or White Elephant) CYC Leschi Dec. 31-Jan. 1 <b>Elliott Bay New Year's Cruise</b>

## A HOLLY JOLLY CHRISTMAS CELEBRATION AT LESCHI STARTS THE SEASON RIGHT

By Cynthia Jones

CAPS members had a rollicking good time at the annual Christmas party on December 8. Barbara Jenkins, Dick and Peg Eagle, John and Betty Segerstrom, Don and Marilyn Morrow and Kathy Wells did a fabulous job decorating the room on Saturday morning and setting a festive tone for the event. Around 6:00 PM, members started gathering in anticipation in the parking lot. At 6:30, when Dick Eagle arrived with the key, we raced in from the cold with our gifts and casseroles. The party was on!

The party was well-attended and it was great to have the group back together again, with a few notable exceptions. Roger Jenkins was home eating jello and chicken soup. Dave Fend and Sheri Smith were both in Mexico setting up homes. Please note that is 'homes' plural. Sherri is decorating a condo in Mazatlan and Dave is building houses in a different town. We missed them, but were glad to see their spouses, Barbara Jenkins, Peggy Fend and Mark Pywell, at the party. Others attending the party were Bob Armstrong and JoAnn Curnow, Dan and Laura Clawson, Bill and Jennie Disney, Dick and Peg Eagle, Gordon Ellis and Cynthia Jones, Jim and Carol Fielder, John and Sally Hamel, Tom and Jenan Madden, Ken and Nancy McKenzie, Paul

and Carol McManus, Don and Marilyn Morrow, Mike and Marilyn Parker, Bob and Jody Rosain, John and Betty Segerstrom, Brian and Debbie Ummel, Norm and Kathy Wells, Steve Peterson and Vicky, and Gary and Shari Wilson. After approving the new slate of officers for 2008, we enjoyed our usual festive and delicious Christmas Party potluck. There were some requests for publication of recipes, most notably Jenan Madden's crab dip, in this newsletter [*Still waiting for recipe. Ed.*]

Following dinner, we began the annual gift exchange. Throughout the meal, everyone was asking, "Who is going to be Santa Claus?" Surprise! It was Dan Clawson (a.k.a. Santa Clawson). Dan made quite a good Santa. He kept us laughing with his questions, such as the one posed to Debbie Ummel about "gestures" she had been making to power boaters.

Drawing number 1, Carol McManus kicked off the gift exchange by selecting what might have been the most highly coveted item of the evening, a complete "s'mores" making kit complete with ingredients and cooker. After being stolen the requisite number of times, it ended up with Sally Hamel (per instructions from John). Gordon's comment after the party

**Christmas Party continued to Page 6**



"Who will wear the Santa hat?" is always a big Christmas party question.

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*There  
Was a frantic  
Flurry of trading  
For the very popular  
S'mores kit.  
Someone,  
Whose name is John,  
Figured out when  
It was time for  
The final  
Trade!*

### Upland Cruise continued from Page 1

the tri-cities( direct line 1-509-946-7611). When you book your room ask for the CAPS group rate which should be \$90.95 for a city side room. They do have some pet rooms. Book now since they get busy on Valentine's Day weekend.

Let's plan on meeting in the hotel lobby about 6:00 PM to figure out a plan for the weekend. We have one suggestion for now: if you wish to participate in special chocolate/red wine pairings, log onto [www.wineyakimavalley.org](http://www.wineyakimavalley.org) and purchase

a \$20 ticket for a wine glass and special tastings at participating wineries. You will be asked where you want to start and pick up your tickets. We will start at Barnard Griffin, in Richland, a few minutes from the hotel.

There will be at least one more reminder, and we will be creating a list of suggested wineries to visit. The hotel also has a number of restaurants nearby in the arts and entertainment district of Richland.

Hope to see a good turnout!



Wine and chocolate are still the best health food combination

**Christmas Party continued from Page 5**

was, “That Smurf this caused a lot of excitement.” This gave me visions of John and Sally roasting Smurf on **Auntie Beryl**. [*Ah, the cultural gaps we have to deal with... Ed.*]

We did have a lot of people and a lot of gifts, so the nice gift exchange took a while. When we got to the “Nauti” or “Naughty” gift category, our commodore implemented a new procedure, probably to speed things up. Santa passed out a “Nauti” gift to each participant and we opened them. Then we began a gift stealing process by number. Personally, I found this to be less fun. I think the fun of the Nauti event is the humor of the gifts. I missed fully appreciating the humor of each gift and watching each person’s face as he opened the box. Being faced with a room full of bad presents and trying to swap for the least of the bad (which are carefully hidden under gift wrap piles) is not as much fun— but we still had

enjoyed ourselves. Anyway, if we were giving a prize for the worst of the worst, it has to go to Norm and Kathy Wells, who, despite their best efforts, ended up with a large and unattractive toilet paper holder.

This is not to say that the “Nauti” gift exchange was without excitement. We actually became a little frenzied in our efforts to swap gifts. In the melee, Carol McManus was trying to determine if she had received a miniature barrel of whiskey or tequila. When she opened it to find out, the contents spilled onto Gordon’s pants. Fortunately this happened *after* he had set fire to the gift wrap on our table, or he might have had flaming pants as well.

Overall, it was a great party and great company. I know we would all like to give extra thanks to Barb Jenkins for organizing the event and cooking the ham, as well as decorating the room. Barb, you do a great job of keeping us organized and focused on practical matters.



The outside of the package doth not reveal the contents — and indeed may hide something quite unloved!

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*We move*

*On to serious*

*Winter activities*

*Like hauling stuff*

*Home to check*

*It out and then*

*Remembering*

*To take it*

*Back!*

**SAFETY STUFF By Dick Eagle**

It’s cold, it’s raining, and there’s a small craft advisory. Not the time of year that most of us are inspired to go sailing! But, there’s fun nautical stuff you can do at home by the fireplace that will get you ready for spring sailing.

Next time you go to the boat to check the mooring lines and look for leaks, grab your fire extinguishers, first aid kit, flares and any inflatable life preservers on board. Take them home: settle down for an evening of fun. With a fire in the fireplace, a comfy seat on the couch, here’s what you do.

Fire extinguishers: Check that the safety pin is in and restrained; look at the pressure gauge to confirm it’s in the green, then turn the extinguisher upside down, whack it hard, and make sure you can hear and feel the dry chemical move from the bottom to the top. Turn it over several times and listen for the stuff to move. If you have any doubts, take to a place for testing and recharging (Western Fire and

Safety in Ballard, for example).

First Aid Kit: Open it up, inventory it, and replace stuff that you used last year. Check any expiration dates, and replace any medications that have expired.

Flares: Look at the expiration dates and replace any expired items. Don’t get too close to the fireplace...

Inflatable Life Preservers: Open them up and inflate them manually with a dinghy pump or air mattress pump. Leave them inflated overnight and see if they retain the air. Remove the CO<sub>2</sub> cartridges and weigh them on a postage scale. The full weight will be marked on the cartridge. If they are underweight, replace them. Get out the manual for the life preservers, and, with its guidance, check the automatic inflation pellets. [*Remember the test we did at a meeting when we found out that most of us would have drowned? Ed.*]

**Last of all, remember to take everything back to the boat!**



Hmmm. This personal flotation device seems to have a life of its own!

## STARBIRD'S FINAL FOULWEATHER **By Mark Pywell**

As most of you have heard by now, I sailed in the Foulweather Bluff Race as my last race on **Starbird**, at least as the owner. Events started off well, as most of my crew said that they could make it, giving me three people. As the day of the race neared, two of my crew were forced to drop out as the wife fell ill. Then, the day before the race and after leaving Shilshole, my last crew member called to inform me that a family member needed his attention. This left me at the skippers' meeting with no crew. I put out a call to those people I knew personally near Edmonds, but to no avail. Things like a sick wife and other emergencies do take priority even around a race.

The morning of the race I stood up at the skippers' meeting and tried to kidnap members of other boat's race committee staff, work staff of the marina, and anybody else who happened to be in range. No extra crew members could be found anywhere. Just before the start of the race, other boats began heading to the start line, and I decided that, since this would be my last race, I would head out alone and see what I could accomplish.

At the beginning of the race it went well; the breeze was beginning to pick up and it looked like it would be a good day for a single-handed race. I decided to follow behind the rest of the boats in my start, rather than trying to mix it up with crewed boats at the start line. This worked well; I started on mainsail only, and was only behind the two boats in front of me by a few feet. Once across the start line, I locked my wheel in place and set the Genoa. By the time we were closing on the first mark, the wind had really come up and it was great fun watching the spinnaker boats trying to keep from broaching. I saw a couple of spectacular knockdowns.

Approaching the first mark, I was sailing almost straight downwind and the water

was becoming very choppy. I decided that I would need to reef my sails on the next leg because the wind and the seas would be on my beam. In the first turn I stepped in front of the wheel so that I could reach both the main and the Genoa. After making the turn, I set the main and then let the Genoa sheet loose to bring it over to the port side of the boat to reef it. At about this time, a larger than normal wave struck my boat, causing it to corkscrew through the water and set me onto the pedestal shoulder first. As I laid on the deck saying "ouch" and "that was not a smart move, Mark", the Genoa was flapping in the breeze. Before I could get back on my feet, the Genoa sheets had tied themselves (did I mention that it was very windy at this point?) into a knot that was a good 12" to 18" in length. The boat was making great time on the main alone with a beam wind, so I furled the Genoa and worked my way to the foredeck to see if I could get the knot out of the sheets. The boat was bouncing very well at this point, and, with only one good arm, I decided to retreat back to the cockpit because I couldn't hold on to the lifelines very well [Sometimes these guys use the brains they were born with! Ed.]

I managed to stay up within an easy reach of most of the boats in my division all the way to the second mark, where we turned upwind and had to tack back and forth through fairly rough water. I thought about locking the wheel again and taking a second look at the knot in the sheets, or trying to tie my spare sheets onto the Genoa, but with only one working arm I decided against it. You may be aware that sailboats do not really like to go upwind on mainsail alone. This leg of the trip took forever, but it did give me a great view of the rest of the boats in my division crossing the finish line. I actually did manage to finish before some of the boats that were using their spinnakers and



Yeah, that one looks like it's out of control!

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### *Single-handed racing*

*In a serious blow*

*Is just*

*what*

*The doctor*

*Ordered for one*

*About to abandon*

*Sailing!*



Home, sweet home! Just don't raise a wake!

**Starbird continued on Page 8**

**Starbird continued from Page 7**

therefore had to sail a longer course.

***I can also claim that I was the only single-handed boat to finish the Foulweather Bluff Race, as I was the only one to try it!*** The sail back to Shilshole that evening was on the engine and using the Autohelm, which made it a pretty enjoyable and uneventful cruise back. By the time I was pulling into Shilshole, my arm was working again and docking **Starbird** single-handed has never been a problem. Even with a sore shoulder, it was a good day to be on the water.

*[We know that Mark Pywell and Sheri Smith are going to live in their condo in Mazatlan in the winter, and spend their summers living on a boat up here. That's the good news. The not-all-bad news is that they have sold **Starbird** to John and Betty Segerstrom, who can now rejoin CAPS, with a Catalina this time; however, really bad is that they have gone over to the dark side, and, yes, bought a trawler! But seriously, we thank them for their long and happy association with CAPS, and wish them wonderful leisure in retirement. Ed.]*

**Commodore's Corner continued from Page 2**

relationships and friendships we have with the members of CAPS keep us coming back. The camaraderie at races, cruises, and meetings is just something you just can't find in very many organizations. We always find a treasure whenever we come across a CAPS member when we are cruising.

I look forward to seeing each of you in 2008; let's work together to make it a great year on the water and aboard our boats.

PS

I missed you all at our annual Awards Banquet; I had that cold virus that has taken so many people down for a long time. I missed giving out a new award, **The Commodore's Award**. We have had a long and colorful history with the awards that we pass out every year. From the Murph Award that our partnership has so graciously be able to hold on two for the past couple of years to the Toe Boat Award. I felt it was time to honor someone who was really making a difference to our organization. From the reports I received Dan did a fine job with the presentation, I just wanted to add my comments. I decided I wanted to get this yearly award going last year after the Awards Banquet we had in 2007. We had lots of laughs at the expense of people that added water to their fuel tanks, people that hit objects and people that just plainly screwed up. We awarded racers and cruisers and had a Boat of the Year. I just felt we had people in our group that had contributed to our lives together as an organization that we needed to honor. So the Commodore's Award was

conceived. Now for the hard part, who to award it to? This was not an easy choice. My board was and is made up of some awesome people. I looked beyond the board and had some suspects. I went back to the board and decided to award it to the Board as a group. Now that was a cop-out, I knew it and my dear wife told me it was. So back to the decision, examine the membership and make up my mind.

I looked at our membership and found a couple that fit what I felt deserved the award. Let's take a look at them; they bought a Catalina and immediately found CAPS; they joined and they almost immediately took an elected position and served, they have held about every position the board has to offer. They both have held an elected office at one time or another and at times both were on the board, a couple that saw the opportunity to serve and had jumped in with both feet, always serving with a smile and upping the ante whenever and wherever they served. They have requested a year off from those duties with the promise to once again consider serving on your board. That is why I chose Carol and Paul McManus as the first recipients of the **Commodore's Award**. The award is still in the final design stage and will be delivered at a upcoming meeting.

Carol and Paul, thank you for your willingness to serve in the multiple roles you have held. You have done so with an eagerness and unselfishness that makes CAPS a better organization. I salute your service and want to say thanks for all you have done. It has been an honor to serve alongside you both!

## **IT'S TIME TO PAY YOUR DUES FOR 2008**

**BE SURE TO COPY AND FILL OUT AN APPLICATION FORM AND INCLUDE IT WITH YOUR CHECK SO WE CAN VERIFY ALL THE INFORMATION ON THE ROSTER—FOR INSTANCE, EVERYONE AT SHILSHOLE WILL BE IN A DIFFERENT SLIP**