

# CAPS

*The All Catalina Association of Puget Sound*



- Blakely Rock Race brings Ken back into the competition with a vengeance
- Chandlery Day to happen at Fisheries once more
- Enjoy more comfort food from Cynthia

## NEXT MEETING APRIL 11 AT CYC LESCHI — DAN DOES IT AGAIN—BOATING CAMERA TIPS

After the fun of hearing Bob Hale from *Waggoner's* in March, it will seem be hard to equal that for this month, but Dan Clawson has found another doozey — Marianne Lyle and Mitch Etherton who take all the wonderful race pictures you see to give us **on-the-water photo tips**.

We still will be able to socialize, sympathize and aggrandize on Friday,

April 11, just because we all have one thing in common — that hole in the water that sucks in money!

Meeting starts at CYC Leschi at 6:30 PM with all-you-can-eat subs for \$5 per person and BYOB (\$1 each for alcohol drinkers). After that, the program and then a short business meeting.

Hope you can make it!

## BELL STREET PIER NEXT CRUISE APR. 18-20 RESERVED SPACES MAY BE ALREADY FILLED!

**By Gary Wilson—Cruise Chair**

Our next cruise to the Bell Harbor Marina is coming up fast, less than two weeks away. Last year we had very few boats boat lots of drive ins. It's real close, so let's get some more boats out this year. Everyone at Elliott Bay Marina should be there for sure.

We have reserved 8 slips on C Dock. You

need to have registered your boat by Friday 4/4, and last we heard there was only one 40' space left. If you haven't called, you can still try to get in by calling the harbormaster at 206-615-3952.

We're on a roll, we went from 4 people on New Year's, to 7 at Kingston so let's break a record at this one.

**Alo** will be there, so come on out.

## HAVE WE GOT A KINGSTON PROBLEM? LET'S NOT FORGET HOW MUCH WEATHER CATALINAS CAN TAKE!

By Laura Clawson

A forecast of bad weather may have deterred the more sensible (cautious?) CAPS cruisers, but for those of us who made it to Kingston March 14-16, the 2008 season's kickoff cruise was a great success. Early Friday afternoon Cruise Chair Gary Wilson and his wife Sheri brought **Alo** across the waters in for 5-6 winds (really?!?). Rod Sparks in his Catalina 34 [*C'mon, Rod, put the name on*

*the boat. Isn't it Windrunner II? Ed.] followed close behind. The Clawsons in **Auntie Beryl**<sup>3</sup> came along later in the afternoon. That evening the Wilsons offered **Alo** for hors d'oeuvres, which turned into a feast as Sheri "heated up some leftovers" consisting of roast pork and a broccoli casserole rivaling George Fogg's guacamole. Mike and Lynda McCann, who dock **Jaded Crew** in*

**Kingston Cruise continued on Page 3**

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# COMMODORE'S CORNER

**By Jim Fielder**



Would this be Jim at his favorite isolated anchorage?

Whenever I send an email from my phone, the automatic "signature" reads "sent from my iPhone". It's sort of a brag that Apple adds to the system. I could change it to say something else, however, I always just erase that line and hit "send". Mid last week we found out that Carol's mom had been hospitalized in Eastern Washington. Being a good daughter and Commodore, we headed over to be of assistance to Carol's dad and do some time visiting at the hospital. That's why this CC is both being written and sent from my iPhone.

Being in a small town in Eastern Washington is like living off the grid. Life is a list of no's in comparison to life in the Seattle metro area. You know, no Internet, no computer, no printer, no Costco, no Whole Foods, no Home Depot, and, lastly, no Starbucks! Hardly any cellphone coverage, but if you go stand outside on the south side of the house and be sure the garage is perpendicular to your position, you can get 3 bars of signal.

I'm not complaining; it's just that I have things to do and I have a "computer-

assisted lifestyle" that is taking a hard hit at the moment. I will survive and adapt and I can type one-fingered and go over to the window and push send and Sally will get this *[And she did! Ed.]*.

Now the antithesis of this is what I crave is to be at anchor in a secluded cove away from others and free from my "computer-assisted lifestyle."

Being sailors, we all enjoy the journey and destination. Being a CAPS member, I will add that I enjoy the community that we share. Cruising finds frequently include discovering one of our CAPS buddies at anchor in the same bay or on a nearby dock.

With cruising season just around the corner, visions of favorite anchorages are dancing in my head. I am looking forward to our time aboard **Chinook** this summer — good times with friends and family and times of just quiet in an isolated anchorage.

Whatever your cruising season brings you, enjoy the planning, the journey, and the destination! *[And turn off your cellphone sometimes! Ed.]*

*You  
Had better  
Read this carefully,  
Because the essence  
Is that your presence  
Is required at the  
May meeting!*



Ring around a rosy, pocket full a posey, ashes, ashes, all fall...into the CAPS cruises!

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**Kingston Cruise continued from Page 1**

Kingston, drove in Saturday afternoon for the pot luck graciously hosted by Rod. The weather turned out to be quite decent, with occasional showers interspersed with sun breaks *[In other words, a typical spring day in the Northwest! Ed.]*, just fine for eating, shopping, and hanging out on the boats. Kingston has everything within easy walking distance of the marina, including a

grocery store, good restaurants, and a fully supplied hardware store with a boating section. But watch the depth on the shore side of the marina entrance (fortunately, it's a mud bottom) and the ferries on the other side. *[They do come fast, and seem to think they are bigger than we are!! We're glad Auntie Bery<sup>3</sup> is getting to go to have some fun — she needed someone besides us old fuddie duddies! Thanks, Laura. Ed.]*

**YES, VIRGINIA, THERE IS A CHANDLERY DAY**

By Dick Eagle

On Sunday, April 13th, the **Fisheries Supply** store in Mariners Square (North End of Lake Union on N. 34th St.) will host the annual CAPS Chandlery Day. There

will be special discounts for CAPS members!

Fisheries will be open from 10:00 AM to 5:00 PM that day. Get your "must have" list together and go to Fisheries on Sunday for great savings.

**FOUR CAPS BOAT SHOWED UP FOR THE BLAKELY ROCK RACE; SCOTCH & SODA WON!**

Last weekend the annual Sloop Tavern Blakely Rock Race Benefit took place. Tom Madden of **Star Trek II**, the **Chinook** crew, Bill Disney, Jim Fielder, Bob Rosain and Brian Ummel, Paul McManus on **Sea Sea Rider** with members Dan Clawson and Gordon Ellis as crew, and Ken McKenzie *[Finally back in contention, after last year's repairs. Ed.]* on **Scotch & Soda** with members Mike Parker, Steve Peterson and Bob Armstrong as crew, all

started out in the race around the rock.

The other boats finished respectably, but Ken won in his class — it's about time!

The next race is the Milltown Mid-Distance Race # 2 on May 31. Trek on up to Everett and make a good showing of CAPS boats there, too; no conflict with the Port Townsend Cruise on Memorial Day, so no excuses!

**THE BEST POTATO DISH IN THE WORLD**

By Cynthia Jones

*This recipe was adapted from a recipe in the 2001 KCTS Cooks Potatoes. The recipe was invented by a lady from Tsawassen name Sandy Schneider.*

- 10 Yukon Gold Potatoes, peeled and sliced
- 2 cups grated cheese (Gouda, Cheddar, Monterey Jack, or Gruyere) *[Lots of variation in tastes. Ed.]*
- 1 onion, thinly sliced into rings
- 10 slices bacon, cooked and diced
- 1 1/2 cups chicken broth

4 tablespoons butter, divided

2 teaspoons dried thyme

Salt and pepper

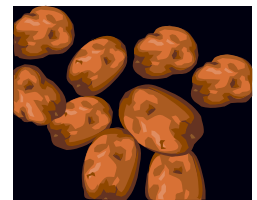
Butter a large baking dish. Layer potatoes, salt, pepper, thyme, butter slices, onions, bacon, and cheese. Repeat layers. Pour broth over top and bake at 375° until done (approximately 90 minutes).

Substitutions are easy to make. Gordon used turkey bacon. It can also be made with Canadian bacon, or ham *[Or spam? Ed.]*. Rosemary or oregano can replace the thyme. Cream can be used instead of chicken broth. *[Can you feel your arteries clogging...? Ed.]*



Around Blakely Rock, one more time! Now, let's go buy some more toys!

*Cruises have  
Slowly been building  
In size.  
The added  
Attraction  
Of the next one  
Is its location—  
In downtown  
Seattle!*



Look what you can make out of a few lowly potatoes!

# ENCAPSULATED CALENDAR Subject to change...

Notice a slight tendency in the weather

Toward warming?

It must be that the cruising season

Is just around the corner.

To get you into the mood,

April's cruise is right in downtown Seattle!



Are these boats in the same race?!

*Changes for this calendar will show up on the Web At [www.capsfleet1.com](http://www.capsfleet1.com)*



Hey, where's the cruise?

APRIL	MAY	JUNE
Apr. 5 <b>Blakely Rock Race</b>	May 9 <i>Monthly Meeting</i>	Jun. 13 <i>Monthly Meeting</i>
Apr. 11 <i>Monthly Meeting</i>	6:30 PM, CYC Leschi	6:30 PM, CYC Leschi
6:30 PM, CYC Leschi	\$5/ea. for subs <b>BYOB</b>	\$5/ea. for subs <b>BYOB</b>
\$5/ea. for subs <b>BYOB</b>	"Cruising the Secret Coast"	Program: TBA
Program: TBA	May 23-26 CAPS & CATSS	Jun. 20-27 <b>Manzanita Bay</b>
Apr. 13 Chandlery Day	<b>Memorial Day Cruise</b>	Anchor-out Cruise
<b>Fisheries Supply</b>	to <b>Port Townsend</b>	Jun. 28 Shilshole CYC
Apr. 18-20 <b>Bell Harbor Cruise</b>	May 31 Milltown Mid-Dist. 4	<b>Northwest Catalina Regatta</b>
JULY	AUGUST	SEPTEMBER
Jul.3-6 <b>Gunkhole Anchor-out</b>	Aug. 8-10 <b>Everett Cruise</b>	Aug. 29-Sep. 31 <b>Poulsbo</b>
<b>Marathon</b> — Liberty Bay	Birthday and Crab Feast	Labor Day Anchor-out
Manzanita, Port Madison,	At the guest dock	Sept. 12 <i>Monthly Meeting</i> 6:30
<b>Poulsbo 3rd Fireworks</b>	(If the season is still open)	Sept. 19-21 CAPS & CATTSS
<b>NO MEETING</b>		<b>Catalina Rendezvous</b>
<b>GONE CRUISING</b>		at Port Orchard
OCTOBER	NOVEMBER	DECEMBER
Oct. 3-5 <b>Brownsville Cruise</b>	Nov. 14 <i>Monthly Meeting</i>	Dec. 13 <b>Annual Christmas</b>
Oct. 11 <i>Monthly Meeting</i>	6:30 Pizza, BYOB	<b>Party Potluck</b>
Saturday Couples' Cook-off	CYC Leschi	<b>and Gift Exchange</b>
CYC Leschi	<b>Elections</b>	(Boat Gift and/or
7:00 PM (BYOB)		White Elephant)
Program:TBA		CYC Leschi
Oct. 4 Foulweather Bluff Race	<b>HAPPY THANKSGIVING</b>	Dec. 31-Jan. 1 <b>Elliott Bay</b>
		<b>New Year's Cruise</b>

## CATALINA FUEL TANK—THE AFTERMATH OF THE FOULWEATHER BLUFF RACE

By Tom Madden

“Safely at the dock, I was able to rig a temporary fuel tank using a 5 gallon diesel can and a hose to get us back through the locks and home. I’ll save the story of the plugged fuel line for a future story. What a day!”

And that is how I left us after the last article I wrote. During the time I was out in the bay drifting around, I unhooked the fuel line and tried to suck fuel straight from the tank. No luck! (But boy does that diesel taste good!) I had heard rumors that Catalina had put some sort of strainer on the end of the inlet in the tank, and I was now pretty sure I was not going to be able to get fuel out of the tank for the journey home through the locks.

When I got home, the investigation about what to do began in earnest. I asked several people in the club about the alleged “strainer” on the end of the fuel line, and got responses from “don’t know” to “yes, there is something there.” I called several places around town that specialized in fuel tank cleaning and fuel polishing, and found a place on Lake Union called “Felix Marine” that would do the job for about \$1000 plus parts. I went down and talked to the guy, and basically they cut a hole (or two) in the top of the tank and suck out the fuel then steam clean the inside. Then they install a new set of covers over the holes and you are good to go. They said that they could do the job pretty easily, but that any repairs to the “strainer” on the end of the inlet line would be extra. They also said they needed good access to the tank, so I would have to do a little preparatory work regardless. If you need their services they have a website:

<http://www.felixmarine.net/>

I decided to embark on the task of cleaning the tank and removing/repairing whatever I found myself. First was a stop to the local chandlery for a fluid pump that attaches to a drill motor to remove all 20 gallons of fuel still left in the tank, and to “Home Depot Boating Supply” for several more plastic 5 gallon fuel jugs. Then I climbed into the aft

stateroom to remove the bulkhead cover and figure out how to get the various hoses off the tank. Armed with a box of tools, an electric drill, some hoses, and several 5 gallon jugs, I removed the filler hose to the tank only to find that the fuel level was so high that the diesel would run out if I removed it. I pulled the hose off the vent on the top of the tank, and managed to get the hose from the pump down through there. After the first 5 gallons were pumped, I was able to remove the main filler hose and access the tanks through the 1 ¼” filler neck.

After a couple hours of pumping, I had the tank as empty as I figured I could get it. I removed the rest of the hoses, and discovered the only thing holding the tank in place was gravity and six #10 screws along the front edge of the tank. If any of you plan to take on this little task, be sure to plan on replacing many of the hoses at the same time. After being in place for 20 years, and clamped down with double hose clamps, the only way to get them off was to cut the hose. It’s probably a good idea to replace the hoses after 20 years anyway, although the \$3 per foot cost didn’t make me thrilled about doing a complete replacement.

After finally wrestling the tank out of the boat, I took it down to the fuel polishing place. Although the guy was very nice, he told me he was not into “do-it-yourself-ers”, and that if I left the tank there for a week or so they would clean it and give it back to me, but it would still be about \$1000 plus parts. I told him thanks for his advice, bought a \$25 bottle of fuel additive/conditioner/algaecide from him, and went upon my way.

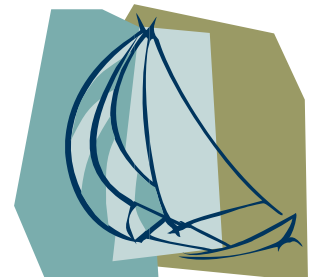
I figured I could cut a hole in the top and steam clean the inside for less than that, so off I went. Back in the garage, I removed the rest of the diesel fuel and cut two 2” diameter holes in the top of the tank with a hole saw. I removed the fuel outlet pipe, and found the fitting, piece of rigid plastic pipe about 8” long, a piece of rubber hose, and the “strainer”. Getting the fitting out through the threaded hole in the top of the tank was a tight fit, as



Here is our hero before the race, smiling and praying for wind!

*Tom  
Madden*

*Is truly a hero—  
He couldn’t find the  
Original story,  
So he stayed up  
All night  
And rewrote it!*



This is what he got...and then he got a clogged fuel filter and couldn’t get home! Here’s the rest of the tale.

### Madden's Fuel Tank Continued from Page 5

the hose was just "clamped" on with a piece of wire wrapped around the hose and twisted tight. The "strainer" was a piece of stainless steel screen, wound up in a roll, and stuffed into the end of the rubber hose. When I pulled the fuel line out, it was pretty black and grungy. I could not even tell there was a piece of screen on the end until I cleaned it up. I looked in the bottom of the fuel tank, and there was about 1/8" of gooey black stuff in the bottom. Obviously when we got tossed around in rough weather, (or knocked down) the goop and grit got stirred up, and eventually it totally plugged off the "screen".

Now that the tank was out of the boat and all the fuel was out of the tank, it was a fairly simple matter to go to the steam cleaner and steam clean all the gunk out of the tank.

I decided to redo the outlet fitting to a larger size while I was at it, and I went back to the store to get the proper pipe fittings. I went to a larger size copper pipe for the intake, and also fabricated new plugs and gaskets for the holes in the top of the tank. I had to figure out a way to install a backer plate in the tank for the machine screws to thread in to, but thanks to my newly acquired metal working skills, I was able to make my own. If you do not have access to a machine shop, the guy at Felix Marine on Lake Union will sell you the covers for about \$125 each

So now it was just a matter of tight welding in the new



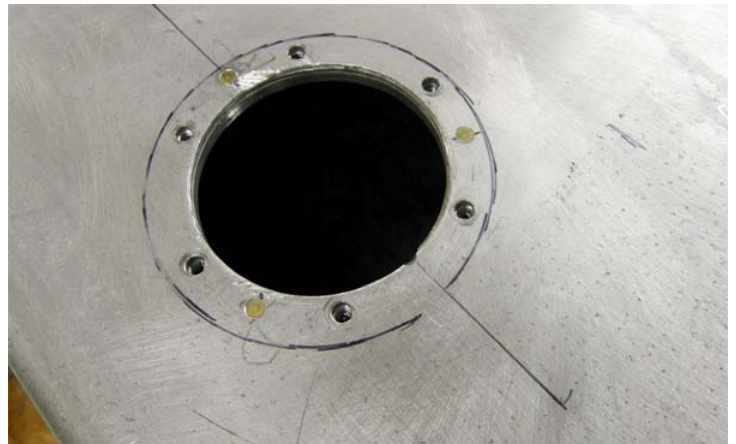
Fuel outlet line as designed by Catalina. Note the screen—rolled up and stuffed into the end of the rubber hose. This is the part that finally plugged and cut off all fuel to the

fitting for the outlet pipe, putting the covers in and putting the tank back in the boat and hooking up the (mostly new) hoses.

I got the tank back into the boat and began the task of reinstalling the hoses. I figured I would take the Dahl filter out and clean it and replace the cartridge while I was at it, but alas, Sea Trek II was not quite done messing with me. I had dealt with that filter before, and I decided to just take thing out of the boat and deal with it in the garage. As I tried to take it apart, the stainless steel cap screws did not want to budge, even with a large allen wrench attached. Finally one of them broke off, and another one

stripped. Off to Fisheries supply for more parts and advice. When I showed up with the filter in hand, the Fisheries "engine systems expert" asked me why I had a filter that was designed for an engine in the 500 HP range! He said that unless I burned at least 10 gallons per hour, that filter would not even work. So, another \$100 for the correct filter (which is much easier to change by the way) and off to put the boat back together. I did install another inline filter between the fuel tank and the Faucet electric pump just so any grit would not plug the little strainer in the bottom of the pump. I figured replacing the \$3 inline filter would be pretty easy, and it is clear so you can easily see if it is getting plugged. I decided to keep the Dahl filter on the pressure side of the pump like Catalina had it designed, even though that is not how Dahl recommends plumbing it. After talking with several members of our club, I decided that the easy priming and bleeding of the fuel system was worth while, particularly with the extra in-line filter installed. The down side to this plumbing scheme is that if the filter leaks or you do not properly tighten the water drain in the sump of the filter, you could pump diesel into your bilge without knowing it.

So, after refilling the fuel tank, replacing all the filters in the boat, (and changing the engine oil just for fun), I turned on the ignition, listened to the fuel pump as it pumped air and then fuel through each of the filters, past the on-engine filter, through the injectors and bypass valve and back into the tank. Wow! I think it's going to work - and no leaks! Close the injector bypass valve, take a deep breath, 30 seconds on the glow plugs, and hit the started button. A couple cranks, and the engine stirs to life! Another quick check for leaks and all is well. Now to put all the covers back on, reinstall the cushions, remove all the tools, clean everything up, and we will be ready to race again.



Here is the new access hole with threaded ring and the new aluminum cover and gasket which screws into threaded holes. I installed two of these in the tank, one on each side of the internal baffle. There is a cork/rubber gasket between the solid aluminum cover and the tank.

Look out world, here we come!