

CAPS

The All Catalina Association of Puget Sound



- Bell Street is still an attraction by land or by sea
- Chinook crew pulls its weight — in prop shafts
- George is still reading stuff on the Internet
- J & J take a hike — up hill and off the water

HAVE YOU BEEN TO “THE SECRET COAST”? MAY SPEAKERS WILL MAKE YOU WANT TO!

The May 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.

The program will be given by Jennifer and James Hamilton who have just had published (by Waggoner's) *Cruising the Secret Coast: Unexplored Anchorages*

on British Columbia's Inside Passage. Attractions include sea caves, sandy beaches, hot springs, sea otters, archipelagos, quirky settlements, grand scenery and countless sheltered anchorages. Maybe this will lure you north! Your boat could make this passage easily.

We'll see you at the meeting!

PORT TOWNSEND HERE WE COME — AGAIN! CRUISE UP THE SOUND MAKES MEMORIAL DAY

The traditional May Cruise to Port Townsend will take you into the summer boating season. Memorial Day weekend, May 23-26, is long enough to give you enough time to get there, have fun in the old Victorian town that is the “entrance” to Puget Sound, and sail back. We'll meet in the Boat Haven Marina. Call them on the VHF or at (360) 385-0656 when you get there to get a slip assignment.

Friday night it's a free-for-all as to what and where you eat, but Saturday the Pot Luck's at 4 PM — look for the big burgee, although Nancy McKenzie may have gotten a room for the party. You'll find out from the host boat where they've decided to eat dinner.

This is a chance to take advantage of a big tourist town — hope to see you there.

NOT ONLY DID WE STUFF OURSELVES, WE STUFFED IN A LOT OF BOATS AT THE BELL STREET MARINA!

By Gary Wilson, Cruise Chair

In spite of the weather we pulled this cruise off. Everyone seemed to have a different version depending on where they came from. We had 25 knots southerly on Lake Washington, which turned into 25 knots northerly when we cleared the locks, which resulted in a nice sail run to the marina. We had snow, rain, calm, wind, and sun alternating throughout the weekend.

Friday brought out George Fogg & Linda Loux, Paul & Carol McManus, Dick & Peg Eagle, Mike & Marilyn Parker, Gary & Sheri Wilson, plus Kjell Lyson, CAPS member and salesman for Admiralty Yachts. Boats at the dock were **Branwen, Sea Sea Rider, Aerie, Northern Light, Alo**, and a brand new C320 that Kjell brought for everyone to tour. We all ended up on C dock, along

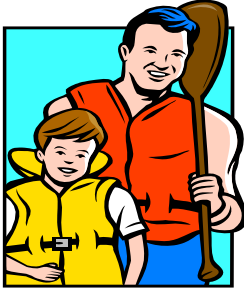
Bell Street Cruise continued on Page 5

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COMMODORE'S CORNER

By Jim Fielder



Yes, EVERYBODY should have one on!

As I sit down to word process this month's Commodore's Corner, I do so with over-the-counter pain relief on board, my left knee only slightly bent, and a bit of wondering in my head. What if this knee "tweak" had happened on board and suddenly I was the "stationary" captain who could only stand at the wheel? What if I can't even get to the wheel, what if I can't even crawl out of the cabin? I know "what ifs" are questions best left to 4 year olds, however, being your past Safety Focal, "what ifs" to me are better described as the 3 Ps system (we'll get there eventually).

In addition, May 17-23 is going to be North American Safe Boating Awareness Week. So it's time to sit down with your crew/spouse/sig-other/etc. and have a safety meeting.

Okay, you planned a time to meet, now what to discuss. Let's make a short list and discuss it briefly. First topic, basic best practices. Second, communication systems and how to use them. Third, emergency handling of the boat and its tender.

First topic—Basic Best Practices

Wear a Coast Guard Approved Personal Flotation Device (PFD). This means one for each person on board your boat. Current generation auto/ manual inflatable PFDs are comfortable and non-restrictive to wear. In Canada, a PFD is not a PFD unless it is being worn [*Why do they occasionally seem a bit cleverer than us? Ed.*].

Recently **Chinook** had a sticky situation with a sailing dinghy inside the breakwater at Shilshole. A gaff-rigged sailing dinghy was out for a spin (so to speak); they were sailing in our direction. I had slowed down to allow the dinghy to pass in front of **Chinook**; however, when they tacked they sat dead in the water. I changed the course somewhat and sped up to let them pass behind us. As we passed the dinghy, the guy at the tiller was facing backward, not paying any attention to his direction or what was going on around him. He was looking

down at the infant (less than 3 months old) in his arms — oh yeah, and by the way, there was also a dog in the dinghy, and an old orange life vest. The life vest wasn't being worn, not by the guy, the dog, or the infant. Can you spell STUPID? [*Isn't there also a law that says PFDs must be worn by everyone in a dinghy? Duh. Ed.*]

Okay, enough said about PFDs; just have them and wear them when you're boating.

Next, drinking and boating. I don't need to go into this; you know the facts and the law on this, too.

Next, a cared-for vessel and current safety supplies. It's time to make sure your flares, and all of your fire extinguishers are current and not out-dated. Check all your safety equipment and see that it is functional and ready for use at a moment's notice. When was the last time you pulled out your Lifesling and inspected it? [*Is it tied to the boat, and is your hoisting block and tackle handy? Ed.*] Don't forget to repack and re-supply your First Aid Kit with the items that are out-dated or missing because you used them last year.

I mentioned a cared-for vessel; last year the Coast Guard reports that 90% of its calls for assistance were for broken down vessels, with issues that could have been prevented if the boat had been maintained. Every one of these calls took resources and time that could have delayed services and personnel from life-threatening emergencies.

Second Topic—Communications Systems

Communications on the boat, especially in an emergency, are critical. Does your crew know how to use the VHF radio? Little things like knowing which channel to use, low vs. high power switching, your current location, and which radio to use all form the basis for your crew to make an effective communication in an emergency. Most of us use a portable VHF handheld device in the cockpit when calling into a marina or for short range calls. Make sure your crew

This

Is a serious

Message about

The stuff you should

Be doing anyway

All the time!



A handheld radio is only good for short range work—and never as clear as the big one inside!

Commodore's Corner Cont. from Page 2

understands the power limitation of a handheld radio in an emergency. They may have to go below and use the main radio to get clearer and stronger signals.

Aboard the fine ship **Chinook**, our crew has one more barrier to radio communication: our antenna switch. In order to have TV aboard, we have a switch that allows our TV to use our top-of-mast VHF antenna. However, whenever we have been using the TV, we have to remember to return the switch to the VHF position in order to allow the radio transmission to make it past the cockpit.

Some sailors also use FRS (Family Radio Service) band radios for around-the-boat communications. Communications from the bow to the wheel comes to mind as one example. Some people use them when anchoring or doing a stern tie. These little radios are inexpensive and handy for quick communications that can be enhanced to be heard over motor and wind noise.

Third Topic—Emergency handling of the boat or its tender.

Okay, now it's time for the 3 Ps: **Prevent, prepare and practice.** So simple but so frequently the lack of these result in problems on the water and sometimes fatalities.

First, prevent; do everything possible to train and explain how to use the boat and its safety features to all of your crew. Whether novices or frequent sailors, guest or regular crew, make sure your "people" understand how to do the following: use harnesses in rough weather, keep aware of the boom, remember the one hand for the boat and one hand for yourself rule, take sensible precautions.

Second, prepare: wear a PFD (I'm

sounding like a broken record here) and have crew overboard equipment onboard and in place (having a Lifesling neatly packed away in the forward berth is not where it should be when the boat is moving); the same with PFDs — they need to be worn. Who will ever pick up a PFD that is sitting alongside them and put it on when another crewmember suddenly falls on the foredeck and is about to slip between the lifelines? Wear IT!

Third—practice these safety guidelines. Discuss these things with your crew. Whenever you can, actually practice using your equipment. Have you ever pulled out your flare pistol and shown your crew how to load it, how to fire it, and where to point it when you fire it? A simple discussion of not pointing a flare pistol at the sail nor at the rigging may save a deck fire and a secondary and soon to be primary emergency, is easy and well worth the time. Easy reminders of which way to turn the boat if someone suddenly falls overboard can save an individual from being struck by the boat and possible contact with the prop. Try to find a Lifesling Clinic to attend if you have never done so. A skipper on the boat I learned to sail on would toss his cap overboard and walk away from the tiller and shout, "I just fell overboard, please save me!" Obviously, you don't do this in the middle of a race or in the middle of traffic, but you can toss a cushion overboard and step aside and give instructions on how to recover the "victim". If you do such a routine, let the crew know in advance that you just might have something like this up your sleeve. Remember, any practice is better than no practice at all.

Okay, nuff said, now be careful out there!

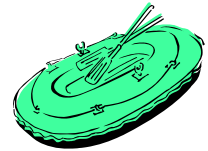
[Yup! Yours truly is always thrilled when verbal diarrhea strikes our Commodore at the same time as she needs to fill up the newsletter. Go, Jim! Ed.]

CHANDLERY DAY SNAFU GETS CLEARED UP!

Fisheries Supply got their signals crossed, and a few CAPS members were told there were no special discounts on April 13, The manager, Stu, has fixed that. **We each get to pick our own Chandlery Day, [One day**

only per member/couple. Ed.] and get the special discounts then. They apologize to those who were disappointed, but it is nice not to have to come in on only one day.

Go for it!



Do you know how to launch this? And who has the right of way — a big boat or the dinghy?

*Somebody find us
A Lifesling clinic!
C'mon, George,
You're the one
Who spends
Time on
Nautical
Things!*



This kind of life jacket works well for kids — especially if it has a "handle" at the top of the collar.

ENCAPSULATED CALENDAR

Subject to change...



Hey, we don't have one of these in the club yet!

Changes for this calendar will show up on the Web At www.capsfleet1.com



Or one of these...but we could attach a mast to one of our dinghies!

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

Bell Street Cruise continued from Page 1

with part of the boat contingent from CATSS.

Friday was a “do your own thing” day with cocktail hour on **Sea Sea Rider**.

Saturday was spent dodging rain showers with periods of sun. During the dry times some of us made our way to the SAM Sculpture Park plus wandered around the waterfront. **Auntie Beryl** showed up on Saturday afternoon with Dan and Laura Clawson.

Saturday evening was more organized with cocktails at 5:00 PM (except John and Sally Hamel tried to get the party going early, so they came about 3:00 PM as walk-ins). The rest of the walk-ins included John & Betty Segerstrom, John & Sally MacDonald, Rich & Debbie Lerz, Gordon Ellis & Cynthia Jones, Dave & Peggy Fend, Ken & Nancy McKenzie, and Roger & Barb Jenkins.

We set a new record for boat stuffing [Different from stuffing boats into a marina!

MAINTENANCE TIPS FROM THE CHINOOK CREW: BOB ROSAIN, BILL DISNEY, BRIAN UMMEL, JIM FIELDER

By Bob Rosain — Chief Maintenance Engineer, Cook, and Bottle Washer

Chinook (our 1999 C36 MKII) gets hauled out every two years for bottom paint and other routine stuff, and this was the year. CSR Marine (Ballard) was the yard of choice this year since we had purchased a gift certificate at the last Northwest Catalina Regatta silent auction (Thank you, CSR, for the donation!). On top of the maintenance list was a cutlass bearing replacement. Although it could have probably gone another two years, we opted to be cautious and replace it. As good as CSR Marine is, their estimate to do the work involved dropping the rudder, pulling the prop shaft, replacing the press-fit bearing and putting it all back together requiring 8 hrs. time at \$75/hr plus parts. We knew there was a better way.

Fortunately, as members of the C36

Ed.], shades of telephone booth and Volkswagen stuffing in college days. Somehow we had 27 people all in our main cabin at the same time, somewhere around 4,500 pounds of people [*That would be over two tons! Ed.*] plus the food. Total attendance was 29 plus 7 boats, with Laura and Dan still missing at the peak stuffing moment!

We booked a cozy dinner for 25 at Anthony’s Bell Street Diner at 7:00 PM (while we, the exclusive Wilsons, had our 40th anniversary dinner upstairs at Anthony’s Pier 66, complete with flowers sent by our daughters. CATSS also had 20 for dinner upstairs at 5:00 PM. [*So we had more people and boats, but they came farther and spent more! Ed.*]

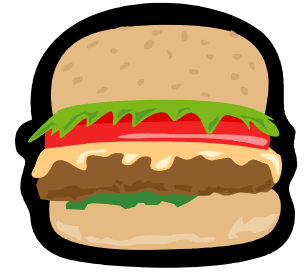
Departure day on Sunday brought sunshine and calm weather for a pleasant trip home.

The way the numbers are jumping up, we should have over 100 by the 4th of July!

[*Thanks, Gary, for another comprehensive and scintillating cruise report. Ed.*]

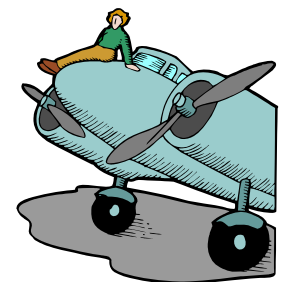
International Association, we were able to reserve the use of their “Cutlass Bearing Removal Tool”, all for the price of shipping from the East Coast. Ironically, the tool is made right here in Lake Stevens (www.strutpro.com). The photos on their website show how relatively easy it is to remove the bearing with this gizmo. Once the bearing is out, and the prop shaft/transmission coupling removed (not an easy job though), there’s sufficient clearance such that the whole prop shaft CAN be removed without dropping the rudder. Installing the new bearing requires reversing the process and was just about as easy. Needless to say, I let CSR know we found an easier solution than what they proposed, and I’m sure there are other yards that use this tool as well.

While we were at it, we replaced the PYI



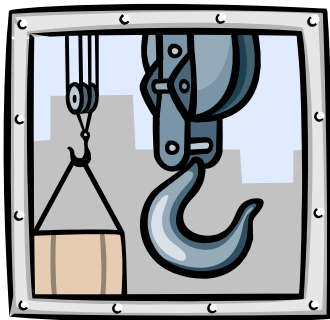
Bell Street dining sure beats Mac's.

*The
Chinook crew
Believes in
Replacing things
Before they're broke
Because it's good
Practice, and there
are four of them!*



It's interesting that clip art thinks that the only things run by props are airplanes...whatever!

Maintenance Continued on Page 6



If you want to get a job done, get a bigger hammer!

*We get
Stuff from
George Fogg
All the time
On the
Googlegroups
Email.
For once
CAPS Eyes
Has an exclusive!*

Maintenance Continued from Page 5

Dripless Shaft Seal bellows, something PYI says you should do every 10 years. This required removing the prop shaft coupling, so it also got cleaned and painted with new set screws installed. The other big addition was a new, 3-bladed, KIWI feathering prop (www.kiwiprop.com). It's made out of Stainless Steel and some high-tech

plastics. Definitely unique, but after lots of research, we think it's pretty good and is about half the price of a Max Prop. So far, we've been pleased with its performance, but we'll learn more as the sailing season rolls on. *[Jaded and Auntie Beryl are using a Flexi-Fold, also much cheaper than the Max Prop, and works well, too. Thanks, Bob, for a, literally, down and dirty article! Ed.]*

REGULATIONS TO CLEAN UP WATER DEFOGGED

By George Fogg

Here are a few snippets from the *BoatUS Magazine* (which some of you may not receive in the mail). I'm not exactly a Jason Blair (NYT) by "stealing" words from others and taking credit, since I'm admitting that I'm using their articles, but I did rearrange the words and added a dash of my own verbiage in these articles. Just in case they may think I violated copyright material — I would never do that. Besides, I'm over 60 *[And then some. Ed.]*; therefore my standard disclaimer is, "I know not what I do." All credit goes to BoatUS.

Clean Boating Act

One of my favorite Democrats, Barbara Boxer (D-CA), Chair of the Senate Environment and Public Works Committee, and Bill Nelson (D-FL) introduced the Clean Boating Act of 2008.

Why do we care? Well, how would you like to be required to get a permit to discharge "any" water overboard on your recreational vessel? Yes, that means your Catalina discharging engine cooling water or your outboard dinghy engine. Also includes deck-runoff and bilge water. I guess if no permit then no-leave-dock would be the rule.

Recreational boats came under the Clean Water Act as of a case initially involving ballast water from large ships in a US District Court ruling in 2006. Let's hope Boxer and Nelson's bill comes through. They have a deadline of September 30th.

Learn to contact your senators at BoatUS.com//gov and ask for their support. <http://www.watertowndailytimes.com/article/20080429/OPINION01/37669849>.

Loran is dead — NOT!

Don't throw away those old Loran Charts. It's back, just when you thought that Loran was going to be history. Apparently, the Department of Homeland Security gave its blessing to let it live on, and even upgrade Loran technology in "eLoran" (little "e" from enhanced). They (DHS) knew that GPS can be knocked out by sun spots (happened last year) and more spot activity is expected through 2011. Even "bad" guys can knock out GPS by jamming according to DHS.

Expect to see receiving units that integrate Loran and GPS. According to BoatUS, there already are a few available; however, I Googled and didn't find any.

www.navcen.uscg.gov/eLoran/overview.htm

SSB HF Weather Broadcast Dead — NOT!

It wasn't that long ago when we heard reports that the US Coast Guard was going to drop SSB Weather Broadcasting. After a public inquiry and learning that there wouldn't be a suitable alternative and boaters' lives would be at risk (I smell lawsuits); so it, too, along with Loran, lives on. I know — who among us uses SSB anyway. Well, I do have friends cruising offshore who will still have the ability to find out about storms coming their way. www.piersystem.com/go/doc/786/191543/



A single side-band radio is a must for offshore cruisers.

CRUISERS AT LARGE: J & J's LAST FLING

By Judy Mork

[Cruisers Judy Mork and Jorgen Colding are finally hanging up their anchor, so-to-speak. They're putting their Norseman 447 on a boat to ship it to Seattle, where the plan is to sell it. Does that mean no more stories of shoaling rivers and indigenous peoples? We'll only have to wait and see, but Yours Truly does know that warmer weather in the winter will draw them back south again, afloat or aground! Ed.]

Wanting to tour some of the country before leaving the boat, and not finding much of interest near our harbor here in Golfito, we set out on an adventure to a little-known indigenous village, sketchily described in our guidebook as featuring handicrafts and being "a short distance on a rough track" from the highway.

Spotting the only intersection for miles in the mountainous interior, we got off the bus where a small handpainted sign pointed upwards toward the village of Boruco. The sign also had, added in small letters in the corner, "UNESCO". The guidebook had a symbol for archaeological site there, as well, but did not describe it. This certainly was the recipe for an interesting excursion!

We didn't know how we'd get up the road, but figured we could walk "a short distance." The sign, however, said 8 KM — not short to me, especially considering the steep unrelieved incline. We'd look for a taxi, or hitch a ride...surely a car will come along before long. But no. Nothing moving except the wind in the trees. So walk we did, huffing and panting in the baking midday sun and hoping some kind of vehicle would come along.

Eventually we hailed a truck descending the mountain and convinced him, offering to pay, to turn around and take us to the village. What a spectacular ride: the single track road snaked along a ridgetop that fell off steeply on both sides (fortunately we didn't meet any oncoming traffic). Vast panoramas of the distant mountainous

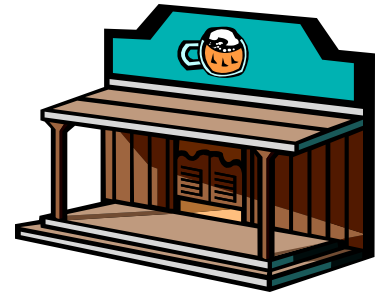
cloudforests spread out in the distance as we left the river valley far below.

Surely an Indian village this isolated must be very authentic and untainted by outside influences. This adventure looked promising.

We were deposited at the top in front of the town bar. Inside, a large flatscreen TV was playing music videos for the two patrons. Looking for authentic Indian culture, we next searched out the 'museum' — actually a shop offering the hand carved and painted masks created by the Bruco people for a traditional celebration to commemorate their victory over the Spanish conquistadores; theirs was the only unconquered area in all of what is now Costa Rica. Other than the masks and some weaving for sale, there was nothing about culture or history in the museum. Outside the museum there was nothing to indicate it was an indigenous village — no traditional dress or houses. No hammocks strung outside. No open cooking fires, as we have seen in so many other Indian villages in nearby Panama. The houses were all plain concrete dwellings. Only one horse was seen; they seem to have been replaced by motorcycles and off-road vehicles. In fact, only a handful of the people appeared to be Indian, most looking like the typical central American mixture of races.

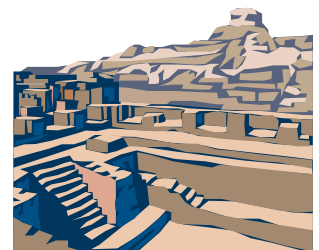
It must be said that the setting was — or could have been — lovely...were it not for the rather unappealing houses obscuring the beauty. The village is nestled in a high lush valley with a clear stream and waterfall and dominated by a very steep high peak.

Asking about the archeological site, we received a puzzled blank look at the museum, and were sent down the road to ask someone else, who also was uninformative. Eventually someone speculated that it might refer to the



This is probably a luxury version of the village "social center" they found.

*The
Inveterate
Cruisers
Take
One last
Excursion —
But what they find
Is not what
They were
Looking for.*



It would have been nice to find something — maybe not this elaborate, and definitely not "up there".

Cruisers at Large cont. from Page 7



A short walk? An easy walk? Unh, unh...straight up and a couple of hours hike! And the road was on a ridge. Glad the truck they stopped wasn't too wide!

sacred mountain, where the burial site was of an ancient mythical chieftain or god; it could not be easily visited, though, since it was high up on a vertical bluff and accessible only with ropes, if at all.

The feeling of isolation was beginning to press itself on us again and we wondered if or how we would be able to get back down the mountain before the daily afternoon downpour, and to the highway and bus back. (The dirt road gets very slippery in the rain, our driver has informed us...and there is little room for slipping!) No public transportation went that way. So we began a search for someone to drive us. There were very few cars in town and we must have inquired of the owners of all three or four of them before convincing one of the bar customers to take us. Plenty of room for four people, he assured us. His was an open jeep type of vehicle; he knocked off the dusty spare tire and plopped it in the back for two to sit on. There were no shocks or seat belts, and the door latch rattled, but we were very glad to be on our way down. Rain could already clearly be seen in the distance, but we outran it.

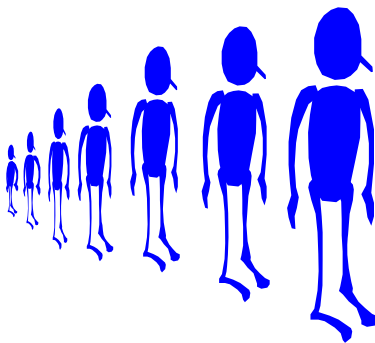
It certainly was an adventure, even if not exactly the type we had anticipated. The

village itself left a feeling a bit sad, dilapidated and forlorn...and I had to think that really, in the end, the Indians perhaps were indeed conquered.

(P.S. Costa Rica has always seemed to me to be much overrated — perhaps due to publicity hype about its natural wonders which has worked to attract tourists, money and development. This was my thought when first cruising along its coast with denuded mountains in the background, and since spending eight cruising seasons in Central American countries and returning here again, and still is. Maybe because of the fact that the indigenous population was essentially annihilated here, the country seems to lack an identity, spirit, distinct culture or music. And the people do not inspire the great warmth that we found in the other countries.)

[And that may be Judy's last dispatch from that area! However, she is thinking about writing an article about giving up cruising, since everyone they have met who is still doing it looks at them as if they have two heads and three eyes! We may never do what they have done, so perhaps we'll be more understanding. Whatever J&J do, we wish them well, and thank them for being so much a part of CAPS Eyes. Ed.]

*Don't
Think we've
Heard the last
From Judy —
But her adventures
Maybe a bit
Calmer!*



And these are the people who put all our ducks in a row.

THE ALL CATALINA ASSOCIATION OF PUGET			
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Measurer	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
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