

# CAPS

*The All Catalina Association of Puget Sound*



- Make sure your anchor is attached to your rode, and the rode to the boat, because the next two cruises are on the hook!
- It's not a foggy day in London town, but we've got the recipe for George's shrooms
- The Northwest Catalina Regatta is upon us — sign up!

## **ANCHORING CLINIC, SAFETY CLINIC, ARE YOU READY TO CRUISE? AND THE NWCR....**

The June meeting is chock full of items that need to be attended to. It will start 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, a short business meeting, will include getting “volunteers” for the various tasks that need to happen to make the Northwest Catalina Regatta (aka Catalina Day) the best ever. The banquet menu has changed to pulled

pork and cole slaw but we'll still need kitchen help, race help, raffle help and just sittin' and knittin' help. Finally, between Jim Fielder and Dan Clawson (and chiming in from any CAPS member who has something to contribute), an anchoring clinic, and a bit of first aid refresher will fill out the evening.

**See you at the meeting on June 13; we'll try to forget it's on a Friday!**

## **MANZANITA ANCHOR OUT IS NEXT, AND THEN THE POULSBO “THIRD OF JULY” GUNKHOLE**

Manzanita Bay is the scene of the now traditional anchor-out cruise where we stay in the same place for the whole weekend. Head under the Agate Pass Bridge (except for those who come from the South) and join the crowd as we tangle anchors in our favorite place that is **not** Poulsbo from June 20-22. Potlucks prevail, and hopefully “anchorman” will be there to straighten us out.

The next “do” will be the Gunkhole cruise which will start by anchoring in Liberty Bay (**near** Poulsbo) on July 3, where we'll be treated to their great fireworks display, and avoid the crush in Seattle the next day. Then on to Manzanita for the next night, ending in Port Madison July 5. From there you have the whole weekend to rest, or go on. Pack a lot of food, and prepare to share!

## **PORT TOWNSEND REIGNS, ONCE MORE! WEATHER “IFFY”, BUT A COUPLA DOZEN MEMBERS SHOW UP!**

**By Barb Jenkins**

What can we say about Port Townsend on Memorial Day Weekend? The weather is sometimes iffy, sometimes not. You never know for sure; this year was a little of both — windy and rainy on Friday, sunny and gorgeous on Saturday and Sunday, cloudy and rainy again on Monday for the trip back home. Enough said about the weather.

**Jolly Roger** arrived at Port Townsend

about 5:30 PM after getting a later than planned start. That pesky weather again. We found Mike and Marilyn Parker on **Northern Light**, Rod Sparks on **Windrunner** and John Segerstrom on **Starbird** already there. John actually came up on Thursday, while the Parkers and Rod came in on Friday afternoon. We waited for Rich Lerz and his fiancé Debbie to arrive, then we went to dinner

**Port Townsend Cruise cont. on Page 5**

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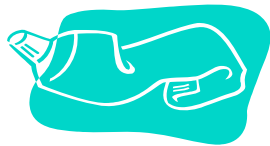
## COMMODORE'S CORNER

By Jim Fielder



Who'd a thunk that that little bottle of sunscreen could expire!

*Fielder*  
*Is always*  
*Full of*  
*surprises!*  
*Just be careful*  
*Out*  
*In the sun.*



A tube of antibiotic ointment may not be any good if you got it a while ago.

Another cruising season is upon us as warm weather approaches [*Perhaps you haven't noticed the temperature outside — those of us with heaters on our boats are increasingly grateful. Ed.*] and the days are growing longer. Hulls have been scrubbed, oil and fuel filters have been changed, electrical systems checked, heads rebuilt and the dinghy is now out of winter storage. All have hopes and plans for a bit of time aboard and away from the daily grind, a little time on the hook and off the grid, a time to relax and unwind. We enter a world that has a different set of rules and a different set of needs. If we were getting a debriefing from him before we cast off our lines and ventured away from our home ports, Sergeant Phil Esterhaus, the desk sergeant on Hill Street Blues, would finish up the debriefing with this admonishment, "Hey, let's be careful out there!"

I agree with Phil, and as your Commodore and past Safety Focal, I need to say it one more time with a bit of a different emphasis, "Hey, let's be prepared and ready for what may befall us on our cruises!"

First, let's look at our First Aid Kits. On the CAPS website, in the Safety Section, is a listing of what would be appropriate in a First Aid Kit for the inside cruiser. It's time to inventory our kits and replace what may have been used last year, and check for outdated items. Most of the bandage items have a "use by" date on them. I'm not sure why they would go out of date or suddenly become un-sterile, however, for some reason they do put a date on them. I'd not jump to replace these unless the packages are opened, soiled or otherwise look funky. Now, that was the bandages; the "time to replace" items are the ones with chemicals or medication. The items like peroxide and the antibiotic creams tend to lose their ability to function as they age. When we use these items, we expect them to work, so replace them.

One of the items listed on this list is sunscreen. Last year an annual purge of

the leftover items aboard **Chinook** revealed 12 tubes/bottles of sunscreen, one dated as far back as 1988. Now, as you find outdated items in your First Aid Kit, please think about the one item that you probably use on a daily basis — sunscreen! The ingredient in sunscreen that makes it work, the sunburn protection factor or SPF, as you will, is an ingredient that does degrade quickly and should be "new" every season. I have firsthand knowledge of several people who have had bad sunburns from old/outdated sunscreen. The is the first thing I run out to replace every season. The FDA does not require sunscreen manufacturers to put a date on their products. One problem is that you may have no idea how old the sunscreen is when you buy it. This year's bargains may be last year's sunscreen, so next season this year's oil will eventually separate, and the protective chemicals will lose their effectiveness against the sun. In addition, outdated sunscreen has been known to cause rashes and other skin irritations. I know we haven't seen the sun but on a couple of days so far, but we need to remember that it usually does shine a bit each year.

Second, take a look at your life vest/personal flotation devices. If you have older devices/non auto or self-inflating devices, it's time to drag them out and give them a visual inspection. Look for worn seams, old crushed foam in the device, evidence of rust or corrosion on the clips or fasteners. Even if you have an extra pack of these as backups, give them a check to make sure you would want them in a backup situation. When the boat is sinking and you open your manufacturer supplied PFD kit and find it is preset to fit an 8 year old, that is no time to try to figure out how to adjust it. Do it now!

Now for those of us who are using inflating vests, auto inflating and non auto-inflating, if you have had your vest for over a year or two and have never fired it while you are wearing it, it's probably a good idea to know how to manually set one off, or to check to see if

**Commodore’s Corner Cont. from Page 2**

your auto-inflating device really works and is assembled properly. If your inflating vest is a manual one, it is the manufacturer’s recommendation that it be inflated at least by blowing it up or by pulling the cord and letting it inflate via the CO<sub>2</sub> cartridge. A manual inflation is a good idea and will save your cartridge; however I’d suggest that you inflate the vest other than by blowing it up yourself. Not only does it take time, but it also exposes the interior to moisture and sets up the chance for mold and mildew. The best bet is to use some kind of low pressure pump to inflate it. This keeps the inside dry and prevents breakdown from mold and mildew. If your vest is an auto-inflator, it is a really good idea to replace the bobbin/pill/aspirin on an annual basis. I have heard stories about individual’s vest going off spontaneously while sitting in a dry place under the dodger. They had kept their vest aboard the boat during the winter and the vest had been exposed to lots of moisture and the bobbin was degraded; the bit of overnight moisture it was exposed to under the

dodger was just enough to put it over the edge and **BAM**, a spontaneous auto-inflation. Solution: first of the season every year replace the bobbin and prevent the waste of a CO<sub>2</sub> cartridge.

Some of the newer devices used on auto-inflator vests have an indicator that lets you know the device is armed and safe to use. However that does not detail the state of the bobbin, only the fact that the device is armed and has a cartridge that has not been spent.

So two items for your attention: review and restock your First Aid Kit, with specific attention to the sunscreen, and check and maintain your PFDs. And, as Sergeant Phil Esterhaus would say, “Hey, let’s be careful out there!”

*[Yours truly remembers a safety night that Jim gave a couple of years ago where we did set off those auto-inflatable PFDs. We found out that most of those tested didn’t work and one was hopelessly tangled up in repacking so couldn’t work! We can’t afford to lose any CAPS members. And as for the sunscreen — - garbage here we come! Ed.]*

**GEORGE FOGG FINALLY COUGHS UP HIS RECIPE FOR FOGGYBOTTOM MARINATED MUSHROOMS**

*OK, I’ve received enough heat from most of the CAPS folk, especially Ms. Barbara Jenkins who threatened to do some gruesome things to me unless I cough up the recipe. Also, I saw Sheri Wilson sharpening a knife at Bell Street Marina; she was looking my way and I don’t think the knife was for chopping veggies — so here it is.*

- 50 “fresh” whole mushrooms (clean and cut off stems, unless you like stems)
- 2 hard-cooked egg yolks (mash them well)
- 2/3 cups of malt vinegar (yes, “malt”)
- 1 cup of vegetable oil
- 4 tsp. chopped parsley
- 2 tsp. Dijon mustard (yes, “Dijon”)
- 1 tablespoons brown sugar
- 1/3 cup of chopped pimento (buy them in the little glass jar)
- Mix together all ingredients except

mushrooms and bring to boil. Add mushrooms and cook 5-6 minutes.

Cover and refrigerate overnight or until “real cold”.

Before serving add:

- 1/2 cup of chopped cilantro
- 5 fresh chopped garlic cloves — the kind that drip when slightly squeezed. (I like to add lots more!)
- salt and pepper to taste.

Done.

*These are very yummy, as you know, but if you substitute red or white vinegar for malt, or yellow mustard for Dijon, or don’t follow the steps, I will not be held liable if they taste bad.*

*We’ll be on vacation for the early July cruises, so someone make them, please, and let me know how they turn out. End of story. George Fogg*



First Aid Kits aren't very pretty, but they are functional — and work better if the stuff in them is up-to-date!

*Once  
A safety  
Focal,  
Always  
A Safety Focal!  
But we’re  
Glad Jim is here  
To remind us!*



The secret is out, and the challenge is in — can you duplicate George’s mushrooms, or is he adding an ingredient that he is keeping to himself?

# ENCAPSULATED CALENDAR

**Subject to change...**



Poulsbo's Third of July is just the right amount of boom boom for us

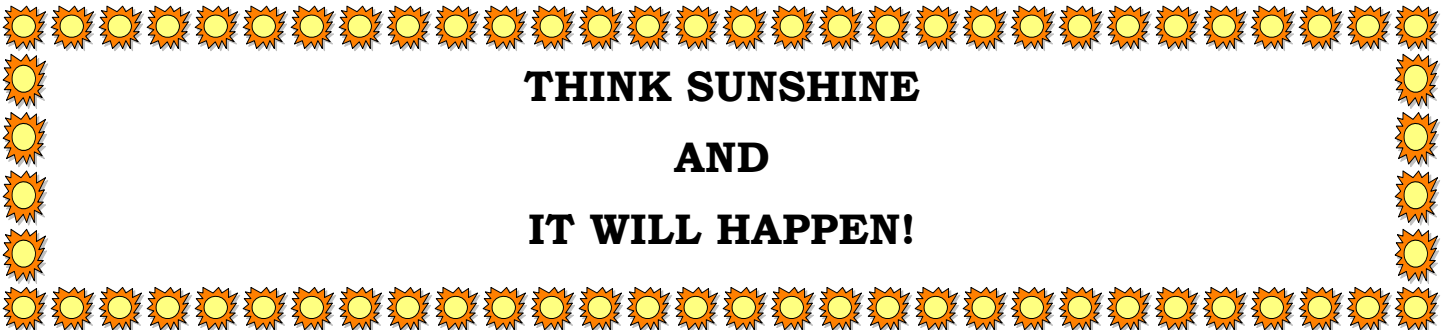
## PUT YOURSELF ON THE GOOGLEGROUPS CRUISING CALENDAR !

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



It's throw-out-the-hook time!

<p><b>JUNE</b></p> <p>Jun. 13 <i>Monthly Meeting</i> 6:30 PM, CYC Leschi \$5/ea. for subs <b>BYOB</b> Program: TBA</p> <p>Jun. 20-22 <b>Manzanita Bay</b> Anchor-out Cruise</p> <p>Jun. 28 Shilshole CYC <b>Northwest Catalina Regatta</b></p>		<p><b>JUNE</b></p>	
		<p><b>JULY</b></p> <p>Jul.3-6 <b>Gunkhole Anchor-out Marathon</b> — Liberty Bay Manzanita, Port Madison, <b>Poulsbo 3rd Fireworks</b></p> <p><b>NO MEETING</b> <b>GONE CRUISING</b></p>	
<p><b>OCTOBER</b></p> <p>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</p>		<p><b>SEPTEMBER</b></p> <p>Aug. 29-Sep. 31 <b>Poulsbo</b> Labor Day Anchor-out Sept. 6 Milltown Fall Regatta Sept. 12 <i>Monthly Meeting</i> 6:30 Sept. 19-21 CAPS &amp; CATTs <b>Catalina Rendezvous at Port Orchard</b></p>	
<p><b>NOVEMBER</b></p> <p>Nov. 14 <i>Monthly Meeting</i> 6:30 Pizza, BYOB CYC Leschi <b>Elections</b></p> <p><b>HAPPY THANKSGIVING</b></p>		<p><b>DECEMBER</b></p> <p>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></p>	



**THINK SUNSHINE  
AND  
IT WILL HAPPEN!**

**Port Townsend Cruise cont. from Page 1**

at T's (formerly Lonnie's). I don't know about anyone else, but my dinner was wonderful. The desserts that the others had looked pretty darn good also.

Saturday brought the Clawsons on **Auntie Beryl** and **Chinook** with a crew of six: Fielders, Disneys and Ummels [*Who was Captain? Ed.*]. The Saturday afternoon Potluck was graciously hosted by Rich and Debbie on their C470 **Sol de Pacifico** [*Practicing for New Year's Eve, Rich? Ed.*]. Bob Armstrong and Joann Curnow joined us by car, as well as the "local" members Robin and Stan Howell [*They live in Chimacum and keep their boat in Port Townsend. Ed.*] Ken and Nancy McKenzie and his dad Cameron drove up for the afternoon, too. The food was fantastic and the company was great. Thanks Rich and Debbie for hosting.

Sunday morning John and Rod took off for a long walk and Roger and Dan went sailing on **Auntie Beryl**. With the boat gone, Laura was out a place to be, so she and I walked to town to shop and have lunch. Just as we were getting back to the marina, George Fogg and Linda Loux were coming in on **Branwen**. We went down to help them at

the fuel dock. Of course, they really don't need help, but I think it is always nice to have a friendly face on the dock to take the lines.

Dan and Laura left for home port soon after Dan and Roger returned from their great sail. They had decided to go with the tide Sunday rather than against it on Monday.

Sunday afternoon the group was getting together at the pub near the marina. In all the years we have been going to Port Townsend, I have never been to the pub, so this was a first. I didn't make a great impression. In trying to get to a chair, I managed to kick the leg of a small table and spill two beers all over Stan and Robin's feet. For that smooth move, I apologize again. Paul and Carol McManus joined us on their way home from Victoria. Paul had been crewing for George and Linda in the Sookesure Race on Saturday, and Carol had been up there "just to go shopping."

When Roger, John and I left on Monday morning, the only boat we saw still there was **Branwen**; guess George was sleeping in. It was a long, wet motor home for the end of a really fun weekend.

As usual, if you didn't come, you missed a good time. [*Thanks, Barb. Ed.*]



Could that be Manressa Castle?

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

<b>THE ALL CATALINA ASSOCIATION OF PUGET SOUND</b>			
<b>Commodore</b>	Jim Fielder	(425) 641-9097	jimfielder@comcast.net
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<b>Treas./Sec.</b>	Nancy McKenzie	(425) 823-2849	ngm@coredesign.com
<b>Newsletter</b>	Sally Hamel	(206) 364-6606	sally_john@comcast.net
<b>Measurer</b>	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
<b>Cruise</b>	Gary Wilson	(425) 241-6957	alo4@aol.com
<b>Webmaster</b>	Dave Fend	(206) 232-2362	dfend@thefends.com
<b>Hospitality</b>	Bob Armstrong	(425) 235-0756	barmstro2@juno.com
<b>Safety Focal</b>	Dick Eagle	(425) 885-2823	dpeagle@earthlink.net
<b>Historian</b>	Rod Sparks	(206) 290-6779	rod@nwsailor.com



Yeah, right! Can you picture your officers sitting around a boardroom table?

**REGISTRATION FORM**  
**Racing /Barbecue**  
**Northwest Catalina Regatta**  
**June 28, 2008**



Skippers' meeting will be held at CYC Shilshole at 9:00 am on Saturday. All skippers must attend. Crew welcome.

**Racing:**

Catalina Model \_\_\_\_\_ Yacht Name: \_\_\_\_\_ Hull Number \_\_\_\_\_

Owner/Skipper's Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Phone Number(s) \_\_\_\_\_

PHRF Rating (if known) First-timers encouraged! \_\_\_\_\_

Need Sail Measurement (call Ken McKenzie (425) 823-2849)

Registration fee: \$25 (before June 21, \$30 after June 21) \$ \_\_\_\_\_

**Barbecue Reservations\*:** Number attending \_\_\_\_ @ \$15.00 each \$ \_\_\_\_\_

Please make check payable to CAPS: Total Amount Enclosed \$ \_\_\_\_\_

Mail to: Nancy McKenzie  
11945 80th Pl. NE  
Kirkland, WA 98034

**\*Sorry, NO REFUNDS because the food will already have been bought based on the number of reservations.**



***32nd Annual  
NORTHWEST  
CATALINA REGATTA***

***June 28, 2008***



**RACING – NO FLYING SAILS**

Pre-registration: Before June 21— \$25  
After June 21 — \$30  
Classes to be determined from registration.

**RAFFLE – Great Prizes**

Major marine store & dealer donors  
Silent Auction on biggie items

**BARBECUE SATURDAY 6 PM**

Pulled Pork, Slaw, Potato Salad & Cake  
only \$15 each

Please join us for the

32nd Annual Northwest Catalina Regatta.

The Regatta provides spirited family-oriented racing for all Catalina Yachts. No fleet or club membership required.

Racing, dinner, awards, program and raffle all on Saturday, June 28.

**RESERVATIONS REQUIRED FOR RACING AND MEALS!**

Headquarters will be at Corinthian Yacht Club,  
Shilshole Bay Marina, Late registration Saturday 8-9:00 am.

***BE THERE!***

