



Catalina Association of Puget Sound Newsletter

April 2009

**Don't forget to pay your
2009 dues!!!!**

Contents

Commodore's Corner	1
April Meeting	2
Upland Cruise Report	2
Kingston Cruise Report	2
Next Cruise: Bell Harbor	3
Smart Safe Sailing With Friends Onboard	4
Dripless Shaft Seal Problems	4
Officers	5
Calendar	5

Whither (whether) Caps Eyes?

By Dan Clawson

After 10 years of soliciting articles, writing, soliciting articles, editing, soliciting articles, and much more our much esteemed editor Sally Hamel is turning in her mouse and keyboard. We all know what an excellent newsletter CAPS Eyes has been. Always informative and entertaining. Thank you Sally. You can never be replaced.



The last 5 years are on the CAPS website archives. Save those pre-2005 paper copies – they're collectors' items now.

Do we need a monthly newsletter, given the instant information on the website? Maybe not, but many of us do like having the information in one place at one time. If CAPS Eyes is to continue, some person or persons need to make a commitment at least to finish out 2009. You don't have to sign up for a whole decade.

Dick Eagle has stepped up and published this April issue. Dick says if he can do it, so can you. No special skills or software needed. He is developing a template that can be used in Word 2000 or later versions. Email it to Dave Fend, who converts it to PDF and voila, a newsletter!

It's not at all necessary to know everybody in the club, to be an experienced sailor, or have special access to information. The various chairs and the commodore each write an article on their activities every month. Every issue has a calendar. Some ideas to fill out the newsletter: recruit members to write articles for a specific month in advance, "interview" members by email or phone for a featured boat every month, recipes, reports from people out cruising. You can be creative and insert sassy editor's notes into the articles like Sally did, and insert art into the margins or body of text. Or just publish what comes in. All you need is some time and energy.

Who will get to run the CAPS Editor flag up their flag halyard? If you are interested in the Editor position, need another burgee, or just want to help, contact Dick Eagle (425) 885-2823 dpeagle@earthlink.net or Dan Clawson (425) 255-1673 clawson28@comcast.net.

In the meanwhile, submit your articles to Dick Eagle. Every member has something unique to contribute, so send it in.

April Meeting By Rich Lerz

The Next meeting will be on April 10th at the Laurel Park Clubhouse. Jim Kitchen from Puget Sound Sail Repair located in Kirkland, will be the guest speaker at our April meeting. Jim is new to the area and looking forward to sharing an extensive background in sail maintenance, repair, and care with the group. Jim's presentation will include a slide show featuring a collection of sail mistakes and mishaps, sail maintenance for cruisers, common practice do's and don'ts, techniques for getting more life out of your sails, proper cleaning and chemical use and storage, and much more.

Upland Cruise Report By Gary Wilson

This cruise was much better attended than last year because the weather cooperated giving us dry roads over the pass rather than snow and poor conditions as in 2008. We stayed at The Inn at Horse Heaven which had a great breakfast layout.

Friday brought out Linda & George (BRANWEN), Roger & Barb (JOLLY ROGER), Mike & Marilyn (NORTHERN LIGHT), and Gary & Sheri (ALO), followed by Rich & Debbie (SOL PACIFICO) arriving Saturday morning. Friday's dinner was at Pizzeria Venti which has a great wine selection and good food, worth a return trip.

We started out the chocolate/wine tasting at Hogue Cellars to pick up our wine glasses and passes for the rest of the tour. We went to four different wineries in Prosser and then split into two groups with Rich, Debbie, Mike, and Marilyn heading down to the Red Mountain Appellation where we were last year, and the rest of us visiting three more wineries after lunch including Airfield Estates, Willow Crest, and Thurston Wolfe. We all decided the wine at Willow Crest was not good.

Our favorite experience was at the Vine Heart Winery owned and run by a charming couple who divided up the work, he makes the wine and she manages their vineyard. Barb tried a special rosé right out of the tank and George sipped a special port out of the barrel. Their red wines were also excellent.

Since Saturday was Valentines Day, we discovered they were having a special dinner with a fixed menu at

the Common Grounds and since it was across the street from the motel, we booked for the group. The food was good and the owners were friendly so we returned for breakfast on Sunday.

Sunday everyone went their own way. We (Gary and Sheri) continued to visit other wineries such as Columbia Crest which is about 35 minutes south of Prosser in the Horse Heaven Hills area. Excellent wines and we ended up joining their reserve wine club plus we bought two cases of their wine.

We stayed over until Monday and as we headed home we stopped at Silver Lake Winery and Tefft Cellars up near Zillah.

Over the three days we went to 13 different wineries and were surprised to discover after unloading the car that we were the proud owners of 7 cases of wine. I guess it's time to build a wine cellar with this starter kit.

I know everyone enjoyed the trip, I know we certainly did and we still are with all the wine in the garage.

Kingston Cruise Report By Linda Loux



First cruise of the season, six boats in attendance; Auntie Beryl, Castlewellan, Branwen, Echo, Sea Sea Rider, Seaquel, plus many who arrived via ferry. Saturday gave us sun, albeit cool, but a great happy hour in the CAPS tradition! Sunday brought winds and a few spots of precipitation. Great to get out on the water and air out those sails.

Friday afternoon, March 20th, there was about 25 knots of wind as BRANWEN left Elliot Bay for CAPS

first aquatic cruise of the year. True to form for this cruise, what had looked to be promising weather deteriorated as the day progressed. Fortunately for us, this was a short trip. As we were leaving the marina, the boat that left just before us was stopped by the Coast Guard, for what we assume was a standard safety inspection. Since it was pretty bouncy out there, we were just glad it wasn't us! After a while, the water quieted down a bit, but there was still a fair amount of wind. Just as we were approaching the Port of Kingston, it started to rain and the wind picked up again. BRANWEN made it to the dock, gladly accepting assistance from two power boaters who took our lines. As it turned out, one of them was my neighbor over 20 years ago when I lived in Everett! About 10 minutes after we got settled in, a pretty long gust of about 35 knots or more came through. Boy, were we glad we didn't have that when we were coming into the dock. It did inspire me to give SEA SEA RIDER a call though, as we were expecting them. They were just under way, so I told them to give us a call when they were close to Kingston, and we would come out to assist with their lines. The rain did stop, but the wind persisted. After SEA SEA RIDER arrived, Carol received a call from AUNTIE BERYL saying they wouldn't make it Friday, but would reevaluate in the morning. I also received a call from Margaret on CASTLEWELLAN indicating they had come to the same decision. Since no other boats were expected, the four of us headed up to the Ale House for a great dinner and called it a night.

Saturday morning brought sunshine and calm water. AUNTIE BERYL arrived early, followed by SEAQUEL, ECHO, and CASTLEWELLAN. It warmed up a bit during the day, but even a slight breeze made it too cool to stay outside very long. Mike and Lynda joined us and those members that chose to sail on the large green boat started arriving. Mike and Marilyn, Gordon and Cynthia, and Barb and Roger made the early trip. They were followed by some members we haven't seen for a while; Rod and Gayle as well as Diane and Jerry arrived. Since it was getting colder, John and Sally graciously welcomed all aboard for our traditional hors d'oeuvres. I think we may have a new record for how many people (24 and one dog) we can get on a 36 foot boat! Eventually 15 of us made it to shore for dinner. While this was our first meal as a group at the Filling Station Pub, I doubt it will be the last. They were very gracious, providing separate checks and delivering wonderful food in a very timely manner.

By the time Hailey and I got back from our Sunday morning walk, boats had already started to leave. Margaret and Jack had to go all the way back to Everett, and I think they were the first to leave. BRANWEN left as soon as the old guy got moving, and

we made it back to Elliott Bay before either the wind or rain got going. It was great getting to see long time friends as well as visiting with our newer members. Thanks to Geary and Lois Long for the great photo montage!

Next Cruise: Bell Harbor

By Gary Wilson

The Bell Harbor Cruise is coming up fast on April 24-26. As a group we have 14 slips booked for the weekend on C dock. To make reservations call Patty at 206-615-3952 as they no longer are using an online reservation system. **The deadline to guarantee a slip is April 10, 2009.** After that the slips will be open to anyone. CATSS is coming too so the sooner the better for reservations.

We will do our usual format with Friday night impromptu with whomever shows up for the evening. Saturday evening will start at 5:00 PM with pot luck hors d'oeuvres on board ALO, maybe we can beat the boat stuffing record of 27 with the help of CATSS. This time we need a picture of the waterline.

Dinner starts at 6:00 PM at Anthony's Pier 66 upstairs. We have a reservation for 50 to accommodate both CAPS and CATSS. This is chance to mix and mingle with our fellow southern sailors. When you arrive please let me know if you will be attending dinner so we can update the count for the restaurant.

This is always our largest drive-in cruise so we hope to see many of you there.

P.S. DON'T FORGET I NEED A CRUISE HOST FOR PT. TOWNSEND IN MAY. IF YOU ARE GOING LET ME KNOW. THANKS.



Bell Harbor 2008

Smart Safe Sailing With Friends Aboard, Part 2 By Dick Eagle

In the first part of this series (last month), we covered a few things that someone (in addition to the only sailor on board) should know how to do even on a pleasant afternoon sail. In the second part let's consider what non-sailors should know on a longer cruise and in rougher weather.

We'll assume that everyone on board knows where the life jackets are, and that one other person (other than the sailor on board) knows how to call the Coast Guard on a cell phone, and how to start the engine and turn the boat into the wind. On a cruise, there's more time on the boat, and therefore more opportunity for bad stuff to happen. So let's add some other things to talk to friends about:

Show everyone where the first aid kit and fire extinguishers are located.

While cruising, we may lose cell phone coverage, so leave the VHF on and tuned to channel 16. Keep a checklist showing how to use the VHF radio, how to issue a Mayday voice call and/or how to use the emergency DSC button. Tape the checklist to the VHF radio.

Point out where the manual bilge pump handle is stored, and where the emergency tiller kit is stored (on a wheel steered boat).

When the wind velocity goes up, and wave height increases, the most important thing to do is make sure the friends and the sailor stay on board. That's easiest to do if everyone can stay in the cockpit. Most newer Catalinas have the majority of control lines led aft to the back of the cabin top so that no one has to go to the mast to lower sails or make adjustments. But, if someone must leave the cockpit, they should be wearing a life jacket and a harness with a tether, and should be clipped onto the boat. Having (and rigging) jacklines fore and aft on both sides of the boat is the best way to stay clipped in and still be able to move around.

And, when it gets really nasty, everyone should know how to deploy the Lifesling, and recover someone in the water. That's what we'll talk about next month, because someone's going overboard.

Potential Problems With a Dripless Shaft Seal By Gary Wilson

Those of you with newer Catalina boats or possible upgrades may have this type of shaft seal made by PSS Shaft Seal in Lynnwood. Catalina has made this standard equipment so it is worth checking out your installation.

We knew we were taking on water in various different running situations because our bilge pump kept coming on pumping out several gallons per hour. The cause was this seal.

When you look at your shaft log area you will see a stainless steel donut/ring on your shaft and aft of that you will see a black bellows with s/s clamps on both ends. The theory is that a high density carbon/graphite flange is clamped into the bellows and bears on the s/s ring preventing the water from coming in the shaft log. The most important part of the installation is the need to compress the bellows about 1" before tightening the set screws in place to attach the s/s ring. There are 2 set screws on the ring to lock it on the shaft plus 2 more set screws on top of the first to lock them in place to prevent them from backing out.

In our case I found that the s/s ring had slipped up the shaft a full 1" up toward the transmission therefore taking all the compression out of the bellows. When the boat went over waves and the hull flexed or the torque changed water came in between the carbon flange and the s/s ring. In fact I just lightly touched the bellows and water sprayed in heavily.

The cause most likely was the original installation. We had both pairs of set screws in place so they were not missing. The most likely explanation is that the first set screws were not tightened enough before they were locked in place. Ours ran OK for eight years before this occurred so it definitely calls for an inspection. The other possibility is that the bellows compression was not adequate. All in all it's a very clever design and works well when installed and maintained properly.

Take a look next time you are on your boat, it could be worth it.

For more info check out www.shaftseal.com.

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<p>APRIL</p> <p>Apr. 4 Sloop Tavern Blakely Rock Race</p> <p>Apr. 10 <i>Monthly Meeting</i> 6:30 PM, Laurel Park Program: Puget Sound Sail Repair \$5/ea. for subs BYOB</p> <p>Apr. 24-25 Bell Harbor Cruise Reservations: 206-615-3952</p>	<p>MAY</p> <p>May 8 <i>Monthly Meeting</i> 6:30 PM, Laurel Park \$5/ea. for subs BYOB</p> <p>May 9 Sloop Tav. Spring Regatta</p> <p>May 22-25 CAPS & CATSS Memorial Day Cruise to Port Townsend</p>	<p>JUNE</p> <p>Jun. 12 <i>Monthly Meeting</i> 6:30 PM, Laurel Park \$5/ea. for subs BYOB</p> <p>Jun. 19-20 Manzanita Bay Anchor-out Cruise</p> <p>Jun. 27 Shilshole CYC Northwest Catalina Regatta</p>
<p>JULY</p> <p>Jul.3-5 Gunkhole Anchor-out Marathon — Liberty Bay Manzanita, Port Madison, <i>Poulsbo 3rd Fireworks</i>NO MEETING GONE CRUISING</p>	<p>AUGUST</p> <p>Aug. 7-9 Everett Cruise Birthday and Crab Feast (If the season is still open) At the guest dock</p>	<p>SEPTEMBER</p> <p>Sep 4-6 Poulsbo Cruise CAPS & CATSS Sept. 11 <i>Monthly Meeting</i> 6:30 Laurel Park</p> <p>Sept. 12 Sloop Tavern Jack & Jill Bremerton</p> <p>Sept. 18-20 CAPS & CATSS Catalina Rendezvous</p>
<p>OCTOBER</p> <p>Oct. 2-3 Brownsville Cruise</p> <p>Oct. 10 <i>Monthly Meeting</i> Saturday Couples' Cook-off Laurel Park Program: TBA</p>	<p>NOVEMBER</p> <p>Nov. 13 <i>Monthly Meeting</i> 6:30 Laurel Park Program: TBA Elections HAPPY THANKSGIVING</p>	<p>DECEMBER</p> <p>Dec. 5 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant) Laurel Park</p> <p>Dec. 31-Jan. 1 Elliott Bay New Year's Cruise</p>