



Catalina Association of Puget Sound Newsletter

April 2011

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Commodore's Corner

By Jack Henderson

The Ghost Ships of "B" Dock

We have all seen them. Forlorn boats large and small sit quietly in their slips. They gradually turn green in the winter and restlessly tug at their mooring lines during the afternoon breezes on sunny summer afternoons. Next to our boat on "B" dock at the Everett Marina, a Cooper pilothouse hasn't moved from the dock at least since the winter of 2006. Every two years someone power washes off the green-turned-black growths. But that is not the real ghost ship on "B" dock. The real ghost ship is a Cape Dory that arrived in 2007 with new rigging, shiny paint, and new sails. Shortly thereafter, someone removed the sails and shrouded the boat with a full canvas cover. And it has remained that way ever since.

Suddenly this all seems familiar. I flash back to 1993 when Margaret and I were looking for our first *big* boat –that is about 30 feet. With our broker, we drove to Rock Hall on Maryland's eastern shore to check out a pristine O'Day 30. As we climbed aboard, the shiny deck and clean cockpit raised our interest. But, when our broker went below, we heard a Rod Serling-like voice "you are entering the Twilight Zone...." An open wine bottle sat on the table; pans sat on the stove; toothpaste and brush lay on the sink in the head; pajamas and a nightgown hung in the lockers. Only the wasp's nests in corners reminded us that the captain and crew had not just ducked away five minutes before.

What had happened to the Cape Dory in Everett or the O'Day in Rock Hall? Did the crew fall overboard? Perhaps pirates captured them and no one paid their ransom. Had a voyage in heavy weather robbed them of their desire to sail again? Some might mention alien abduction. Occasionally, a sailing dinghy visits the

Cape Dory. Does the owner come from afar to pay the fees? Old salts might say the captain is a Silkie who changes from a seal to a man and walks the docks and minds the boat.

The stories of the Cape Dory, the O'Day, and neglected boats in marinas everywhere are probably more mundane. Perhaps the owners of the Cape Dory love it because it will –not today or even this year, but someday -- take them on a dream voyage. New owners sometime may ardently give a neglected craft a second life, but can't find the time to use it. Sadly, some owners of unloved boats may simply have lost interest as other diversions or responsibilities arose, and most sailors don't belong to a group like CAPS that adds social interaction and group cruises to their sailing lives. But most sadly of all, some owners may have been deprived of their strength to maintain and use their craft. To them, their tired boats still stir memories of better times past.

Kingston Cruise

By Margaret Henderson

This is the third year Jack and I have been to the Kingston cruise. Last year was warm and sunny; this year we weren't as lucky, but all who were able to make the trip enjoyed our time together in true CAPS fashion. We were distressed to learn that Rod Sparks (Wind Runner) met with an unfortunate and rather large log upon exiting Everett Marina, eliminating his steerage. Everett seems to be cursed with an unusually large number of logs floating down from the Snohomish River every Spring. Luckily, Vessel Assist got to Wind Runner before the rocks did, delivering Rod to safety, but not entirely happily (more from Rod on that). The rest of our trip to Kingston was uneventful, and we arrived in plenty of time to prepare for happy hour and appetizers on Castlewellan. Joining us were Joe and Evelyn (Echo), Linda and George (Branwen), and Dan and Laura (Auntie Beryl). Lots of food and lots of laughs left us with a sense of well-being for a good night's rest after a day of chilly weather out on the Sound.

Saturday morning brought bright sunshine, and we all took full advantage of the improved weather. Walking, coffee breaks, chatting, and boat watching made the time pass all too quickly. Paul and Carol (Sea Sea Rider) arrived midday, and before we knew it, we were joined late afternoon by Sally and John and Cynthia and Gordon via the ferry. After more appetizers, including Sally's most delicious deviled eggs, we enjoyed a festive dinner at the Filling Station Pub. Sunday morning Joe and Evelyn treated us once again to one of their fabulous breakfasts---bacon, eggs, and great coffee. Joe and Evelyn's breakfasts are always such a treat---thank you Joe and Evelyn!

Although the wind had been strong early in the morning, it seemed to have died down somewhat by noon. So while Carol and Paul and Linda and George were engrossed in the North Carolina-Huskies NCAA game, we other three boats decided to head for home. The seas seemed calm, but what we thought we had seen from the marina must have been a mirage. Jack and I had determined that we should cross over to Edmonds, where it looked flatter, then head north to Everett. In seven words or less, this idea was not a good one. The wind hit 27 knots at times, and the seas were anything but flat, at least until we had Whidbey Island as a buffer from the waves. Four hours later we were finally back in Everett, cold and slightly wet. And, as a final gift from King Neptune, a 30-foot booming log awaited us inside the breakwater. Fortunately we only grazed it sideways, but it was definitely a scary moment. Hopefully Echo and Auntie Beryl had a better trip than ours, but then again, we can all agree that it was Just Another Adventure in Sailing!

First CAPS race of 2011

Meydenbauer Bay Spring Sail

By Tom Madden

Lake Washington, March 26 and 27, 2011

The first Catalina Association of Puget Sound race event was held on March 26 and 27 on Lake Washington between the I-90 and SR 520 bridges. The regatta consists of (planned) 3 races on Saturday, and one race on Sunday – wind permitting. Each race has a time limit of 2 ½ hours on Saturday, and 3 hours on Sunday. The boats were divided into two classes, one for flying sails, and one for no flying sails. 12 boats showed up for the event, and four were members of CAPS. Catalinas were: Alo (Gary Wilson), Spirit Wind (Rod Johnson) Sea Trek II (Tom Madden) and Scotch and Soda (Ken McKenzie). The weather forecast was for rain/showers and winds from 5 to 15 knots. The weatherman got the showers correct, but the wind was much lighter than advertised.

Sea Trek II and crew were on the course at about 9:30, a half hour before the first warning. Wind was light, running between 0 and 2 knots, and the drizzle was cold but fairly light, just enough to need raingear. About 15 minutes before the start, out came the AP flag (postponement) and we just drifted around in the light but cold rain showers and waited for the wind to come up a little. About noon, the wind came up to about 3 knots, and there were little ripples on the water, and the committee boat scurried to get the buoys set for the westerly wind. The course was just a simple start, windward, leeward, finish course, and only a couple miles long. Down came the AP flag, and we got our watches sync'd up and ready for our start. They ran the NFS class first, which included Alo and Spirit Wind. Scotch and Soda was in our class this time, and we started 5 minutes after the others. As our start time approached, the wind continued to build, and was running around 8 knots when we got our start horn. Off to windward we went, with the wind slowly continuing to build. It was only about 15 minutes to the windward mark, and we were now beginning to feather through the puffs as the gusts hit 14 to 16 knots. I had taken the south side of the course, and Ken had tacked over and gone up the north side. I could see that as we approached the windward mark we were going to be close, but if I held my course I could see that I would just get by them and then make the mark and set up for the spinnaker run down wind. As we approached each other, the wind began to die off, and now it was going to be a really close crossing unless the wind held up. It did, and we crossed with a boat length to spare. We tacked and headed for the mark, but the speed loss during our tack put us right on Ken's stern. As we rounded the mark, the wind continued to drop, and as we hoisted the kite, I looked at the anemometer, and it read less than our boat speed. Wow, from over 15 knots to less than 2 in just a minute or so. We were now side by side, but I caught the wind first, and as we crawled down wind, Ken followed all the way, from a couple boat lengths to just a few feet behind. We finally got around the leeward mark, and were pretty much side by side. The wind was very light, but Ken managed to get all his crew onto the leeward side of the boat, and got some good sail shape, and so began to creep away from us on what was gradually turning into a beam reach. I decided we needed to fly the kite again if we were going to have any chance of crossing the line ahead of Ken, so we drug the kite back up and headed for the line. The strategy paid off, and we crossed the line nearly two minutes ahead, but Ken corrected out over us, as we found out at the dinner that night. By the time the last boat finished, it was nearly 2:00, and after a few minutes out came the AP over A flags; signaling the end of racing for the day.



Alo and Spirit Wind heading to windward at the start

Dinner was wonderful, featuring salmon, filet mignon prepared like roast beef, Au gratin potatoes, salad, rolls, asparagus, and dessert. Every table was supplied with two bottles of wine, as well as great company and a lot of discussion around the pictures taken of the racing that day.



Scotch and Soda and *Sea Trek II*, flying their spinnakers for the second time that day as they crossed the finish line.

CAPS results for the first day were:

- 1) Alo
- 2) Scotch and Soda
- 3) Sea Trek II
- 4) Spirit Wind

Sunday brought another copy of the day before; a little wetter maybe, but almost no wind. We headed out to the course, and drifted around for an hour or so, as the rain finally let up a little. We drifted over to one of the other boats, and talked about how much fun we were having as they hoisted members of their crew up in the bosun's chair. Two of the younger members of my crew decided to go up, and that turned out to be the major excitement for the day, save for one of the boats hoisting their spinnaker and motoring backwards to fill the kite.



Day two was a no wind, drift around in the rain for two hours event.

A little after noon, the wind had still not risen over about 2 knots, and out came the AP over A flags. Off we went to the club to either drop off the crew, eat some nice snacks, or in my case head for the locks.

Final results were the same as the first day, so those are the standings after the first of 5 events.

Next up: Blakely Rock Benefit Race on April 2nd. Hopefully we will see more CAPS boats out there, and remember all proceeds go to benefit the Ballard Food bank.

April is Boat Care Month

By Jim Fielder

Okay, not really but I bribed our Commodore and he signed the decree.

Okay, really not really, it's officially National Car Care Month.

However, since I'm your Safety Focal, I hereby state/decreed/suggest April is CAPS Boat Care Month.

With that out of the way, let's go:

Deferred maintenance on our boats can result in much higher costs down the road in addition to putting our crew (families) and us in harm's way.

So here's your list, it's time to take a good look and give the following systems a complete going over.

Ground tackle

Time to run it all out on the dock and inspect it.

Closely examine all connections – line to chain, chain to anchor.
 Has your galvanized chain failed and rusted? – replace it.
 Does your line have fraying and suspicious areas? – replace it.
 Does your chain to anchor connection have a swivel? Lube it with a good saltwater-friendly lube. Do you have seizing wire on your connections? If it's corroded – replace it.
 What's the condition of your anchor? Again, check for rust and corrosion, both can lead to weakening and possible breakage. At the first sign of corrosion or rust it's time to have it regalvanized, not just painted.

Lighting System

Check all your navigational lighting – if you're not sure, check it at night.
 Replace all burned-out bulbs or questionable ones.
 Remember some bulbs are very sensitive to the oil on our skin. If necessary, wear gloves when you change them. The oil on our skin can heat up and cause the bulb to overheat.
 Check all your internal lighting. Replace all burned-out and questionable bulbs.
 Make sure you have spares of each bulb type.
 Portable lighting – flashlights and spotlights; same routine, check and replace.

Water Storage

Empty and replace water in your tanks.
 Check your water tanks for leaks and visually inspect all your tank vents to be sure they are patent. Some folks put a few drops of chlorine in their tanks. Let it sit a couple of days, empty and refill. The chlorine will kill any bacteria in the tanks. Don't forget the empty and refill part, otherwise, you will be using the head frequently.
 Do you have a spare water pump? If not, it's a handy item to keep onboard. It's an easy swap out that's done quickly.

Stoves

Top-off and inspect the fittings on your propane/CNG tank. If you have an electro-magnetic on/off switch, it's time to inspect it to see if it is working properly.
 Your stove – check all your fittings and valves. The majority of stoves have mercury switches that will turn off the flow of propane/CNG should the flame go out. Check their integrity too! If your stove's knobs/valves do not turn easily, it may be time to check with the manufacturer to see if they can be lubed or if they need to be replaced. Failing valves can lead to fires within your stove.

Head and Holding Tank

There is nothing that can ruin your cruise quicker than a failed waste system.
 Is it time for a head rebuild kit? If you haven't spent a bit of quality time with your head in the past year or two, now's the time.
 Even pump-out systems can fail you as can a macerator. Having a spare macerator about can be a vacation saver. While it's not the quick swap-out, they can be changed away from a dock at anchor. I've done it, and it's not pleasant but it is necessary.

Preparing for Visitors Aboard

Whenever we have visitors aboard our boats, we should give them a tour and a few tips how to use our house on the water. Just about everything on board our boats works differently. How they interact with our head, our stove and our water systems may be the difference in a memorable cruise and a lost friendship. So make them a sheet with boat how's, do's and do not's, laminate it and have it at easy access for them. Give them a tour and orientation and show them the sheet. Be sure to cover the "Head" rules, things like - that nothing goes into the toilet that hasn't been eaten or consumed. It's not a disposal system. (Ask me about the Chinook partnership's new record for having hygiene products show up in our macerator... I'm just sayin!)

Cover the rules for using water. Like, it's not an endless product. I remember a story about a kid that took a 30-minute shower that first day out on a cruise. Show them how to turn on the fuel for the stove, how to light it, turn it off, etc. Maybe they will cook on the cruise.

That's enough for now. Get ready to cruise and enjoy the summer

Coming soon. . . Refill that First Aid kit!

CAPS 2011 Calendar

<p>JANUARY</p> <p>Jan. 22 CAPS Awards Banquet</p>	<p>FEBRUARY</p> <p>Feb. 10 <i>Monthly Meeting</i> 6:30 , Laurel Park</p> <p>Feb. 19-20 Victoria BC Clipper Cruise</p> <p>Feb. 26 Meydenbauer YC Winter Regatta</p>	<p>MARCH</p> <p>Mar.10 <i>Monthly Meeting</i> 6:30</p> <p>Mar. 18-20 Kingston Cruise</p> <p>Mar. 26-27 Meydenbauer Y.C. Spring Regatta</p>
<p>APRIL</p> <p>Apr. 14 <i>Monthly Meeting</i> 6:30</p> <p>Apr. 2 Sloop Tavern Blakely Rock Race</p> <p>Apr. 15-17 Tacoma Yacht Club Daffodil Festival</p>	<p>MAY</p> <p>May 12 <i>Monthly Meeting</i> 6:30</p> <p>May 14 Northwest Catalina Regatta</p> <p>May 27-30 Port Townsend Cruise, Mystery Bay Anchor-out</p>	<p>JUNE</p> <p>Jun. 9 <i>Monthly Meeting</i> 6:30</p> <p>Jun.17-19 Manzanita Bay Anchor-out</p>
<p>JULY</p> <p>Jul. 1-4 Poulsbo Fireworks anchor-out</p> <p>No monthly meeting</p>	<p>AUGUST</p> <p>Aug. 5-7 Port Ludlow anchor- out</p> <p>No monthly meeting</p>	<p>SEPTEMBER</p> <p>Sep 2-5 Port Orchard Marina CAPS/CATSS Rendezvous</p> <p>Sept. 8 <i>Monthly Meeting</i> 6:30</p> <p>Sept. 30-Oct. 1 Bell Harbor CAPS/CATSS cruise</p>
<p>OCTOBER</p> <p>Oct. 1 Foul Weather Bluff Race</p> <p>Oct. 13 <i>Monthly Meeting</i> 6:30</p> <p>Oct. 14-16 Brownsville Cruise</p>	<p>NOVEMBER</p> <p>Nov. 10 <i>Monthly Meeting</i> 6:30 Elections</p>	<p>DECEMBER</p> <p>Dec. 10 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)</p>

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