



## Catalina Association of Puget Sound Newsletter

### November 2011

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#### Commodore's Corner

By Jack Henderson

##### Thoughts on the End of the Sailing Season

Margaret and I have been gradually decommissioning our boat for the winter. This year we removed the dodger and bimini to mend and clean the greening canvas. We removed and stored the sails and put up a make-shift cover over the cockpit. As this process stretched out, I would notice other sailors charging off to sea. With some longing to go out at least one more time, I thought that if we kept the sails ready, a nice sailing day might, maybe, could, perchance, possibly come along.

I think my dilemma is that here in the mildish Northwest climate there always seems the option for the terminally sail-struck man (almost certainly a man because the syndrome seldom seems to afflict women) to head out in the rain, fog, wind, snow, sleet and to believe he is having fun.

Back when Margaret and I sailed on Chesapeake Bay, the sailing season ended abruptly. The real threat that the Bay's brackish water would freeze caused almost everyone to have their boat hauled and stored on land until next spring. A few would have air bubblers to prevent or retard freezing, while a more daring few would let their boats freeze in place.

Once the boat was propped up on the hard there was no point longing for a quick sail on a nice day. No more sailing until spring. The end, no more, not a chance, it's over. In the days that followed, the longing diminished and I could turn my free time to hanging out with other forlorn sailors at West Marine in

Annapolis, driving around the boat yards looking for the perfect next boat or pursuing such trivial chores as fixing leaking bathtubs at home.

Come mid-March, we would return to the boat to paint the bottom, wax the topsides and mingle with other sailors eager to launch in April. We also could reflect on how we were *kindly* allowed to pay for the spot on land as well as for the moorage slip that had just emerged from the ice.

But I digress. Looking back at 2011, CAPS got off to a boisterous start at the Kingston cruise, had fine conditions for the Regatta before the weather wizard decided to repeat February weather until the 4<sup>th</sup> of July and the Poulsbo raft-up. July improved and August was perfect. And our autumn has been unusually mild, dry and colorful. Now those of the meteorological persuasion are forewarning us to polish our snow shovels and to lay in the hardtack to prepare for what La Nina will bring. We'll be ready!

## **Changing the Duties of Vice-Commodore and Cruise Director**

### **By Jack Henderson**

From hearing the history of CAPS, many have served and served again. And it appears that the role of the Vice Commodore (Programs) and Cruise Director carry the heaviest workloads in CAPS.

Using the old axiom of "if there is less work to do, I'm here to do it," I propose we have a "program committee" of four or five people who could actively search for and make initial contact with speakers. The V/C would serve as the point person in the committee and follow up with the speakers on schedule, a/v needs, etc.

To aid the Cruise Director, I suggest changing the role of the director slightly to reduce the burden of arranging for and attending all the cruises. The new role for the CD would be to enlist volunteers to host each cruise who will take care of logistics, boat count, etc. The CD's role would be as "coordinator" who would assist the hosts with planning and logistics.

We hope you think seriously about volunteering to become Vice Commodore or Cruise Director. The important position of the CAPS Newsletter also remains open. CAPS will also need volunteers to serve on the program committee and as hosts for 2012 cruises.

Many thanks to Rod Sparks, Nancy McKenzie, Tom Madden, Dave Fend, Jim Fielder, and Sally Hammel for volunteering to serve as officers.

## **November Meeting Program: Circling the Northeastern Pacific with Touch Rain**

Jan and Michael Wilson spent last year circling the northeastern pacific, visiting California, Mexico, Hawaii, Alaska and British Columbia before returning home to Olympia. They will discuss preparations for the voyage, highlights and lowlights, sailing with dogs and tips for a first-time offshore passage.

During the trip, they surfed at speeds up to 13 knots and enjoyed beautiful sunset cruises in their Ericson 38, Touch Rain.. Learn how they dealt with breakdowns, stayed in communication with friends and family, toured various ports and provisioned for 20-day passages. They were also joined in Alaska by CAPS sailors Tom and Jenan Madden.

The presentation will include photos and videos and a generous question and answer period.

## Racing thoughts

By Tom Madden

The other day one of my regular crewmembers asked, "When is our next race?" I had to answer, "We're all done for the year". As I thought for a while, my mind went through the various races, and I considered what I might do next time to fair a little better. As I look over the results from the 24 events I entered this year, I noticed a few things to consider:

- 1) If you don't show up for an event, your chances of finishing in the top three (and therefore earning a trophy) are greatly diminished.
- 2) There are only a few members of this club that do much racing, although I know several members race in local events that are not counted in CAPS.
- 3) The races I remember the most vividly are the events where I knew at least some of the other boats and people.
- 4) The most fun race was the Catalina Day regatta!!! It was the closest competition, and I knew virtually every boat.
- 5) Catalina's may be one of the best boats for the money, but they really are not very competitive in today's market. (Oh well)

I was down at the boat last weekend, and I took the time to look things over, pump out the rain water that had accumulated over the last few weeks from small leaks in the topsides. Now is the time to take the cushions off the boat, put some heat in the cabin, and check all the lines for wear and chafe points. As I looked things over, I noticed new dock lines might be on my Christmas list this year. If I get a decent weather weekend, I might even try re-bedding a chain plate cover or two.

Lastly, elections are coming up at our next meeting. I am willing to continue as CAPS Fleet Measurer, but I do think we need to consider some changes to ease the burden on some of the officers. I think we also need to consider the format and venue of our Catalina Day regatta. I believe Catalina Day is one of the greatest things about being a member of this club, but it is also the event that costs the most, and takes the most planning and effort to put on. I would like to consider whether we should make some changes next year, and in particular whether the Catalina Day regatta should continue in the same format. Of the 5 racing events we scheduled this year, all others were actually sponsored by other yacht clubs, and require far less effort from the CAPS officers.

So I will leave you with some thoughts –

- 1) Should we keep the same number of racing events for the coveted CAPS trophy? (we had 5 events this year)
- 2) Should we consider saving a lot of time and effort and not do the Catalina Day event as "just Catalinas"? (We could just ask one of the local clubs to give us our own starts if we have enough boats)
- 3) Should we do the Catalina Day racing, then just have a party/celebration at a venue of our choice and not do all the begging/collecting of raffle items?
- 4) Should we add some other events to the CAPS races – maybe one in Port Orchard or Edmonds?

I would love to get your thoughts on these or other issues, please feel free to bring them up at our regular meetings, or to any of the CAPS fleet officers.

See you all on November 10<sup>th</sup>. Vote early and often!

## **Smooth Sailing on Blythe Spirit Summer Vacation: Part 3: Ganges (again), Port Browning, & Friday Harbor**

**By Cynthia Jones**

When we woke up to a new day at Portland Island, it was raining. Given the weather, even Gordon decided that it would be nice to be at a dock, so we went back to Ganges for another night. As luck would have it, there was one slip available at our favorite marina and it was the exact same one that we were in exactly one week before. It felt like we were home. We visited the same Tuesday farmer's market that we saw the week before. At the market some local residents playing some vibraphone-looking instruments that sounded like steel drums gave a free concert. We also heard some good bluegrass at a pub next to the liquor store. Near the liquor store was a restaurant that we wanted to try. It is called Bruce's Kitchen. We heard about it on the radio. However, we didn't get to eat there, because it is so popular (and small) that they ran out of food that day and had to close early. We ate dinner at the Treehouse where we chatted with a nice young couple from Seattle, who were exploring the area by kayak.

From Ganges we headed to our final Canadian destination, Port Browning. We got into some heavy current and wind at one point and thought we would have to divert our course. We were cold, tired, wet and hungry when we anchored in the harbor. A couple of years ago, when we were last at Port Browning, the marina was for sale. Since then the lady who owned it sold it to her son. He has been fixing it up. The bathrooms have been renovated and the pub menu is upgraded. The docks are still rickety. Fortunately, there is a decent pub at Port Browning, so we took the dinghy ashore. To my delight, I saw a familiar boat in the marina—it belonged to our Canadian friends, John and Eleanor, who live on Galiano Island. They had been to Cabbage and Tumbo Islands and planned to go on to Russell Island from Port Browning. We all had dinner together and enjoyed reconnecting. While we were talking, I told them about Gordon's encounter with Customs and Border Patrol last year. Later I said that before we get back to the US we need to eat up some potatoes. I joked that if we didn't eat them, I might have to hide them in the laundry bag with Gordon's dirty underwear. Eleanor and her friend, Sue, started giggling. They said it reminded them of a joke that John told them.

Here is John's joke. A guy went to a beach resort and walked around in his swimsuit hoping to attract ladies. Nothing happened. So he went to a swimsuit store and explained his problem to the proprietor. The swimsuit storeowner said, "What you need is a sexier suit". He sold him a Speedo. The guy went back to the beach in his new Speedo and walked around. No ladies paid any attention to him. He went back to the swimsuit store to complain. The proprietor said, "Put a potato in your Speedo, then the ladies will notice you." So the guy followed his directions. He put a potato in his Speedo and walked up and down the beach. Still, the ladies were indifferent. He went back to the swimsuit store and said, "Look, I bought this Speedo and I put a potato in it, but the ladies are ignoring me. This is not working. What do I do?" The swimsuit store proprietor said, "You might try putting the potato in the front."

The weather was pretty lousy the next day. Our friends decided to go back to Galiano. We decided to hunker down for the day and wait for better weather. The next morning, a Friday, we headed for Friday Harbor. The current was with us and we got there in record time. Gordon went to check in at Customs. A few minutes later he came back with an officer. I thought, "Oh no, not again." But, they were chatting and talking. The officer asked me a couple of questions and we were good to go. We settled in a slip and headed for the showers. Then, when we were cleaned

up and ready to explore Friday Harbor, it started raining. We ended up eating on the boat and listening to a free jazz concert in the park in the rain. The morning brought more rain and fog. We walked around Friday Harbor a little while we waited for the fog to lift. Then we headed to Anacortes, where they were having some kind of pirate festival. It was also the opening weekend of crab season. An old-fashioned sailing ship was firing a cannon in the harbor. I could see a line of anchored powerboats, all crabbing around Saddlebag Island. We happily tied up in our slip and headed off to the Rockfish Grill for dinner. A-a-a-h, we made it through another summer cruise.

### CAPS 2011 Calendar

OCTOBER	NOVEMBER	DECEMBER
<b>Oct. 1</b> Foul Weather Bluff Race <b>Oct. 13</b> <i>Monthly Meeting 6:30</i> <b>Oct. 14-16</b> Brownsville Cruise	<b>Nov. 10</b> <i>Monthly Meeting 6:30</i> <b>Elections</b>	<b>Dec. 10</b> Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)

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