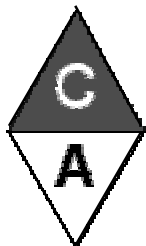


CAPS

The All Catalina Association of Puget Sound

WE KNOW THE SECRET OF WINTER SAILING; LEARN ABOUT CABIN HEAT AT MARCH MEET



- Check out the new Tech Talk Column
- Commodore gets us all thinking about next cruise
- C22 Skipper reminds us why we always carry spare parts

At one time or another each one of us has complained about being cold on Puget Sound, even though it is a year-round sailing venue. Many have already done something about it. For those who haven't figured out how to warm up their boats, or are looking for a better way, **Larry Schildwacher of *Sure Marine* will be the speaker at the March 14 meeting.** He'll be able to tell you about different ways, easier ways, and how expensive it will be to have it warm and cosy down below while someone is freezing his buns out in the cockpit! A race worth winning....

The meeting will be held at the usual time, Friday, 7 PM, at the Leschi CYC facility, on the lakeside level under the Leschi

Grill. We'll still have the liquor license for those who want to bring beer or wine; you can eat beforehand, or have a late supper upstairs in the bar after the meeting. *[The hamburger I had was one of the best I've had in a long time. CAPS members took up five tables after the meeting! Ed.]*

Attendance was really up at the last meeting. Hopefully this trend will continue, because Gordon Ellis, our Vice-Commodore has some bang-up programs ahead.

Remember to send in your annual dues; Carol McManus will be happy to save you a stamp on March 14! **See you there.**

PROSSER CHOCOLATE AND RED WINE WEEKEND PROVIDES FOR ALL INDULGENCES

By Nancy McKenzie

What more can be said? Chocolate and more chocolate...plus the red wine. There were 10 couples attending *[And the two who didn't had excuses from their doctors. Ed.]*, making it a lively group. Besides Ken and Nancy McKenzie (the organizer, thank you, thank you), the Upland Cruisers were Mike and Marilyn Parker, Jerry and Diane Purdy, Carol and Paul McManus, Mike and Lynda McCann, Mark Pywell and Shari Smith *[See inside for her belated Crab Dip recipe. Ed.]*, Roger and Barb Jenkins, Dick and Peg Eagle, Linda Loux and George Fogg and Kelly and Jim Hettinger. Friday night found the group sampling the chocolate and red wine at the grange hall in Prosser. It was a grand af-

fair, though they ran out of chocolate rather quickly – I guess I should have told them that I can never get enough!

Saturday the group enjoyed the continental breakfast at the Best Western (not glamorous, but comfy) and then split up to find their way through the wine country. Getting tipsy at 10 AM is a great way to start off the day. After many (many – many – many) wine tastings, the landlocked sailors wound up back at the hotel to watch the America's Cup Races.

CAPS members found a good restaurant for Saturday dinner and had a great time, then most left early Sunday; however McKenzies, Parkers, Jenkins and Purdys must not have tasted enough on Saturday because they hit a few more wineries first!

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COMMODORE'S CORNER

By Paul McManus



Sure, he remembers all the birthdays and anniversaries and special days — and he is very grateful for Carol.

*Would that
we all were
so conscientious!
Some of us
still need to get
the 2003
tide table
on our
boat!*

Some of you may have heard that I'm a little absent-minded at times. This tendency showed up a couple of weeks ago when I was transferring the cruise dates from CAPS Eyes to our kitchen calendar. Instead of putting the Kingston Cruise on the last weekend in March, I put it on the last weekend in February. Usually Carol would catch a mistake like this but the kitchen calendar is gospel, so the weekend before the supposed cruise Carol started checking the weather forecast for the following weekend.

We were making plans to get my foul weather jacket re-waterproofed. We figured that Linda Loux and George Fogg were still boatless so we thought we would invite them to come with us for the Kingston Cruise. Then we thought John and Luanne Billings might be boatless, also. We can try them if George and Linda can't make it.

Sunday the e-mail went out to Linda and Monday I headed to Allentown, PA, for a meeting. Carol was going to call Billings if Linda and George couldn't make it. On the plane I dutifully checked the *USA Today* weather forecast. It looked hopeful.

Got in to the hotel with just enough time to drop off the bags and meet some people for dinner. During dinner someone who knew I was a sailor asked if I had been doing much sailing. I told them, "not much," but we had a cruise to Kingston this weekend.

When I got back to the hotel I called Carol and found out that neither the Billings nor Linda and George could join us for the Kingston Cruise. After talking to Carol I got the laptop connected so I could check my e-mail and while I was connected I checked Weather.com. Saturday looked good but Friday and Sunday looked a little iffy. The next day the meeting finished about 5:00 PM so my co-workers and I headed to the airport for a 6:30 flight. It had been a hectic day and the rest of the week looked to be the same. I

was looking forward to the Kingston Cruise this weekend.

The plane got in about 10:30 PM so I knew there was little chance that Carol would be awake when I got home. I pulled into the driveway and dragged my suitcase and brief case upstairs. I peeked into the bedroom and sure enough Carol was sound asleep with glasses on and book in hand.

I can never sleep right away when I get home after a trip so I checked e-mail and while I was on the computer checked the weather for the coming weekend cruise. Saturday again looked OK but Friday and Sunday were still iffy. After browsing through the paper for a while, I was finally ready for bed and as I approached the bed on my side I noticed a large piece of yellow notebook paper. It said, "**Paul — The Kingston Cruise is not this weekend — it's March 28th.**"

Apparently Carol got suspicious when she sent Mike McCann, the CAPS Cruise Chair, and e-mail asking if she should send an e-mail to the CAPS e-mail list reminding them about the Kingston Cruise. Mike's response was, "It is over a month away, according to my calculations, but if you want to, OK."

We have since found out Linda knew the correct date for the Kingston Cruise and that is the date she and George had other plans. I still don't know which date Billings can't make. So I hope to see you all at the March 28th Kingston Cruise. Billings may be on our boat or they may not!

*[I resisted changing any of this because I knew all about the mix-up and was so proud that our beloved Commodore could make a **Commodore's Corner** out of it! See how easy that was? We'll be at Kingston as well, but we'll probably stick our heads out the door for the weather report, and say, "What the heck, we said we'd host". Ed.]*

CHANDLERY DAY & NIGHT MARCH 19 AT FISHERIES

This year the special discount applies all day long. Fisheries will stay open an extra hour for us until 7 PM. We will put out hors d'oeuvres at about 5:30. We'll be sharing

the time with CATSS and the T-Birds group. With earlier hours this year some may want to get together for dinner afterwards. **SEE YOU THERE ON Wednesday, March 19.**



Wouldn't it be nice to pick up one of those hand-held do-hickeys?

ANNUAL KINGSTON CRUISE IN MARCH HAS TALL TRADITION TO UPHOLD; BRING ENOUGH WINE!

This article should be prefaced by the statement that last year's Saturday night party in Kingston only ended because none of the boats had any more bottles of wine. It also should be pointed out that the fact that there were 17 on board **Jaded**, a good ole C36, that inspired John and Sally Hamel to buy their new 36 MkII, **Auntie Beryl**. And in addition, Dick and Peg Eagle never would have ended up with their C320, now **Aerie**. Who says it's cold and damp in March?

Cruise Chair, Mike McCann, invites all to come to the guest dock in Kingston, by land

or by sea (how convenient that the ferry is only steps away!) for the 2003 cruise March 28-30. We can't reserve, but it hasn't been a problem in the past. John and Sally will be the hosts for the gathering, with a **pot-luck hors d'oeuvres on Saturday night starting at 5 PM** (which sufficed for dinner last year!). Sometimes that early spring sailing is the most exhilarating, and even if it's wet, it's the principle of the thing. Gets that boat moving in the water again, helps get you out of the doldrums! **Hope you can make it!**



There's the ticket. Somebody should bring a keg, or at least a cask of wine!

MAINSHEET DEADLINE IS APRIL 10; ANYONE WHO HASN'T PAID DUES, WON'T GET NEXT ISSUE

The way we work our deal with **Mainsheet**, the official Catalina magazine which publishes four times a year, is that the name and address of any member of CAPS who has paid the extra \$10 to receive it is emailed to their office on the 10th of April, July, October and January — no exceptions! That means that we have to have your annual dues in and recorded before April 10 so you'll be sure to be on that list.

We are pretty lenient up until April, then the sledge hammer comes down! Please send

your dues to Carol McManus right now, so we don't have to bug you. The forms are on the back of this newsletter, and we need you to be especially careful to **note any changes to your email address** because we do bulk emailings to help you remember special occasions.

If you have any questions, call or email Carol or Sally Hamel (see officer list below). It's still only \$39, or \$29 for associate membership (those without Catalinas, or without Mainsheet), and we really like your company.!

*You
Might
Want to
Check
Out
Our
Web Site
At*

Www.capsfleet1.com

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Paul McManus	(206) 365-7079	pcmcmanus@attbi.com
Vice-Commodore	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
Treasurer	Carol McManus	(206) 365-7079	pcmcmanus@attbi.com
Secretary	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Measurer	Ken McKenzie	(425) 823-2849	mckenzie.k@portseattle.org
Cruise	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
Newsletter	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Hospitality	Steve Malan	(425) 427-4541	smalan2@attbi.com
Safety Focal	Jim Fielder	(425) 641-9097	jimfielder@attbi.com
Historians	Barb Jenkins	(253) 852-5467	No email yet; this year Roger?



Give these people a place to stand and they can move the world!

ENCAPSULATED CALENDAR FOR 2003



If you use this for a dartboard, you could end up in some very cold water!

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



Use this calendar to find your way to fun.

<p>SPRING IS JUST AROUND THE CORNER! SO'S THE GOOD SAILING!</p>		<p style="text-align: center;">MARCH</p> <p>Mar. 14 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker</p> <p>Mar. 15-16 MBYC Regatta</p> <p>Mar. 19 Chandlery Day/Night CAPS, CATSS & T-Birds at Fisheries</p> <p>Mar. 28-30 Kingston Cruise</p>
<p style="text-align: center;">APRIL</p> <p>Apr. 5 Sloop Tavern Blakely Rock Race</p> <p>Apr. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM (Saturday night) Western Theme Potluck</p> <p>Apr. 25-27 Winslow Cruise at dock</p>	<p style="text-align: center;">MAY</p> <p>May 2 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Meeting Share Cruising Plans</p> <p>May 10 Mid-Distance Race #3</p> <p>May 23-26 CAPS & CATSS</p> <p style="text-align: center;">Memorial Day Cruise to Port Townsend</p>	<p style="text-align: center;">JUNE</p> <p>Jun. 6 <i>Monthly Meeting CYC*</i> Leschi, 7:00 PM , BYOB, 7:30 Speaker Share Cruising Plans</p> <p>Jun. 13-15 Manzanita Bay Anchor Out Cruise</p> <p>Jun. 28 Catalina Days –CYC Races, Raffle, Dinner</p>
<p style="text-align: center;">JULY</p> <p>Jul. 14 NO MEETING</p> <p style="text-align: center;">HAPPY CRUISING</p>	<p style="text-align: center;">AUGUST</p> <p>Aug. 1-3 Langley Cruise (Dodge the Bayliners)</p> <p>Aug. 14 <i>Monthly Meeting</i> Thursday evening CAPS Birthday Meeting – Potluck/ Cake – Hamel's</p>	<p style="text-align: center;">SEPTEMBER</p> <p>Aug. 29 – Sep. 1 CAPS & CATSS Poulsbo Cruise</p> <p>Sept. 6 Mid-Distance Race #4</p> <p>Sept. 12 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM</p> <p>Sept. 19-21 CAPS & CATTSS Catalina Rendezvous at Port Orchard</p>
<p style="text-align: center;">OCTOBER</p> <p>Oct. 3-5 Crab Cruise at Everett Guest Dock</p> <p>Oct. 11 <i>Monthly Meeting CYC</i> CYC Leschi, Saturday BYOB, 7:00 PM Boat Cook-off</p>	<p style="text-align: center;">NOVEMBER</p> <p>Nov. 14 <i>Monthly Meeting CYC</i> Leschi, 7:00 PM, BYOB, 7:30 Speaker, Elections</p> <p style="text-align: center;">HAPPY THANKSGIVING</p>	<p style="text-align: center;">DECEMBER</p> <p>Dec. 6 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)</p> <p>Dec. 6 Mid-Distance Race #4</p> <p>Dec. 31-Jan. 1 Elliott Bay New Year's Cruise</p>

CAPS BOOKS SURVIVE AUDIT! ALL OK, IN SPITE OF TREASURER & COMMODORE HANKY PANKY

Nancy McKenzie and Roger Jenkins graciously agreed to abide by the CAPS by-laws and do an audit of CAPS books. This hasn't been done for several years, and since the fact of the matter is that now the treasurer of the past few years and this year's commodore are openly and unashamedly cohabiting, it was decided that to keep everyone on the up and up, an audit was in order.

On February 8th, Roger and Nancy found that the books were in good order. Nancy

MEET HOOKS TECH TALK WRITERS

Invited guests to our February meeting were Glen Cowling and Steve Brown of **Something Special Yacht Services**. They have started their own company after doing most of the work for **Admiralty Yachts** for many years. Many of you may have already met them, or talked with them by phone if you bought a boat through Admiralty. They initially wanted to know about advertising in CAPS Eyes. Of course,

says, "On behalf of the Club, Roger and I would like to thank Carol for doing such a good job as treasurer."

Carol's comment re: the audit was, "I learned a lot and procedures were implemented that heretofore had not been followed, to my knowledge, based on my examination of what had been handed down to me from previous treasurers....We needed it to be done well and correctly."

And there you have it. Aren't we good?

your editor, always looking for something to fill the newsletter, immediately jumped on Cynthia Jones' suggestion that they write a "tech talk" column for CAPS Eyes. It just so happens that Gordon Ellis had a question, and Glen and Steve were ready with the answer, so, without further ado, here's the new column, and we look forward to many more. **Send your questions directly to Something Special, email: yachtriggers@hotmail.com, telephone: Steve Brown, (253) 370-1702 or Glen Cowling, (253) 380-**

TECH TALK FROM SOMETHING SPECIAL

Q: Last year I had my anchor jump out of the bow pulpit holder which created many dents in the hull around the water line. This was during a heavy storm such that I couldn't retrieve the anchor as waves were breaking over the bow. I filled most of the holes with a white gelcoat filler but now I need to match the faded yellow hull color.

A: Gel coat matching and ding repair has always been a "No-win" proposition. If you do a quick and affordable job, it will look fine from the dock but when staring the monster close in the eye, it seems like nothing will ever look right again. While commissioning the boats right from the factory, we would see dozens of these ugly little guys on every boat, but unless the customer was shown, most dings would go unnoticed. The point is that if you get anywhere close to the right color and keep it small it will look great from the dock and no one will notice; just remember one thing...don't tell anyone and don't point it out to your friends and ask them what they think. On older boats this can be made worse by the oxidized gel coat which seems to make the boat look blotchy and

uneven. I think there are two ways to handle this. The first would be to lightly sand and buff the entire area to remove oxidation and bring back its original lustrous color; this can be very labor intensive and depressing when you realize that you now have to do the entire boat! The other way would be to accept the new, whiter, duller look your boat has taken and enjoy it. Do very little sanding – just get out the loose strands of glass and wipe with acetone. Either way you go the next step would be to fill the dings. With a match-n-patch kit from your local retailer it's a breeze. These kits are great for small jobs because the gel coat base is a paste and will stand up on a hull without drooping and is very creamy and non-porous. It is very easy to get the right color; just remember to use very little pigment at a time and try smearing a dab on the spot once in a while to check color. You can also use the pigment tubes supplied in the kit to color the regular gel coat if you have larger areas to repair and a way to spray the product. Just follow the direction supplied and practice; if you don't like the result, just wipe it off with acetone. *[Thanks, boys. 'Til next*



Amazing what a little calculator and a neat checkbook can accomplish.

*We've needed
a Tech Talk
Column
for years.
Where have
you been hiding,
Steve &
Glen?*



A little paint goes a long way.
And squinting improves any
view!

GET YOUR FOULIES OUT! TIME TO RACE!

By Ken McKenzie



Ken's got his eye on another trophy.

The first race of the year is fast approaching! Are you ready? Got those new sails on board? Even if you don't have "racing" sails, your boat can still be competitive. **Scotch & Soda** raced for many years with the original sails from 1987, and still won a few races!

So, anyone who wants to try his hand at racing should be at the Meydenbauer Bay Yacht Club's Spring Regatta March 15th and 16th on Lake Washington for a whole lot of fun. They have cheap drinks in their

bar, dinner on Saturday night in the clubhouse for only \$9.00! The deadline for entry is March 7 for a PHRF rating (call Joe Swallow at 425-455-9962 for more information). Come, participate, have some fun, join us. If you don't want to race your own boat, find someone to crew with. Call me at home if you need more details.

The next race will be April 5th; it's the always fun and exciting Sloop Tavern Blakely Rock Benefit Race. More details in next month's newsletter.

AWARDS BANQUET BUNCH OF BELLY LAUGHS

The Annual Social and Awards Banquet held in January at the Lake Washington Roaster in Kenmore was blessed with some wonderful nominees for the "fun" awards. After the dutiful recognition of officers for the previous year, Rod Sparks, who has had the **Dead Head, Broken Prop and Wrong Way Corrigan Awards** gathering dust in his basement, having deservedly won them in the past, was hard put to choose the new recipients. Of course there were several under-handed emails to let people know of mishaps. For instance we all know that Ken McKenzie went aground during Catalina Days, but who woulda thunk that Nancy (thanks to good-buddy Mike Parker) would be the winner of the **Dead Head Award** because of a close encounter with a rock just

outside Roche Harbor off of Speiden Island. And then there was the truly sneaky and successful nomination by Kelly Hettinger of her very own Honey Buns For the **Broken Prop Award**; Jim ("Mr. Dropsie") actually dropped his Autohelm overboard, and of course will never be allowed to forget!

However, the best is for last, and Skip Meisch nominated himself for the **Wrong Way Corrigan** (complete story to follow). Suffice it to say that he does not follow the careful practices of our Commodore et ux. and check on every last detail before he leaves the dock.

We all had a great time, and look forward to another year of memorable events, although maybe not quite so memorable as these!

Michael Berry has a 1983 C27 OB with a 7.5 Johnson. Total rewiring, 20 A Trucharger and batteries all done 7/99. Four sails, dodger, VHF, depth, speed, new bottom paint '01, Origo alcohol stove, asking \$10,950 (neg.) prtberry@whidbey.com

BAD WEATHER CHECK RIDE

If you want to know if something on your boat is getting ready to fail, take the boat out in bad weather and find out. Stuff is always more likely to happen in severe conditions.

Just a few days after the CAPS Christmas Party, Thursday December 12th, 2002, I thought I would tempt fate by sailing north 28 miles to Oak Harbor to attend another sailing club's Christmas Party. The party was scheduled to begin at 5 PM. I left

Everett at 9:23 AM. That would be plenty of time to sail downwind 28 miles in near GALE force winds. No problem! Just hank on the storm jib, reef the main and enjoy the ride. I'd get there in plenty of time to shower and change clothes.

Well, I still got there in time but I was pretty tired. With boat speeds repeatedly exceeding 6.5 knots, I registered a top speed of 16.8 knots on my GPS *AGAINST* an out-going



So much for the easy downwind run!

BAD WEATHER CHECK RIDE (CONTINUED)

tide. Less than three hours into the trip I felt a cracking feeling in the tiller. I figured the tiller was getting ready to break so I started working a plan to jury rig the tiller (not really a big problem). Less than an hour later the rudder finished its life with **Slow Flight**.

Did you know that a C22 without a rudder is impossible to sail? Trust me, it is! I knew ahead of time that the boat could not be sailed without a rudder because I had tried it before. I have pulled up the rudder and tried steering with sail trim just as I had been told you could do. Yeah, right! Without the rudder to help stabilize it, the boat easily pivots on the keel at the whims of the wind and each passing wave.

At about 16 miles into the trip (just north of Holms Harbor) my rudder snapped off at the lower pintle (snapped off *completely*) and disappeared in the rough sea. I QUICKLY dropped the jib and main and started the outboard. I briefly toyed with the idea of heading back for home and just driving up for the party (almost a two-hour car drive), but I decided that I wouldn't be able to get there in time. Motoring against near gale force wind with only the outboard for steerage is ALMOST impossible. Each wave force the bow hard over faster than my 5 horse outboard could keep it on track. So, I turned the boat back to my original destination, now 12 miles away DOWNWIND. That still wasn't working too well. Each wave that caught the stern slightly askew would tend to turn the boat around until it was abeam to the wind. I was constantly turning 100 degrees or more to starboard then get it straightened out again followed by a turn 100 degrees to port. A small sea anchor might have been nice to drag from the stern (too bad it was in my garage). The boat just doesn't steer well in rough sea and high wind without a rudder. I kept up this zigzag course until I got to the relatively sheltered waters inside Oak Harbor. Avoiding drifting logs and other junk was a real challenge, too. I had to be real careful to not allow the boat to round up into floating debris. A holed hull would have ruined an otherwise great experience.

When I got to Oak Harbor to check the remaining top portion of the rudder, it revealed some rotten wood at the rubber pintle. Water had entered through the bolt holes and rotted the wood. I always keep my rudder in the cabin when I leave the boat after a weekend of sailing. And the

original owner always trailer sailed. So I figured my rudder had a dry core and didn't think to check for a rotten core.

A friend at the Christmas Party invited me over to his garage after the party and we fashioned a temporary rudder out of a piece of fir 2x12. But, I decided not to motor home until the winds subsided below gale force. We expected high winds through the weekend. When my wife picked me up at Oak Harbor, the barometer was reading 29.09 and was still going down. The harbor master said he had rarely seen it that low before. The winds really start increasing when the barometer starts climbing. That's why I decided not to motor home.

Remember...when the going gets rough, the weak parts will break. So be ready to take action. I will now carry a spare rudder onboard if I expect rough conditions or a long trip. I might even add extra offset gudgeons for mounting the spare rudder in case the current gudgeons fail.

Before leaving the dock at Everett I had all hatches and hatch boards in place and well-secured. Plus, I was wearing my life jacket and I was almost always tethered to the boat. I also had a handheld VHF in my foul weather jacket pocket. I felt I was well-prepared to stay out of serious trouble and at no time did I feel I needed to call for help.

One person asked (as I expected), "Gale force winds and you decided to 'sail' 28 miles to a Christmas party???" Don't know what you were thinking."

I was thinking... "Down wind all the way for a change!" My normal trip to Oak Harbor (which I do a lot) seems to always be either against the wind both ways or not enough wind to sail there in a reasonable time. I've been single-handing in gale force a number of times including a 32 mile race against much larger and well-crewed boats (I won). It is the best way to learn how to handle the higher conditions. Sailing down wind in high winds is a LOT easier than sailing up wind in the same conditions. It was really easy until the rudder broke. Then it was just a matter of letting the wind have its way with me. What could be more fun? :-)

C30 TECH TALK ARTICLES AVAILABLE

FREE! Carol McManus has a collection of articles entitled **Tech Talk: A Collection of Owner Modifications, Experiences, Revisions, Maintenance, & Care for Catalina 30 & Other Similar Yachts**, compiled and edited by Richard Dickens, © April 1988. It looks to have come from *Mainsheet* articles and letter. Interested? Contact her at pcmcmanus@attbi.com or 206-365-7079

SHARI SMITH'S HOT CURRIED CRAB DIP

- 1 6 Oz. Can Crab Meat
- 1 8 Oz. Pkg. Cream Cheese
- 1 Tsp. liquid from Crab Meat
- 1 Tsp. lemon juice
- 1 Tsp. Worcestershire Sauce
- 1/4Tsp. Curry Powder

Mix thoroughly and bake 20 min. in shallow dish @ 400°

THE ALL CATALINA ASSOCIATION OF PUGET SOUND

Please fill out this form completely. The data generated will be used to fill the database and to provide you with a roster (in May), newsletter (almost monthly), and Mainsheet (quarterly). Dues for 2003 are \$39/boat/family for voting members and \$29/family for those who do not own Catalina sailboats or owners who receive Mainsheet from another source.

Owner First Name	Owner Last Name		
Significant Other First Name	Significant Other Last Name		
Street Address	City	State/Province	Zip/Postal Code
	Country		
Home Phone	Work Phone/Cell Phone		
FAX	E-Mail		
Boat Name	Catalina Model	Year	Hull Number
Home Port	Slip Number	Call Sign	Radio License Number
Name(s) of any local yacht club(s) you are currently a member of :			

Please return this form to Carol McManus, 20216 41st Place NE, Lake Forest Park, WA 98155, with your check made out to CAPS (you may also buy a CAPS Burgee from her for only \$26) .



CAPS

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