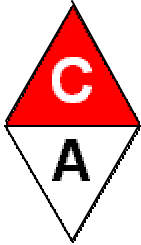


CAPS

The All Catalina Association of Puget Sound

LABOR DAY MEANS POULSBO PARTY AGAIN



- Sea Sea Rider woes continue
- August 6 is a day to remember; wet, wild, woeful, and weird
- Remember the Rendezvous in Port Orchard

The annual CAPS/CATSS Labor Day Weekend Cruise to Poulsbo is on the books again. Seventeen slips have been reserved for Friday, Saturday and Sunday nights, Sept. 17-19; deposits have been made, so let Dick Eagle know if and when you are planning to arrive so a spot is held for you (425) 885-2823 or dpeagle@earthlink.net.

Look for the big burgee to find out who is host — potluck *hors d'oeuvres* will be Saturday late afternoon, and you will want to find out who is doing what and where for dinner while you are there so you can get in on the fun. This may be the last fair weather cruise, so try to make it to the Rendezvous this year.

LANGLEY CRUISE IS A BUST; 3 MAKE IT, 2 FINK OUT, 1 PLAYS BUMPERS, ALL GET WET

This year we did not *all* dodge the Bayliners. One of us actually hit one. Do we get points for being the first to arrive, or do they deduct for being the first to leave? Yes, on Friday Aug. 6 **Auntie Beryl** tried, with Sally Hamel at the helm and John on the bow trying to understand what the dockmaster was trying to do, but she had a bit of a mishap with a Taiwan Trawler and backed out of the marina, never to return. **Aerie** with Dick and Peg Eagle on board was not far behind, but at that point both boats decided to head for Everett because of a **very large, black cloud**. Fortunately, John Hamel got a bead on the buoy at the entrance and set his helm on auto, and Dick Eagle was following him closely, because the cloud opened up and the rain that came down blacked out any visibility for what seemed a lifetime! Actually, it was only 15 or 20 minutes, but we all got drenched. Ruby and Sammy thought we humans were definitely certifiable. However, docking at Everett Marina went without problems, and we really didn't get much rain after that. The downpour was enough to kill the Autohelm for use on Saturday (since dried out), when both boats decided to head for

Shilshole because **Sea Sea Rider** never made it past there in spite of Paul McManus' good intentions, even though Boatless-but-Beloved-Billings had helped him go through the locks [See **Sea Sea Rider's Woes Continue**, page 3. Ed.]

Meanwhile, back at Langley, Dave and Peggy Fend took the ferry and, of course, couldn't find anyone on Saturday. Rod Sparks came over as host on **Wind Runner** and when he couldn't find anybody went back home, and Bob Armstrong launched his new C25 **Good Tide'ngs** and sailed her over as well. No one has reported whether there was any kind of gathering there, but, back in Seattle, those thwarted gathered on **Auntie Beryl**, including John and Luanne Billings, plus John and Sally's friends Jennifer Jacobs and Dean Crothers (who live aboard on G-Dock) to drown their sorrows in something other than rain, and have a good time anyway!

Which just goes to show that a CAPS Cruise can end up anywhere and everywhere, but that doesn't seem to diminish the spirits of those who get there one way or another!

CONTENTS

Commodore's Corner	2
Officer Roster	2
Sea Sea Rider's Woes	3
EnCAPSulated Calendar	4
Catalina Rendezvous	4
C36 Kingston Cruise	5
CAPS Towing Service	6
Birthday Meeting	6
Membership Application	8

COMMODORE'S CORNER

By Gordon Ellis



Maybe Gordon has found a bakery to give the one in Poulsbo a little competition!

Sailing with our loved ones is always the best way to go!

Blythe Spirit is now back at Shilshole Marina after 5 weeks cruising in the San Juans and Gulf Islands. Yours truly had great weeks of sunshine and wind to make the cruises very enjoyable. We were flying the CAPS burgee all the time but did not run into any of our club members until the last day when we were pulling into Langley Marina and being directed by the famous "Ben Reims" [Editor makes no comment.] when Bob Rosain showed up on the dock and kindly assisted in moving a small power boat from the slip we were being directed to for a temporary tie-up. Bob's help was greatly appreciated and it turned out that he was visiting Langley with out-of-town guests by car and just happened to be down on the dock when we were arriving. I hope all the CAPS members were in Desolation Sound and that's why nobody was to be found in the local cruising waters.

I had two separate cruises this year; one with my new bride [Read: Long-Time First Mate! Ed.] followed shortly thereafter by one with my daughter, husband and grandchildren. Each cruise followed a similar path but had several different highlights. I think we found the best bakery in the Gulf Islands at Fulford Harbor. This is close to the Ferry Landing and called the

Morningside Café; they have a very unusual building with a roof that has adjustable louvers. The bread and goodies are made in a wood-fired oven and were delicious.

The Pub Bus is up and running at Montague Harbor, and we enjoyed the ride with Fats Domino music back again. Otter Bay Marina was recommended at North Pender Island and was found to be delightful, with the swimming pool and piano music for the adult swim time (much condo construction was taking place such that this marina charm may change in the future). This year our trip to Ganges on Saltspring included some land time and we visited a farm on the island that had wonderful flower gardens on a smaller scale the Buchardt Gardens but with *dry* stone walls (no cement holding the stones together).

We also found, while changing over crews on **Blythe Spirit**, that Bellingham was a great spot with inexpensive overnight moorage and restaurants close by. The passage from Squalicum Marina to Sucia Island was an easy one-day trip.

Hope you all will share your summer cruise adventures at the next meeting, and let me know if you found any new bakeries that can match the one in Fulford Harbor on Saltspring Island!



Juggling schedules is half the battle for these valiant souls.

THE ALL CATALINA ASSOCIATION OF PUGET SOUND			
Commodore	Gordon Ellis	(425) 885-7462	gfedomino@msn.com
Vice-Commodore	Dick Eagle	(425) 885-2823	dpeagle@earthlink.net
Treasurer	Carol McManus	(206) 365-7079	pc_mcmanus@yahoo.com
Secretary	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Measurer	Ken McKenzie	(425) 823-2849	sodanscots@aol.com
Cruise	Mike McCann	(206) 780-5345	jadedcrew@bainbridge.net
Newsletter	Sally Hamel	(206) 364-6606	sallyjohn@prodigy.net
Hospitality	Paul McManus	(206) 365-7079	pc_mcmanus@yahoo.com
Safety Focal	Jim Fielder	(425) 641-9097	jimfielder@comcast.net
Historian	Barb Jenkins	(253) 852-5467	roger45barb@earthlink.net

SEPTEMBER MEETING SPEAKER PRESIDENT OF SEAVIEW BOATYARDS; TALK ABOUT INS & OUTS

According to Dick Eagle, our gallant Commodore of Vice, **Phil Riise, President of Seaview Boatyards**, will be the speaker at the September meeting. His topic will be "What Works and What's New from a Boatyard's Perspective". Since most of us have been up on his ways at one time or another, you might want to take this opportunity to talk to the "buck-stops-here-guy". He'll begin his talk when socializing and business is out of the way.

The meeting starts at 7 PM, Friday, September 10, with a BYOB Happy Hour at the Leschi facility of Corinthian Yacht Club. It's on the water level, below the newly refurbished Blu-Water Bistro. The business meeting will be short and sweet; you'll get the lowdown on the Poulsbo weekend if you weren't able to be there, and catch up on the antics of your fellow CAPS members during the Happy Hour.

How can you pass this one up?



Those Seaview guys sure are fast at bottom painting!

SEA SEA RIDER WOES CONTINUE

By Carol McManus

You might remember from the summer issue of CAPS Eyes that **Sea Sea Rider** was high and dry in the boatyard receiving routine maintenance after her misadventures with a prematurely failed engine. We were relieved to have our engine problem resolved and eager to get the routine stuff taken care of. So it was with extreme dismay that when Paul went to visit **Sea Sea Rider** while she was on the hard he discovered that the batteries were completely dead. I wondered which "capable" worker had failed to connect her to shore power. Paul sadly replied that she was connected to shore power. The problem turned out to be a failed battery bank, which, of course, means that both banks had to be replaced. (Paul says there is a good reason to replace both when only one is shot and, even though I don't totally understand it, I believe him.) So off we went battery shopping.

Batteries weigh about 2000 pounds (well, maybe only 100) so there was no way we were going to haul them up the rickety ladder and haul the 2 old ones back down while the boat was in the yard. Replacement was going to have to wait until we were back in Everett. Not wanting to rely totally on a starting battery alone, Paul bought a battery charger and set that up, hoping to keep things running so that the engine would start once it was time to leave the yard. And what do you know? It did!

Next stop Everett!!

It was a dark and stormy day. You remember that awful Friday, August 6 [*I'd like to forget it, thanks! Ed.*] when rain came down in buckets. Paul and I call it Oklahoma/Arkansas rain after a horrible downpour we encountered *en route* across the country. We were on I-40, going 70 MPH, unable to see more than 10 feet in front of us and afraid to slow down because no one else had. Every other heavy rain has paled in comparison until that Friday, August 6.

John Billings, bless his heart, had eagerly agreed to accompany Paul through the locks and back up to Everett. To his everlasting credit, he did not bail after seeing the weather that morning. So two very wet but determined sailors left the boatyard, intending to first calibrate the knot meter, then proceed through the locks.

Paul noticed the engine was running a little rough with some vibration. He was attentive but not alarmed. After all, the engine had just been rebuilt and thoroughly tested out and the Autoprop had been balanced during the haulout. He and John calibrated the knot meter, then proceeded through the locks without incident and headed north. They got just past Shilshole when the engine started vibrating worse than it ever had and Paul didn't dare continue another 3 hours to Everett. He limped into Shilshole and docked there.

**You
Might
Want to
Check
Out
Our
Web Site
At
www.capsfleet1.com**



Callee, calloy, she thinks it's fixed!

Sea Sea Rider continued on Page 5



Get out your warm clothes because fall is just around the corner.

Changes for this calendar will show up on the Web At

Www.capsfleet1.com

<h2 style="margin: 0;">EnCAPSulated Calendar</h2> <p style="margin: 0;">subject to revision....</p>		<p style="text-align: center;">SEPTEMBER</p> <p>Sep. 3–6 CAPS & CATSS</p> <p style="text-align: center;">Poulsbo Cruise</p> <p>Sep. 10 <i>Monthly Meeting Leschi</i> 7 PM BYOB – Speaker Phil Riise – Seaview</p> <p>Sep.11 Mid-Distance Race #4</p> <p>Sep. 17-19 CAPS & CATTS Catalina Rendezvous at Port Orchard</p>
<p style="text-align: center;">OCTOBER</p> <p>Oct. 1-3 Crab Cruise at Everett Guest Dock</p> <p>Oct. 8 <i>Monthly Meeting CYC</i> Leschi, Sat. 7:00 PM, BYOB, 7:30 Meeting Speaker</p>	<p style="text-align: center;">NOVEMBER</p> <p>Nov. 12 <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. 11 Annual Christmas Party Potluck and Gift Exchange (Boat Gift and/or White Elephant)</p> <p>Dec. 31-Jan. 1 Elliott Bay New Year's Cruise</p>

CATSS TO HOST CATALINA RENDEZVOUS SEPTEMBER 17-19 AT PORT ORCHARD MARINA

The annual and ever-popular Catalina Rendezvous will be held once again at Port Orchard Marina the weekend of September 17-19. CATSS has traditionally hosted this event which is open to all Catalinas, regardless if they are members of CAPS or CATSS. A section of the Port Orchard Marina has been reserved for our sailboats starting Friday evening.

Saturday will be the day of the official events, beginning with such things as balloon tosses and water tic tac toe, (and if there are any dinghies, there may be races!) and culminating in a potluck dinner either on the dock or over in the picnic area. Bring your

favorite main course, a salad or dessert and plan to accompany dinner with your own favorite beverage.

Sunday morning is the time for the traditional breakfast out in one of the restaurants in Port Orchard. A truly decent "biscuits and gravy" has been known to be eaten there! Port Orchard is a delightful small community, and the marina has been well-updated with showers and restrooms to make it a great destination. If we're lucky, we may get shuttled down to see Paul and Carol McManus' new house!

Join in the fun this autumn weekend. It's a grand way to end the summer.

BIRTHDAY MEETING ATTENDED BY BIRTHDAY BOATERS ET UX.

The August Birthday Meeting was just that; birthday members John Hamel, Carol McManus, Peg Eagle, Peggy Fend and Nancy McKenzie were accompanied by spouses Sally, Paul, Dick, Dave and Ken. Bob Arm-

strong, John and Luanne Billings were the only one without a birthday affiliation, although we didn't ask when Punkins was born! Carb-full cake was enjoyed by even those with South Beach associations!!



Since yours truly has a sushi lunch riding on this, she's probably the only one who hopes the McManus' .3

Sea Sea Rider continued from Page 3

Paul called Gallery Marine to check out the engine. They arrived promptly and determined that the engine was not at fault. The next most likely thing was either a bent shaft or the Autoprop. A diver could come on Saturday for \$450 or on Monday for \$150 to figure out which one it was. We prudently elected to spend the weekend at Shilshole, during which time we replaced the batteries.

Meanwhile Sally and John Hamel on **Auntie Beryl** had had their own misadventures at Langley and returned to Everett, with Dick and Peg Eagle on **Aerie**, reasoning that Langley was way too crowded even for Langley and of course Carol and Paul would be at Everett. (Hah!) Once they were filled in on the latest of our woes, they all decided that maybe they'd just come back to Shilshole the next afternoon (Saturday) and we'd have our own little mini-cruise/potluck that night. That we did, and called up John and Luanne Billings to join us as well as friends of the Hamels. We gained moral support and advice from our friends and laughed at many slightly soiled jokes having to do with unbalanced props and misaligned shafts....

Monday morning the diver found the shaft (on the boat) to be straight, so that left the prop. He replaced the Autoprop with the fixed prop that originally came with the boat.

Then John Billings, bless his heart even more, and John Hamel and a friend of his whom he coerced into going sailing (motoring) instead of working, along with Paul, took **Sea Sea Rider** home to Everett on a glorious, sunny Monday afternoon, August 9, **over 4 months after that fateful April day when the engine failed.**

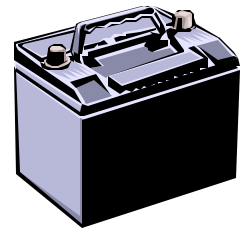
Thinking we were finally home and able to relax, except for the small matter of the Autoprop, we discovered a leak in the holding tank. *[Oh sh....! So to speak. Ed.]* I was ready to sell the boat, but common sense (Paul) prevailed. He simply tightened some hose clamps and all was well.

That afternoon we were off to the prop guy, who sheepishly admitted he forgot to tighten the keepers on the blade bearings (or the whatchamacallits on the hickeydingles if you are technically challenged like me).

It is now August 25 and we are patiently awaiting our Autoprop, which we insisted be sent back to the distributor, who is the expert, for a full inspection before re-installing it.

Who knows what will happen next??? You'll be the first to know.

*[There's a first page article about the Langley Cruise, **Sea Sea Rider's** story, and yet another tale about August 6 by Dick Eagle in this issue. Wonder what the horoscope said about that day? Ed.]*



Definitely weighs at least a ton when you are carrying it up the companionway.

**Will we
have another
installment of the
Sea Sea Rider Saga
in the next issue?
Let's hope not!**

THREE C36s MEET IN KINGSTON; OF COURSE ONE LIVES THERE!

Jaded never left her own dock, but Mike & Lynda McCann joined **Auntie Beryl** with John & Sally Hamel and **Escapade** with Rob & Karen Trahan for the last C36 cruise of the season August 13-15 at the Kingston guest dock. Rob and Karen entertained their son Jeff, daughter-in-law Luiza and grandson Daniel and all shared *hors d'oeuvres* on **Auntie Beryl** on Saturday.

Mike and Lynda were entertaining his sister, brother-in-law, and nephew on their dock. After they left the McCanns had dinner with John and Sally on **Jaded**; Lynda provided some lovely leftovers after feeding their relatives the night before.

It poured overnight! Again....? But at least John had re-bedded the forward hatch so no leaks, but lots of water came down the mast.

Sunday was project day. John and Sally hauled Mike up their mast to replace the aerial for the VHF. Of course, when they tested it they found out it was the coax and not the aerial which was preventing it from sending! But the aerial was cheap as boat gear goes. Mike's project was to install a Balmer alternator and regulator; mission accomplished. Now they're both ready to cruise up to Princess Louisa Inlet on Labor Day (with Dave and Peggy Fend, also), so they'll be giving a miss to Poulsbo.



It's the famous ferry boat clip art but heck, it was Kingston!

CAPS: The Towing Service of Choice for Stranded Powerboats

By Dick Eagle



That cloud was serious.

If you want to hear some more colorful language, get Dick to tell you his version of this story in person!

It was the weekend of the CAPS Langley Cruise. Peg and I had every intention to join the other fleet members at Langley for a funky raft-up in the Langley Marina.

As we approached Sandy Point, we saw **Auntie Beryl** coming toward us. We circled each other and, using low frequency communication technology (commonly referred to as shouting) John and Sally told us that the best we could hope for was tying up five boats out from the dock. Since both **Aerie** and **Auntie Beryl** had 40-pound black and white dogs on board [*Sorry, Ruby's 50+. Ed.*] the idea of negotiating transit for dogs across four other boats didn't seem too promising.

(It should be noted that Bob Armstrong, by boat, and Dave and Peggy Fend, by the Big Boat, did attend the Langley Cruise. It should also be noted that Bob Armstrong's dog, Punkins, can be carried across other boats under one arm. Or even in Bob's pocket... The last time John Hamel and I tried to carry our dogs under one arm, we either fell off the boat or got bitten...)

So, after looking at the weather, **Auntie Beryl** and **Aerie** decided to head for Everett. This was Friday, August the 6th, the day of spectacular thunderstorms.

Halfway between Langley and Everett the storm hit. I'm talking raindrops the size of water balloons. The radar went black from rain returns and everything except white foamy water disappeared from view.

We all did make it to Everett and we all went to bed early. Since we'd heard that **Sea Sea Rider** (on her return from engine replacement and bottom maintenance) had encountered a prop shaft vibration problem and was tied up at Shilshole, we all decided to head back to Shilshole the next day and make it a "Shilshole" Cruise.

We really are getting to the towing story....

Both **Auntie Beryl** and **Aerie** left Everett about noon on Saturday and headed for Shilshole. **Auntie Beryl**, having a much greater water line length than **Aerie**, quickly

disappeared. As **Aerie** was passing Richmond Beach, we saw a 20' powerboat approaching us. As we were about to pass, the powerboat went dead in the water, and the skipper jumped up waving his arms. We slowed and circled.

The powerboat had no VHF or cell phone, and asked us to call the Coast Guard. I asked if there were any life-threatening injuries on his boat. He said no, it was just that he couldn't start his engine. I suggested that, under those circumstances, it was likely the Coast Guard would ask us to call a commercial towing service, and would he like me to do that? "Well," he said, "No, I couldn't afford that."

"Could you tow me to Edmonds?" he asked. "It's just around the corner...." It was three nautical miles around the corner, and we'd be making 3 knots under tow. About an hour's trip. I said, "Sure, I'll tow you to Edmonds."

We took his line. After a quick look at the boat, it was pretty clear we didn't want to exercise any salvage rights.

His line was only 10' feet long. Made it close enough to have a conversation during the trip to Edmonds. As we got under way, he asked about our religious beliefs. Somewhat shocked, I was afraid he'd move on into political and philosophical preferences. I had a feeling we wouldn't be agreeing on much. I got my knife out in case we needed to cut him loose. It didn't get to that; we towed him in to Edmonds and released him so he'd be able to tie up to a dock.

The experience did remind us of some things. (1) Always have a working VHF on your boat. (2) Check your fuel gauge. (3) We are all obliged to render whatever assistance is necessary to another vessel in distress. And (4) Never discuss religion, politics or philosophy with someone who is towing you....

It was a great weekend.



Does **Aerie** look like a tugboat to you?



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

18525 26th Ave. NE