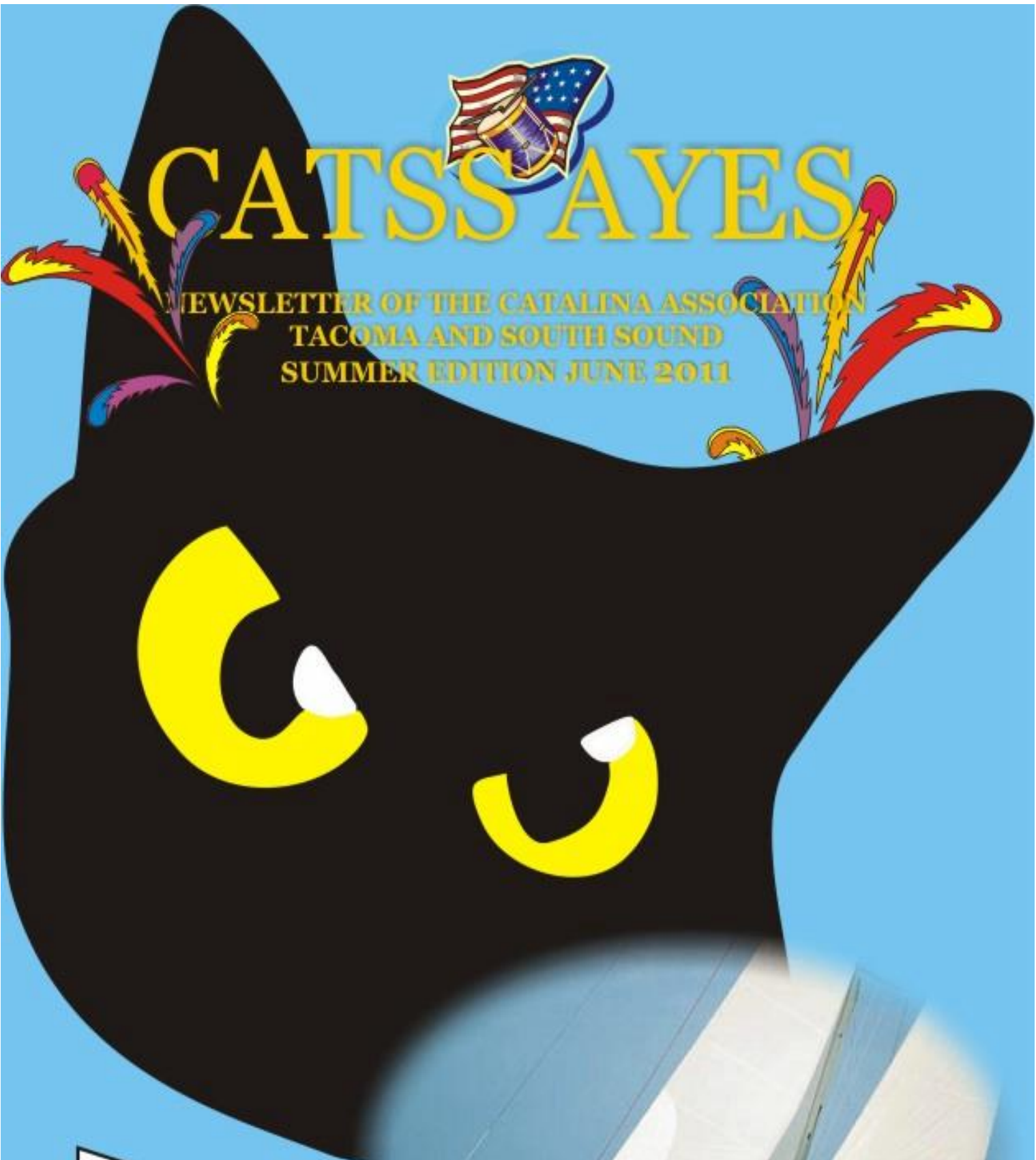




CATSS AYES

NEWSLETTER OF THE CATALINA ASSOCIATION
TACOMA AND SOUTH SOUND
SUMMER EDITION JUNE 2011



A word from your Commodore.
By Lowell Anderson

DeVere reminded me that I needed to get a message in to the CATSS Ayes and I told him I had nothing to say. So when has that stopped me from talking?

Let's begin with the meeting we had last Thursday. I was pleased to see about 20 of you out to just talk about our plans for the coming months. The really neat thing about CATSS is that everyone seems to just like everyone else and find boat talk with each other gratifying. We don't need a program to draw out many of you.

At this point there are five boats signed up to attend the Boston Harbor cruise over the long Memorial Day weekend. Several others will try to make it to the catered dinner on the dock that has been arranged so well by Bob and Candy Turner. If you still think you might enjoy this outing, it is not too late to call Bob and Candy to let them know you plan to attend. They do need your reservation for the dinner as well as docking space. I will miss the dinner due to a quick trip to Yakima to see my grandson win the state AA tennis championship. (Continued on Page9)



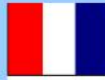
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NEW KILLER WHALE RULES

New rules are in effect regarding vessel traffic in and around killer whales. Vessels cannot approach closer than 200 yards to the whales and are prohibited from intercepting a whale or allowing a boat to be placed into its path. This applies to motor, sail and paddled vessels.

If the whale approaches the boat, as I have experienced, I would assume the best policy would be to maintain course and speed or to possibly stop.

REPORT REMINDER

If you are so unlucky to have a collision while afloat, you are required to file a report with the appropriate agency if the damage exceeds \$2000 or involves an injury. And injury report must be filed within 48 hours and a property damage report must be filed within 10 days.

Gecko's Giggles

By DeVere Lindh

This year and this quarter was the Haul-Out time for Laff'n Gecko. I thought I would relate some of the work that was performed and give some hints on what worked and what didn't. We started with cleaning and polishing the hull. In the past we used a combination cleaner wax and while it produced a reasonable job, the years still showed. This year I researched what others were doing and selected a three-step process consisting of compounding, polishing, and waxing. The attached link gives great tips on buffing and waxing gelcoat: <http://www.anything-sailing.com/showthread.php/4538-Tips-For-Buffing-amp-Waxing-Gelcoat> . The result was a finish restored to almost the original condition so that you could actually see you face in the hull. Gecko is a 34 and it took about 4 hours for each step. That might seem like a long time, but if you remember the weather in April you can see why we were delayed.

The work on the bottom consisted only of some light sanding, as I had removed most of the old bottom paint three years ago. That brings up the subject of bottom paint. I had used Trinidad SR, a hard copper paint by Pettit which contains an anti-slime compound. The stuff works great. I had NO barnacles after three years. The only work during that time was to have a diver replace the shaft zincs. The paint is expensive, about \$260 a gallon on the Internet, but it is worth every penny. Based on this year's result, I think I will have a diver look at it at three years and if no barnacles are in residence, I will hold off for four years. I also painted my prop with zinc transducer paint by Pettit. I think the finish cut down on barnacle growth on the prop. I had also used it at the last haul out.

While I had the boat hauled out I repacked the shaft log using Teflon impregnated flax packing. That stuff works great. I always had some leakage with wax and animal fat impregnated flax packing, but the Teflon impregnated packing runs cool and has almost imperceptible leakage.

I had a marine service company, *Something Special*, check my keel bolts as I had a slight "Catalina Smile" where my keel joins the hull. They explained that Catalina put marine plywood in the hull at this point and if any leakage occurs around the bolts the plywood can rot and the fiberglass can collapse under keel bolt preload. This can cause the keel bolts to become loose. Fortunately I didn't have a problem. The small separation I noted was due to how the boat was blocked while on the hard. That led me to my praise for Glen and Steve at *Something Special*. They were honest with me and didn't suggest costly work I didn't need. I would recommend them to anyone requiring work on their boat. Their phone is 253-380-8032.

The guys from *Something Special* also spotted that my prop was loose. The nut was not tightened sufficiently. Apparently the last time the prop was removed and reinstalled the key had pushed up on the radius at the end of the keyway causing the prop to stop short of seating on the shaft taper. In use, the key slid back into the proper position. This left about 0.0125-inch slop between the prop hub and the retaining nut. The proper way to install the prop is to fit it securely onto the taper and mark the position on the shaft, then insert the key and make sure the prop hub comes to the marked position or slightly past it when the nut is torqued. I was lucky, the play didn't damage the keyway, and it resulted in only some very slight vibration.

DID YOU EVER WISH YOU COULD SEE WHERE THE BIG GUYS ARE?

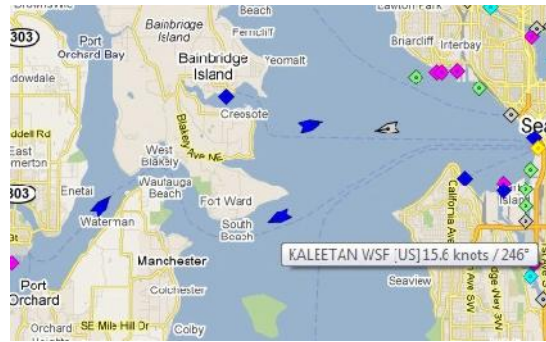
A large commercial vessel suddenly looming up while sailing on Puget Sound and the close-by Canadian waters has on many occasions surprised me. Whether it be a large vessel like the one shown below or one of our Washington Ferries in close quarters such as Rich Passage, I have frequently wished that I could know in advance so I could take preventative steps to achieve as much separation distance as possible.



Using today's technology you can have that wish. You can use radar or call the VTS center on VHF channel 14 to inquire about traffic. These means, however, have limitations in range and require plotting to visualize where the vessel is and just when it will reach your position. A third means is to use the AIS (Automated Identification System) to display positions of all AIS equipped vessels on your boat.

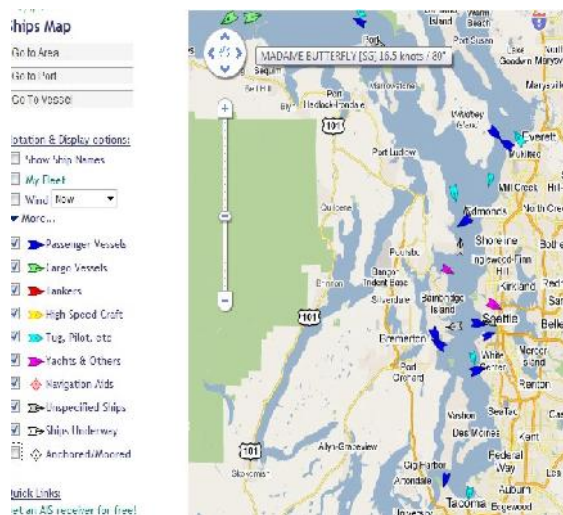
You can accomplish this in two different ways. You can purchase an AIS receiver or transponder and connect it to your chart plotter. The chart plotter will then display the position of all commercial and AIS equipped small craft on the chart. The display will also show the vessel speed, course and destination along with a picture of some of the vessels. If you choose to have a transponder, you will need to get a MMSI number on your ship's radio license.

The second way is by using the web site www.marinetraffic.com/ais. The figure below shows the screen for Puget Sound near Seattle.



The figure shows the various State ferries sailing from Seattle to Bainbridge Island and to Bremerton. The Kaleetan has been highlighted to display the speed and course. The various symbols can be turned off to have less clutter. In the screen shown, anchored vessels and aids to navigation have been left turned on. It is also possible to include wind arrows on the screen. Using a web-based program such as this of course requires having Internet access on the vessel. Various WiMax 4g networks are available in most areas of the Sound where you would be most interested in commercial traffic.

The following figure shows the complete web page with the symbol key.



MAKING A MAYDAY CALL

A lot of mishaps can occur out on the water, most of which are more inconvenient and embarrassing than anything else. But when lives are on the line — your boat is on fire or sinking rapidly with people on board, or someone is in imminent danger of dying without immediate medical assistance — you want every available resource dispatched to your position. A *mayday* call will bring that kind of help. Not only will the U.S. Coast Guard respond, but the Coast Guard may notify state and local search-and-rescue units in your vicinity and ask them to respond as well. The Coast Guard will also transmit an Urgent Marine Information Broadcast over marine-band VHF-FM radio Channel 16, notifying all vessels in the area of your emergency.

A mayday should be transmitted if possible via marine-band VHF-FM radio Channel 16 or 2182 kHz MF/SSB. Emergencies can go from bad to worse in seconds, so try to get as much information across in as little time as possible. International Maritime Organization protocols call for beginning the transmission with the word *mayday* repeated three times, followed by the name and number of your vessel, its position, the nature of the emergency and the number of people on board, their condition and whether they are wearing life jackets. If you have a marine GPS, relate the latitudinal and longitudinal coordinates. If not, state your distance and magnetic or true bearing from the closest navigational landmark. If time allows, you can also relay your departure point, departure time and the speed at which you were traveling. All of these can help rescuers locate you.

Once you've made contact and given your information, Coast Guard Search and Rescue planners will keep you advised of their actions and give you an estimate of when rescue units will arrive. If you have a medical emergency, assign someone to

monitor the radio from the time you make the call until the rescuers are on the scene. The Coast Guard will direct you to the nearest safe haven and advise you of what actions you should take in the interim.

The Rescue Coordination Center or local Coast Guard station may deploy a helicopter, rescue vessel or nearby commercial ship, depending on your location, the local weather, the availability of crew and equipment, and the nature of the emergency.

When the Coast Guard receives your mayday, the mission coordinator will determine your degree of danger by considering several factors:

- The nature of your situation and the gear on board your vessel (e.g., first-aid kit, food, water, life jackets)
- The accuracy of your position, the tide, visibility
- Current and sea conditions, present and forecast weather
- Special considerations (e.g., age/health of those on board)
- Reliability of communications
- The degree of fear in those on board
- The potential for the situation to deteriorate

If a helicopter is dispatched, be sure to secure all loose items on deck, as helicopter rotor wash is powerful, and unsecured items may turn into flying projectiles. Lower and secure any sails, remove any equipment that may snag the line attached to the rescue basket and make sure everyone is wearing a life jacket. The helicopter is likely to approach your boat on the port stern quarter, because it gives the pilot optimal visibility from the cockpit. So unless instructed otherwise, set your course so the wind is 45 degrees off your port bow. Remember, never shine a light or strobe directly toward the helicopter, and never fire flares in its vicinity. Wait for the rescuers to tell you what to do and then do

it. In any emergency situation, listening may be your most important skill.

Recently, the Coast Guard began implementing a new command, control and communications system — Rescue 21 — which is being installed in stages across the U.S. It will vastly improve the Coast Guard’s ability to save lives and property. (For more information, visit uscg.mil/acquisition/rescue21/strategy.asp).

Harnessing global positioning and other advanced communications technologies, this fully integrated system will cover coastlines, navigable rivers and waterways in the continental U.S., Alaska, Hawaii, Guam and Puerto Rico, and help eliminate 88 known radio coverage gaps.

No new equipment is needed for you to benefit from Rescue 21, but you can help improve response time by upgrading to a marine-band VHF-FM radio equipped with digital selective calling (DSC). When properly registered with a Maritime Mobile Service Identity (MMSI) number and interfaced with GPS, the DSC radio signal transmits vital information — vessel name, position, owner/operator’s name and the nature of the distress (if entered) — with one push of a button, and a reply should be received almost immediately.

The US Coast Guard emergency phone number is (305) 535-4472.

CATSS at DAFFODIL

We had a great turnout of people to help with the decoration of our entry into the Daffodil Regatta boat parade, as you will see from the following pictures. We even had one member from CAPS. Unfortunately we weren’t among the top three as picked by the judges this year. The competition was quite a bit tougher. We successfully carried out our design plan, but some of the other boats were more original and unique. Space doesn’t permit

to show all of the entries. The following pictures show our entry and some of the more outstanding ones.



First Problem...No Place to Work



Planning Session



It’s Coming Together

Bob and Barb Buck were our live decorations on the boat and also represented us in the nautical trivia contest. A picture of them in costume is included in the following pictures.



CATSS Entry



Fir Crest YC Entry



Bob and Barb in Costume

CONGRATULATIONS
 Tom and Sandy Brosius have become grandparents of a healthy little girl.

GIG HARBOR RENDEZVOUS

The Gig Harbor Rendezvous held in March at Arabella's Marina was a success. We had more attending by land cruiser than by boat, but that is to be expected so early in the year. We did have five boats in attendance. We had a wonderful Mexican dinner and then found out all about bagpipes from Dave Wilkie. A few pictures of the event are shown below. We also had some terrific sea life photos shared by Lee Artman.



Most Unique Entry



CATSS at Mexican Restaurant



Bagpipe Serenade by Dave Wilkie

SYMPATHY

CATSS would like to express our sympathy to Candy Turner who lost her mother just before the Daffodil Regatta.

BOAT FOR SALE

Bob and Kate Richmond have put their 2004 Catalina 31 up for sale. It hasn't been listed yet. It was hauled and had new bottom paint last year along with a new three blade propeller.

REMINDER

June 16 Membership meeting at **Johnny's Dock** in Tacoma.

2011 CATSS RENEZVOUS SCHEDULE

MONTH	HOST	DATES	LOCATION
JANUARY	Lowell Anderson		Boat Show
FEBRUARY	Jim and Kelly Hettinger	February 18-19	DesMoines wine tasting
MARCH	Lowell Anderson	March 25-27	Arabella's Marina, Gig H
APRIL	DeVere & Billie Lindh	April 14-17	Daffodil @ TYC*
MAY	Bob and Candy Turner	May 27-30	Boston Harbor
JUNE	Bob & Barbara Buck	June 17-19	Filucy Bay
AUGUST	Jim & Marlene Himes	August 12-14	Port Orchard
SEPTEMBER	CAPS/CATSS Joint	September 2-5	Port Orchard
SEPTEMBER	Tom and Sandy Brosius	Sept 30-Oct 2	Bell Harbor
OCTOBER	Lee and Oleta Artman	TBD	Dockton
NOVEMBER			
DECEMBER		December 4	TYC Christmas Party

Hosts are needed for the rendezvous not filled in.

* Theme is "Spirit of Adventure"

RECIPE OF THE QUARTER

Since this quarter will see the beginning of Dungeness crab season in Puget Sound, a quick and easy **Crab Bisque** was selected as the recipe of the quarter.

In a soup pot over medium heat, melt butter. Add onion and sauté until tender, about 5 minutes. Add flour and stir until bubbly. Gradually add chicken stock and tomato paste. Wisk until smooth. Add half-and-half, salt and pepper, wine and crabmeat. Bring to a boil, then reduce heat to low and simmer uncovered for 5 minutes. Serve hot with a sprinkle of parsley on top.

Ingredients:

- 2 tablespoons butter or margarine
- 2 tablespoons minced yellow onions
- 2 ½ tablespoons all purpose flour
- 2 cups chicken stock
- ¼ cup tomato paste
- 2 cups half-and-half
- ½ teaspoon salt
- Dash of white pepper
- 2 tablespoons dry white wine
- ¾ pound crab meat-flaked
- 1 tablespoon parsley

Enjoy your dinner.

MAY RENDEZVOUS AT BOSTON HARBOR

MAY 27-30

The May rendezvous is a week late this year because of the low tides in the Sound. We couldn't get into Boston Harbor without plowing the bottom with our keels. This is Memorial Day weekend so we have an extra day to play and make the long trip worth the effort. The hosts are Bob and Candy Turner. If you haven't already done so, let them know if you are coming. We will have a dinner at the marina restaurant on Saturday evening. Bob and Candy need to know the head count. Let's see a big turnout.

JUNE RENDEZVOUS

JUNE 17-19

Our June rendezvous will be at Filucy Bay known as Longbranch to many of you. This won't be our annual crab feed, as crab season doesn't open until July 1 this year. Bob and Barb Buck will be our hosts this year.

SPECIAL AUGUST RENDEZVOUS AUG 12-14 AT PORT ORCHARD

We are having a special rendezvous for anyone not up North in August. The hosts are Jim and Marlene Himes. The date will coincide with the big car rally and Festival by the Bay held in Port Orchard. The farmers market will be in full swing and if you haven't been there lately, Port Orchard is starting to blossom in spite of the recession. Let Jim know if you plan to attend to schedule dock space.

SEPTEMBER RENDEZVOUS AT PORT ORCHARD WITH CAPS AND AT BELL HARBOR

We have two rendezvous' in September. The annual joint CATSS/CAPS will be Labor Day weekend at Port Orchard and Tom and Sandy Borsisu have scheduled Bell Harbor in Seattle Friday, September 30- Sunday, October 2. Patti at Bell Harbor said we could squeeze as many boats in as we want so long as we can get them back out. People will have to call and make their reservations at least 2 weeks in advance to hold the reservation. They need to pay the first night up front. More details on this event in the fall edition of CATSS Ayes.

(Commodores Article Contd.)

This will be his last year competing and I have been there previously as the proud grandfather. The tournament is over Saturday afternoon, so I plan to drive home from Yakima and hop aboard Tourmaline for a quick trip to join the group at Boston

Harbor at least on Sunday, if not by sunset on Saturday. That is a nice boat trip, so the long weekend enables at least part of the time on the water. The weather is supposed to improve as the week progresses, so maybe I will see others of you there. This venue is one of my favorites!

Our editor has updated the cruise calendar so that you can plan ahead to support our summer cruising schedule. I will be getting to each of our cruise destinations an hour sooner than before because I have relocated my home port to the Tacoma Yacht Club, where I now occupy the slip formerly held by Joan Hayes and her Catalina 36, Vision. Vision has been sold to a new owner, but Joan was at the dinner meeting talking about her latest kayak trips and will always be part of the CATSS group.

I will update the CATSS photo roster in the near future to reflect my change of moorage as well as my new residential address. No, I'm not moving to a retirement home. On my 73rd birthday I purchased a new home in Browns Point and am absolutely in love with the place. I can see my mast at TYC across the bay and have lost six pounds in the past two weeks just moving furniture, and keeping up the yard work. For the record, my new address is 5848 Broad View Avenue NE, Tacoma, WA 98422. After 41 years at the old address I have accumulated a thing or two that will have to be discarded. The moving process continues, but I am already spending most of my time at the new digs. If any of you would like to join my weight loss program, you can join me at no charge and you too can benefit from the wonderful exercise of relocating.

Plan now to attend next month's dinner meeting at Johnny's Dock restaurant on D Street. Michael Jameson, owner of

Admiralty Yachts, will offer a tour of Catalina's latest new boat – the C355. We have some interesting cruises lined up through the summer as well. So stay in touch and I hope we meet on the water this summer.

MORE DETAILS ON AUGUST RENDEZVOUS

PORT ORCHARD'S ANNUAL CLASSIC CAR SHOW--THE CRUZ!--AND FESTIVAL BY THE BAY

Second Sunday in August in downtown -- Port Orchard! Join thousands of classic car fans and hundreds of classic, vintage and antique cars for the biggest Classic Car show around.

Kitsap Transit will provide free shuttles throughout the show. Busses will run approximately every 15 minutes throughout the show, from the South Kitsap Mall and from the Kitsap courthouse, near the corner of Taylor and Cline. The passenger ferry running between Bremerton and Port Orchard is free all weekend and leaves Bremerton on the quarter hours (leaves Port Orchard on the hour and on the half-hour).
