



Mainsheet

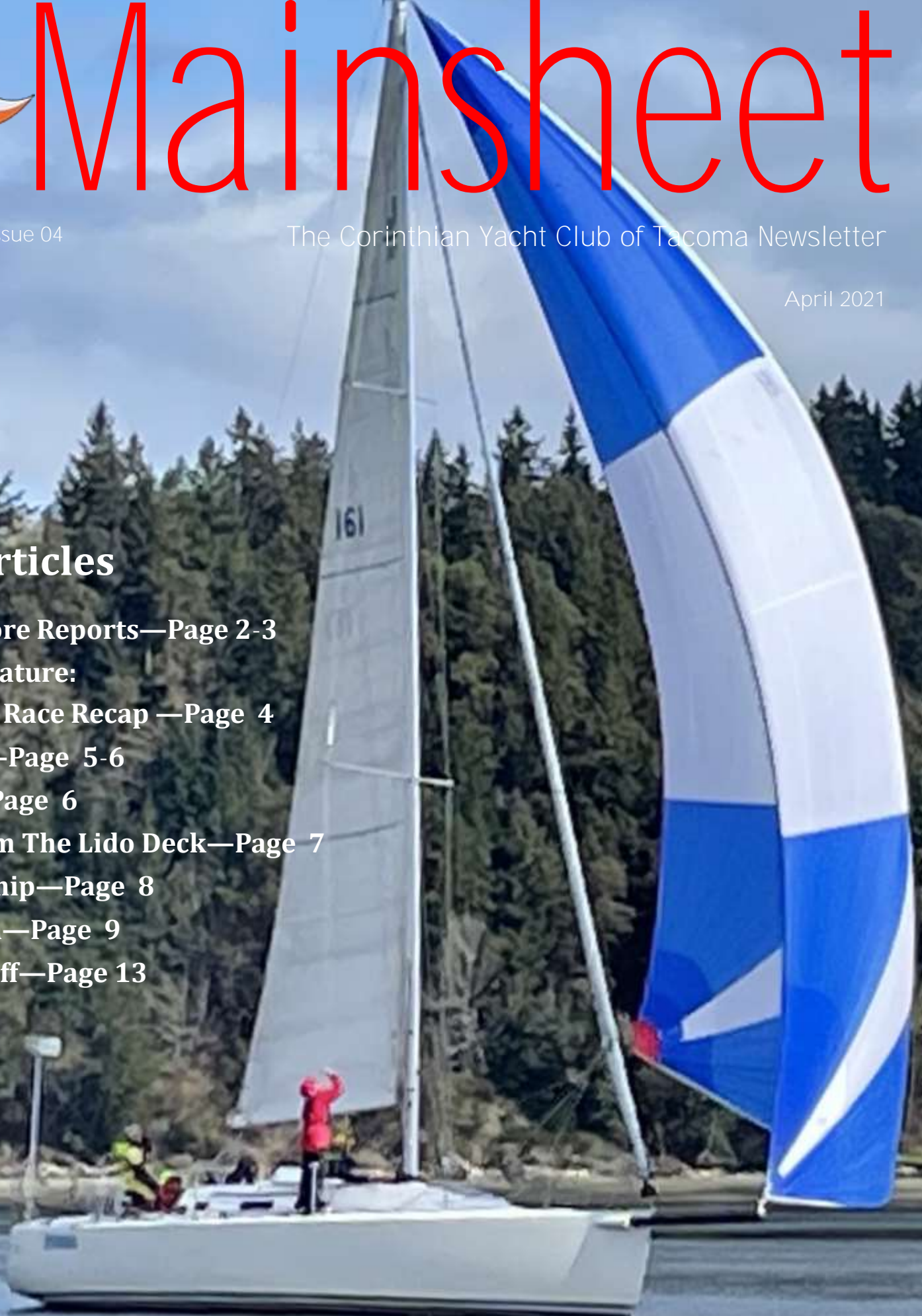
Volume 21, Issue 04

The Corinthian Yacht Club of Tacoma Newsletter

April 2021

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Commodore



Covid is finally over! Oh wait, April fools day! Lame...I know! But happy April everyone! What that does mean is that racing is about to kick off for the Wednesday Night Windseekers! I can't believe we are at this point already/finally (weird sentiment, right?). I feel like I have completely missed out on spring and summer racing the last couple of seasons, and not just because of Covid. Two years ago I upgraded/downgraded (depending on who you talk to) from Asylum to Goes to 11. With that transition, we spent part of the series in "cruiser/show the boat" condition, so we didn't get to race PHRF. Then I missed a few weeks while getting the new boat ready, and then finally got out on the water. Then we missed the first series (or was it two??) due to Covid in 2020. Regardless, we haven't had a full summer of racing in two years. It's time to get a complete summer in!

I am pretty excited this year, and this looks like the first year of the last few where we won't miss a week due to the 4th of July. What that means is we also can have our awards race NOT on Labor Day weekend, which opens up Labor Day weekend for an awesome cruise opportunity for the entire club. I really think this year is going to shape into a wonderful year for racing AND cruising. And yes, I will definitely be cruising GT11 again, and as much as humanly possible.

Speaking of cruising, I was reading Ed and Ken's articles in the mainsheet last month, and they reminded me of an anchor story of my own. This particular story brings many things to mind. But to start, I think I have to mention that I am a geologist, and that I routinely work outside. So being in the elements is something I thoroughly enjoy. A much respected boss of mine used to say that "Even the worst day in the field is better than the best day in the office." With that mindset, I think this story might hold true to my chosen hobbies.

Last spring, I took GT11 down to Penrose Point to hang out with some club members for a socially distant cruise. Meaning- no one rafted up, and I had to use my own anchor for the weekend. Usually attaching to the end of a raft, my very light boat doesn't really require an anchor, and in fact might damage the boat. My anchor is a lightweight, aluminum racing anchor, with the absolute minimum amount of chain needed to be in compliance with racing regulations (courtesy of the previous owners). So I show up, set the anchor, give myself some decent scope, and go about my business. The forecasts looked like a nice evening with a little bit of wind from the north, and the weekend started off fantastic! Raven even treated me to some wonderful "boat food" as they described it, which, of course, is wonderful no matter what it is (and it WAS fantastic). Later in the evening however, I learned several things about Penrose Point.

- 1) If there is a forecast for a northerly, consider going...anywhere else. Even if the weather forecast is for only like 10 knots of breeze. Lets just put it this way...the forecast missed, and in this case, was VERY wrong.
- 2) Sleeping in the bow of a 27-foot CORK floating on the surface of the sea in 4 to 5-foot swells means you simply aren't sleeping. You'd better have something else to keep you occupied.
- 3) Have you ever seen that bull-riding game/ride at a country bar where you try and stay on for 8-seconds? Did you know that a boat in ridiculous winds can be like that, but for HOURS?!
- 4) My anchor is actually a CHAMP. I don't know how, but I didn't budge. Probably because it really wasn't actually that bad, but being on a race boat made it seem far worse than it really was (I'm half joking, it was terrible).
- 5) Also another really annoying thing about having a flat bottomed boat when the seas are up...the stern will SLAP the water. I could almost sleep while riding the bull, but the slap of the stern woke me up...every time. Every wave was a rise, fall, and SMACK of the rear end, jerking you out of consciousness.

All this goes to show a couple of things. One, proper scope and setting your anchor are incredibly important; even when the wind predictions aren't for much breeze. And the second is this - Even though I was miserable, second guessing my every decision that day, and wondering if I was going to wind up on shore, I was completely fine. I still loved every moment of it, and when things finally did settle down, I was right back in the boating spirit. If I take my old mentor/boss's guidance and slightly adjust it, I think it still holds mostly true - even the worst day on the water is better than the best day elsewhere. I would however, slightly adjust that.

Even the worst day on the water is better than most days on land. I mean, there is always Disneyland. Isn't that the greatest place on Earth? I think they locked that title up...

Jeremy Bush
Commodore
S/V Goes to 11



Vice Commodore



Welcome, everyone to spring here in the northwest. Nothing very predictable about spring weather here in the Northwest, you just have to wait and see. If it rains, no big deal. Let's get out on the water!

After the last couple races being cancelled for good reason (bad weather). We are all ready to get out there on the water. Whether you are sailing, motoring, or even kayaking, it's just about as good as it gets.

As we all know, we are still under some restrictions per the governor, but that doesn't mean we can't be on the water in your boat, or your friends boat. We have events coming up on the CYCT calendar that you can invite them to. Be sure to check them out, you know it will be fun for everyone involved. Do your friends know how you like to have fun? Sailing, or just cruising the water to a near by restaurant for lunch or dinner. Tell them how much fun it is. We'd love to grow our membership. More people, more fun, right!

We have great club members that volunteer their time that make this group of sailors and boaters fun to be with. We are all passionate about sailing, safety and having fun. Let's get together, and bring your friends and or family and let them what our club is all about.

Hello April, let's have fun on the water this spring and beyond!

Michael Stanford
Vice Commodore
S/V Lycian



Rear Commodore



Hi CYCT!

April is upon us, and that means it's time for racing!! I can't wait to see all our friends on the water very soon! I was able to get my first round of COVID vaccination a couple weeks ago, and am due for my 2nd dose on April 7th. I was able to get on a waitlist, and when they were in a "use it or throw it away" situation, they called Kristi and I, so we're both going to be fully vaccinated soon! Hopefully you all are being safe and life is slowly returning to normal, whatever that looks like. LOL.

I've been working on Wild Thing, getting her ready to go back in the water. This winter's project included replacing all of my running rigging and getting the hull/graphics cleaned up! It's amazing how much rope costs!

I'm also getting my Rear Commodore Uniform rounded out over the next week, so I'm ready for the Daffodil parade. With COVID restrictions in place, that's proving to be a lot more difficult than I thought. Should be handed in the next week, though.

It's been a while since I've been down to the clubhouse, so if you see things that are in need of repair, please let me know! Thanks to Joy Ballentine for updating the bulletin board!!

Looking forward to spring/summer!!

In service,
John Coyne
Rear Commodore – CYCT
S/V Wild Thing



Special Feature: Islands Race Recap

If you missed out on the 2021 Islands Race, you missed a doozy! Tom Davis, who was out racing on the J-35 "Flicka," put it this way - "Everyone was first once!" The race had great wind at different points, and huge windless portions of the course with converging notherlies and southerlies multiple times. The fleet would spread out, and then completely converge.

The race started out with a great southerly. The PHRF 5 fleet all started spot-on, and several boats were planing right from the get-go. Distraction, a Melges 24, was able to get ahead of us on Goes to 11 - an Antrim 27. Our experience in heavy air is still fairly minimal on this boat, so we went a little conservative with a flat-cut spinnaker. While watching the Melges taking advantage of the puffs, that was a choice we later regretted.

We ended up rounding the northern mark just behind the Melges, and were ahead of the rest of our class. We took a westerly line from the island to near the Southworth ferry dock, with the Melges heading east. Then we sailed into the first hole of the day. When we finally made the point near the ferry dock, the Melges had caught back up. Looking down Colvos, we saw most of the big boats ahead sitting in the same hole. John Leitzinger summed up the first half on Kahuna -

"We managed to break away from our fleet and round the top mark with a $\frac{3}{4}$ mile lead only to sit in a windless hole between the Northerly and Southerly while the whole fleet crept up on the new wind."

As the entire fleet gathered up near the top of Colvos, we were searching for air anywhere we could. We ended up launching spinnaker again, and started working our way towards the east side of the passage. It appears the entire fleet read Bruce's Brief and worked their way towards the west side of Colvos. We saw one last boat flying south from the Island nearly broaching as the northerly was filling in again. Being on the east side of the course, the wind filled, and we launched forward down the passage and gained almost a mile lead while the wind slowly filled across the passage from east to west.

Taking that lead, we made it about half way down Colvos into more dead air. A few squalls came through that kept us in the lead for a while, until the next big hole of the day appeared. As we sat watching the fleet creeping up towards our position, we finally started to see very dark water making its way from the south. As it was coming in, boats on the east side of the passage along Vashon (Tigger and Distraction) were hit first, and began the charge through the incoming southerly. We tacked and made for the east side of the passage where it was filling first, and then it was a mad dash to the finish.

I'm not sure of what the wind speeds were due to a freshly-seized wind meter, but I can definitely say those were the largest puffs I've seen on Goes to 11. After a while of beating through the middle of the channel, we shot for the west side for a little relief. We were able to manage until Point Richmond, when we finally reefed. It was during the reef where Sidewinder caught up, and made an impressive final leg to what (by my calculations) gives them the win for the entire Southern Sound Series.

Congrats to Sidewinder, and thank you to all of the clubs that hosted for the Southern Sound Series this year.

Jeremy Bush
S/V Goes to 11



Cruising



First, a correction to last month’s Cruising Report... The Hillbilly Hootenanny cruise in August will be at the Longbranch Improvement Club Marina (not at Quartermaster Harbor).

Second, the April 18 Day Sail is coming up, so get your boats cleaned up and meet us at the Foss Waterway Dock (aka: Rock the Dock) to watch the parade and then to go sailing afterwards.

In case you haven’t been paying attention... the SYC’s Opening Day 2021 has been cancelled.

Here is the current 2021 Cruising Schedule so far:

Dates	Theme	Location	Hosts
April 18	CYCT Parade Watch & Day -Sail	Meet at Rock The Dock pier and watch the Daffodil Boat Parade and then go group sailing	Greg Greene
May 22	CYCT & TYC Day-Sail Rally	Wollochet Bay	Co-hosted with Tacoma Yacht Club. Greg Greene (CYCT) & Rob Nettleton (TYC)
May 28 – 31	Memorial Day Weekend	Penrose Point	Clay & Shari Anderson
June 5-6	GH Maritime Festival	Gig Harbor	Christine Nelson &
June 6	Blessing of the Fleet		Paul Grove
June 26	CYCT Day Sail Rally	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
July 3-5	DIY – 4th of July	Quartermaster	Unofficial Cruise (no host)
August 20 - 22	Hillbilly Hootenanny	Longbranch	Ed & Sue Pinkham
Sep-26	CYCT Day Sail	The Foss Waterway Seaport Dock	Greg Greene & Rally Committee
November 19 – 21	Le Mans Race / Clam Chowder Cook-Off	Arabella’s Landing – Gig Harbor	Gary & Joy Ballentine

Fall Cruise Hosts Needed

We have funds in the 2021 CYCT Budget host at least two more weekend cruises in the fall and we need hosts to step up and plan the events. If you are interested in planning and hosting a cruise please contact me via email. Here are some ideas and places from the past:

Cruise Theme Ideas from the past: Pirate Rendezvous, Crab & Steak Feed, Clam Bake, Taste of Chili, Pow-Wow Salmon Bake, Labor Day Cruise Fiesta.

Potential Cruise Locations: Port Orchard Marina, Bremerton Marina, Blake Island, Quartermaster Harbor, Des Moines Marina, Oro Bay, Dockton Park, Dock Street Marina, Gig Harbor, Poulsbo



Cruising (Continued)

Open dates to plan from:

Dates	Theme	Location	Hosts
Sep 3 -6	Labor Day Weekend	Open	Open to Host
Oct 1 – 3	Open	Open	Open to Host
Oct 15 – 17	Open	Open	Open to Host

If you are interested in hosting a cruise please reach out to me via email or phone.

Cheers!

Greg Greene
cruising@cyct.com
 S/V Whisper



Racing

Not a lot of CYCT Racing in March. However, April is jammed-packed with sailboat racing activities. We have the single/double hand race on April 3rd. We have the CYCT Racing Seminar on April 6th. Finally, the Spring Series of the Wednesday Night Windseekers racing starting on April 14th. As always we are looking for volunteers for Wednesday Night Series. We need volunteers to show up at approximately 5:00 PM to drop buoys and attend the Socially Distance Skippers Meeting at Tye 2.

Brock VanRavenswaay
 S/V Tatoosh
racing@cyct.com



News From The Lido Deck

From the Lido Deck! Aka Tacoma Lido Fleet #82.

Spring is here, and with its ebbs and floods of weather and tides, Lido sailing is a real possibility. There has been a lot of changes in my life this last year, and I'm ready for a steady run. I've been looking toward the summer and making plans of sailing. The fleet didn't sail on March 21; it was windy and wet. Mike Stanford and I check the boats and talked about the upcoming season.



We will start our Fun on Fridays Sail-ins on April 14th. This is our casual meet, sail, beverages and burgers weekly gatherings. We try to get everyone in a boat whether your experienced or new to dinghy sailing. Folks start showing up from 5 to 7 and we sail until dark or the wind dies. Everyone is welcome and we encourage kids and grand kids to come. Lidos are family boats. We will also host a Sunday Funday on April 18th, wind cooperating.

By far, our most anticipated and planned event will be our first outing with the Keelboat Cruising Fleet to Penrose Park over Memorial Weekend. They had planned on closing the park, however, do to demands the States Parks department reconsidered and we are on. We have several camp sites reserved and it's only a 35-minute drive from the Narrows Bridge. We will run a few races, some sailing games and generally mess around with boats. More to come on this one.

Looking into the summer, there are a couple events that Greg Greene and myself plan of attending. The Al Morris Memorial Regatta at Yale Lake has been a fun event. I have sailed it several times before in Lasers...years ago. Greg and I have reserved campsites for the weekend of July 31-August 1 to haul boats down and participate. This event is hosted by the Willamette Sailing Club which has quite a large and competitive Lido Fleet. The Lido fleet should be somewhere between 15 and 25 boats. I'm excited, large fleet one design sailing...

The other event I'm looking at is the COVID Edition of the Eugene Yacht Club's Memorial Day Regatta. Historically the bigger one-design dinghy event in the area, it wasn't sailed last year for obvious reasons. With a little luck, and political biases aside, EYC will host the 2021 COVID edition on July 10 – 11. Fern Ridge Reservoir is a big and open place to sail. Lined with trees and in the valley of a natural wind tunnel, the sailing is great. Again, this will be a large Lido Fleet event.

So, as I wait for the 3 coat of varnish on Pickle's Centerboard cover to harden to sand for coat #4, I'm pretty excited about the sailing and socializing in our near future.

Chuck Queen
Lido Fleet Captain
s/v Pickle Lido #4226



Membership



Happy Spring!!

Welcome to the first month of our Membership Drive anyone wanting to join our club as an Active Member (Boat Owner) Will save the \$100 initiation fee from now Through June. As always we would love for Crew Members to join now too, to enjoy a full year of Membership.

With that said I would like to WELCOME a few new Members!

Crew Member Heidi Allen, She is Sponsored by Greg Greene

Crew Member Judy Clark, She is also Sponsored by Greg Greene

Active Members Aaron and Jeana Skiles, They own a Doug Peterson 30' Named Fika. They are very interested in being crew for someone to learn the racing ropes. They hope to race their own boat soon. They are sponsored by Brock VanRavenswaay.

Active Member Rob Yount, He owns an Islander 36' Named LilyPad, He is looking forward to racing also. He is Sponsored by Gary Ballentine.

Please feel free to talk to your Marina Neighbors to tell them what a good deal it is to join our club right now, so they can have as much fun as we do. Cruise's are coming up on Memorial Day Weekend along with Windseeker's Racing about to start. Looks like we can get together very soon.

FYI: Membership dues are due now as of April 1st, Please go to the website to renew your Membership! Thank you.

Time to Wish Our Spring Club Babies a Very Happy Birthday

Adrian DeLuna	5th
Jeff Serex	11th
Don McAdams	17th
Kit Ryan	18th
Debbie McAdams	19th
Anne Serex	20th
Peter Stanley	20th
Amy Johnson	26th
Judy Clark	28th
Paul Grove	28th
Brian White	29th

On a personnel note, I would like to Wish Gary a Very Happy 32nd Anniversary, it has been a wonderful adventure so far and the future looks very bright. Love You!

Joy Ballentine
CYCT Membership Chair
S/V Raven



Education



Anchoring Part 2

Warmer weather is coming. I am sure with everyone getting the COVID 19 vaccines, most of us will be planning cruises and new adventures. Anchoring in a secluded harbor is a big draw for most of us. Maybe a cruise to Alaska or even further.

Now that you have planned your cruise you are ready to leave. Before leaving, you have packed all your gear, checked all your boats systems, and have spares onboard such as a raw water impeller, extra belts, oil, and batteries. You will bring current charts for the area you plan to cruise. Large scale charts of the harbors you will visit, and a cruising guide such as Waggoners are valuable assets.

Before arriving at your anchorage, check for approved anchoring areas. Don't anchor in environmentally sensitive areas. In the summer months anchorages will be crowded, and care must be taken not interfere with boats already anchored. Make sure to check the depth at low tide, so you won't go aground when the water ebbs. Usually, a scope of 3 to 5 feet is adequate. (in 20 feet of water you will have 60 to 100 feet of rode out) If you want to have a peaceful night, make sure your boat can swing 360 degrees without interfering with other boats.

You have found your spot, and are ready to anchor. It is best to motor slowly into the wind until you have reached your spot. Don't drop the anchor and rode all at one time. This will put the rode on top of the anchor, and increases the chances of fouling the anchor. Play out your rode slowly while motoring in reverse. When enough rode is played out, secure the rode to a deck cleat. If your rode is all chain, you need a snubber attached to chain to take the strain off the windless.

If you anticipate problems retrieving your anchor, attach a light line to the anchor and tie a float to it. When you want to leave, retrieve the float, and use the line to break the anchor free. The float will give you and others an idea where the anchor lies. There are a lot more details to anchoring. Good resources on anchoring (such as Chapmans) are available, and I encourage you to read these and practice.

Ed Pinkham

Gardyloo Consulting LLC

Eric Nelson - Manager

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Calendar

Please be sure to join us at the next **General Meeting on Monday, April 12th at 7pm** to cast your vote for the proposed bylaws amendment as sent out via email and the mainsheet. The vote will be conducted at the end of the meeting with methods approved per the Board. You must be present to vote. If you are unable to attend and wish to cast your vote, please reach out to commodore@cyct.com.

For additional events, please check

Upcoming Events on CYCT Website

<https://cyct.com/>

OR

CYCT Facebook page

<https://www.facebook.com/groups/257572770984529/>



Sunshine

This month I sent cards to :

Evie Engnoth for the loss of her aunt,
George McKay for his heart surgery
and
Tom O'Hara for the loss of his mother.

If you know of anyone who can use a little
sunshine in their life for any reason,
let me know.

Deb McAdams
Sunshine Chair
S/V Red Splash

On The Cover:

Jeopardy



Submitted by:

Chuck Queen

Correction:

March Mainsheet Cover

was submitted by:

Heidi Allen



2021 CYCT Officers & Board Members

FLAG OFFICERS

Commodore: Jeremy Bush
Vice Commodore: Michael Stanford
Rear Commodore: John Coyne

BOARD POSITIONS

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Treasurer: Ken Whitney
Membership Chair: Joy Ballentine
Fleet Captain-Cruising: Greg Greene
Fleet Captain-Racing:
Brock VanRavenswaay
Past Commodore: Angie Morales

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Club Merchandise: Jen Tenney
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Publicity: Vacant
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Education: Ed Pinkham
Social: Evie Engnoth
Historian: Don McAdams
Long Range Planning: Greg Greene

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PHRF Handicapper:
Eric Nelson
PHRF Director: Eric Nelson
PIYA Rep: Eric Nelson

MAINSHEET

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Email the editor:
mainsheet@cyct.com



Basic Rules

- You must be a CYCT member or sponsored by a CYCT member to post an item.
- Each month the CYCT posting member must submit their items for sale before the 25th of the month (send your post to jmainsheet@cyct.com).
- **Items must be submitted each month or they will not be reposted.**
- You are responsible to sell your item so you must include your contact information (items without contact information will not be posted).

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SHOVING OFF

Coming Home



What an amazing world we live in. Yesterday at about this time we were sitting at a restaurant by a pool, gazing out at Bahia de Banderas in Puerto Vallarta. The sun was shining but a stiff breeze kept the temperatures comfortable. Barely 24 hours later we're sitting in La Sirena, heater and diesel fireplace going, wondering if I've lost my sea legs over in the last two weeks. We're safely tied to the dock but the wind is blowing in such a way that we are rocking away. Turns out it's just my new, old friend vertigo stopping by for a blessedly brief visit.

Yeah, it's good to be home! The lovely and gracious Mrs. St. John had confessed that she wasn't sure the boat would feel like home after two weeks of relatively more comfortable living. Me, I'd had little doubt where home was, always looking for the opportunity to tell someone "Mi Valero es mi casa" (My sailboat is my home.) Of course, this statement caused the confusion that we'd sailed here. This was a conversation far beyond the "we are going to..." and "I want a black coffee and French toast" that I was prepared for. Rylie – she knows exactly where home is! Most of the folks on our flight now also know where home is, that she is spending the night with her mama, and that she is missing three teeth. She talks to anyone with ears. "We have a nice little family", she'd say.

Amazing the difference a day makes. Today, back to reality. Back to the latest version of the "to do" list, a never-ending document whether your casa is a sailboat or a split level. The first week of vacation I am trying to empty my mind of thoughts of things I have to do. The second week I start to think of things that should be on the La Sirena to do list and maybe even plan a little. I took opportunity of the annual Defender Warehouse sale to order new depth and wind equipment. I knew that soon the Tacoma weather would be warm enough to finish the large area of gelcoat that I couldn't finish before the weather grew too cold.

I also started to scheme when and where to accomplish a haul out that was becoming long overdue. Haul outs are trickier when su valero is su casa! First up on the haul out list is bottom paint. The paint on her bottom has done remarkably well, but there's a limit and I've had nearly \$800 of paint sitting in storage waiting to be used. Then there's the through hull that doesn't close to be replaced. The zincs are long beyond needing replacement. The new depth instrument I think will mount directly in the existing housing but a second housing will become redundant. If time allows, I'd like to seal up what becomes just an extra hole in the boat.

There are other jobs I can do while afloat. I'd like to figure out why my two, 200 watt solar panels produce so little. This will require a bit more sun I think! There is some flat white paint destined to renew the non-skid. The windlass is ready for a rebuild plus the gypsy side is missing some parts – it doesn't seem to bother it at all, still it would be nice to have them there. This is a job that I don't think is too hard. The only difficult part is identifying and sourcing all of the needed parts before you start taking things apart. Most of the work can be done on the deck except for the dirty, itchy part where I crawl into the dark, dirty, itchy anchor locker to remove the bolts that hold the windlass down.

And then there's the new wind instrument to install. For the last few days we've woken every morning in Puerto Vallarta to watch a worker climb coconut palm after coconut palm to trim the branches and excess bundles of coconuts. Mostly he used what appeared to be a self-made ascender consisting of two ropes. I wanted to ask if he even came to Washington and would he like to do some work. He made it look so easy. The older I've gotten the harder heights have become. I used to build houses and even roof. Now a step stool makes me nervous. The vertigo doesn't help!

The to do list never ends. Spring still means new life, sailing, and boat work. And we have a nice little family and mi valero es mi casa.

Ken St. John
S/V La Sirena