



# **KNOT NEWS**

**Volume 114, No. 7 Anacortes Yacht Club's 114th Year**

**July, 2005**

## **Commodore's Message Notes and Announcements from the Helm**

Wow! Summer is here. The solstice has come and gone and the days are already getting shorter. I'm not going to think too much about the coming winter, as unlike many of our members, I am not going to be in the southern reaches of the ocean enjoying the warmth of the sun and the waters for the season. To you who are there or will be, I am jealous but wish you all the best. Someday! In the meantime we are enjoying our weather and the numerous activities on the water and with those we enjoy sailing with.



This coming week, Cat Sass and crew, which includes Keith, Vic, Carol, Tommy (Keith's grandson) and myself, will be headed to Oak Harbor for Whidbey Island Race Week. Other boats and their crews that I know of who will be there are Son of Raven, White Lightnin', Pangaea, Alakazam and Pulelehua. We always have a great contingent headed to this event and many of the other sailors from our fleet will be filling in as crew on boats from around the Puget Sound. "Adult Summer Camp" is here and a great week on the water will be had by all! If you're interested in details about Race Week, check out <http://www.whidbey.com/raceweek>

My understanding is the Pub Cruise was a great success. Dave and Karen Thomson are coordinating the South Sound Cruise coming up. That sounds like great fun for those planning on attending. Maybe that's a direction we need to

head for a "southern exposure" until I can find the time to go WAY south.

Dave Malsed has been doing a great job with organizing our various dinners and social events around the Club. Most recently he put together a presentation by the BMW/Oracle American's Cup Challenge. Tim Smyth and Marc Summerville of Core Builders and BMW/Oracle were kind enough to come and talk about their current project and past history as a team, building various America's Cup and Volvo Ocean Race yachts. It's an amazing thing they do in a such a short time being squeezed between two diametrically opposed needs. The designers and engineers who need as much time as possible to do tank testing and refine their hull designs and the needs of the sailing crews who need to have as much time on the boats as possible prior to the big event. These yachts and the process of putting together a challenge to the Cup is fascinating. These guys are some of the finest boat builders in the world and we are very fortunate to have this group working and living in our community. I did learn one thing. As amazingly fast as they are, don't buy a used America's Cup yacht, certainly not a recently built boat. They are manufactured with technology at it's finest but not built to last more than a few years. Think about it - an amazingly strong and light carbon fiber skin both inside and out covering a honeycombed aluminum core. Just small crack could allow for a bit of saltwater between the skins and you've got a fine battery. What happens to your aluminum cans on your boat in a very short period of time? Guess I'll need to rethink my next yacht! It was a great program and a large turnout.

Recently the Board of Directors made the decision to change the periodic General Meetings to the

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2<sup>nd</sup> Friday of each month from the 4<sup>th</sup>. Over the years, the 4<sup>th</sup> Friday seems to interfere with things like Memorial Day, Labor Day, Thanksgiving and/or the Apple Cup and Christmas holiday. Our next General Meeting will be September 9<sup>th</sup> as we are in our summer schedule and do not have General Meetings in July or August. The "\$2 nights" have been moved to the 4<sup>th</sup> Friday. We hope this helps with all your busy schedules.

Barbara Ritts has been doing a great job as membership chair. In my time on the Board I have never seen so many new members in such a short time. It's great to see these people join our organization and I welcome them all. Thank you Barbara and all of you who have taken on the responsibility of being their sponsors. If you see a new face or even someone you just don't know around the Club please stop and say hi and introduce yourself. It is this kind of a small gesture that creates a sense of community.

The Windermere Regatta was a great success. Pete Shainin of *Passepartout* and his fine group of volunteers did a great job of coordinating the event. Many hands make this annual event come together. Those who worked on it I know had great fun. We as the racers on the course truly appreciated all your work. Thanks!

The first week of August we will have a group of older Boy Scouts as guest of AYC for an evening of sailing, BBQ, and camping on our grass. This Troop is from Vancouver, WA and is spending a week up here in the Islands. We hope to put together an evening of racing for them in as many PHRF boats as possible. They plan on doing a bit of service work for us in exchange for our hospitality. If you want to help in any way with time on the water for these guys please contact me. Tentatively they will be with us on Friday, August 5<sup>th</sup>.

Thank you as always to all who participate in the various events we hold. Particularly I want to thank Dave Malsed and Vic Childs for being here this year and always working diligently to make things

work for the benefit of all those involved. As members, please take a moment next time to see either of them and say the same. It is energy like theirs and so many others that make this thing we call the Anacortes Yacht Club work.

If you have ideas to make the Club better, please jump in and help or let me know your ideas.

Remember... Life is Short... Sail Fast... Stay Upright.

Pat Barrett  
Commodore

**Vice Commodore's Message**



June was a busy month and we really had a lot going on at the club. It all started with the All Members BBQ. We really had a good crowd there. I did not take a count but it had to be close to a hundred total. The BBQ crew did their normal outstanding job of cooking the hamburgers and others pitched in to make it an enjoyable afternoon. All this was followed with the name changing ceremonies for two boats. What I don't understand is how we came up with the tradition for those on the conch blowing crew to drink "Pusser's Rum". No wonder the English sailors were a tough lot!

The next Friday saw a two dollar night and the sign up for the Windermere Regatta. Dick and Penny Briton and Bill and Deanna Jenkins coordinated that event and although I was not in attendance I hear that they did an outstanding job. It is volunteers like them and many others in the club that make this such a wonderful organization that we all enjoy. I thank all of you for your help.

The general meeting had to one of the best with a lot of mixed emotions for me personally. We had

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**Vice Commodore's message cont. from page 2**

70 people there for the dinner and over 80 for the program. Our program this month was about the construction project for the two America's Cup Boats being built in Anacortes. Tim Smythe and Mark Summerville were our guests and provided us with the most interesting program mixed in with some really good New Zealand translations of the English language. I am not sure how I am going to follow up that program with one that will be as good.

With that I am going to go back to getting ready for my next time out on the boat and will see you at the club on Fridays.

Dave Malsed  
Vice Commodore

**Anacortes Port Commission and AYC**

As an organization we have been fortunate over the past several years to have AYC members work as Anacortes Port Commissioners. As yacht owners and a neighbor to Cap Sante Boat Haven, we certainly have a vested interest in how the Port is run and the guidance the Commissioners provide. Not only are our members sailors, but many are pilots and hence have an personal interest in the Airport operations.

Currently both Chuck Mallary and Bill Short sit on the Port Commission. Bill will be running again for his position this year. Chuck has spent 8 years on the Commission and has chosen not to run again. However, Keith Rubin has stepped forward and will be running for Chuck's seat.

We are fortunate to have past Commodores vying for these positions. Their presence on the Commission serves us as individuals and as an organization well. They know our members and are readily accessible to us all. Thanks to all 3 of you for your time and energy. It is truly a difficult and time-consuming job and takes a great deal of dedication.

Pat Barrett  
AYC Commodore

**Waterfront Festival AYC Boat Rides**

What a great group we have to offer rides to strangers who have not had the thrill of being on the water and experiencing our wonderful coast and islands. From the stories, it sounds as if the skippers and mates also had a good time. AYC received fabulous feedback from both visitors to the Festival and the Chamber of Commerce. I was so delighted when a number of older folks came up asking for their first boat ride ever and how excited they were. The members who helped with tickets, boarding folks and working the radios were terrific. As you know we were unable to give rides Sunday due to high winds. Saturday we took out approximately 184 folks! My sincere thank you to each of the following:

- Puffin* Maury & Helene Fink  
Marv Klinger
- Fresh Aire 11* Jim O'Neill, Spencer Swain
- In the Mood* Phil & Madelyn Case
- Voyageur* Dick & Laura Smock,  
John & Linda Seely
- Amiga Pac* Chuck & Nancy Lang
- Mischief* Warren Walz
- Cape St Mary* Bill & Deanna Jenkins
- Friendship* Bill & Marcia Short
- Radio Flyer* Vic Childs provided the showboat

Dock & Set Up Helpers - Helene Fink, Linda Miller (brand new member), Janet Welden, Betsy Rogers (computer asst.), TK Wegg, Ed Kennedy, Mike Ritts

GREAT JOB !!! Are you game for next year? Anacortes Chamber of Commerce sure wants us back and it is a terrific promotion for AYC.

Barbara Ritts - Membership Chair

**New Inventory at the AYC Ship Store**

The AYC Ships Store now has an updated inventory of clothing. T-shirts, jackets, fleece vests, sweatshirts, hats (and more) in all sizes and several colors. Clothing can be purchased on Friday nights during Bar open hours between 5:30 pm to 8:30 pm. AYC Polo shirts will be on sale beginning Friday night July 8th for only \$5.00!

## New Members

The fun part of doing club membership is meeting and introducing new members. We have four new members this past month:

Frank & Sandy Lewis  
2518 Washington Blvd.  
Anacortes, WA., 98221  
Phone (360) 588 -9030  
[franklewis@d5eextreme.com](mailto:franklewis@d5eextreme.com)

Frank and Sandy moved from Ventura County, Ca. last year and have enjoyed 10 years of sailing. They have a brand new Catalina named *Impulse 11*. They are interested in day/ overnight cruising and club social events. They are willing to help with galley and bar operations.

Joseph & Anita Pirog  
1807 C Ave.  
Anacortes, WA. 98221  
Phone (360) 929-1282  
[ajpirog@verizon.net](mailto:ajpirog@verizon.net)

Joseph & Anita have lived in Puget Sound area for the past 8 years and moved to Anacortes this year. They have a 36'6" Catalina named *Syrenka*. They have been boating since 1965 and they were former members of Corinthian Yacht Club, Cape May NJ. They are interested in day, evening, and overnight cruising and will crew in races. They are willing to participate in cruise, galley and bar operations or wherever needed.

Dale & Linda Miller  
5721 180th St.  
Lynnwood, WA. 98037  
(425) 745-3061  
[millersmenagerie@verizon.net](mailto:millersmenagerie@verizon.net)

Dale and Linda have been sailing since high school and have owned their 30' Catalina named *Megans Bay* for 6 years. They are interested in day, overnight, and evening cruising and family outings. Linda worked the docks during the Waterfront Festival and did a great job.

Charles Webb  
3441 Woodcrest Lane  
Sedro Woolley, WA. 98284  
(360) 474-1940

Charles owns a 22' Nonsuch. He has been an avid boater over the past 21 years having owned 3 sailboats and 18 power boats. He has boated in many areas in Washington as well as spending 18 years in Alaska. He is interested in day, overnight, and evening cruising, fishing and clubhouse events. He wants to participate in the cruise operation.

Welcome to all of you. It appears that we have a talented, enthusiastic group of sailors. Watch for these folks as they will be sporting red name tags and I know that they will want to meet you. Also, don't forget to add their names and phone numbers to your roster.

Barbara Ritts - Membership Chair

## Marine Diesel Fuel Prices On-Line

Find out where to buy the cheapest diesel. (Under \$2.00/gallon?) Thanks to Yacht Lease Co., RBAW has posted a link for marine diesel fuel prices in the Northwest (Washington & British Columbia). The website is updated every few weeks, and gives you a good idea of local diesel prices.

Here's the path.....<http://www.rbaw.org>

Go to: Boating Links

Go to: Fuel Prices, Marine Diesel

Message from the Recreational Boating Association of Washington

## Cruising News

### News from the Garrison Bay Cruise

Mike and I had our first outing with the cruisers. We would like to go more often but work and commuting limits our weekends. This was to be our "maiden trip". Mike is new to sailing and I'm inexperienced with the boat. Let me tell you, we loved Garrison Bay! The Thomson's are terrific Cruise Captains and everyone was so friendly and helpful. If it was not for this group we would still be at Garrison. We were the "comedy team" for the weekend. Our act included an early wake up looking up at 3 humongous powerboats with our anchor nicely tangled, wrapping a line around our prop, destroying our roller furling, etc. You might say it was "a weekend from hell" but all that it did was confirm we want to go again. This happened after a good "heart to heart" discussion. The gist of this story is to thank all of you that came to our rescue and got us home safely.

Barbara Ritts, Membership Chair

### A tale of Adventure

By Connie and Ralph McNeil of *Arjumand*

A while ago I received this email from Ralph and Connie McNeil and she asked that I forward it to all here at the Club. It makes me wonder how many of our members are somewhere on the high seas today? Maybe I'll take Bob Carlson's idea and put a board up at the Club with "travel information" on all those folks and have those who know details update it periodically. They will be back on their boat in Trinidad/Tobago from June 6 thru July 29. Their onboard address is [WSQ8010@sailmail.com](mailto:WSQ8010@sailmail.com) (simple text only; no photos; limit 5 KB). Or they can be reached at: [arjumand@pd.jaring.my](mailto:arjumand@pd.jaring.my)

Pat Barrett

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Hi Pat,

We've been members of AYC since '87 but are never there with our boat (*Arjumand*, a 46 ft yawl) as it's been in the Eastern hemisphere cruising

for the last 15 years. This year we crossed the Atlantic from Cape Town, South Africa to Trinidad in 36 days. The trip was one of those "hang-on-to-avoid-being-thrown-across-the-cockpit" voyages for the first 31 days. Very fatiguing! Last year our friend's had a candle on their cockpit table every evening. Not the same ocean!

What follows is a description of our trip around the intimidating waters of South Africa—just in case some of our club members have an interest in cruising far from home. *Arjumand* is now in Trinidad. We fly back to meet her on June 6 and will play in nearby Tobago with our kids until the end of July when we return by air to the States.

BOATS ARE A HASSLE! They're nagging damsels of the sea who demand, in an unrelenting fashion, that their needs be tended to "soon if not before." Or maybe we are the demanding ones. If something's not working properly we want it fixed in the very near, if not immediate, future.

It started innocently enough. *Arjie* had been taken apart, cleaned, painted and polished inside and out. Full re-assembly of her many parts took weeks. She was glowing in her finery. But one never really knows how some of the items are working until sea trials occur, preferably vigorous sea trials, and vigorous we had.

We'd been waiting for days to leave Richard's Bay, South Africa on a weather window that would take us at least 2 & hopefully 3 days down the coast. Lucky for us the Sou'westers kept slamming through preventing our leaving so we could get the new computer up and running with the necessary programs all connected in a way that would make them work happily. The boat was provisioned and there were several Last Supper's with friends—and still we waited with the window appearing to be open in another 24-36 hrs, then ellusively dancing off into the future. At last it looked much more certain. We'd be off New Year's Eve day—as soon as the wind from the SW dropped and stayed under 10K, a forecast for midday.

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It was just as well that the wind never dropped sufficiently because it took us ALL day to do the final little things needed to leave. Thankfully we had a local boat boy who helped for several hours scrubbing the Richard's Bay coal dust off everything in sight. Our good friend Katharine had promoted our air conditioning unit and found a buyer the eve before we left. Now for sure we had to leave!

Early New Year's Eve day the beach near the marina and all along our morning walking route was filled with tents, shoulder to shoulder, of festive holiday makers eager to set off fire works and celebrate the old and the new. We'd been warned it was a good night to stay home and protect the boat from errant incendiaries! By mid afternoon the ruckus had begun with the odd cracker going off here and there. By evening it was a regular chorus—with hours to go before midnight. With the wind still too strong out of the SW, and after socializing with the marina group having a braai on the dock, we tucked ourselves in for a 3 hour nap. At 23:50 we woke and scrambled to join the revelers on the dock. Some had been reveling quite well! The noise was amazing. Everybody and his dog were letting off fire crackers—from little poppers to expired flares to full size, city sponsored type high-in-the-air fireworks (which had also been going up periodically for hours.) We've never seen anything like it. Oops! Memory fails. The air was rather red & smokey at Patong Beach, Phuket when we spent New Year's there in '96!

Hearty good wishes all around and back to bed. At 05:30 when we awoke, the air was calm (allowing the seas outside a chance to moderate). We hopped to, pulled up the dock lines and were off at 0645 on New Year's Day. We were the 4th boat (of 6) out of the harbor. The other 2 had decided that the window was not long enough for them to get to East London (48+ hrs) so would leave a bit later for the 15+ hr trip to Durban.

The first passage is always a Voyage of Discovery—discovering what doesn't work and what we forgot to do! The beginning 3-4 hrs were quite bouncy with left over seas from the SW. With our 85 horse we can power nicely into it—water crashing up and over us with nearly every wave. I go

below, look around and see that I forgot to put the restraining tie on the aft cabin bookshelves. A 3 foot line of books had flown through the air and deposited itself neatly in a row on the opposite side of the bunk. Oops! Tie the restrainer, replace the books while the boat keeps trying to throw ME back to the downhill side of the bunk. Next cursory look shows that the aft port is leaking onto the skipper's side of the bunk. BAD CHOICE!! Ralph takes a look and notices that the hinge area of the gasket is not tight, allowing water to come through at the hinge. Of course, the only way to solve it is to open the port and adjust the hinge! We turn away from the seas, I hold something over the port on the outside, and Ralph feverishly opens the port & adjusts the hinge. Meanwhile water is still swirling away on deck going dangerously close to the quasi open port. But we made it without more water going inside. Funny that hosing down the ports never showed the problem!

The knotmeter doesn't work, nor does the wind direction instrument! With the knotmeter we know how much current is with or against us & it tallies up the number of miles we've traveled through the water as opposed to over land (GPS function). The wind direction helps us judge how close to sail to the wind—especially at night—or how far to turn when we want to run off to blanket a sail for changing. Now in the good old days we didn't use those instruments. We just kept our heads out in the open air taking salt water in huge doses, feeling the direction of the wind, and saying "Ah! That's sailing!" I don't think so! Not any more! At a certain age we demand some basic luxuries! Salt water in the face doesn't qualify.

The water continues to crash aboard. *Arjie's* a rather wet boat going to weather. Another look around below. Despite our new sea going hatch covers, water is coming through the hatches! GROAN! I'm too seasick to cope so Ralph has a look. Seems we forgot to dog the hatches. They looked dogged but they were loose to allow the hatch lexan to move freely in the heat/cool temp fluctuations of the day/night in the marina.

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The going gets a little easier as the seas abate further. We're enmeshed in meals, radio schedules to hear the reports of the ham radio weathermen which are so vital to our progress, fixing things & trying to sleep to prepare for the night. At 8:30 pm we're abeam of the lights of Durban. Now we're heading on to the Wild Coast where abnormal waves of huge heights occur when the SW blows strongly against the 4-5K of the Aghulhas Current.

This is where ships actually have broken apart from the torque of the waves. The forecast is for SE15, a good sailing breeze, with enough time to get to East London before a potential SW hits again.

We wait for the wind—powering as we go. A huge foggy cloud lies ahead but recedes as we advance. At the morning radio sked we hear that Tramontana, the boat 7 miles ahead of us, was hit by a SE30-35 at 0330 which was still going strong. By now the wind has come up to sailing strength for us and Ralph finds that the rig, which was tight in the marina, is incredibly loose! Dangerous stuff in high winds and they're coming our way most likely! We run off the wind a bit so Ralph can tighten each shroud & safety wire them again—with water crashing over him as he's harnessed to the boat. He comes back to the cockpit for yet another shower.

At 10:30 the 2nd day we're hit by the contents of the cloud, a howling SE30-35K regularly gusting to 45, occasionally kissing 50. The seas react with the usual roughness for the wind strength which means we're thrown back and forth across the cabin. Ralph didn't want to go out on the foredeck yet again, but we decide that we definitely should have the staysail up doing the work which would make the boat sail easier & more efficiently. It's NOT on the roller furling so it means a trip forward to drag it along, fasten it on to the stay and then hoist it up. We run a bit off the wind to make the job easier, then winch in the sail and change back to course. Immediately the sail starts flapping. Wrong! A look forward & we see the D ring has broken, the lines have come loose and the sail is flogging with the jagged D ring making neat slices in the sail with every flog!! Quick, run down again! Con-

tain the sail! Take it off the stay and drag it back to the cockpit. Stuff it into the saillocker. A definite job for Cape Town.

The going was still rough. It's a case of hanging on or flying. In fact dinner went flying—gourmet beans on toast everywhere! Actually it wasn't gourmet beans on toast. We didn't light the stove. It was merely open a can of beans that I spooned out onto a slice of bread. I clean up the mess. Then, I'm trying to sleep and feel a plop on my arm. The mast boot is leaking. We just redid it with new partners, caulking & new wet suit material. The plop on my arm looks like bird doo. Ah! The caulking was faulty—didn't set up! One more job for Cape Town.

Luckily there were only 9 hours of nastiness. Any more and one would seriously consider doing the trip by 747. The bonus was the current which moved us along at 4-5K for 12 hours and less than that for longer. The strong current must have been responsible for the quick softening of the seas when the blow softened. All the boats had taken a beating and were looking longingly toward port to tidy up. Some at East London, some at Port Elizabeth. The threat of a SW was a ways off so we pressed on, knowing that big weather windows can be hard to come by. A person can be stuck in a port for days waiting for the next opening. Huge albatross (9-10 ft wingspan) working their fishing grounds were so graceful and the sail that night was lovely. A meteorite left a wide orangish trail a quarter of the way across the sky. Unusual. Normally they're a pinpoint of light streaking across the sky or at most a quick streak of white.

The next day it seemed quite likely that we'd have to hide at Plettenberg Bay, a very secure bay in SW weather with a nearby town very much like La Jolla. We headed the boat more inshore so we could make the dive if necessary. But the window opened a bit wider and we next cast our eyes on Mossel Bay, another half day down the road. It started sounding more dicey. A SW15 was forecast to hit the coast west of Cape Aghulhas but not east. We were east. Would it go per forecast? Fred, one of the ham radio weather men who's been

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doing weather for years, felt it would be light—something we could power through with our 85 horses. We were out of the strong current so abnormal waves were no longer a worry. We could run to shore & a sheltering point at any time now if it got nasty. Fred guessed the front would hit our area at around 8 pm.

In late afternoon we put 2 reefs in the main. Dragged the injured staysail back up on deck and tied a reef in it (luckily the tear was below the reef points) and fastened it to the stay so it could be pulled up if the blow hit hard. I took a sea sick pill. With the preparation we were hoping to guarantee it would be an easy front! We've now been at sea 3 1/2 days. Busy fixing, sleeping, eating, radio skeds, with no time available to even attempt to do email. At first it was too rough to take out the computer. Radio email takes a bit of experimenting until the formula works right and there just wasn't enough energy left to do it. (We thought we'd be close enough to use the cell but we were out of range until Cape Agulhas.)

At 8 pm I pop up from sleep and look out to see a beautiful sunset sky—with a huge dark wall of cloud dead ahead. Oh my! Our last dark wall, although bigger & blacker, gave us 50K for 3 hrs out of Chagos. We keep powering forward as the winds are under 5 K. The dark wall drifts off to sea and breaks up! We power on!

Cape Agulhas, the southernmost point of Africa, has stern warnings in the almanac. "Attempting to round the Cape in strong winds is most unwise." We power around in a bouncy sea, still with less than 5K of wind. We LOVE powering around Capes!! You could see the Indian Ocean meeting the Atlantic in a drift line—much like we used to see in British Columbia. Bird life was prolific meaning fishing was good. Gold headed gannets dove like pelicans into the water for their dinners. A fleet of periscopes became airborne and showed themselves to be cormorants. Boobie birds bobbed around in large flocks. Seals poked their heads up now and again.

We powered on and passed Cape Point which the early sailors had hoped was the southernmost point of Africa and the gateway to the eastern riches. It lies at the southern end of the peninsula below Cape Town. The wind was so light the bubbles in our wake sounded like Alka Seltzer! LOVE IT!! The water between the 2 capes was incredibly bouncy considering the wind speed. High winds must be absolutely nauseating! Off Cape Point the warm tropic waters of the Indian Ocean & Agulhas Current have now given way to the cool Bengula Current which has flirted with Antarctica. The air becomes decidedly cooler.

Just before Cape Town, penguins paddled across our bow. Off Cape Town itself was a ground fog—or should I say water fog! It was 20-30 feet high and really dense. Ship's fog horns boomed frequently. Our radar helped guide us inside where we made straight for the RCYC fuel dock and loaded 500 liters. Fuel prices had just dropped 11% 2 days before.

Now we're at the Royal Cape Yacht Club nestled next to majestic Table Mountain. In pictures she looks far away, but you can almost reach out and touch her. Many service shops are still shut for the Holidays. Nearly all shops are open on Monday. Then we'll have our sail repaired, upgrade our Pactor radio email device to a faster model and continue to chip away at the many little et ceteras that always pop up. Departure from here will be in about a week—weather & job dependent of course. We toured here last

February, but there's still lots to see. Trouble is: there's lots to do on the other side of the water. Still hoping to be home mid March.

Smooth sailing to you all,

Connie & Ralph