

ADP

Catalina 22 Fleet 4

2009



4UM



<http://www.catalina22fleet4.org/>

Sacramento Catalina 22 Fleet 4UM Newsletter APRIL '09

FOLSOM LAKE MARINA IS OPEN

ALL SLIP RENTERS WHO HAVE NOT YET LAUNCHED ARE REQUESTED TO DO SO ASAP TO CLEAR THE PARKING LOT

➤ CAPTAIN'S REPORT ◀

March 12 was a little early for the Ides of March, but stuff happens. Your Captain wasn't minding the helm and forgot to procure the key to the Library meeting space, soooo-we held a 40 minute meeting in the parking lot, trying to finish before our feet got tired, it got too cold and/or too dark, or the mosquitoes found us.

Lowell Richardson, proprietor of Catalina Direct, was the scheduled guest speaker-"ides of march", at least he got the projector to see if it works with his McIntosh! I was too cold to remember much of the meeting but it wasn't very orderly-"Ides of March" with too many over-early's, make that too many conversations going on at the same time. I did have my gavel, but with no desk to hammer on and the hands too cold to rap knuckles, it wasn't used.

However, we had a good time exchanging information, reviewing the past, and talking about the upcoming cruises to Puget Sound and the British Virgin Islands. It is time to get on board if you are going on one of these "away" cruises.

There are some changes to the upcoming "Strictly Sail Expo" (which is a cruise by the way, worth 6 points). The new name should be "Not so Strictly Sail Expo" as there will be power boats there also. Hard times in the boat building business, I guess!

Check the schedule- things are getting busy, the lake is filling and water level is nearly 443 ft as I write this column (466 ft is full). And remember the pointy end is the front. Good Sailing and we'll see you at the next meeting at the Library-inside on the 9th of April at 7:00.

Mike Rayfuse, 2009 Fleet 4 Captain,
Catalina 22 #3088 "SIRIUS"

UP COMING EVENTS

☼ April ☼

Membership Meeting
Thursday Apr. 9th - 7:00pm-9:00pm
Fair Oaks Library.

Please bring your completed 2009 Membership application and dues check if you haven't already done so.

Racing

Trans-Folsom Race – Sat. 11th
Spring #2 – Sun. 19th, F.L.

FLYC website: <http://www.flyc.org>
or contact Dave Strain

Cruising

Sat. 18th : Strictly Sail Expo, Oakland
Sat-Sun 25th-26th: New Member's/Past
Captain's Cruise, F.L.
Cruise Leader Larry Charlot

Board Meeting

Thursday Apr. 23rd - 7:00pm
Location TBD

☼ May ☼

Sat/Sun 2nd-3rd: Camellia Cup Race F.L.
Sat 9th: Spring #3 Race F.L.
Sat 16th: Spring #4 Race F.L.
Sat-Mon 23rd-25th: Memorial Day
Cruise, F.L. Cruise Leader Ron
Hitchcock

☼ June ☼

Fri. 12th – Fleet 4 Picnic, F.L.
Sat. 13th – Bigs & Littles Sail Day, F.L.
Event Leader Karen Preston
Sat/Sun 13th-14th, Movie Nite Cruise.
F.L., Cruise Leader Larry Charlot

NOTE: Start Date for San Juans/Gulf Islands Cruise has been moved from June 20th to July 10th. Cruise Leader Larry Charlot

"Deadline for submissions to the 4UM is the last Friday of each month for the following month's edition."

➤ SECRETARY'S REPORT ◀

There was no Board Meeting in March.

➤ CRUISING REPORT ◀

Spring sailing season on Folsom Lake got a late start; the First of Spring cruise was postponed one week due to inclement weather on March 21st. But what a great weekend for sailing we had on the 28th and 29th! Saturday offered perfect conditions: bright clear sunshine, mild temperature in the mid 60's, and South-Southwest winds, measured at Folsom Dam in the 6~12 mph range, that lasted all day until after sunset! A little high cirrus overcast came into the region in late afternoon, making a brilliant sunset display (see photo). Two Fleet 4 boats participated, C-25 #5857 "*Quiet Time*" (Larry Charlot), and C-22 #1780 "*Felice*" (Roy Moore). "*Quiet Time*" needed some maintenance work (a battery replacement) and cleaning, so I didn't get out sailing until about 16:00, but once out of the wind shadow of the marina basin, it was fantastic! This was "*Quiet Time's*" first launching since last year's July 2nd closure of the marina, and it was so great to be out on the water and SAILING again!

I think I have finally figured out what the appeal of sailing is, and Saturday afternoon and evening on Folsom Lake brought it all into focus. Sailing is a feast for the senses, offering a treat to all five of them.

1. Touch: the vibration and turbulence of the water flowing around the rudder, transmitted through the tiller to your hand, and all the various movements of the boat as it responds to wind and wave, which you pick up in your whole body. Is it a hot summer's day? The cool sting of spray flying back from the windward bow on a close reach will feel great.

2. Taste and 3. Smell: the essence of clean clear sea air, untainted by gas or diesel exhaust, and the tang of salt (in the Bay) or pine trees (in Union Valley Reservoir).

4. Sight: the lovely curves of a perfectly trimmed main and headsail, the golden dance of sunset light tracking across the water, and the impossibly deep blue of Lake Tahoe.

5. Sound: the whistle and hum of the wind in the standing rigging, the gurgle of water turbulence from the bow and transom wakes, and the whisper of the breeze past your windward ear. There's a symphony being played for your listening pleasure, and it's lead instrument is a string of 7x19 wire rope: the song of a Catalina 22 (violin) or C-25 (cello) swing keel cable that's just tight enough to resonate to the water flowing by.

I sailed until the wind finally quit at 20:00, then motored in to the cove on the south side of Brown's Ravine where I dropped the hook and made dinner. What a peaceful night! The darkness was filled with night sounds: a chorus of frogs nearby, the occasional far-off murmur of people talking in the marina, and the whisper of water ripples lapping the boat's hull. It was quite warm, about 60°, just right to sit in the cockpit in a light sweater jacket and look out at the night view. I am a little sad about all the development in El Dorado Hills and right around the lake in the last few years; there is now so much light pollution from house and street lighting that it dims the stars in New York Cove. I guess I will really look forward to some great star-gazing this August when we go to Union Valley for the Shooting Star cruise.

Sunday's sailing conditions turned more serious; a high pressure system in Northern California and Oregon produced strong north-west winds throughout the region. Early in the morning, at 08:30, the weather station at Folsom Dam recorded a marked increase in wind speed, a jump from zero to nine mph, and from that point the wind never died down the rest of the day. Saturday's nice breeze had petered out shortly after sunset, and it had remained calm overnight; I was anchored in Brown's Ravine Cove and the boat's overnight GPS anchor track showed hardly any change all night. But that first 9mph gust at 08:30 Sunday morning was just a taste of what was coming. The wind gathered strength all day, blowing 13~19mph average until early afternoon, with occasional gusts into the mid-twenties. From 17:00 to 20:30, it was really howling, average

wind speed in the mid to upper 20's, with at least one gust to 31mph.

I had offered to have Roy crew with me on "*Quiet Time*" instead of taking both boats out in the "hurricane", and as it turned out this was a fortunate decision. After sailing from Brown's Ravine to Dike 8, then to the tip of the Peninsula under main alone for a couple of hours, making 4.5 to 5.5 knots on a beam reach most of the time, we decided to have a look-see up South Fork. After taking a side trip through New York Cove, and fighting crazy wind speed and direction shifts, we secured the sails so as to avoid breaking something in the rigging or having the boat knocked down by a gust ("*Quiet Time*" has a Tall Rig), and deployed the "iron genny". Continuing east, we arrived at the Salmon Falls Bridge at 15:05, and were hit by gusts so strong - I would guess close to 40 mph - that I had to use full engine power to turn the boat into the wind to a westbound return heading. This maneuver was executed in that tight bottleneck area of the canyon just west of the bridge, and was only accomplished after ALMOST scraping the rocks on the north bank. "*Quiet Time's*" Yamaha High Thrust 8 motor really paid off it's rather high purchase price - I don't think an outboard with a standard propeller could have stopped us in time; I had to use maximum reverse power to pull the boat back after the wind slapped the bow sideways and started us on a collision course with the north bank. Roy was up in the bow ready to fend us off if the need arose and I think we got close enough for him to almost reach out and touch that canyon wall.

By the time we got back out to the main lake at 16:30, the conditions were approaching "horrendous" (for Folsom Lake), with short period, white-capped wind waves at least three feet. We secured the outboard, since the waves were lifting the prop completely out of the water about every 5 seconds, and discovered that we didn't even have to raise any sail: the wind was pushing "*Quiet Time*" on the course we wanted (towards the marina) at 4.5 knots under bare

poles! I did roll out the 135% genny for a minute or two, so as to re-roll it nice and tight on the furler for storage, and for that brief period we were getting 6+ knots on a broad reach. Re-furling that big sail in that wind took all the strength I had; any more wind and I would have had to winch the furling line in instead of hand-pulling it. I didn't want to let the sail fly free-it would have flogged like mad and it's still an almost new sail-so I had to pull that furling line with the sail under tension (ouch!, my sore hands!). It's probably the tightest furled headsail in Brown's Ravine Marina now!

This happened to be my first day in a wet slip - I have finally arrived at the top of the waiting list - and "*Quiet Time*" has been assigned Berth L-5 (L-5 was the Hitchcock's slip last year; they have moved "Slow Dancer" to "A" dock). Now the wind is really becoming a menace-it's blowing like stink right into the marina, and wouldn't you know it, just as I make the turn into the "L" dock slipway, the motor dies! Within a few seconds, "*Quiet Time*" has lost steerageway and is being pushed sideways right into the backs of the boats on "M" dock, and disaster is only averted when Roy manages to jump off, and with the assistance of a couple of bystanders, manages to keep "*Quiet Time*" fended off while I sort out the problem with the outboard. Turns out that the kill switch key got pulled out right at the moment I made the turn into the slipway, but I didn't notice this right away, having assumed the problem was with the fuel line or fuel tank vent.

Then, just to make the situation even more interesting, right after I get the kill switch key back in place and re-start the motor, the throttle grip comes off right in my hand (%^@& !!!!) - the retaining screw has vibrated out and dropped into the water. Unfortunately, this screw not only holds the throttle grip in place, it also transmits the operator's desire for engine power to the throttle cable and thence to the carburetor: i.e., no screw=no power settings above fast idle. And the boat is being rammed sideways against "M" dock by a 25 mph cross wind. Roy and the bystanders manage to push me back out into the

channel and with the smidgen of engine power I do have, I just barely manage to get "*Quiet Time*" turned around and headed back into the slipway, with just enough steerage speed to keep centered. When I arrive at my slip, it quickly becomes apparent that "fast idle" will provide not nearly enough thrust to turn the bow of my Catalina 25 90° into that 25 mph wind blast and get her pointed into the slip, so once again Roy and the bystanders have to jump into action and save the day.

After we get "*Quiet Time*" secured - using every fender I have available and double lines to the dock cleats - another emergency crops up; a Calabria waterski boat, berthed in M-25, has come loose and is being jammed up against the fingers of "N" dock! Roy and the bystanders who had previously helped me had left about 15 minutes previously, but another couple, who have a boat out near the end of "M" dock, come running up and we manage to get the Calabria tied up in an empty slip on "N" dock. Fortunately, Ken and Tom are still manning the marina office, although it's now almost 90 minutes past closing time, and they are able to raise the Calabria's owner by phone. He lives close by, in El Dorado Hills, and is at the marina in just a few minutes to get his \$45,000 (my guess as to the price) ski toy tied back up where she belongs.

If there's a general lesson to be learned here, I guess it's this: when you berth your boat at the end of a day of sailing, make sure your fenders and dock lines are adequate to withstand what could be a long day or two of high wind and swells rolling through the marina. The only docks that were relatively sheltered from the swells on Sunday afternoon were "A", "B", and "C" - all of the docks east of "C" were being rolled pretty vigorously, with the boats being bounced like toys in a bathtub full of hyperactive three-year-olds. Ken Christensen recommends that you use your bow padeye instead of your bow cleats to attach the forward dock line; this padeye is probably much stronger than your deck cleats, and if the boat is pitching up and down out

of sync with the dock, the sharp vertical rise of lines to deck cleats will cause a lot more strain than the more horizontal angle of a line to the padeye. Ken also said that there have been occasional 50 mph wind storms where the wind direction is strait into the marina, and the docks have been subjected to waves as high as 5 feet. Looking at a map of Folsom Lake, it appears to me that any wind bearing from about 270° true to about 340° true will push waves into the marina, and there's 2 to 3 miles of fetch along those bearings for the wind to push up waves.

So we had a really adventurous First of Spring cruise, and looking forward, we have an action-packed April schedule. The Trans-Folsom Race is only two weeks away, on April 11th. This is a "fun" race, and will give you the opportunity to see almost all of the lake at a time of year when the shore vegetation is still mostly fresh and green (before the grass dries up and turns brown). Contact Dave Strain for details.

The weekend after the Trans-Folsom Race is Fleet 4's annual excursion to Pacific Sail Expo (aka Strictly Sail), in Oakland's Jack London Square. Cap'n Mike has been in contact with the Strictly Sail organization and has additional information on the show; we will also have info at the April 9th Membership meeting. A \$5.00 discount coupon to the show is available at this URL:

[http://www.strictlysail.com/pdf/5CouponForClub s.pdf](http://www.strictlysail.com/pdf/5CouponForClub%20s.pdf). To get the discount, you need to download and print the coupon, and write our club name on the back: "Catalina 22 Fleet 4, Sacramento, CA". Please note that there is no "official" cruise leader for this event, so anyone wishing to participate will need to make their own arrangements for tickets to the show and the AMTRAK train. The train schedule for the morning run to Jack London Square is AMTRAK No. 727, leaving Sacramento's downtown station at 07:40 and arriving at Jack London Square at 09:31. For the return trip from Jack London Square back to Sacramento, there are four trains available, starting with No. 742 at 17:30, then No. 744 at 18:55, then No. 746 at 19:55, and the

last train, No. 748 at 20:55, which arrives back in Sacramento at 22:55. With four return trains to choose from, you can take a leisurely dinner and still have plenty of time to make the last train. Participation in this event counts as a single-day "away" cruise; please let me know if you attended the show so I can credit you with six cruise points.

The weekend following Sail Expo is our annual New Member's/Past Captain's Cruise, April 25th & 26th. The lake will probably be at or near it's maximum water elevation by then, so everyone with a boat at Folsom Lake should really try and make this cruise. I will be cruise leader, and the plan is to make an exploration up North Fork to the "head of navigation". The northern end of North Fork canyon is nearly 10 miles upstream of Folsom Dam when the lake is at full pond elevation, and it's very scenic back there. With the lake elevation likely to be something less than "full pond", we probably won't be able to get more than 8 miles upstream, but it will still be a fun trip.

The May general membership meeting will not be held at the Fair Oaks Library, as we were too late submitting our request and someone else got the room on our preferred date. So, the May meeting will be at Folsom Lake on Friday May 15th. We will meet at the picnic tables in front of the FLYC shed on "H" dock. The evening will start at 18:00 with a planning session for the San Juans/Gulf Islands Cruise, then the regular membership meeting will kick off at it's regular 19:00 start time. The special activity for this meeting will be "Pimp Your Boat" - everyone who has a boat at the lake, or wants to bring one, is invited to show off their customizations. We will start the boat tours at 7:00pm, while there will still be an hour or more of sunlight, then after it gets dark we will reconvene on "H" dock for a brief business meeting. The weekend of the 16th/17th will be a Cruise (no name or theme selected yet), so anyone who wants to just spend the night on their boat is invited to do so.

May 23-25 is Memorial Weekend, and we will have our annual Memorial Day cruise at Folsom Lake, to be led by "Captain Ron" Hitchcock.

June will also be a fun month with the second weekend jam-packed with activity. Friday June 12th is our annual Fleet 4 Picnic at Brown's Ravine, followed on Saturday June 13th by the Big Brother's/Big Sister's Sail Day and Picnic. Karen Preston is Fleet 4 Event Coordinator for the BBBS Sail Day, and everyone who plans to provide a boat should contact Karen by the end of April so she can let the BBBS organizers know how many guests we can accommodate. We generally place two guests (one Big and one Little) on 22 ft. boats, and four guests on 25~27 ft. boats. The weekend of the 12th and 13th is also a Fleet 4 Cruise, to be led by me.

NOTE: The June 21st start date for the San Juans/Gulf Islands Cruise has been pushed back three weeks to July 11th.

-Larry Charlot

Catalina 25 #5857 "*Quiet Time*"

Catalina 22 #13457 "*Magic*"



➤ **CHARTER IN THE
BRITISH VIRGIN ISLANDS** ◀
NOVEMBER 2009
Gary Preston

Several people have expressed interest in charter sailing in the BVI in November 2009. Would you like to join us? Last year, Jason Jenkins started the ball rolling to organize a group trip, and I am picking up the ball where he left off. In fact, we have already reserved a boat for Thanksgiving week, from Sunday 11/22/09 to Sunday 11/29/09. The British Virgins are said to be easy for beginner charter sailors, with steady trade winds and everything in line-of-sight navigation. If you have even a remote interest, please contact us: Home phone (916) 979-9819
Email: Gary_Karen_Preston@compuserve.com

➤ **RACING REPORT** ◀
TRANS-FOLSOM RACE - April 11.

Fleet 4 sailors, If you want to try racing without the down-side of fear and intimidation on the start line, then the TransFolsom Race is for you. Pack a lunch and beverages (yes, adult ones are acceptable), add some sun block and a wide-brimmed sun hat, and have a great time all day long. This is a chase race, where the slowest boats get to start before the fastest ones. Even the rabbit and the hare enjoy this annual race, and sometimes the hare wins! Call if you would like more information.

CATALINA 25/250 NATIONAL REGATTA -
Berkeley Yacht Club - June 19-21

The Notice of Race is posted on the C-25/250 National Association Website at:
<http://www.catalina-capri-25s.org/racing/racing.asp>

For more information contact Scott Hefty (his address & phone number is in your Fleet 4 roster)

CATALINA 22 NATIONAL REGATTA - Fort Walton Yacht Club (Florida) - May 23-28

The Notice of Race (a PDF file) can be downloaded at:
<http://www.catalina22.org/PDFfiles/2009-National-NOR.pdf>

Latitude 38 publishes another magazine devoted to the race schedule in the Bay. It's a master calendar for Northern California YRA. There are some tips on racing that seem like common sense. I thought I'd share some of them. I found this list on page 38 of the 2009 YRA Calendar:

1. Avoid collisions: If you have the right of way, and hit the other boat, causing serious damage, both boats can be protested.
2. Sail the course prescribed. Boats have to round the marks in the designated course and cannot hit the mark.
3. Acknowledge your fouls and protest those who don't.
4. Port tack boats need to keep clear of starboard tacks.
5. Don't obstruct: don't make it hard for the 'keep clear' boat to do so. (No hunting allowed).
6. Remember, sailing and racing are supposed to be fun and fair. Following the rules insures a fair race for all participants, which makes it fun for everyone.

Dave Strain, 916-933-2346 Dave Strain
Catalina 22 # 6667 **"Blue Diamond"**
Catalina 250 #256 **"Faux Play"**
landave@copper.net or 933-2346.

First of Spring Cruise, Folsom Lake,
March 28-29, 2009



Saturday's sunset – wind SW at 6, perfect sailing!



Sunday 15:05 - Salmon Falls Bridge, wind gusting at 30+ and heeling the boat 15° under bare poles!

Catalina 22 Fleet 4 - 2009 Cruises & Meetings Calendar

JANUARY

▶ 8: General Membership Meeting-Fair Oaks Library

▶ 17-19: Whale Watch Cruise, Monterey.

Cruise leader Larry Charlot

FEBRUARY

▶ 12: General Membership Meeting at Mike & Madeline Rayfuse's house (Fair Oaks Library Not Available)

▶ 14-16: President's Day Cruise, S.F. Bay

CANCELLED (INCLEMENT WEATHER)

MARCH

▶ **7: FOLSOM LAKE MARINA OPENS FOR SLIP RENTERS TO LAUNCH THEIR BOATS**

▶ 12: General Membership Meeting-Fair Oaks Library

▶ 28-29 First of Spring Cruise, Folsom Lake

Cruise Leader Larry Charlot

APRIL

▶ 9: General Membership Meeting-Fair Oaks Library

▶ 18: Sail Expo Jack London Square, Oakland

No Cruise Leader (make your own Amtrak reservation)

▶ 25-26: New Member's/Past Captain's Cruise

Folsom Lake. Cruise Leader Larry Charlot

MAY

▶ 14: "Pimp Your Boat" Meeting-Folsom Lake

▶ 23-25: Memorial Day Cruise-Folsom Lake

Cruise Leader Ron Hitchcock. "Away" cruise to SF Bay, Union Valley, or Delta optional if anyone wants to organize one.

JUNE

▶ 12: Fleet 4 Annual Member's Picnic-Folsom Lake, Brown's Ravine Picnic Area

▶ 13: Big Brother's/Big Sister's Day Sail & Picnic-Folsom Lake. Event Leader Karen Preston

▶ 13-14: First of Summer Cruise-New York Cove, Folsom Lake, Cruise Leader Larry Charlot

JULY

▶ 3-5: Independence Day Cruise-Folsom Lake, if marina still open. Alternate Locations, Union Valley Reservoir, SF Bay, or Delta. Cruise Leader TBD

▶ 5 Derigging day for Folsom Lake boats that will be heading up to the San Juan's Cruise the following week

▶ 9: General Membership Meeting-Fair Oaks Library

▶ 11-20: San Juan's/Gulf Islands Cruise.

Cruise Leader Larry Charlot

AUGUST

▶ 8-9: Shooting Star Cruise-Union Valley Reservoir
Cruise Leader JoAnne Watkins

▶ 13: General Membership Meeting-Fair Oaks Library

▶ 28-31: Union Valley Camp'n'Cruise trip.

Cruise Leader Dave & Lanette Strain.

SEPTEMBER

▶ 5-7: Delta Cruise-Brannan Island to Antioch. Cruise Leader Larry Charlot

▶ 10: General Membership Meeting-Fair Oaks Library (2010 Board Nominations)

OCTOBER

▶ 8: General Membership Meeting-Fair Oaks Library (2010 Board Elections)

▶ 10-12: Fleet Week Cruise-SF Bay. Launch at Emeryville. Cruise Leader TBD

NOVEMBER

▶ 7: Annual Awards Banquet-location TBD

▶ 21-29: BVI Charter Cruise

Cruise Leader Karen Preston

DECEMBER

Happy Holidays!

For Calendar of Racing events, check Folsom Lake Yacht Club website:

<http://www.flyc.org/pdfs/2009Calendar.pdf>

or contact Dave Strain:

<mailto:landave@copper.net>



April 29, 2006 - PAST CAPTAIN'S/NEW MEMBER'S CRUISE, NEW YORK COVE
l to r: *Windy Bratches* (Behling), *Wingin' It* (Reed), *Slow Dancer* (Hitchcock), *Faux Play* (Strain), *Paragon* (Yates), camera boat: *Quiet Time* (Charlot)



June 15, 2003 - Jazz Jamboree, New York Cove

Photo credits: All photography in this edition of the 4-UM
by Larry Charlot

Catalina 22 Fleet 4

2009 Board Members

Captain: Michael Rayfuse 916-359-0565 mrehfus@surewest.net	Secretary & Cruising: Larry Charlot 916-689-7379 lgcharlot@hotmail.com
Racing: Dave Strain 916-399-5959 landave@copper.net	Membership: Lanette Strain 916-933-2346 landave@copper.net
Treasurer: Ron Hitchcock 916-933-2346 rahcwh@gmail.com	Hospitality: Madeline Rayfuse 916-359-0565 mrayfuse@surewest.net

Past Captain: Karen Preston
916-929-6506
Gary_Karen_Preston@compuserve.com

Web Links and other useful Tid-Bits

Folsom Lake Marina's home page: current daily hours of operation at the marina, slip and dry storage fees, map and directions. Plus links to other web sites with information on lake water level, State Park regulations, and boating-related businesses and vendors.

<http://www.folsomlakemarina.com/>

Catalina Yacht Home Page (take a look at that new C-350 Mk. II!):

<http://www.catalinayachts.com/>

Catalina 25/250 and Capri 25 National Association Forum:

<http://www.catalina-capri-25s.org/forum/>

Catalina 25/250 and Capri 25 National Association Technical Tips. Great resource showing various modifications and improvements that owners have made on their boats:

<http://www.catalina-capri-25s.org/tech/tech.asp>

Catalina 22 National Association website:

<http://www.catalina22.org/>

US Coast Guard Auxilliary Float Plan website:

<http://www.floatplancentral.org/>

NOAA's National Ocean Service Real Time On-Line Tide Station Data for the West Coast :

<http://www.tidesonline.nos.noaa.gov/monlist.shtml?region=wc>