



Catalina 22 Fleet 4



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

**January
2012**



**Normal Meeting Location
changed from Fair Oaks
Library to Raley's in El
Dorado Hills**

**January 7, 7 p.m. Member
meeting to plan activities
in 2012. Your opinion is
important,--please come.**

UP COMING EVENTS

❁ January ❁

- 12 Member Meeting – plan events for the year El Dorado Hills Raley's Supermarket

Watch this space after the January 7 Officer Meeting.

❁ February ❁

Watch this space after the January 7 Officer Meeting.

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

**Please send your submissions to Roy Moore,
our Secretary for 2011
roymoore925@sbcglobal.net**

➤ **CAPTAIN'S REPORT** ◀
➤ **End-of-Year Banquet** ◀

Our end-of-year awards banquet was again a resounding success – especially at the second table. (Details later.) Madeline Rayfuse put together a wonderful evening at Aviator's Restaurant. The buffet dinner was delicious and generous, and the staff graciously attentive. Madeline decorated the tables with style – and good wine.

Thanks to the generosity of those who donated items for the raffle and of those who bought so many tickets, Fleet 4 will have quite a boost in financing the Big/Little event next June. Remember the second table? (Four tables in all.) They won about half of the prizes and some good-natured teasing from the other tables.

The club officers for 2012 were introduced to the satisfaction of the membership. In spite of hopes for a well-earned retirement to Past-Captain, Mike Rayfuse accepted the Captain's post for one more year. Madeline Rayfuse is willing to serve one more year as Hospitality Chairperson. Scott Hefty will continue as Treasurer – a shoe-in election after his skillful handling of our brush with the IRS. Jeff Pathman is taking on the website and newsletter as our new Secretary, which frees Roy Moore to take the helm of Cruise Chairperson. Dave Strain will continue to serve as Racing Chair.

Edward Threlkeld will continue to serve as Membership Chair. Our thanks to retiring Cruise Chairperson Kevin Morton. (Kevin will serve as unofficial cruise-leader-in-residence for SF Bay Area cruises.)

“The pointy end is the front”
Captain Michael SIRIUS #3088

THE NATIONAL NEWSLETTER
IS AT <http://www.catalina22.org>

➤ **LAST NEWSLETTER** ◀

Well, that's a bit over-dramatic. But the newsletter will be edited by our new secretary, Jeff starting in January.

➤ **WHERE CREDIT IS DUE** ◀

The idea of giving credit to those businesses that go out of their way to provide excellent services or products is shamelessly stolen from *Practical Sailor*, a most excellent product-review magazine on a par with *Consumer Reports*. So read on about a customer-oriented company deserving of accolades:

When my Tohatsu motor started acting up last spring, It took many calls to find anyone local that was willing to service it. Nick Parker, the owner of River City Boat Works, agreed to help, though with “Tohatsu? You're killing me!” Apparently Tohatsu parts come from the East coast, so

take a while to arrive. Nick took the motor, and when the tune-up parts finally arrived, serviced the motor which has run like a trooper ever since. Thank you

River City Boat Works
526 Galveston St.
West Sac. 95691
916—320-5307

Submitted by Roy Moore

➤*CRUISING REPORT*◀

Here is evidence that indicates the kind of vehicle that carries us on our cruises.

The City of Vallejo issued an order to destroy eight boat for various reasons. Among the boats scheduled for termination was an old Catalina 22 swing keel. The crew assigned the task of breaking up these boats decided to save the “easy” boat for last – the Catalina 22. Over the next four hours, seven boats were crushed chopped up, and the remains scooped into a waiting dump truck. The D-8 (tractor with tracks like a tank, weighing about 80,000 lbs depending on accessories chosen, each of which weigh a lot, built by Caterpillar) with a claw tore through these first seven boats like a hot knife through butter. The plan to end the day with the “easy” boat went somewhat awry. They first figured on driving the D-8 over the top of the unfortunate Catalina 22, but after several attempts, that method had to be

abandoned as the little Catalina would “squirt” out from under the D-8, escaping unharmed. It even swung its keel out at the wrecking crew, as though sticking its tongue out at them. The next method tried was to use the claw to bite out sections from it, but they were unable to get a grip in the hull, so they abandoned that method as well. Ultimately, they wrapped it in chains and anchored it to the D-8 to enable them to drive over it and crush it. In the end, to took the same amount of time to destroy on Catalina 22 as it did to destroy the other seven boats! After four hours of work on the game little 22, the crew leader then swore that if anyone ever invited him on the open ocean in a Catalina 22, he'd have no reservations whatsoever about accepting.

Catalina owners, stand proud! We have very tough boats!

Kevin Morton, Cruise Chairperson

➤*RACING REPORT*◀

➤*Let's Go Cruising*◀

..... by Scott Hefty

Havasu Pocket Cruisers Convention 2012!

Date: Feb 13th thru 20th.

Place: Lake Havasu (about 40 miles long)

Expected Weather: Mid to Hi 70s with light but consistent winds

So far, 3 boats from Fleet 4 have expressed interest or committed to go. How about you?

The event was founded by Sean and JO Mulligan in 2008 as an informal gathering of 13 Montgomery boats. Each year the event has grown, 20 plus the second year, 70 plus in 2010, and in 2011 there were 139 boats registered, 127 showed in over 25 different class boats along with about 20 boats less sailors. What is making this event so popular?

Well I think that the article in *Good Old Boat Magazine* by 2011 participant Larry Yake says it all.

HAVASU POCKET CRUISER CONVENTION 2011

by Larry Yake



Even the drifters were fun.

If you're like me, you've wandered aimlessly among the displays and scanned the list of boring seminars at business conventions and thought, "Ugh! I'd rather be sailing!" Now imagine a convention where all the events and seminars are so interesting

that you would voluntarily pass up sailing time to attend; a convention where more than 120 small sailboats from more past and present boat manufacturers than you could dream of are in attendance; a convention where you can meet fellow pocket cruiser sailors from all over the US and Canada, check out their boats, and sail beside them on a beautiful desert lake surrounded by jagged mountains; a convention scheduled during late winter just when you're starting to believe you will never be warm again and sailing season is still months away.



Hosts Sean and Jo Mulligan aboard their Montgomery 23 *Dauntless*

If that appeals to you, start making plans to attend next year's Pocket Cruiser Convention in Lake Havasu City, Arizona, in mid-February. The fourth annual Havasu Pocket Cruiser Convention was held Feb. 14 to 21, 2011. It was planned, organized, and hosted by the enthusiastic Sean Mulligan with assistance from a core group of sponsors and supporters. Sean has built what started as a simple weekend gathering of friends into an amazing weeklong event that may be one of a kind in the sailing community, certainly in the pocketcruiser world.

Pocket cruiser sailors tend to be very independent. Almost loners. We have small boats not necessarily because that's all we can afford, but rather because we enjoy the freedom they give us. We are not dependent on crews, marina slips, or professional repair services.



Gary Hyde, Montgomery 17 *Hydeaway* 2, Pullman, Wa

We frequently sail alone, we keep our boats at home, and we do our own repairs. We are true do-it-yourselfers. The idea of joining a big crowd is unnatural for us. But pocket cruiser get-togethers are happening all over the country. Whether sailing to Catalina Island, cruising the San Juans, racing on the Gulf Coast, or touring the Apostle Islands, these independent loners have discovered that sailing with friends, even if they're in another boat, is a blast! Then there are the social sailors: those who never sail alone. Families, friends . . . the more the merrier. These folks thrive on group sails. Whether digging their boats out of snow banks and heading south in the winter or hauling

them out of desert lakes and trailering north for cooler weather in the summer, they join every event they can find.



Rigging at the launch ramp.

Surpassing all these events is the Lake Havasu Pocket Cruiser Convention. Held at the convention center of the London Bridge Resort, there were displays and representatives from several sponsors -- J.O. Woodworks, Kelly-Hanson Sails, Interlux/Awlgrip Paints, Hyde Sails, and WaveFront Marine -- doing brisk business. The seminars covered Cruising Chutes, Boat Painting (they actually painted a dinghy on stage!), Man Overboard Procedures, Sailing Southern California, Outboard Motor Maintenance, Raymarine Electronics, Sailing Medicine for Dummies, The 4 Elements of Sail Trim, Sailing the Singlehanded Trans Pac in a Pocket Cruiser (from both the sailor's and his wife's perspectives), Sailing Santa Cruz Island, the New Sage 17 Pocket Cruiser, and even a couple craft project seminars for those who were tired of all the boat stuff. All were excellent.

The dilemma was in deciding which seminars to attend or skip in order to have extra time sailing!



Montgomery 17 *Motu iti*, Eldor and Dorothy Eisen.
Guess what state they're from?

Speaking of sailing, that's what this event is all about and there was plenty of time to sail in the organized events or just go off exploring alone. I was concerned that it might get too crowded out on the water with more than 100 boats sailing around, but Lake Havasu has plenty of room to spread out and the lake never felt congested. The sight of all those sails was impressive. Everywhere you went around town people were talking about "all those sailboats!" Joining in the races added even more to the fun.

Races were run with gentlemen's rules, following basic rules of the road, and this philosophy actually worked! There were no protests or tempers flaring, everyone just had a good time. There was a long-distance race open to all boats and scored on a handicap system,

a Pocket Cruiser Cup for all boats scored by order of finish, and class races sponsored by the manufacturers. Wind conditions varied daily from boisterous to drifters, allowing us to enjoy all types of sailing from reefed down to spinnakers. The Parade of Sail under the London Bridge was spectacular with dozens of sailboats coming down the channel in a long line. Several sailors were unable to bring their own boats, but there was no problem finding someone to sail with. Skippers were more than happy to show off their boats, most of which had been customized personally to suit their needs. My 1976 Montgomery 17, *CornDog*, stayed home buried in the snow, but I raced and daysailed on several boats, including some very rare models, like Sean's 1979 Montgomery 23 (havasumontgomerys.piczo.com), Bill Barnhart's 1962 Champion 21 (billsboat.webs.com), and the Sage 17 prototype (www.sagemarine.us).



Steamboat Cove. An impromptu BBQ gathering before the event.

Of course, all sailors like to party. The evenings were just as busy as the days with a Meet and Greet the first night, a rowdy North/South Grudge Match that tested the sailors' knot-tying skills and

somehow ending up in a conga line, a fun Going Down With The Ship party featured some, um . . . creative costumes and live music, and an awards banquet where we were served a prime rib dinner, the race trophies were handed out, and a variety of sails and gear were auctioned off to raise funds for next year's event.



Sean enjoying a rare chance to sail with the group he brought together.

Lake Havasu City was a great host for this event and they welcomed us with open arms. Many thanks to them and the sponsors (including *Good Old Boat* magazine) and vendors who helped make it all possible. Most of all thanks to Sean Mulligan. Without his vision and endless efforts this event would never happen. Check out the event webpage at www.sailhavas.com.

➤ MONEY MATTERS

TREASURER'S REPORT◀

MONEY MATTERS – September 2011
By Scott Hefty, Treasurer

Not much to report. We have:

| | |
|-----------------|------------|
| Revenues (Dues) | \$1116 |
| Expenses | <u>444</u> |
| Balance | \$ 672 |

Checking Account \$4222
(Rounded to nearest dollar)

It sure has been a quiet summer as far as the fleet's treasury goes. We are starting our third month of no change in income or expenses. We all must be out on the water using our boats, enjoying the summer weather or on family vacations. Maybe we should suspend our formal summer meetings, and meet informally on the water, say on a Friday after work to enjoy fun activities on Folsom Lake.

➤ *EVENTS AND MEETINGS* *CALENDAR*◀

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

➤RACING EVENTS CALENDAR◀

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>

➤MINUTES OF THE LAST MEETING◀

The banquet included a brief business meeting
composed of a reminder that the next
membership meeting will be the 2nd Thursday
in January at the El Dorado Hills Raley's.



Fleet 4 Membership & Renewal Form



New members: How did you hear of us?

Both New and Renewing Members Please complete all following information.

Name _____

Registration # (CF) _____

Name _____

Boat Name _____

Children (under 16 that sail with you)

Boat Type _____

Address _____

Sail Number _____

City _____ State ____ Zip _____

Doc _____

Home Phone (____) ____ - _____

C22 National member? Yes No

Cell Phone (His) (____) ____ - _____

Marina _____

Cell Phone (Hers) (____) ____ - _____

Berth _____

Email (His) _____

Work Phone (His) (____) ____ - _____

Email (Hers) _____

Work Phone (Hers) (____) ____ - _____

I hereby release all Fleet 4 members, cruise leaders, and board members from any liability for injury, death, or damage to property arising from participation in any Fleet activities and/or cruises. I also acknowledge that the decision to participate, race, continue to race, or cruise in the events is the sole responsibility of the individual skipper and his or her crew.

Signed _____

Dated _____

Fleet 4 dues: \$36 due

Due February 1st of each year

Please Make Checks Payable To:

Fleet 4

c/o Scott Hefty

Mail check for dues+ completed application to:

Fleet 4 Treasurer

5133 Whisper Oaks lane

Carmichael, CA 95608

Questions:

edward.threlkeld@boe.ca.gov

(916) 363-0513

The 4UM newsletter will now be distributed by email and by the Fleet 4 website:

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

Anyone needing to receive the 4UM via U.S. Postal Service should contact Roy Moore: 916-990-0535
roymoore925@sbcglobal.net

Cruising Safety for Cruise Leaders

Please fill in information:

VHF Radio Yes No

FCC LN _____

GPS Yes No

Radar Yes No

For official use only:

[] Roster needs updating

Membership Due in _____

Paid with check no. _____

[] New member packet sent

[] Needs Membership Badge

Boat Camping at Folsom Lake

On board camping is allowed on vessels that have a self-contained sanitary unit.

A self contained sanitary unit must be Coast Guard approved, have a holding tank that has a tight and perfect closure at all times, and is installed in a location that affords complete privacy for it's user. Waste must be dumped at an appropriate onshore facility. The vessel must also have proper sleeping accommodations for all persons on board.

All boat campers must register at either the Granite Bay entrance station or the main office building at Folsom Lake Marina, located in Brown's Ravine. Boats will be inspected to verify that it meets all regulations. A boat camping registration box is located at the front door of the marina and may be used to register for boat camping, when the marina office is closed.

On board boat camping is allowed only in the following areas:

South Fork...Deep Ravine to Higgins Point

North Fork...Bear Cove to Mormon Ravine

Brown's Ravine...Slip renters at the marina are allowed to camp on their boats in their slips overnight, however, they must register to do so.

Offshore boat campers must follow all the laws and regulations of the State of California and the Department of Parks and Recreation, including the following:

1. All boats must be moored and remain moored during all hours the park is officially closed.
Boating after the official closing hour is prohibited.
2. Boats must be moored out of the main traffic channels and within 200 feet of shore. Camping is prohibited on shore.
3. Boat campers may not be tied to or pulled up on shore while boat camping.
4. All boats must display an anchor light in accordance with California's Administrative code.
5. It is unlawful to operate a boat while under the influence of alcohol and/or certain drugs.
6. Boat camping is limited to a maximum of two consecutive nights.
7. Fires are NOT permitted on shore at anytime.
8. Vehicles must be registered at the area in which the vehicles are located. A vehicle parked in Granite Bay cannot register at Brown's Ravine for boat camping.
9. Any vehicle in the park after closing and not registered to boat camp is subject to a citation from the Park Rangers for none payment of fees.

CLASSIFIED ADVERTISEMENTS

FOR SALE: 1980 CATALINA 22

Morning Mist

by Jerry Griffin 509-888-4614

The boat's at Camerado RV storage in Cameron Park. She's a 1980, with swing keel. Agent's name is Bill Ralston, the phone is 916-752-5309 and his email is:

billralston@frontiernet.net Bill will have the key and will be able to show the boat. Folks probably should call me first since I know what's on the boat and when it was installed. New Ullman cruising main and jib, estimate 20hrs on the Merc 6hp longshaft, heavy duty lift kit for same, portapotti, etc. spray dodgers for the cockpit safety lines from sailrite, and an awning/weatherproof "tent" that goes over the boom. She also has new cushions, I also had all the gaskets in the engine replaced so they wouldn't be impacted by increased ethanol in the fuel.

She also has a solar charger which mounts to the rear pulpit near the engine lift

FOR SALE: 2004 CATALINA 22 Mark II

Includes original Mainsail and Furling Jib, normal package of porta-potti, table, cushions, etc.

Trailer includes working tongue extension. 4 hp Yamaha motor.

Good price to a good home; call Linda @ 916-966-4482

Have an Extra Boom etc.?

"Monte" just bought a C-22 without a boom and other parts. Do you have anything to sell or donate? You can call him at 916-791-8804

Need a trailer for a C-25?
Call 213-446-5286 for details.

EXPERIENCED SAILOR WANTS TO CREW

Neal Groch is a lifetime sailor without boat and eager to put sailing back in his life. Neal lives in Danville and has no friends who sail. He's the father of a friend of my daughter. He is a nice guy and missing sailing badly. Neal says he has been sailing since college, although not a lot lately. Most of his experience was on centerboard boats and HobieCats, but he has some experience with larger boats too. He writes, "some things you do not forget." Please keep Neal's info at hand and if you have any suggestions on boats he can crew upon, he's ready and willing to come aboard. Since he lives in the Bay Area, he might be available to assist one of the big boat skippers out of Richmond. His contact information:

Neal Groch

10 Claypool Court

Danville, CA 94526

925-552-5188 Office / 925-785-8875 Mobile

925-401-9529 Fax / Skype Address: Neal.Groch

SEWING SERVICE FOR MEMBERS

Need to create or repair something out of fabric or leather but your sewing machine isn't up to the task? I have an old "toughie" of a sewing machine suitable for sails (including corner reinforcements), canvas covers, etc., leather.

Rent time, let me do it, trade time for sewing lessons,--happy to help. Roy Moore