



# Catalina 22 Fleet 4



**October**

# 4UM

**2015**

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



## >HOT NEWS AND CHANGES<

**October 9 Membership Meeting is  
CANCELED**

**Fleet Week Cruise  
October 9, 10 and 11  
San Francisco Bay**

**Annual Banquet  
Saturday, November 7, 6:30pm  
Aviator's (at Executive Airport)**

**Thanksgiving Cruise  
November 27, 28 and 29  
San Francisco Bay**

Have you been sailing, or on a sailing related activity since Folsom Lake went dry? Send a short paragraph or full article to share in the December Year End 4UM (by November 25<sup>th</sup> please, but do it now before you forget).

Gary\_Karen\_Preston@compuserve.com

## UPCOMING EVENTS

### ❁ October 2015 ❁

- 9 Membership Meeting  
**CANCELED**
- 9-11 Cruise – Fleet Week Cruise, S.F. Bay

### ❁ November 2015 ❁

- 7 Annual Banquet, 6:30pm, Aviator's (at Executive Airport)
- 27-29 Cruise – Thanksgiving Cruise, S.F. Bay

The Fleet 4UM is published bi-monthly in even-numbered months. The deadline for submission is the 25<sup>th</sup> of the odd-numbered month prior to publication for the next month's edition.

**Please send your submissions for the next edition by November 25<sup>th</sup> to:  
Gary Preston, Fleet 4UM Editor  
Gary\_Karen\_Preston@compuserve.com**

## ➤CAPTAIN'S REPORT◀

Roy Moore, Captain  
*Allegro*, C22 #7180  
roymoore925@gmail.com

Oops! Our October meeting fell victim to a busy officer team. On the October 9 date, all the officers are scheduled to be out of town, some out of state, and on October 16, only one officer (not the captain) was in the area, then we're getting close to the annual banquet. Sooo, no meeting in October.

You will find the slate of officer candidate for 2016 short on choices and long on track record:

Captain	Roy Moore
Secretary	Steve Patchett
Treasurer	Gary Preston
Membership Chair	Monte Whitefield
Social Chair	Madeline Rayfuse
Cruising Chair	Tim Hampton
Racing Chair	Mike Rayfuse

Madeline holds the record, 9 years of service to the Fleet as Social Chair. We have been blessed with years of awesome banquets as a result. More on the upcoming banquet elsewhere in this newsletter. PLEASE NOTE: If cost or other issue makes the meal part of the banquet unattractive, please contact Roy Moore or Madeline Rayfuse to arrange to join the Fleet for the after-dinner fun.

## ➤CRUSING REPORT◀

Tim & Janice Hampton, Cruising Chair  
*Amata*, C22 #13640  
tim.hampton23@gmail.com

## FLEET WEEK CRUISE

San Francisco Bay  
October 9, 10 and 11, 2015

San Francisco's Fleet Week has a variety of events to see and do... Proposed Itinerary: Launch on Friday afternoon or Saturday morning, Skippers Meeting at top of Launch Ramp at Richmond Marina Saturday at 10am. Sail out to greet the "Parade of Ships", then San Francisco to tie up for the day and enjoy the sights and sounds of "Fleet Week". Same for Sunday. Marina Bay Yacht

Harbor, 1340 Marina Way South, Richmond, CA  
94804 ph. 510-236-1013

(Slips at Richmond Marina are limited, please let Tim Hampton know ASAP if you are interested and bringing your Boat. We are in need of a Cruise Leader for this Cruise. Tim Hampton cell ph. 530-300-2944)

## FLEET WEEK INFO BELOW, or at [www.fleetweeks.org](http://www.fleetweeks.org)

Mission: San Francisco Fleet Week is an annual public event that honors the contributions of the men and women of the United States Armed Forces while advancing cooperation and knowledge among civilian- and military-based Humanitarian Assistance and Disaster Response personnel.

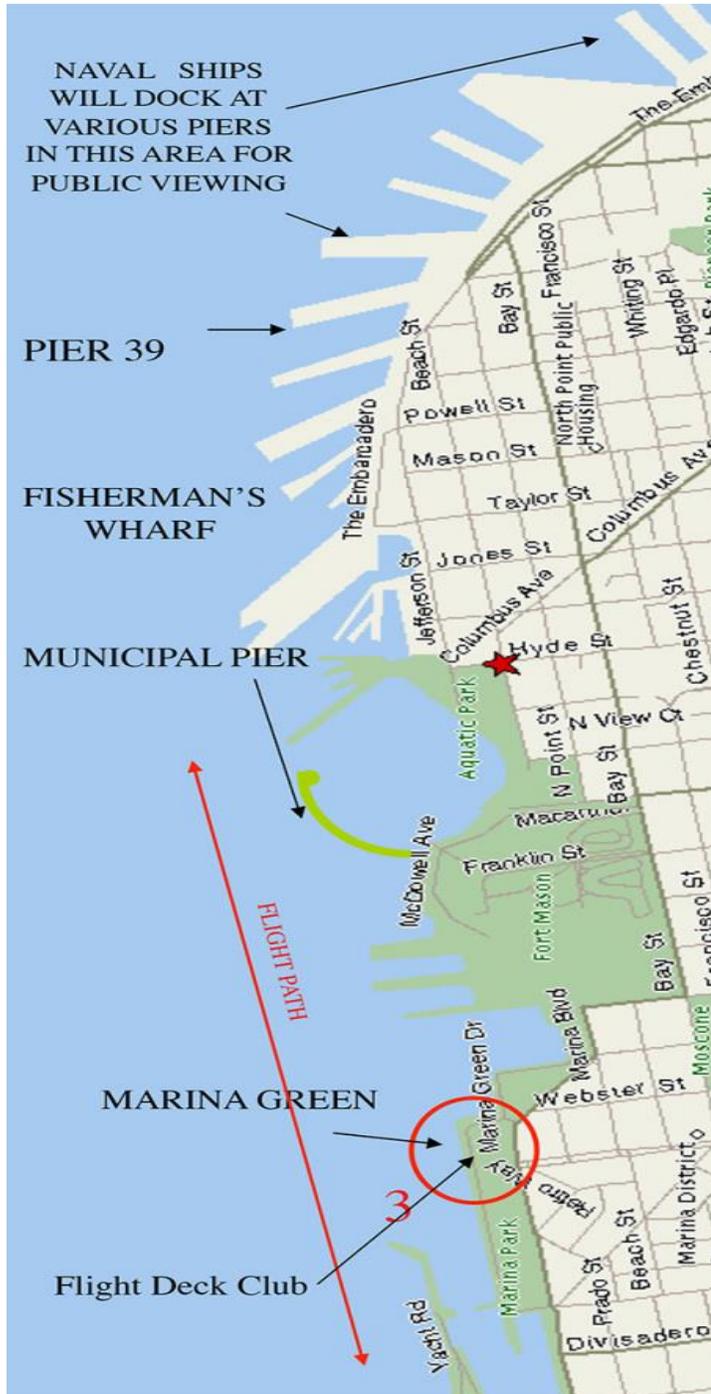
Ships: Throughout Fleet Week, thousands of visitors climb aboard amphibious carriers, destroyers and cruisers docked at the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Canadian Navy.

At Pier 80: Four ships from the United States Navy and Coast Guard will be tied up pier-side, bringing over 500 sailors and Coasties to the Dogpatch neighborhood's waterfront. The San Francisco Fleet Week Off-the-Grid Fleet Fest is a welcoming environment for both the visiting service members and the public to enjoy the San Francisco food truck culture while enjoying music, art and military displays. An enjoyable way to visit the ships and to celebrate our men and women who serve their country. Join us in creating a warm welcome to San Francisco.

Humanitarian Village: The Humanitarian Village is an interactive demonstration of US Military and Civil capabilities in responding to a disaster. The 2015 Village will include an educational program for participants to learn about these capabilities. Guided by a "Passport", participants will be encouraged to explore four different theme camps and receive a stamp from each: Mass Care and Shelter, Power and Utilities, Community Response & Rescue, and Environmental Management & Decontamination. Participants who turn in a completed Passport with 4 stamps will be eligible for a prize drawing.

**Fleet Week Air Show Schedule  
Friday, Saturday and Sunday**

- 12:30 pm - U.S. Navy Leap Frogs Parachute Team
- 12:45 pm - U.S. Coast Guard Rescue Demo
- 1:00 pm - Ace Maker T-33
- 1:15 pm - Embry-Riddle Aeronautical University's Extra-330  
flown by Matt Chapman
- 1:30 pm - Red Star Pilots Formation Team
- 1:45 pm - Michael Wiskus and the Lucas Oil Air Show
- 2:00 pm - Patriots Jet Team Formation Demo
- 2:30 pm - United Airlines 747 Demo
- 2:45 pm - Sean Tucker's Team Oracle Pitts Special
- 3:00 pm - United States Navy Blue Angels



**➤SOCIAL REPORT◀**

Madeline Rayfuse, Social Chair  
Sirius, C22 #3088  
mrayfuse@surewest.net

**ANNUAL BANQUET**

Aviator's Restaurant at Executive Airport  
Saturday, November 7th at 6:30 PM

It's that time of year again. Let's get our PARTY on! Our Fleet 4 Banquet is on Saturday, November 7th at 6:30. The Banquet will be held at Aviator's Restaurant at the Sacramento Executive Airport. I will be sending out your invitation in a few weeks.

Our raffle is always one of the highlights of the evening. Fleet 4 will supply some great prizes. Please remember your donation of prizes make it even better. Thank you for all the prizes you have donated in the past. Let's make this year's raffle the best ever.

We hope to see everyone in the Fleet at the Banquet. Don't forget to send in your RSVP.

**➤RACING REPORT◀**

Mike Rayfuse, Racing Chair  
Sirius, C22 #3088  
mrehfus@surewest.net

**The future is in their hands.**  
travelog

While the local racing has evaporated like the lake water around us and the water levels unreachable from the ramps, I have turned to the dark side by sailing my catamaran. Many lakes are still reachable/usable by driving on the lake bottom (where permitted), so the sailing "JONES" has been fed.

The biggest surprise this year was at Lake Woodward (north of Oakdale Ca.) which was still full in early June. This lake has good camping and a launch ramp for larger C22 types of boat. Racing there we use a 26 foot boat for committee purposes. The lake would be great for monohull races if one does not mind stern-anchoring and sticking the bow in the grass/mud at the beach, i.e. no docks for

overnighting. This lake has good winds when Folsom is glass, the same distance (90 miles) and about 2/3rd the size of Union Valley Reservoir, however the wind doesn't quit until the delta breeze dies around midnight. Some good night sailing but spooky when there is no moon. There are no surrounding lights, only campfires.

Personally I have competed in three **DARK SIDE** regattas this summer placing 2<sup>nd</sup>, 4<sup>th</sup> and 1<sup>st</sup> in that order in places like S.F. Bay and Bodega Bay. However there was one regatta that I attended where I never touched a sheet, pumped a bilge or pulled a halyard.

In late August Madeline and I along with our oldest grandson Harrison and his skipper Marcos and his girlfriend Ashleigh all piled into the truck/camper and headed north towards Alaska. I said towards, not to. We traveled 770 miles north to a lake on the Quinault Indian Reservation located at the southern end of the Olympic Peninsula National Park. This is about 1 hour west and north of Olympia WA. I-5 from Sacto to Olympia, then one left turn and one right gets you to Lake Quinault. The lake is about 30 miles drive around and located at the western edge of a rainforest. In fact the place we stayed at was called the "Rain Forest Lodge", and home of the world's largest Sitka Spruce.

I'm going on about the where, but forgetting the why. My grandson and his skipper were competing in the North American Hobie 16 Youths championships at Lake Quinault.

The trip north was routine with a stop at an I-5 rest area one hour south of Portland. Our camper has only berthing for 4 people and there were 5, so some improvisation. We hung a hammock between the bow of the Catamaran we were pulling and the trailer for that night. Waking in the morning to fog we hit the road early and ran into a deluge of rain just before Portland that lasted for 40 miles giving way to fresh skies, clean roads and green trees.

Making a left at Olympia we stopped in Aberdeen to provision and Ice up. Also a trip to the RV dump as the lake is remote. One hour later we arrived (Saturday noon) to watch locals competing in a Regional Championship Hobie Regatta with several of the youth teams practicing with the locals. The

rain that followed us finished the day as we setup camp.

Sunday the locals and some teens were at it again with improving weather and slightly less wind. Talking to the shore support people we became aware that one of the teen teams from San Jose CA was doing very well in the overall standings. Races were conducted away from the beach too far to see much so we waited and we watched anyway. Turns out they had a youth division and an open division in the scoring. Well, guess what, the San Jose team of youths won both the youths and open divisions.

Portending the week to come the San Jose youth Team were dominating, losing only one race where they flipped and still finished 3rd. As the event progressed the weather continued to improve to the point that the PM temps reached 90 Deg F and the wind shut down causing the last race to be cancelled. The lake is like Huntington or Union Valley with the daily thermal winds, however with no temperature difference the wind quit.

Our team placed 8th out of 13 boats - not so much a lack of experience but too much weight for the wind conditions. When they were in their element and in 2nd place a shackle failed at the mast tang/forestay junction and the mast fell into the water pulling them up onto the tramp as it went down. They decided to take some selfies at that time, while waiting for the crash boat to tow them in. 30 minutes after hitting the beach they were ready to go, however the committee called racing for the day.

There were 2 teams from Canada, 2 all-female teams from NY & Nor CAL, 3 teams from CA, with the rest from Delaware, Massachusetts and New Jersey or the Midwest. They had breakfast & dinner provided during the event and parents/sponsors could opt in for a fee. We did.

Watching the races with binoculars gets old so some of us drove out to the coast 30 minutes to the west & north. Very pretty with lots of dead trees along the shore and big hunks of cliffs that have fallen into the sea.

School was not in yet so we took the kids on **our** vacation and went to Seattle for a day parking the rig and sailboat almost under the Space Needle.

Took a bus to the Pike Street Fish Market and the original Starbucks, then went to the Seattle Aquarium, all the while being buzzed by the Blue Angels. Fleet Week I guess! Hitting the road for points south back on I-5 we stopped somewhere north of Portland for the night then took the group to the Oregon Museum of Science and Industry (OMSI) to see the USS Blueback (SS 581). I was a Submariner back in the sixties.

Later that day we went over the cascades to the Klamath Falls Yacht Club for a visit as Marcos had helped a crew from there disassemble their 31 foot trimaran at the conclusion of the Delta Ditch last year. They had run aground at speed and the skipper was launched from the helm down the companionway and stopped against the head at the forward bulkhead dislocating his shoulder. KFYC gave us the royal treatment and the door codes for the showers for the next 2 days-they were closed. The lake is polluted with algae & more green bugs than imaginable. The boys discovered the water was toxic after sailing in it for an evening. They washed the boat with bleach afterwards.

Klamath Falls to Sacto was 5 hours of driving through forest fire smoke & 1 hour where we could see that we were getting HOME - 8 days, 2200 miles with 3 teenagers.





lying awake for 20 hours, well, actually 35 minutes, I looked across the cabin to see how Emily was doing, because the earplugs weren't enough for me. She was looking at me; we both started laughing, pulled the earplugs and re-examined our options. We were at high tide with a strong off-shore wind and a noisy harbor. We considered anchoring off-shore which offered some advantages, the greatest being adequately quiet. The charts showed shallow enough water to anchor safely. The same water was too shallow for container ships, etc. Our only risks were seas too rough to sleep, failure of the anchor and drifting out to sea (most unlikely), trouble with smaller power boats. Would we need to post a watch? Legally, not if we displayed our anchor light. We decided to leave and either anchor away from civilization, or start early and the first watch would start soon.



I started the motor, and while it warmed up, we uncovered the sails, turned on the running lights, radio, depth sounder and RADAR, reviewed the chart of the harbor, and cast off. I motored clear of the slip. The wind was just ahead of beam, so we raised the jib, and headed for the harbor entrance. Once clear of the slips, I shut off and raised the motor. We raised the main, and with now a broad reach sailed briskly into the Pacific. Much better!

## ► *GEORGE OVER THE DAM* ◀ A continuing saga...

George continued his narrative:

I consulted the tide table, compliments of the marina, and found a maximum ebb tide at 7:10 the next morning. We decided to prepare to leave at 6 a.m., make breakfast as simple as possible, and leave on the ebb tide as close to 7 a.m. as convenient.

With *Lucky Duck* secured to her dock, the harbor master paid, provisions on board, and fuel for the outboard topped off, we both settled in to sleep.

We both awoke to a rocking boat, moaning tones of wind in a few hundred shrouds and stays, and distressingly, the musical slap of halyard on masts. The wind had built to 20 knots or more off-shore. I confirmed that we weren't contributing to the halyard-slap "concert", and we conferred what to do, if anything. It was just after 3 a.m. I offered earplugs. We "plugged up" and retired yet again. After

Emily asked if she could take the first watch, so I showed her how to turn the RADAR on and off, and answered her questions. Based on her many questions, all quite practical, I realized she had a lot of experience with this kind of sailing. She especially found the self-steering fascinating, and quickly picked up how to work it, and expressed her firm intention to treat it kindly. With that, I turned in until my watch, which we agreed would be two hours each to accommodate our unusual departure time, then 6, 6, 4, 4, 4 so no one gets stuck with the midnight watch for the whole trip.

Two hours later after a most restful, and quiet, sleep, I heard this sweet "your turn, Captain". Emily briefed me on her uneventful trip along the coast, the off-shore wind providing plenty of power, and the short fetch keeping the waves reasonable. I asked how a boat fetches, thinking of some dogs I've known. She explained that in this case "fetch" meant how far the wind was able to blow over the water and thus build up waves. Hmm, I thought,

lakes and rivers have their conveniences; “fetch” is not a problem I've had to deal with.

Emily went below, and I settled comfortably into the cockpit to keep my watch, occasional sweeps with the RADAR, follow our plotted course with occasional readjustments of the self-steering. The two hours passed quickly, and with no reason to do different, I let Emily continue sleeping until the rising sun shone through the windows and woke her. We then made breakfast, I working in the cabin, and she setting up breakfast in the cockpit. The following seas off the port side gave an energetic wallowing ride that we both felt comforting, and in no way interfered with breakfast. The morning went well. We changed the daytime 6, 6 to 3,3,3,3 because neither of us wanted to try sleeping during the day, and 6 hours until we could take a watch was too long.

Around mid-morning I got to wondering and asked “Emily, doesn't it get foggy around here in summer?” “Most of the time, yes,” she replied, “but this off-shore wind is a mild Santa Ana. Have you heard of them?” I had. “Well, Santa Ana's, are quite dry, dangerously dry, so not foggy today.”

Around noon, the wind dropped to under 10 knots. We considered the possibility that we were getting too far off-shore to get the benefit of the Santa Ana. We consulted the charts, assured ourselves that we were safe in easing closer to shore, and reset the self-steering accordingly. Sure enough, the wind picked up again. We were sailing well ahead of our plan.

#### FLEET 4 2015 SCHEDULE

DATE(S)	DAY(S)	TIME	EVENT	LOCATION	CRUISE LEADER
					(cruise leader needed)
<b>OCTOBER</b>					
10/9/2015	FRI		MEMBERSHIP MEETING – <b>CANCELED</b>		
10/10-11/2015	S,S	10AM	FLEET WEEK CRUISE	S.F. BAY	
<b>NOVEMBER</b>					
11/7/2015	SAT	6:30PM	FLEET 4 BANQUET	AVIATOR'S (Executive Airport)	MADLINE RAYFUSE
11/27-29/2015	F,S,S	10AM	THANKSGIVING CRUISE (First Cruise of 2016 season)	S.F. BAY	

# CLASSIFIED ADVERTISEMENTS

## **For Sale: 8 foot "Fatty Knees" Sailing Dinghy**

Lapstrake fiberglass construction. Includes sail, oars, aluminum mast and boom, teak rudder, tiller. Asking \$850. Contact Sheila Hefty 978-9445 or [sheilahefty@comcast.net](mailto:sheilahefty@comcast.net).



Here's a link to the Fatty Knees website:  
[www.FattyKnees.com](http://www.FattyKnees.com)

If any Fleet 4 member has an item or service you would like to offer to other members, please write an ad, and submit it to:

Gary Preston, Fleet 4UM Editor  
[Gary\\_Karen\\_Preston@compuserve.com](mailto:Gary_Karen_Preston@compuserve.com)

The ad is free for Fleet 4 members.