



Catalina 22 Fleet 4 4UM



October

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

50th Anniversary

2022



Point Lobos State Park, south of Carmel Bay/Monterey Bay

➤ **WHAT'S INSIDE** ◀

Upcoming Events 1

Captain's Corner 2

Social Soundings..... 2

Cruising Chatter 2

 Loon Lake Shooting Star Cruise Report 2

 2022 Epic Monterey Bay Cruise Report..... 3

Racing Roundup..... 9

 OK, it's not a C22

UPCOMING EVENTS

❄ October-November 2022 ❄

No Planned Fleet 4 Activities

❄ December 2022 ❄

Enjoy the Holidays

❄ January 2023 ❄

Awards Banquet

Date and Location TBD

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

**Please send your submissions for the December edition by November 25th to:
Gary Preston, Fleet 4um Editor
Gary_Karen_Preston@compuserve.com**

➤ **CAPTAIN'S CORNER** ◀

Kevin Clancy, Captain

Miss Irene and *Running With Scissors*, C22's

kclan12@gmail.com

916-956-6246

Well, the sailing season is coming to a close for most of us. Some lucky few have their boats in the Delta. The season was great for me. I was able to buy a new-to-me boat, *Running With Scissors*, under the former stewardship of Jim Sinclair and Mike Barta. The season at Folsom Lake was a lot longer than initially predicted, which was awesome! Plus, I was finally able to do a destination cruise, this time in Monterey Bay (see the trip report below). In fact, I would say it has been a great year of sailing!

Now that both my boats are on their bunks, it's time to do some repairs and improvements. For me, that means finding the source of a slow leak on *Scissors*. She started having a little water in the bilge after the incident on the Epic Monterey Bay Cruise (keep reading for the trip report). I also have a few other items on a never-ending to-do list!

Email me at kclan12@gmail.com to let me know what you have on your to-do list.

➤ **SOCIAL SOUNDINGS** ◀

Madeline Rayfuse, Social Chair

Sirius, C22 #3088

mrayfuse@surewest.net

916-541-1268

In August we had another successful Ice Cream Social. How could you not have a successful Ice Cream Social? Ice Cream is a Club favorite. So, you can bet this event will be happening again next year.

Last year we decided to move our Awards Banquet from November to January each year. We figured this would work out better because the Banquet would be after the holiday rush. However, it was postponed from January to June due to the fact Mike and I came down with Covid. Currently we are looking at one of the Saturdays in January 2023 for our next Awards Banquet. I will let you know of

the date soon. Invitations will be sent about 3 weeks before the event.

Ok the part of my news article you like best. Maybe???

Why do scuba divers fall backwards out of a boat.
Because if they fell forwards, they'd still be in the boat.

Why are port holes/window in boats round?
So the water doesn't hit the sailors square in the face!

➤ **CRUSING CHATTER** ◀

Susan Patchett, Cruising Chair

Librium, Catalina 22

susanpatchett2@gmail.com

916-996-5697

This year cruising has been a short year due to the low level of water. Also, we were not able to go to Union Valley Reservoir because there was no dock. Bill Martin took his boat there and he told me it was very hard to launch his boat in the water, and even harder to get it out of the water. We changed the location to Loon Lake. Due to the low water, there are no more cruises scheduled this year.

Below are the points for cruising this year:

Martin - 56
Clancy - 50
Patchett - 31
Mason - 20
Preston - 10
Charlot - 10
Moore - 4

Loon Lake Shooting Star Cruise Report

August 12-14, 2022

Susan & Steve Patchett, Cruise Leaders

Librium, Catalina 22

The cruise to Loon Lake was replacing the Union Valley Reservoir. Loon Lake is a beautiful lake at 7000 feet with mountains all around. The wind changes quite often. There were a lot of kayaks, paddle boards, fishing boats, and two sailboats. Bill Martin and Nicki joined us on the lake. Steve

fished but did not have any luck. Bill and Steve saw the largest shooting star on Saturday night and also, they saw satellite lights – there were at least 50 in a line.

On Sunday there were a few white caps on the lake. Steve and I practiced man overboard twice. First with his Ram hat and a fender too. It was a great cruise and the weather was perfect.

2022 Epic Monterey Bay Cruise Report

September 2-11, 2022

Kevin Clancy, Cruise Leader

Running With Scissors, C22

This was not a three-hour cruise that left a group of castaways stranded on a deserted island. No way! This was a Fleet 4 sailing adventure on the beautiful waters of Monterey Bay over nine days. There was awesome weather, good winds, great company, fun times, and lasting memories for all those who participated.

The Cruise began in Santa Cruz. On Friday, three boats and their captains/admirals met at the municipal marina to launch our boats. Those participating were *Charmed Life* (Gary and Karen Preston), *Lina* (Rich and Carolyn Mason), and *Running With Scissors* (Kevin Clancy). Jim and Trudy Sinclair also met up with us to help rig and launch the boats. Everyone helped each other get rigged, everything went really well, and before long we were side-tied to Dock D for the evening. Across the Bay in Monterey, Bill Martin and Nicki Teimori were busy rigging and launching their boat, *Bill's Boat*, as well. They were going to sail from Monterey and meet us in Moss Landing the next day. The day ended with a delicious dinner at the Crow's Nest Restaurant that was next to the marina. A fine way to top off the day!



Rigging in Santa Cruz before Monterey Bay Cruise



Rich Mason on *Lina*; *Charmed Life* & *Scissors* behind



Dinner at Crow's Nest Restaurant in Santa Cruz (Rich & Carolyn Mason, Kevin's friend Rob Trice, Kevin Clancy, Trudy & Jim Sinclair, Gary Preston)

The next day, Saturday, everyone set out to our first destination, which was Moss Landing. Moss Landing is approximately 15 miles as the crow flies from Santa Cruz. The winds were good, around 10-15 knots, and the seas were a little choppy with waves on the beam and stern quarter. Jim Sinclair was crewing for me aboard *Running With Scissors* on the first leg of the adventure. Jim is an excellent seaman and has a wealth of knowledge, plus he can spin a good story! Jim and I set our course to go south a few miles and then turn to port for a straight shot to Moss Landing. *Charmed Life* and *Lina* took a different course to Moss Landing and stayed closer to shore. That may have been the better choice in retrospect. Jim and I had a big scare during our sail. Something bumped us hard multiple times while we were sailing. Our keel hit something, and hit it really hard on the first thump. We still had steerage and Jim was quick to check that we still had a keel, which we did. We didn't see anything in the water before or afterwards, so we didn't know what we hit. All ended well, and everyone, including *Bill's Boat*, made it safely to Moss Landing. Joanne Goodsell, my lovely bride, was also able to join the Cruise in Moss Landing.

In Moss Landing, we were guests of the Elkhorn Yacht Club. They allowed us to tie up at their guest dock and use their facilities. Brian Ackerman, the Port Captain, went out of his way to welcome us and make us feel welcome.



Scissors, Lina, Charmed Life, Bill's Boat at Elkhorn YC

We all went the Club's BBQ later that day and had a great time reminiscing about the day's sail. Later that evening, I exchanged a Fleet 4 burgee for an

Elkhorn YC burgee with the club's Commodore, Toni Scarborough. I learned that it is a tradition to exchange burgees with other yacht clubs as a symbol of good will. It was a fun experience.



EYC Commodore & Fleet 4 Captain exchange burgees

The next day, all four boats set sail for Monterey. We had another beautiful day. The weather was awesome throughout the trip. We were having upper 70's to mid-80's while it was pushing 115 degrees over the same period in Sacramento. Yuck! We buddy-boated to Monterey. *Charmed Life* was with *Running With Scissors* and *Lina* and *Bill's Boat* were a team. Gary and Karen were having fun sailing circles around *Running With Scissors*. I think everyone was on a starboard tack for almost the entire sail. All boats made it safely to Monterey without incident.



Scissors, Bill's Boat & Lina leaving Elkhorn Slough



Monterey Municipal Marina



Dinner at Sandbar & Grill at Monterey Marina (Karen Preston, Joanne Goodsell, Kevin Clancy, Nicki Teimori, Bill Martin, and Carolyn & Rich Mason)



Old Fisherman's Wharf at Monterey

After a fun couple of days in Monterey, *Charmed Life*, *Scissors*, and *Lina* set sail on Tuesday for Stillwater Cove, the famous cove that is often the backdrop for the golf tournaments held at Pebble Beach Golf Course. The winds were forecasted to be sporty, in the range of 15 knots and more at the mouth of the Bay. I was struggling by myself with the winds and the kelp that kept getting wrapped around my keel and rudder. At times I was spinning around in circles. We decided to head back to Monterey instead of pushing on to Stillwater Cove. It was the right decision, although we were disappointed to not make our destination. Pu-pus and wine aboard *Charmed Life* helped to ease the pain.

The next day we decided to make another attempt at Stillwater Cove instead of going back to Moss Landing as planned for another layover. The winds were fair with a period of high winds that were safely tamed with reefing the main. It was a full day of sailing. Once we made it to the mouth of the Cove, we were escorted by Charlie, the harbormaster for Stillwater Cover Yacht Club, to our respective moorings for the evening. It was very nice of the Stillwater Yacht Club to allow us to use their mooring balls. That evening, we had pu-pus on *Lina*. Shuttle service was provided by Gary, who brought along a dinghy. It was a fun time! Afterwards, everyone retreated to their boats to have dinner.

The Cruise had a layover day in Monterey on Monday to spend how we chose. Joanne and I went hiking at Point Lobos State Park. The hiking is easy on relatively flat, well-maintained trails that had minimal elevation gain. This is a beautiful park and well worth a visit. Rich and Carolyn visited the Monterey Bay Aquarium. Gary and Karen rested, did some boat work, and went looking for chowder. Bill and Nicki pulled their boat, and checked into a local hotel for working remotely the next week.



Joanne Goodsell & Kevin Clancy at Pt. Lobos State Park



Charmed Life escort at Stillwater Cove



Lina at sunset on a mooring ball in Stillwater Cove



Running With Scissors at sunset in Stillwater Cove

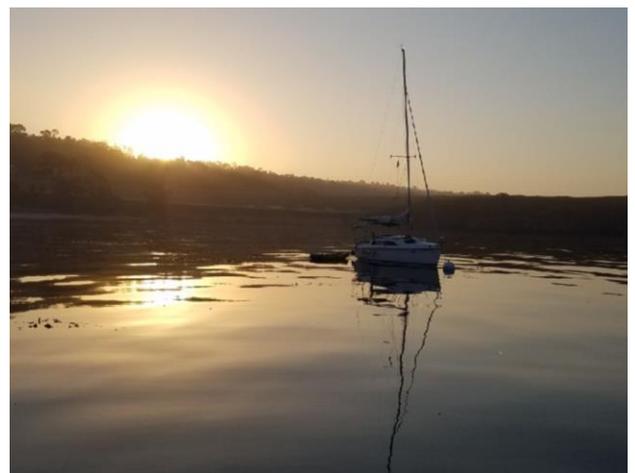
I made the mistake of forgetting to attach a line to the main halyard before hoisting a light to be used as an anchor light for the evening. By the time I realized what I did, the light was at my spreader bars with no way of bringing it back down to the cabin top. By the next day, the light had wrapped around the upper shroud multiple times. Uh-oh! If I didn't get the halyard back down, I was most likely motoring back to Monterey, the destination for the day. I devised a "hook" to reach up the mast to untangle and retrieve the halyard. I latched a

fishing pole to a broomstick, and the broomstick to a fully extended boat pole. When I stood on the cabin top, I was able to reach the top of the mast with the magic wand. Success!



Magic Wand

After breakfast, and a lot of flies, we set sail back to Monterey on Thursday. *Lina* and *Scissors* set out a little ahead of *Charmed Life* and were escorted out of the Cove by a group of dolphins or porpoises. There must have been 30 or more in groups of three to five. It was an awesome treat! Not long after, *Lina* and *Scissors* sailed into a kelp forest. That was an adventure in and of itself, but not one that I want to repeat. After about 45 minutes of battling the kelp, we were free.



Charmed Life at dawn in Stillwater Cove



Dolphins or Porpoises



Kelp forest outside Stillwater Cove

Unfortunately, we were also free from any wind, which made for a long, slow sail. However, the winds picked back up once we were in the Bay and everyone had a nice sail back the docks at Monterey Harbor and our slips for the night. Dinner that evening was at the Treehouse Cafe in Carmel, and it was fabulous!



Nicki Teimori made dinner reservations at the Treehouse



Dinner at the Treehouse Cafe in Carmel (Bill Martin, Joanne Goodsell, Kevin Clancy, Rich & Carolyn Mason, Karen Preston, and Nicki Teimori)



Pu-pus hosted by Kevin Clancy aboard *Scissors*

The next day, we sailed for Moss Landing and another night at the Elkhorn Yacht Club's guest dock. We had some sporty winds throughout most of the day. It didn't take long to arrive in Moss Landing, where Joanne was also able to join us again. Dinner that night was at a nearby seafood restaurant within easy walking distance. Then we went to the Club for a couple of drinks before calling it a night. Our final leg was the next day, and our intention was to get to Santa Cruz early so that we could have some fun at the Boardwalk.

The next morning, we awoke to a heavy marine layer and a forecast of winds to 5 knots. It was going to be a motor trip back to Santa Cruz. *Lina* and *Scissors* set out early because we wanted to make sure we had time to go on the rides at the Boardwalk. After making it past the breakpoint, the marine layer lifted a bit, but the wind forecast proved to be true. Bummer!



Foggy morning in Moss Landing on the last day

During our motor back to Santa Cruz, I spotted a shark on *Lina's* starboard side. Then it dove under that boat and bumped my keel. I saw the shark roiling in the water off my port aft. Then another shark swam back to the boat a little while later on my port side. I was nervous that he was going to take another run at me. Luckily, the shark left my keel alone that time. This was another scary moment very similar to what happened when Jim was on my boat. All was good and *Lina* and *Scissors* arrived in Santa Cruz, with *Charmed Life* close behind. When they arrived, Gary and Karen also reported their keel had been hit, and hit hard.



Karen Preston rowing in Santa Cruz Harbor

Rich, Carolyn, and I went to the Boardwalk. We had a great time people-watching and riding the Giant Dipper and Logger's Revenge, where we were soaked!



Logger's Revenge survivors Carolyn, Rich & Kevin

The next day, we pulled the boats and derigged. It was a bummer that the trip was coming to an end. While derigging, Karen noticed that something was on *Charmed Life's* keel. It turned out that it was fish skin and fat, from the hit they took on their keel the previous day. Upon closer inspection of *Scissors*, she too had some fish DNA on her keel. I called the Santa Cruz harbormaster the next day and told him what happened on the leg between Santa Cruz and Moss Landing. He told me that the juvenile great white sharks are very active in that area and a lot of sailboats were reporting having their keels hit. It was most likely these juvies that took aim at our keels.



Shark skin and fat on *Charmed Life's* keel

Everyone made it home safely from this fun adventure. It was nice to sleep in my bed again!

➤ RACING ROUNDUP ◀

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

OK, it's not a C22

Sailboat racing comes in many forms and uses many venues. There is the format we normally use either in the ocean or a lake or river. Then there is the small lake / pond style of racing for Radio Control sailboats. These formats are viable and are covered by international sets of rules and are subject to change or modification every 3-4 years.

There is also a new format of races developed by the Folsom Lake Yacht Club and namely John Poimiroo that has many novel features: It is a one-way race without any marks to round; all boats start from a dead stop; the races are conducted in heats; there is a double elimination process (two losses) that reduces the fleet to two finalists; races have time limits which are arbitrary but fit the venue using weather/wind as a consideration as well as the local geography.

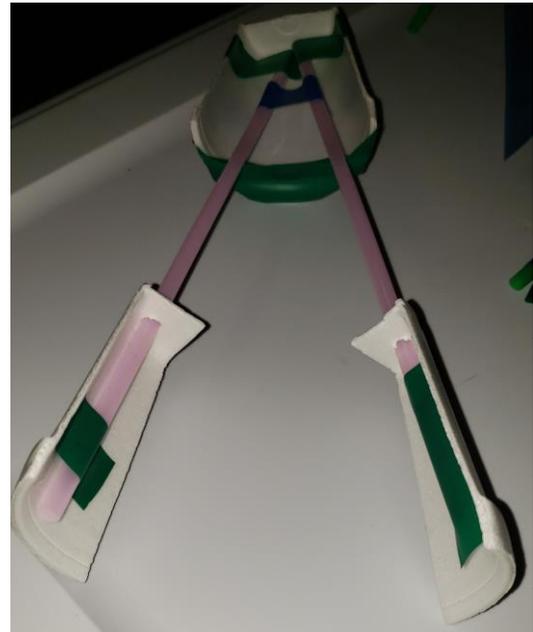
Furthermore; failure to finish may be cause for disqualification or a restart of both participants; like drag races there may be lane assignments; if a vessel capsizes and the competitor finishes it is scored as a loss; and the hardware requirements are very strict as the class rules are limited, with most being supplied by the fleet or venue host. It is currently a series race with 3 venues located within the Northern California region.

To this date the wind has never been lacking, but local weather is subject to change and can affect the results just like on any venue. The series is billed as the only regatta “**where the winner gets a new yacht**”. Initially conceived as a social event/BYOB barbeque with a race added, the CUP RACE event has spread to multiple venues and is scored as a series.

Some added specifics are: the hull must be made from one foam drinking cup; the sail is a provided 6” by 8” sheet of Mylar, and other construction materials are plastic straws and adhesive tape. These items are not limited. As one can imagine,

the designs range from the absurd to the trimaran, from the barrel to the barge, or the quad runner to the something that looks like a drive-in theater.

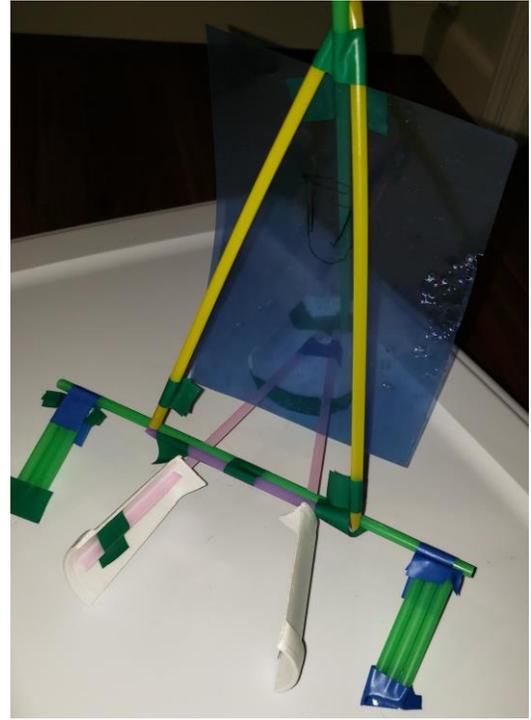
In six years of the event, I have won 3 times with the same basic design. The first photo shows the hull part of the cup boat. The “hull” is 1 cup cut into one half and 2 quarter pieces.



Since the races are all downwind, the most buoyant part is in the front as many of the yachts flip over forward-pitchpoling to belly up and stopping. This is caused by the stronger wind at the start (closest to the shop fans) and the inertia of the boat which has not accelerated yet.

The “V” configuration keeps the boat running straight away from the wind as any lean or roll from vertical causes the lowered back foil to dig in, increasing the steering force or drag to correct the direction. Straws are simply taped to the foam pieces so the foam lower edges are closer to vertical. The forward ends of the straws are connected to each other with a 3rd straw that is folded into 2 each 90-degree angles (a “U” shape) with slit ends that telescope into the long pieces.

In the 2nd picture the upper part of the rig (top) is simple – to reduce weight with a loose sail that will absorb the starting gusts by swinging forward. More tape is used here along with telescoping joints on the spreader bar.



The 3rd pic shows the assembled boat held together with tape and friction. The boat was tippy to the side so I extended the spreader and attached some trailing straws to get more roll resistance. I prefer the cellophane tape because of weight but once wetted it does not hold well. This plastic tape (dark green) is heavy. With cellophane tape and a wider stern and no outriggers, the boat needs a dime as ballast on the crossbar to prevent forward flips. It can plane covering 20 feet in 4 seconds.

Oh! The venues are lap pools or swimming pools of various members of the FLYC and the wind is provided by 4 shop fans behind the start line. This event usually occurs in July to August. I will endeavor to inform the Fleet 4 members next year as this is an open event. It is a lot of fun and juniors are invited too.

I post this because I have a fast boat and need some competition to make it faster. The competition is there but it is all for fun! Hey, even the barrel boat won.

“The not-so-pointy end is the front”.