



Catalina 22 Fleet 4

4UM



June

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

2023



Captain Kevin Clancy with his "Catalina 44".

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UPCOMING EVENTS

❄ **June 2023** ❄

Wednesdays, 6/7-8/30, 6:00pm Folsom Lk.
Beer Can Fun Races
Friday, 6/9, 6:00pm, Folsom Lake
Race: FLYC Sunset Series #2
Friday, 6/9, 6:30pm, Rayfuse's home
Fleet 4 Picnic BBQ & Potluck
2640 Echo Way, Sacramento, 95821
Saturday, 6/24, 9:15am, Folsom Lake
Bigs/Littles Sail Day & Picnic BBQ
Saturday-Sunday, 6/24-6/25
Cruise: Folsom Lake

❄ **July 2023** ❄

Saturday- Monday, 7/1-7/3
Cruise: Camanche Lake
Friday, 7/14, 6:00pm, Folsom Lake
Race: FLYC Sunset Series #3

❄ **August 2023** ❄

Friday, 8/4, 6:00pm, Folsom Lake
Race: FLYC Sunset Series #4
Friday, 8/5, 11:00am, Folsom Lake
Race: FLYC Singlehanded Regatta
Saturday-Sunday, 8/12-8/13
Cruise: Loon Lake - Shooting Star
Friday, 8/18, 6:30pm, Rayfuse's home
Ice Cream Social
2640 Echo Way, Sacramento, 95821

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 August edition by July 25th to:

Gary Preston, Fleet 4um Editor
Gary_Karen_Preston@compuserve.com

➤ CAPTAIN'S CORNER ◀

Kevin Clancy, Captain

Running With Scissors #14145, Catalina 22

kclan12@gmail.com

916-956-6246

Ahoy Fleet 4 Players!

Summer is almost here, Folsom Lake is full, and *Running With Scissors* is in her slip there. She is berthed on E Dock, slip #27. Stop by anytime and say hello. Better yet, give me a call and we will go for an after work sunset sail!

Before slipping *Scissors* into the drink at Folsom Lake, I trailered her to Berkeley Marine Center to remove her keel to inspect for potential cracks in the keel trunk. I wanted to look at the lifting mechanisms and keel trunk more closely because I was worried that they might have been compromised from the shark encounters on the Monterey Bay cruise in September 2022. On that cruise, my keel was hit, not once, but twice by juvenile great white sharks. The hits were hard, and I was left with shark skin and fat on the keel afterwards, and a little suspect that there might have been some damage because I was getting some water in to a normally bone-dry bilge. I wanted to check on things for my piece of mind, and especially to assure Admiral Jo Jo that we are not in danger of losing a keel in the future while out on the water.



Scissors on the hoist at Berkeley Marine Center

The folks at Berkeley Marine Center are very helpful and professional. Autumn runs the office operations and Reuben minds the boat yard. This is the last

do-it-yourself boat center in the region. They will hoist your boat on to stands and allow you to work on your boat. Everything is very regimented due to very tight environmental regulations. For example, you must use their tools to sand your boat if you are doing a bottom-job. This is the second time that I have used this boat yard to work on my sailboats. I would not hesitate to go back again if the need arises.



After dropping the keel, I was able to fully inspect all lifting mechanisms and the keel trunk. I thought that I saw some cracks in the keel trunk in photos I took when *Scissors* was on the trailer. However, no cracks were found during inspection. I couldn't get much access to the keel trunk, maybe only 4-5 inches. I devised a tool to help me prod for possible thru-cracks by taping cotter pins on to a paint roller. No thru-cracks were found. That was a relief because access to the sides and upper trunk areas would have required some cutting of the interior hull liner. Nothing would ever look the same again.



I have ruled out keel trunk cracks as a possible cause of the water ingress I was experiencing while on the Monterey Bay cruise after the shark hits. I am slowly ruling out other possible causes as well. Time will tell, stay tuned to this same sail channel for further updates. In the meantime, get out on your boat and enjoy the wind at your back and the sun on your face!

The Shark Whisperer,
Captain Kev

➤ **SOCIAL SOUNDINGS** ◀

Madeline Rayfuse, Social Chair
Sirius, C22 #3088
mrayfuse@surewest.net
916-541-1268

Hi Sailors,

Summer of fun! :D June will be an exciting month with two annual events! And in August the annual ice cream social. Below are the details.

Picnic BBQ & Potluck

Friday, June 9th at 6:30 pm
2640 Echo Way, Sacramento, CA 95821

Catalina 22 Fleet 4 is having our annual Picnic BBQ and Potluck. It will be held at our home, 2640 Echo Way, Sacramento, CA 95821. Fleet 4 will provide grills, utensils, plates, soda, and water. Members please bring a meat and/or vegetables to grill and a potluck item to share. You are also welcome to bring your own beverages if you prefer.

"Bigs & Littles" Sail Day & Picnic BBQ

Saturday, June 24th
Folsom Lake.

As always, we need a "shore crew" to help with set-up, cooking, and cleanup. Please call or text me if you're available to help. I will let my volunteers know what time when we get closer to the date.

If you're interested in taking the Bigs and Littles out on your boat, please call Karen Preston to make arrangements.

Ice Cream Social

Friday, August 18th at 6:30 pm
2640 Echo Way, Sacramento, CA 95821

I hope you will all join us in these fun events. See you soon!

Now for some Corny Jokes!

What did the drummer name her twin daughters?
Anna 1 Anna 2

What did the horse say after it tripped?
Help! I've fallen and I can't giddyup!

Why did the bicycle fall over?
Because it was too tired.

➤ **A REALLY BIG DAY IS COMING!** ◀

Karen Preston, Bigs/Littles Event Coordinator
Charmed Life, Hunter 270
gary_karen_preston@compuserve.com
916-979-9819

On Saturday June 24th, Catalina 22 Fleet 4 and Folsom Lake Yacht Club will be hosting the annual Sail Day and Picnic event for the Big Brothers/Big Sisters organization. We need as many skippers as possible to make their boats available; the more boats we have, the more kids, with their "bigs", we can take out. **We need about 6 more boats.** Have your boats set-up and ready for passengers by 9:15, then come up to the hilltop to get your Big and Kid.

We go out on the boats for about 2 or 3 hours, from 09:30 to Noon, then return to the Marina and regroup at the picnic area on the hill between Browns Ravine and Hobie Cove for burgers, hot dogs, and all the fixin's. **Volunteers are also needed for the shore crew** to set up the picnic and cook all the dogs and burgers.

If you can possibly make it to this event, please contact Karen Preston at (916) 979-9819.

➤ **CRUSING CHATTER** ◀

Susan Patchett, Cruising Chair
Librium, Catalina 22
susanpatchett2@gmail.com
916-996-5697

This year is a great sailing year with all the lakes full with more water for a long time.

The next cruise is the Bigs/Littles Sail Day on June 24. Good time to bring your boat out and have fun with Bigs/Littles Sail Day on Folsom Lake. Also, the **weekend cruise is at Folsom Lake on June 24-25th**. It will be a fun weekend.

The next cruise is at **Camanche Lake on July 1-3**. If you are interested for one or both cruises, please contact me.

Folsom Lake Cruise (and Post-Cruise) Report

John Roberto
Catalina 25 and Catalina 27
john@repairediver.com

Tales of Woe... so you can learn... before you go!

Oh yes, the 7 P's: Proper Planning & Preparation Prevents Piss Poor Performance. Certainly an adage I should have given credence to before this last Trailor-Sailor trip!!!

It all started out innocently enough... accept an invitation from the wonderful folks at Fleet 4 for a Trans-Folsom (lake) race/cruise. I was all in! The last time I had used my Catalina 25 SK was at Huntington Lake just before the Fires. I had gotten most of the smoke smell out of the cushions and had found most of the major pieces to the boat that had gotten spread out over the past 2 years of dormancy. The Honda motor fired right up when I test ran it at home. I found the boom, sails, rudder, and tiller handle. And!.. I found current registration, a rarity for me.

We proceeded to make our way up to Folsom Lake from Fresno, CA and arrived just 2 minutes before the gate was closed. We begged the night watchman and he acquiesced to our request to sleep in the boat in the parking lot that night. The next morning the most friendly guy I have ever met (Fleet Captain Kevin Clancy) came over to help us

step our mast. (This writing will bypass the part where I didn't pay attention to the halyards and had to lower and re-step the mast 2 more times that hour... and where I dropped the 95-pound motor on my thumb and almost pinched it in half.)

Once in the water that day, we practiced our light air sailing techniques until we enjoyed eating dinner with other sailors at the dock that night. The next morning, we had a great time sailing up one of the lake's fingers and reverse motoring off of rocks near the shore where we grounded. I then learned to swallow my pride after getting shellacked in "a race" back to the marina.

So, that afternoon, we packed up the boat and left Folsom Lake at exactly 4:30pm. About an hour later, now traveling on Hwy 99 at 60 mph, I heard some racket and saw in my mirror that the boat trailer had an unusually high amount of sparks flying off the left side. I quickly pulled over to the side of the Hwy. When I walked back, I found the tire, rim and lug bolts gone. Just the hub on the axle, with both of the U-bolts ground completely off.

The time was 6:15pm. Time to call AAA! No problem... I pay good money for them to get me out of situations like this! 20 minutes later (on the phone) they explained that I do not have the "RV Coverage" and that they will not be helping me that evening. Nor can I pay for that extra service and use it that night. They graciously connect us with a commercial towing company who gave us the price of \$1,050.00 to tow the boat the 136 miles Google Maps says I have left to get to my driveway.

Well, that ain't going to fly. I'll figure something else out. I don't have the tools to take off the spare tire sitting on the trailer (which I have not even looked at in 3 years), so I call my buddy back home who tells me that I can take a come-a-long and hook it to a stanchion on the boat and simply lift that flailing axle off the ground. Then hobble the boat onwards on the 3 tires still present.

Ok, I think about it for a bit and start making phone calls to find a come-a-long. Several of the children - sorry! "employees" - at several of the big box hardware stores don't even know what a come-a-long is! I finally locate one at an auto parts store. We call CHP and inform them of our roadside luck

and asked not to be towed or left an “expensive sticker” on the boat. We give them the location and they agree.

I unhook from the boat and we are off to the store. I come back and for 40 minutes try to get that axle off the ground without tearing chunks off the boat. To no avail. I go back to the auto parts store, buy a heavy 3-ton jack, and some U-bolts. Come back to the boat. The U-bolts won't quite fit! I find some other bolts on the trailer and scavenge those. My current “tool set” is a pair of channel locks and a crescent wrench that constantly opens up unless you keep your fingers tight on the adjuster. After 1 hour, I get the scavenged bolts into the holes where the U-bolts were. Well, at least 2 out of 4 should get me home. I pull the spare off and find that not only is it flat, but the tire stem is torn. Get back into the truck and back on the phone. All the normal tire shops have been closed for hours (Sunday night). Furthermore, no truck stop has the equipment for small tire repair.

We finally locate a guy who does 24-hour tire repair! We drive to his house to save time and he pulls the tire off the rim and installs a new tire stem. We are elated. We now have a jack, bolts where the U-bolts were, and a spare tire. We get back to the boat for 4th time. Unload the jack again, jack up the trailer and... find that the spare tire has a different lug pattern than the trailer hub. It is now 10:30 at night. We decide to unload the boat and deal with it the next day. Pull out the ladder, remove boom, spin pole, radio, other stuff and head home. 15 minutes down the road, I decided to turn around and remove one of the other tires to make sure that I buy a tire with the same bolt pattern the next day.

We get home at 1:30 and unload the truck... finding that I was so tired that after I loaded up the jack and tools, I left that tire right next to the boat! The next morning, I get up, start making calls to find tires and rims. I locate them 30 minutes away, load the jack and tools, and with a buddy, drive up there to install the tires and drive the boat home.

When we get there...the boat is gone! Just the two pieces of wood I had set the trailer down on. We pull over, call the CHP. They want a plate number to look it up in their system to see if they towed it. We don't have a plate number, the registration is

inside the boat and no, I didn't take a picture of the registration before I went on this trip. After 25 minutes on the phone with them, no luck. Another 15 minutes with the local PD, no luck. Another 20 minutes with the Sheriff, no luck. We get lunch and head home, and I get back to work, which is not too happy with my absence.

All that day, I am kicking myself for 1) not checking the spare, 2) not having a good jack, 3) not having the tools necessary for trailer problems, 4) not having extra AAA to get me out of self-inflicted messes, and 5) not carrying spare parts. I return the two rims and tires I bought to Tractor Supply.

We go to bed at 9:30 trying to figure out how I can find enough money to buy another boat. Then, whilst dreaming of sailing around Catalina Island in a 47-foot Lagoon Catamaran, I get a call at 11:30 from the Lodi Sheriff. “We found your boat in an orchard about 2 miles from where you parked it. You need to get this removed right away so we don't impound it.” So, I bound out of bed (not really... I was tired!), and call a buddy. We load up the jack, tools, and a rim that I had found beside the freeway that night that had the same bolt pattern. I make a call and wake up the 24-hour tire repair guy. I tell him that I'll be there in 2 hours. He goes into his side yard and finds a good used tire to fit the rim I have. We meet him at his house at 12:30am and (for \$100) he puts this tire onto the rim I have brought.

Drive to the boat. Talk to the sheriff. Get out the tools. The leaf spring is no longer lined up in the right place with the axle. It takes 1.5 hours to finagle that back into place and add two more bolts where the U-bolts were supposed to go. Grab the spare that I just had mounted... It won't fit! We find that the hole in the middle is 1/8” too small. The local stores don't open up until 8am. (I know! What do they do with their time all morning?). We decide to go to Denny's and enjoy the scrumptious food platter that they always serve. Then sleep in the truck for two hours. Drive to Tractor Supply and buy the same rims/tires that I had just returned the day before. Drive back to the boat, mount the tires and drive home.

In the end, the thieves stole the AGM battery, 100-watt solar panel, charge controller, and two ocean-rated self-inflating life vests. They saw no interest

in the almost new 150 genny, or any of the other sailing bits I had.

Proper Planning and Preparation Prevent Piss Poor Performance. Believe me... Lesson Learned!

New Melones Lake Cruise Report

Bill Martin

Catalina 22

bimartin@hotmail.com

What can I say, it was a great trip. The New Melones Lake is fairly full, so there is a lot of area to sail. The winds did change directions occasionally.

We had 3 boats on the trip. John Roberto had his Catalina 25, and he was there from Thursday through Monday. On Friday, Kevin Clancy came up and sailed the day with the Roberto's. Nicki and I arrived Friday evening with our Catalina 22, and stayed through Monday. Kevin and Joanne came Sunday and brought *Miss Irene* for her last outing with them. Kevin will be putting *Miss Irene* up for sale; they have purchased Jim Sinclair's Catalina 22 *Running With Scissors*.



John Roberto on his Catalina 25.



Kevin & Joanne sailing away on *Miss Irene*.

We were able to anchor at the mooring balls for 2 nights and then Sunday night we all anchored up at an inlet on the south-east end of the lake. A very nice and quiet evening watching the bass jump and the bass fishermen following them around trying to catch them, but the fish would disappear as soon as the bass fishermen would come over by them. We saw a lot of other little coves that were protected and would be nice to stay in. Everyone had a great time sailing. It was just a fantastic sailing weekend.



Everyone taking it easy for the evening.

➤ RACING ROUNDUP ◀

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

Missed It By That Much

THE MAIN EVENT

This year's Camellia Cup was held on the 22nd and 23rd of April, illustrating again that the event needs to be held on FRIDAY. It seems that the punchline for the event is... "you should have been here yesterday." Yep, it was another drifter. However, they did manage to get in four races - 3 on Saturday and the remainder on Sunday. Obviously, the weather was beyond the committee's control, and they did what was necessary to make the best of it.

Light air sailing requires a lot of concentration on the telltales aloft, especially the masthead. There are 2 reasons to look at the masthead indicators: the wind is usually stronger up there, and the wind direction aloft can vary from the surface winds creating a twist or different apparent winds top to bottom. This difference may cause a normally trimmed jib to stall on one tack and backed on the opposite.

Something I noticed that seemed to give us better upwind speed was punching the top battens as tight as possible to give the sail some curve where the wind was strongest (aloft). This requires popping the batten(s) after every tack, but it is a normal learned action on my Hobie Catamaran. Just as clearing the backstay is on the C22.

Yours truly chose to race in the non-spinnaker Open Keelboat Class, which gave us 5 boats in the class. There was one larger class for the Banshees of 6 boats. The scoring for the "Cam Cup" has 2 factors: total score with no throw-outs, and number of boats in your fleet. So, nothing but bullets (1st's) and the largest fleet wins the cup. Madeline and I finished with the same score - 3 firsts and one 2nd as the Banshee winner (congrats Wayne Cassingham), but they had the larger fleet by one boat. **Missed it by that much!**



Cam Cup Keel Boat Champ's Mike & Madeline Rayfuse

TRANS-FOLSOM

This race was a replay of the Sunday race at the Camellia Cup wherein they called it because of lack of wind. No one completed the shortened course. The C22's started first, so we were near the dam when the next (faster) class started, so we had the lead for some time until we entered the North Fork, and were caught by a dingy with a reacher/code zero/asymmetrical chute.

It felt like we were fouled by driftwood, so I asked Madeline to crank-up the keel to check. Sure enough, it wouldn't go past halfway after 2 tries. A C25 camera boat parked on our wind, so I said "Screw It", as the lead boat had missed a mark and we were being covered (C25) and fouled.

Starting the engine and going forward with some speed, a branch appeared from beneath the boat and fouled the rudder. Clearing the rudder, the boat still was sluggish, so I rotated the engine 180 degrees for more power (in forward) and juiced it to see if it would clear something. Rotating the engine back to normal caused the remainder of the 4-foot branch and a chunk of a log 2 feet long and the diameter of a football to float out from under the boat. Freed from the foul, we immediately pointed towards the

Marina at all-ahead standard as we had other commitments that evening and would miss the debrief at the clubhouse.

Thank you race committee! Tough 2 weekends.

“The pointy end is the front.”

Michael Rayfuse

➤ **MEMBERSHIP MATTERS** ◀

Bill Martin, Membership Chair

Catalina 22

bimartin@hotmail.com

916-804-5240

New member John Roberto's first sailing experience was at 16 and with a friend and his father. The father wanted a picture of the sailboat, so he got in the dingy and pushed off to take a picture of the sailboat. Well, the sailboat had its sails up and the father yelled at the boys to turn the boat around. They were turning the wheel and nothing was happening, they couldn't get the motor started and they were moving farther away from the dingy. After about 10 minutes they were finally able to get to the dingy and the father was in water up to his ankles.

John's next sailing adventure was a year later, still no sailing experience, and it was to move a 20-foot sailboat down at the San Diego marina. They were bouncing off other boats; they had no motor and owners were coming out yelling at them, but they did get it moved.

He bought his first boat at 25; it was a Hobie Cat. The next boat was a Catalina 22 with a wing keel, then a Hobie 18, a Prindle 18, a Laser, a Victory 21, and a San Juan 21. He currently has a Hobie 16 that he is fixing, a Catalina 25 (that he sailed at the New Melones outing), and a Catalina 27. He has sailed to Catalina Island twice. He will be keeping the Catalina 25 at Huntington Lake for the summer.

New Member

Kelly Wilson

Catalina 22

kwilsonpm@yahoo.com

Kelly Wilson, 71 years young, grew up in the SF Bay area and now lives in Cameron Park with his wife Erin. They have 3 adult children and 2 grandchildren. Kelly, an attorney, still works as a claims manager for Fluence Energy, an international battery farm provider. Kelly has ASA 101 and 103 certifications, and is working on obtaining his 6-Pack Captains License. When he was 12 years old, he bought his first sailboat (an El Toro). He has owned an El Toro, 16 ft. Hobie Cat, 22 ft. Columbia, a 1972 Catalina 22, and just purchased a 1982 Catalina 22, which he has in the water at Folsom Lake Marina.



Kelly Wilson sailing on SF Bay.

Spotted – Rocking in Lodi

Kevin Clancy, Captain

Running With Scissors #14145, Catalina 22

kclan12@gmail.com

Rich Mason was spotted rocking out and providing some cool riffs on a very pleasant evening at Bokisch Vineyards and Winery in Lodi. Does this man have everything? A great sailboat, cool bass licks, and a wonderful wife!

➤ **SECRETARY'S REPORT** ◀

Roy Moore, Secretary
Wave Dancer, Catalina 25
roymoore925@gmail.com



Are your flares current? If you sail in "navigable waters", you need signaling capability (hand-held or pistol-launched flares), and they have an expiration date. I've read that "navigable waters" is waters that the Coast Guard shows an interest in, e.g. the Delta and Lake Tahoe are "navigable waters", but Folsom Lake and other man-made lakes are not.

Fire extinguishers have an expiration date too. Furthermore, the label on the bottle will state "Marine Type – USCG Approved". Underwriters Labs approves fire extinguishers on behalf of the USCG.

CLASSIFIED ADVERTISEMENTS

22 ft Catalina Sailboat 1985

Randy Rowland
rowland2984@att.net
(530) 613-3641

ONE-OWNER BOAT IN GOOD CONDITION

Stern & bow pulpits
Trailer w/ spare tire
Main, jib & genoa
Swing keel
Yamaha F4MSHX 4HP 4-cycle outboard
Cockpit & interior cushions, including quarterberth
Slide-out galley w/ sink
2-burner alcohol stove
AM/FM radio
Porta-Potty
Water tank
Icebox
\$5,000
- Auburn, CA



From Cat 22 brochure, but same interior:



Quarterberth if galley removed:



Catalina 25 *Midnite Blew*

Arnold Boeck
midnite_blew@wizwire.com
(530) 575-6468

Scuttlebutt is that *Midnite Blew* IS for sale.
CDI roller furling 150 jib
4-stroke Honda 10HP motor
EZ-Loader trailer, roller bunks, electric winch
Compass
Autopilot
VHF radio
Knot meter
Depth sounder
Water temperature
Wind direction and speed
"All the comforts of home."
\$7,500



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

The ad is free for Fleet 4 members.



Fleet 4 Membership & Renewal Form for Year 20__

Renewing Members: fill in your Name and only the information that has changed since last year, and sign.

Name (1st member) _____ Registration # (CF) _____

Name (2nd member) _____ Boat Name _____

Children (under 16 who sail with you) _____ Boat Type (make & model) _____

_____ Sail Number _____

Address _____ Marina _____

City _____ State _____ Zip _____ Berth _____

Home Phone (____) _____ - _____ C22 National member? Yes No (circle)

Work Phone (1st member) (____) _____ - _____ Boat Equipped with: (for cruising safety)

VHF Radio Yes No (circle)

Work Phone (2nd member) (____) _____ - _____ GPS Yes No (circle)

Radar Yes No (circle)

Cell Phone (1st member) (____) _____ - _____

Cell Phone (2nd member) (____) _____ - _____ The Fleet 4um newsletter is distributed bi-monthly by email to all members and posted on the Fleet 4 website. Would you also like a mailed copy?

Email (1st member) _____ ☐ YES, I prefer a mailed copy.

☐ NO, email and online posting is fine.

Email (2nd member) _____

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 _____ Date _____

Fleet 4 dues: \$36

Due January 1st of each year

(New members prorate less than 1 year at \$3.00 per month.)

Make checks payable to: **Catalina 22 Fleet 4**

Then mail with Membership Form to:

Fleet 4 Treasurer

c/o Gary Preston

4113 Big Live Oak Lane

Sacramento, CA 95821

For membership questions, contact Bill Martin:
(916) 804-5240 or email: bimartin@hotmail.com

For official use only:

☐ Roster needs updating

☐ New member packet sent

☐ Needs membership badge

Paid: Date ____/____/____

Bank/Check # _____ / _____