



THE TELLTA

Catalina 34 Fleet One - San Francisco Bay

Fleet 1
2010 Membership Fees
\$25.00
Due by March 1, 2010

NEWS IN BRIEF

Annual Dinner:

January 23, 2010
see page 6

Napa Cruise and Wine Tour:

May 21-23, 2010
see page 5

Interclub Series:

Queimada
Crews Nest
Mottley

San Francisco Cup:

Wind Dragon
Queimada
Mottley

FLEET ONE TRIO FINISHES BAJA HA HA

Bill Eddy - *Casino*

On Monday 10/19 at 8:00 am, three of our Fleet One members, Paul Goss, Bill Eddy and Bog Engelhart began their 27 day Baja Ha Ha adventure from Alameda. They were aboard Paul and Marj Goss's 2008 Catalina 470 "Virago". Paul previously owned the C-34 "Fata Morgana". The 4th crew aboard was C-42 owner Roger Elliott, making it a 100% Catalina skippers' cruise.

The 16th Ha Ha was marked with highs and lows. A high was the record signup of 190, 163 started and 152 finished. A high (or low depending on your risk tolerance) was the roughest winds and swells of all Ha Ha's. A low was the sinking of the J120 from J World in Alameda when they hit a whale on the first leg. A high, all survived.

Our trip consisted of 5 legs, 3 for the Ha Ha and 2 for transiting to and from the event. (See Chart on page 3)

Lectronic Latitude and the December Latitude 38 provide copious information about the overall Ha Ha and its sailing and social scene. Following are the high and lowlights from our vantage points:

Leg 1 Alameda to San Diego

Departed Alameda 10/19 in rain and winds on the nose up to 32k with confused seas all the way to Big Sur. Very cold. There we picked up some kelp that markedly changed the prop and shaft vibration. Not good. Faced with a 3 hour return to Monterey for a fix, we stopped the boat, put it in full reverse and unwound the stuff. All good, and we continued on to Port San Luis area where the skies broke to sunshine and the wind clocked around to the NW and we started some good sailing. By Pt. Conception 10/20 at dinner time the sailing was exceptional with winds at 18-30k and following seas of 10-12'. There we passed a pod of Killer Whales and easily 75 Dolphins feeding around Virago. Fun to watch.

THANK YOU

We thank those who gave their ideas and time towards making 2009 a great year for Fleet 1

NEW KIDS ON THE BLOCK

“What is the name of your boat?”

“I don’t have a boat.”

“If you don’t own a boat, you can’t have a slip.”

I was talking to the nice lady at the South Beach Harbor Office. Eight years earlier I had put my name on a list to get a slip at this fantastic marina. My name had reached the top of the list. Now I needed a boat or I would lose the slip before I started.

“Man, look at all those boats sailing on the Bay, wouldn’t it be great to be out there?!” So said my good friend Buzz as we looked out over the Bay from a gathering at one of those San Francisco homes with a terrific view of the “slot.”

“Buzz, if you say that again, it’s going to cost you money.” He said it again. An hour later, we had gathered our wives and we were walking along the dock to slip E44. Buzz’s wife Lani, who loves to sail, was stunned by her husband’s enthusiastic yes on the spot.

Thirty days later we took possession of a Catalina 34. Twenty years old. Never been raced. Original sails, original standing rigging, original running rigging.

We acquired a “new” to us main, and a “new” to us jib (Thanks to Ray Irvine). Total investment, \$400. We even had the bottom cleaned. We were ready to race! And just in time for the San Francisco Cup.

Five in crew. Three had sailed before. Two, my brother-in-law and I, had actually been in a race.

Twenty minutes before the first start, the twenty year old main halyard failed. Never seen a main come down so fast. What to do? We managed to use the

spinnaker halyard to get the main (most of the way) back up.

“Clockwise buddy, clockwise every time. The sheet goes around the winch clockwise. Yes, on both sides of the boat.” Apparently this just doesn’t seem right to a man with a masters degree in engineering.

We had a decent start in the first race, but didn’t tack so well, and the main not being to the top didn’t help. Finished tenth, last.

Did better the second race, The crew work improved significantly. But we hit the mark at the finish, and had to do a 360. Finished ninth.

The next day we had the main halyard working. The improvement in the crewing was stunning. They sailed a perfectly clean race. Unfortunately, I was over at the start. No way to fault the crew for that. Finished seventh. Hey, the trend here is good!

Some take aways from our first Catalina 34 regatta:

1. The Catalina 34 is a great boat. Great for us, great for our kids, great for our grandkids.
2. The Fleet 1 racing fleet is made up of terrific competitors, fun to be with, tremendously friendly and helpful to newcomers.
3. For a long time to come, we are going to have a wonderful time racing with this gang.

Hopefully, more newcomers will join in, and we can try to be as helpful and welcoming to them as the current racers have been with us.

Page van Loben Sels - All Hail

Call for Volunteers and Ideas

As we move into 2010, we need your suggestions and ideas for making 2010 a greater year than 2009 - new ideas always help.

If you would like to become an officier in the Fleet feel free to stand up
Your input are most welcome

At Conception, we changed course SE and headed straight for the very narrow pass between Santa Rosa and Santa Cruz Islands. It was a bit hairy given the total darkness, strong wind and swells and the fact that the pass was only a mile wide in spots. Once through we transited west of Santa Barbara and Catalina Islands where the wind died off. Thus we motor sailed past San Clemente and the Navy doing "live fire exercises" and vectored straight for Pt. Loma and San Diego Bay under power, arriving at 1:40 am on 10/22.

We berthed at the deluxe Cabrillo Isle Marina that, due to economic conditions, had lots of berths available for transients. We had 14 Ha Ha boats on our dock alone. We would strongly recommend this marina if you are transiting south, given the good service and condition of the marina. While there we resupplied, rested, cleaned the boat and partied with the Ha Ha crowd at their big West Marine costume party. We went as retired old guys.

Leg 2, San Diego to Turtle Bay Mexico (Ha Ha Leg 1)

On 10/26 the Ha Ha officially began with a first time ever boat parade past a reviewing boat full of local dignitaries, then off to the start line for an 11:00 am start south of Pt Loma. From 11-6 pm, we sailed 40 miles using an asymmetrical spinnaker, until the wind died. Tuesday morning 10/27 we were sailing again straight for Cedros Island and Turtle Bay. This is where the rally committee warned people not comfortable with rough seas to take cover along the route as gales and high seas were predicted. We felt comfortable with the C470, our sail plans and our experience level in such conditions so we sailed through it. By 7:00pm we were racing along SE virtually alone at 8-10k with 12-14' seas and 25-30k winds. Great sailing like we do at home, but not for the faint of heart. One swell delivered 3 baby squid on deck but they were too small for calamari breakfast so we tossed them.

We arrived in Turtle Bay Wed. 10/28 at 4:30 pm, to find only 12 boats had beaten us in. Most of the 150 others apparently took cover in protected bays along the route to avoid the exciting conditions. At the 3 day layover in Turtle, we enjoyed the isolated rural Mexican atmosphere and the friendly people. In town we walked the dirt roads to the one and only hotel/laundry/restaurant/disco the Vera Cruz Hotel.

On 10/30 there was a giant pot luck on the beach. Everybody brought some food in from their boats to share. The local folks sold beer for \$2@ and made more than they make in 12 months. The Ha Ha has a huge economic impact on this small village.

Leg 3, Turtle Bay to Bahia Santa Maria (Ha Ha Leg 2)

Our goal was to sail the entire 238 mile leg and we did that. On 10/31 at 12:30 pm we started with a 40 mile asymmetrical reach. Good stuff. After that, the wind died to 4-7k with boat speeds of 3-4.5k. We amused ourselves figuring out new and different sail combinations to gain ground. Frustrating but sailing in warm air none the less. We arrived in BSM 11/2 and almost the entire fleet was already at anchor. All but 8 other boats had motored most of the leg so we took up the rear guard but we sailed.

BSM is a super isolated small 4-5 shack fishing village on a beautiful bay in the middle of nowhere. The rally committee hired a band and a Mexican family from across the Baja in La Paz to haul in and serve beer and food to the 600 people. They too made a small fortune which was good since they were recovering from 2 hurricanes that had racked the peninsula just weeks before. The band used generators for power and opened their first set with Lynyrd Skynyrd songs of all things. Before we went ashore for that party we swam in the clean bay in 78 degree waters. Air temps were in the upper 80's.

Leg 4, BSM to Cabo San Lucas (Ha Ha Leg 3)

After a nice rest, we started the leg 11/4 at 7:00 am. with no wind, motoring until 1:00 pm. No 100% sail this leg. However, at 1:00 pm, in PFD's, shorts and T-shirts on all watches, we started to sail with the asymmetrical all afternoon and into the night at 6-8k, under a full moon and flat seas. It was the highlight of our entire trip, and hard to describe unless you were there. The wind died at 5:45 am on 11/5 with 7 miles to go to the finish. At 7:00 am we started the motor rounded the famous El Arco point and cruised into Cabo San Lucas, flanked by one of 3 giant cruise ships heading into the Bay.

All the Ha Ha boats that wanted slips (like us) got them but at a high cost. Ours was right in front of

the Plaza Las Glorias Malecon in the center of action. Our C470 was a beautiful “hotel” in front of all the hotels. Warning: Do not rent an expensive hotel room in that area for awhile, as there is a new hotel/condo being built and the pile driving starts at 4:20am each day. While resting we did some boat work, resupply and walking tours of Cabo. Quite the place contrasted to the previous isolated villages we visited.

A final Ha Ha awards party on 11/7 ended the rally. Richard Spindler, editor of Latitude 38 and the events so called “Grand Poobah” MC’d the event. The marina supplied beer and finger food for over 600 participants, and awards were handed out. Every boat and skipper was recognized, we all got participation certificates, gag and finishing prizes were awarded. Virago got a 3+ place since we sailed all of Leg 2. Only 8 boats sailed 100% of the event. The party was festive and well organized.

Leg 5, Cabo San Lucas to La Cruz

We departed CSL at 9:00 am on 11/8 for Marina Riviera Nayarit at La Cruz. We transited a straight line to Punta de Mita, on the NW edge of beautiful Banderas Bay and the Puerto Vallarta areas. We all looked forward to sailing across the mouth of the Sea of Cortez but it was not to be. We could have water skied, no wind and totally flat sea state. Thus we motored the entire 286 miles, sometimes 180 miles off mainland Mexico’s coast. Other than a passing whale (10’ from the port side) and passing two island chains (Tres Marias and Tres Mariettas) it was pretty mundane passage. Near the end, due we think to a voltage regulation problem, the Raymarine E120 guidance system repeatedly shut itself down, just as we were passing the Tres Mariettas.

In the moonless darkness, and with a mile of deviation between the charts and reality, missing the islands was exciting. Captain Paul had to whip out his old Garmin 48 handheld GPS to navigate the final miles into Banderas Bay.

On 11/10, after a gorgeous sunrise over the Bay and PV, we pulled into La Cruz and docked at 6:30 am, thus ending our 1500 mile adventure. The marina, opened in 2007 was deluxe, but half empty due to their high pricing policies. It is situated between Punta Mita and Nuevo Vallarta mega resort areas. Outside the ultra modern marina sits the very traditional and non tourist village of La Cruz with its cobblestone/dirt streets and tiny shops and houses. While there, we did enjoy lots of small restaurants, bars with live music, mostly at sailors’hangouts. There is quite a large group of Canadian, German and American expats who stretch their pensions by living there 6 months a year and going home for the summer. They were friendly and glad to share local info. with us. We spent our days touring the area and cleaning up the boat for planned visits by Captain Paul’s family and friends. Paul plans to fly back and forth to get things done at home in San Jose as well.

On 11/14, Bill, Bob and Roger bid our Captain farewell at the PV airport, officially ending our adventure. While we all wanted to return to our families, we did leave behind a piece of ourselves and fond memories. Further, we would strongly recommend to cruise oriented Fleet One members that they do the Ha Ha as a way to get to Mexico and to gain ocean sailing experience in the safe and well organized fashion provided by the event organizers.

<u>Port to Port</u>	<u>Miles</u>	<u>Hours</u>	<u>Avg. Speed</u>	<u>Sailing Hrs.</u>
Alam. To San Diego	450	67	6.61k	20
SD to Turtle Bay	347	53	6.54k	42
TB to Bahia Santa Maria	238	54	4.41k	52
BSM to Cabo San Lucas	180	27	6.66k	23
CSL to La Cruz	286	46	6.22k	0
Totals	1501	247	6.06k	137 (55%)



Virago's Ha Ha's crew - Paul, Bob, Roger and Bill - very formal and a little tease



Virago's Ha Ha's crew - Bob, Roger, Bill, and Paul - much more relaxed

CRUISE TO NAPA + WINE TURN

To date, we have 8 boats and 18 people signed up for this trip over the weekend of May 21 through May 23 with the wine tour being on May 22, 2010. Previous Fleet 1 cruises to Napa have been memorable events. If you would like to be part on this one, we need to know as soon as possible while there are seats on the Tour Bus available.

INTER CLUB SERIES

The nine Fleet 1 racers enjoyed a competitive six race Series with interesting and challenging conditions - Light winds, strong tides and ships anchored with 100 yards of the starting line.

The glory was spread around with two boats taking at least 1 first place, and 4 boats finishing in the top three at least once.

Final Standings with one throw-out:

			1	2	3	4	5	6	Total
611	David Sanner	Queimada	1	1	1	4	1	1	5
1383	Ray Irvine	Crews Nest	10	2	2	1	3	2	10
8	Chris Owen	Mottley	4	3	5	5	2	3	17
1259	Lynn Guerra	Rollover	3	6	4	6	5	5	23
796	Kurt Magdanz	Amandla	7	10	3	3	7	4	24
108	Laurence Baskin	Sea Spirit	2	5	7	10	6	7	27
707	Dave Davis	Wind Dragon	6	8	10	2	4	9	29
214	Bill Eddy	Casino	5	4	6	8	9	9	32
56583	Bob Engelhart	Music	8	7	8	7	8	6	36

We congratulate David Sanner and the crew of *Queimada* for their success

ANNUAL DINNER

Catalina 34 Fleet 1

at

The Butler and the Chef Bistro
155A South Park St., San Francisco CA 94107

January 23, 2010 - 6:00PM
Cost \$50.00 per head

Main Course Choices:

Beef Bourguignon

Braised beef in red wine sauce. Served with steamed potatoes in garlic and parsley, with steamed vegetables.

Broiled Local Salmon

Served on pastis-mashed potatoes with capers. Served with seasonal vegetables or rice and ratatouille.

Business Meeting:

Report on 2009 Activities
Presentation of 2009 ROTY and COTY Awards
Election of 2010 Officers
Drawing of the Door Prize

Online Reservation and Payment at:
[DINNER](#)

Before January 16, 2010

2010

San Francisco Bay Catalina Rendezvous
July 16 through 18, 2010
Marina Bay Yacht Harbor
Tradewinds Sailing School and Club

SAN FRANCISCO CUP

On the last weekend in September, eleven boats gathered at Golden Gate Yacht Club for the 2009 edition of the San Francisco Cup - 10 boats in the racing fleet and 1 on the cruising fleet. To make life interesting for the one cruising boat, they were given a 30+ minute start on the racing boats with their goal bring finish before the racing boats.

We welcomed *All Hail* and her crew to the Fleet 1 and to the joys of C34 "one design" racing.

Race 1:

The RC sent us on a course that had two short windward legs and two very long reaching legs resulting in interesting racing for the first windward leg and then a parade for the remaining three legs. The only excitement was a jib sheet breaking on Crew's Nest during the first leg.

Race 2:

The RC used a twice around windward / leeward course for the second and third race - providing a good number of passing opportunities and also the possibility of major screw-ups. *Wind Dragon* and *Crew's Nest* battled it out from start to finish with the lead changing one or more times on each leg. *Wind Dragon* was the victor.

Race 3:

The race was sailed in the strongest wind of the series. Again *Wind Dragon* and *Crew's Nest* had a great struggle with a number of lead changes and close boat for boat racing again with *Wind Dragon* coming out victor.

Standing (no throw-outs):

			Race 1	Race 2	Race 3	Total
707	Dave Davis	Wind Dragon	2	1	2	5
611	David Sanner	Queimada	1	4	4	9
8	Chris Owen	Mottley	6	3	1	10
1383	Ray Irvine	Crew's Nest	5	2	3	10
796	Kurt Magdanz	Amandla	3	5	8	16
214	Bill Eddy	Casino	7	6	5	18
1259	Lynn Guerra	Rollover	4	10	6	20
108	Laurence Baskin	Sea Spirit	8	8	9	25
56583	Bob Engelhart	Music	9	7	10	26
383	Page van Loben	All Hail	10	9	7	26

The competition was keen with a different boat winning each race and 5 boats finishing at least one in the top three.

We congratulate Dave Davis and the Crew of *Wind Dragon* for their success in the Racing Division and Duane Quick and the crew of *Irish Whiskey* for their success in the Cruising Division.