



THE TELLTALE

Catalina 34 Fleet One - San Francisco Bay

Maintenance Alert

For those of you who have older model C-34's (mine is 1986 #214) I recommend an immediate and careful inspection of all stainless welds at all joints on the stern and bow pulpits and your stanchions.

Background: Recently, in calm sailing conditions, a crew member leaned against the port corner of the stern pulpit and the weld broke where the 1" tubing angles down and connects to the round through bolted deck flange. This portion of the pulpit takes the strain of the lifelines attached thereto. This also happens to be the part of the tubing that serves as a conduit for the stern light and electronics wiring that runs up to the top stern rail.

Due to its proximity to the deck and the wiring, this could not be welded on the boat. We had to remove the wires and the pulpit and take it to a weld shop for the repair. Upon close inspection we found that small rust pits had developed at the tubing / flange joints on both sides of the boat. Only a matter of time until the starboard side let go as well. While at the weld shop, all the pulpit joints were checked and re-welded as needed with a generous bead. They were then beautifully polished out to better than new condition. Some of the joint weld beads were pretty thin and showed minor signs of rust pitting. (And they call it stainless, go figure)

As a reference, I used Alameda Prop and Machine for the work. Owners Scott and Steve were very prompt, loaned me a wire puller and did the weld and polish

work themselves. Their rate was \$75 per hour. The job took 1.5 hours for a total bill of \$112.50.

I have since inspected all the lifeline stanchions and the bow pulpit carefully and found just a couple of suspect rust pits. The welds still look good. However, I now routinely inspect and use Starbrite rust remover to keep the joints and flange tops clear of rust. A break in any of these parts could lead to a crew safety issue, and a little extra effort brings this Captain some peace of mind. Please do pay attention to this maintenance chore even if your boat is newer than mine.

Bill Eddy, "Casino" #214

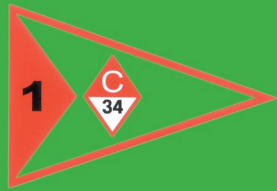
South Beach Harbor docking for The San Francisco Cup

As you know, the San Francisco Cup is being held at South Beach Yacht Club (Sept 22, and 23) this year because of a conflict with some AC boat racing scheduled at GGYC.

Dave Davis (Davis_707@yahoo.com, phone: 650-948-3461) has managed to negotiate a reasonable rate (\$20.00 per night) with the Harbor for Friday, Saturday, and Sunday evening - side ties and raft-up. Saturday evening's dock fees are included in the registration fee of \$75.00.

So Dave can secure the necessary space, he needs to know who needs dock space on which nights (Friday, Saturday, or Sunday) as soon as possible - **but he MUST have it before September 7, 2007**. Please e-mail your needs directly to Dave.

If you would rather have a slip (at the usual SBH rates) than a side tie for the weekend, you should contact South Beach Harbor directly as soon as possible -- 415-495-4911. Details are available on the SBH web site - <http://www.southbeachharbor.com/>



CRUISE-IN AND BBQ AT: RICHMOND YACHT CLUB JULY 14 and 15, 2007

RSVP - before July 8, 2007 to:
C34irvine@cs.com

Ballena Bay Cruise-in

Over the weekend on June 16 and 17, twenty-three members and their families enjoyed the warm sunshine of Ballena Bay and the hospitality of the Ballena Bay Yacht Club. Sailing in were *Sea Spirit*, *Amandla*, *BruGar*, *Wind Dragon*, *Madcap* and *Crew's Nest* and driving in were *Aquavite*, *Ciaco*, and *Fata Morgana*.

Arriving boats were warmly greeted and guided to their slips by Robyn Craig of BBYC - great job Robyn! After docking, crews enjoyed each others company, "kicked the tires" of other boats and asked "Why did you do it that way?" many times.

Drinks and appetizers on the dock were followed by dinner with the friendly folk ay BBYC - they serve dinner for their members and guests every Saturday night.

On Sunday morning we enjoyed a tasty breakfast at the Ballena

Bay Café and Deli (Paul Goss's suggestion - thank you Paul). Chatting over breakfast in the warm sunshine, we waited for the tide to build. Several folk investigated a collections of Hunters and Nordic Tugs at the nearby dealership and we all "drooled" over the immaculate interior decor of *BruGar* - the best cared for boat in the Fleet. Others were content to soak up the sunshine and the views across the bay to San Francisco.

By midday, there was enough water to starting moving around and those that sailed in set out for home - mostly motoring in flat water and less than 4knots of wind.

When visiting Ballena Bay, remember that the water at the entrance can get thin at low tides

We thank Robyn Craig for her help in making this all happen and the members of BBYC for their hospitality.

News in Brief:

Crew's Nest wins IC Race #2

Queimada wins IC Race #3

Nine Boats attended BBYC Cruise-in

RYC Cruise-in and BBQ - 7/14/07

San Francisco Cup NOR attached

Cruising Schedule

Richmond Yacht Club Cruise-in

July 14 and 15, 2007

2007 Rendezvous Angel Island

October 13/14, 2007

Race Schedule

Inter Club Series

July 7	South Bay
August, 4	South Bay
September, 8	South Bay

San Francisco Cup South Beach Yacht Club

September 22 and 23

First Time Racing

On May 5th we entered our first race in our C34, *Obsession*. We had missed the opening race of the Interclub Regatta in April but thought we would give it a try in May. Our only goal for the race was to have fun (and arrive back at the marina safely). I'll just jump right to the conclusion of this article and tell you that we had a blast, and we finished better than expected.

For all of us on *Obsession* this was our first keelboat race. The crew included Bruce MacDiarmid, owner of C34, *Laurie Ann*, and the two self named Jibmeisters: my brother Mark Perry, owner of a Catalina 30 and our friend, Ken Turnbull. Each of us had some experience racing small sailboats several decades ago but it is only a vague memory. This was the first time that the four of us had sailed together so we left the dock early to get in a few practice tacks.

This was a South Bay race and I had hoped the winds would be lighter for our first race. But no such luck. We arrived on the Bay to find gusts of 20 to 25 knots. We practiced tacking and trimming the sails but, frankly we were pathetic..... a comedy of errors. I will admit that the conditions were so bad I considered packing it in for the day. (By my standards these were gale force winds.) But, we stuck it out and were glad we did.

Someone had once, incorrectly, told me that “no one reefs when racing.” What a relief it was to see all you racing veterans putting a reef in your main. We reefed and tried a few more practice tacks. We arrived late to the starting line and didn't see any other Catalina 34's. In the distance we spotted the C34 fleet already approaching the windward mark. By then we were so far behind that I doubt that the leaders even knew that we were in the race.

We headed upwind into the strong winds and heavy chop and

finally rounded the first mark. We continued downwind and with each leg we narrowed the gap between ourselves and the rest of the fleet. As the race progressed we seemed to get the boat under control and gained confidence in the windy conditions. We finished the race knowing that we are better sailors than when we began.

Thankfully, the elapsed times are adjusted for our three bladed prop, and roller furled jib. This gives floating condos like *Obsession* a fighting chance. To our surprise with our corrected time we finished fourth out of six boats. We were ecstatic.

This was a great learning experience. I got to apply my sail trim knowledge, which I'm often too lazy to use when I'm out for a casual sail with friends. I learned more in that day of racing than in the past dozen sailing trips. It was a big confidence booster for sailing in windy and rough conditions. But the best thing of all: it was great fun.

In summary our first racing experience was a huge success. We returned safely, learned plenty and had a darn good time. We are hooked and we'll be back for more.

Postscript

Since writing this article we entered our second race. We arrived on time and were close to the lead at the start. From there things deteriorated, especially on the long downwind leg that ended at Oakland Yacht Club. We came in last place (by quite a distance). Bummer. I have a long list of excuses that I'm sure you're familiar with. But what the heck, we still had a blast and we'll be back in July

Lee Perry - Obsession

CATALINA 34 RACING ROUND-UP

Inter Club Race #2

The fleet welcomed *Obsession* as they took part in their first C34 one design race.

During the scheduling for this years series, it was agreed by the participating Clubs that the May race would be moved to the South Bay to avoid the strong wind in the Central Bay. The weather gods were not happy with that decision and turned it on big time for the May race in the South Bay – winds 30 – 40MPH against a strong ebb to add to the excitement. To make sure everybody got to enjoy the afternoon, the RC set an 11-mile course – one of the longest in the South Bay.

Seven of the seven boats racing in the C34 one design class bobbed around the starting line, put their finger in the air and decided that it was time to either roll up the 130% jib as small as possible or find the 110% jib and put it on and put the main up with one or more reefs in it.

As the start, *Crew's Nest* arrived at the line on port tack early and had to run up the course side of the line to avoid starboard tacking boats and get back on the right side of the line before the gun – some people have nerves. *Wind Dragon*, having missed their start by 5 minutes started with the C34 design fleet on port and about 3-boat lengths to leeward of *Crew's Nest*. Although sailing in different divisions, this set up an afternoon struggle between *Wind Dragon* and *Crew's Nest*. The remainder of the fleet started safely on starboard.

At the first mark, the order was *Crew's Nest*, followed by *Wind Dragon*, *Mottley* and *Casino*. The course to the second mark was a close reach that saw *Crew's Nest's* “fun” meter over 9 knots most of the time (with reefed main and 110% jib) and a few times over 10 knots. At the second and third marks the order was unchanged.

The 4th leg was once again up wind, *Wind Dragon* managed to get past *Crew's Nest* and the order around the 4th, 5th and 6th marks was *Wind Dragon* followed by *Crew's Nest*, *Mottley*, and *Casino*.

Back in the fleet, *Queimada* had worked their way past *Sea Spirit* and set off after *Casino*.

On final leg, the fleet saw lots of action.

First while *Mottley* was rounding the last mark to port (#36 which is a large steel post), rounded up sharply and found the radar reflector at the top of the post destroying their jib. The starboard side of the boat was resting on the post. They managed to get themselves off the post without their rigging becoming involved, but their day was over.

Wind Dragon led *Crew's Nest* around the mark by 3 boat lengths and both set off towards the finishing line. About 6 boat lengths from the line, *Wind Dragon* was forced to tack from starboard to port to avoid a starboard tacking boat. This gave *Crew's Nest* an opening, they also tacked on to starboard to position themselves between *Wind Dragon* and the pin end of the line allowing *Crew's Nest* to lead *Wind Dragon* over the line. The moral of this is never give up and stay close as one never knows what might happen to give one an opportunity.

The order across the line for the one design start was *Crew's Nest*, *Casino*, *Queimada*, *Obsession* (well done), *Sea Spirit*, and *Fata Morgana*. When the corrections were applied, the order was unchanged.

The good news was that everybody got home safely.

Inter Club – Race #3

It was back to the Central Bay for the third race of the series – the long race ending off Oakland Yacht Club. Because the Yellow Bluff mark is missing, there was only one available course – a beat from the start (Berkeley Pier) to Harding Rock and a very long reach/ run from Harding Rock down the Estuary to OYC.

The seven boats started in a SSW wind of around 15 with gusts to 20 knots in Max ebb current. This gave the fleet some interesting options in their attempt to make best use of the current and the wind – in particular when to make a run for the lifting current flowing out of the North Bay. By Harding Rock, it turned out that those who had stayed to the south made out best – *Crew's Nest* rounded first followed by *Mottley* with *Queimada* in close company.

After rounding Harding the next decision was how far south of Alcatraz to go – south with more wind but more current (or maybe even go to the north of Alcatraz). *Crew's Nest* took a direct route close to the island; *Queimada* took a more southerly route and *Mottley* an in between. As it turned out, it made little to no difference. At the Bay Bridge, the order was unchanged and the time gaps were about the same.

As the boats entered the Estuary, the wind started to build from behind the fleet which allowed *Sea Spirit* and *Casino* to close up on *Queimada* and *Mottley* and all to move up on *Crew's Nest*. The challenges now were to stay out of the holes in the wind and not let those behind steal the wind. After many tense moments as one boat after another found wind and then wind holes, the order across the line was *Crew's Nest*, *Mottley*, *Queimada*, *Sea Spirit* and *Casino* – all within a little over 4 minutes. When the corrections were applied the order was *Queimada*, *Mottley*, and *Casino*.

The Series standing are:

Queimada 2, *Crew's Nest* 4, *Mottley* 4, *Casino* 5, *Sea Spirit* 9, *Obsession* 11, *Amandla* 12, *Fata Morgana* 13, and *Rollover* 18.

The fun continues on July 7 on the South Bay Courses.

Photos from Race #3 can be seen at: http://www.pbase.com/meyesphto/oyc_interclub_race starting at page 3



NOTICE

If Fleet members are racing in other places or in other regattas and would like their activities covered, send an article and photographs to Paul Goss

Telltale Editors:

Paul and Marj Goss

pgoss@gosspartnerships.com

Fleet 1 Website

<http://www.c34.org/fleet1/index.htm>

Fleet 1 Photos

<http://flickr.com/photos/c34fleet1/>

C34 Message Board

<http://www.c34.org/bbs/>



**NOTICE OF RACE
CATALINA 34 FLEET 1
SAN FRANCISCO CUP
September 22 and 23, 2007
at
South Beach Yacht Club
Pier 40 on the Embarcadero**

Rules, Eligibility

1. This regatta is governed by the Racing Rules of Sailing 2004-2008, the Regatta Sailing Instructions, and the Fleet One Design Rules.
2. Any Fleet 1 member boat is eligible to enter this Regatta.
3. The Regatta will be sailed in two Divisions - Racing and Cruising. Participants can indicate their Division Preference on their registration form but the final division assignment will be made by the Fleet 1 Race Committee.

Entries:

1. Regatta Registration forms are available from the Fleet 1 Racing chair
2. The completed Registration Form, Entry Fee must be received by the Fleet 1 Race Chair not later than September 7, 2007.
3. The Regatta Registration fee is \$75.00. This Registration fee includes docking at South Beach Harbor on Saturday night.

Sailing Instructions:

1. The Regatta Sailing Instruction and Division Assignment will be e'mailed to all entrants no later than September 14, 2007.
2. Changes to the Regatta Sailing Instructions and/or Division Assignments will be announced at the Skipper meeting on Saturday September 22, 2007.

Racing Area and Courses:

1. The races will be sailed in the South Bay waters of San Francisco Bay
2. Courses:
Saturday - 9/22/07
Windward / Leeward courses will be set with the starting and finishing line approximately 1.5 nautical miles SSE of the South Beach Marina.

Sunday - 9/23/07

The course will be selected from the list of courses set out in the sailing instructions. This course will use fix marks in the South Bay

Schedule of Races:

1. Saturday

Two(2) races will be schedule for Saturday 9/22/07

A Skipper's Meeting will be held at South Beach Yacht Club at 10:00AM.

The first warning will be at 12:30PM

2. Sunday

One Race will be schedule for Sunday 9/23/07

A Skipper's Meeting will be held at South Beach Yacht Club at 10:30AM

The first warning will be at 12:00PM

Scoring:

1. The low point Scoring system will be used.
2. There will be no throw-out race. Two races must be completed to constitute a Regatta.
3. Because the length of the windward / leeward courses is not know, time on time correction will be used with corrected time being calculated to the nearest second.

Trophies:

1. The boats finishing in first place in each Division will share the San Francisco Cup perpetual Trophy for the following 12 months.
2. Keeper trophies for first, second, and third will be awarded for each division.
3. Other awards may be made at the discretion of the Fleet 1 Race Committee.
4. All awards will be made at South Beach Yacht Club following the completion of Race #3.

Hospitality:

1. Before racing on both Saturday and Sunday coffee and breakfast rolls will be available at South Beach Yacht Club
2. After racing on both Saturday and Sunday, appetizers will be served at South Beach Yacht Club.
3. The South Beach Yacht club bar (no host) will be open after racing each day.

**CATALINA 34 FLEET 1 SAN FRANCISCO CUP
SEPTEMBER 22 and 23 at SOUTH BEACH YACHT CLUB**

**Registrations must be received by
September 7, 2007**

Owner/Helmsman (print)_____

Address_____

City_____ State_____ Zip Code_____

Home Phone_____ Work Phone_____

E-Mail_____ <ALL CAPS>

Yacht Name _____ Sail # _____

Prefer Division R (racing) _____ OR Division C (cruising)_____ (Check one)

Maximum sized headsail you plan to use: _____%

Furled Headsail? Yes____ No____ or Headsail tacked 8"or more above deck? Yes____ No____

Type of Prop Used: Folding____ Feathering____ Fixed 2 Blade____ Fixed 3 Blade____

South Beach Harbor dock space required Friday 6/21 _____ Saturday 6/22 _____ Sunday 6/23 _____

Registration Entry Fee \$75.00 <includes docking for Saturday night >

For and in consideration of the acceptance of my entry into this regatta, I hereby accept all the risks and responsibilities of my yacht's and crew's participation in said regatta and waive to the fullest extent permitted by law any and all claims I may have against The Catalina 34 Fleet1, The South Beach Yacht Club, The Catalina 34 International Association, their members, officers, directors, and committees arising out of or in any way connected with such participation. I agree to abide by the 2005-2008 Racing Rules of Sailing, the Fleet 1 One-design Rules, the prescriptions of US Sailing, the requirements set out in this Entry Form and the Sailing Instructions for this Regatta

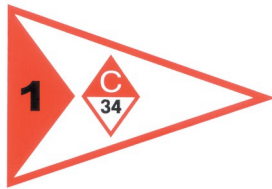
I further expressly agree that the foregoing release and waiver is intended to be as broad and inclusive as is permitted by law and that if any portion, clause or sub clause hereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full force and legal effect.

I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND WAIVER OF CLAIMS AND SIGN IT OF MY FREE WILL

Signed: _____

Date: _____

Mail to: Chris Owen, 501 Seville Way , San Mateo, CA 94506



CRUISE-IN AND BBQ AT: RICHMOND YACHT CLUB JULY 14 and 15, 2007

If you missed the opportunity to meet other Catalina 34 owners on the Monterey Adventure or the Ballena Bay Cruise-in, all is not lost. Come and be part of the fun and fellowship at the Cruise-in and BBQ at Richmond Yacht Club. The highlight of the evening will be a selection of truly fantastic desserts

SATURDAY NIGHT BBQ

Fleet 1 Provides:

**Salad
Side Dishes
Bread and butter
Fantastic Desserts**

You Provide:

**Appetizers to share
“Meat” to BBQ
Eating Utensils**

SUNDAY BREAKFAST

Fleet 1 Provides:

**Champagne
Orange Juice
Coffee**

You Provide:

Favourite Breakfast

RSVP - before July 8, 2007 to:
C34irvine@cs.com

**Richmond Yacht Club
Located at Point Richmond, California
on the Richmond Riviera of San Francisco Bay
Latitude: 37° 54' 29" N Longitude: 122° 23' 00" W**