

THE TELLTALE

Catalina 34 Fleet One - San Francisco Bay

NEWS IN BRIEF

Music (Bob Engelhart) re-joins the racing Fleet

Queimada gets a two bladed folding propeller

Crew's Nest wins double handed Rites-of-Spring Race

Queimada wins IC #1 race

Five boats take part in a successful Half Moon Bay Adventure

Petaluma Cruise-in is on May 17/18, 2008

CYC Cruise-in is set June 21/22, 2008

Casino will return to race in IC #2

Cruise to Half Moon Bay on April 26-27

Saturday:

I shouldn't have chosen to sleep in the main salon area. The 6 am sunlight shone through the translucent companionway hatch and woke me up at least 30 minutes early. In both the aft cabin and vee berth, my two companions were sleeping soundly.

Well, I do not want to wake them early, so I lie there, thinking of the day to come: five Catalina 34s cruising together down to Half Moon Bay: *Tweety Bird* (with me and two others), *Kaitlin Marie* (Dave Weiss and a crew of two on their first trip to HMB), *Amandla* (Kurt Magdanz and two crew on their first trip to HMB), *Queimada* (Dave Sanner and two crew, with a family joining him in HMB), and *Sea Spirit* (*Herb Brosowsky* and two crew).

We were scheduled to meet at the X buoy off GGYC at 9 am, and by the time we got through with breakfast and cast-off, we had 75 minutes to get there (plenty of time, we reasoned, with a good ebb helping us). Well, we got there five minutes late, just after *Queimada* arrived, and a while after *Sea Spirit* had gotten there. We got in touch with Dave W. and Kurt, who already were either outside the Gate or near it, and joined them. Despite a healthy ebb of 3.4 kts at 0850 and little wind, there was little turbulence at the Gate and we proceeded out under power until we raised sail halfway to Mile Rock.

The sun was shining and the temperature was in the 60s, and we
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**SAN FRANCISCO BAY
CATALINA RENDEZVOUS - OCTOBER 11 and 12, 2008
ENCINAL YACHT CLUB**

picked-up 9.6 kts of wind, which gradually declined to 0 by the time we reached Pt. Montara. Instead of going out to R4, as originally planned, we all turned south well before R8 (*Queimada* mysteriously surged ahead of all of us, and we later learned that they motored all the way to HMB, arriving about 40 minutes before the rest of us). While three of our remaining four boats were 5-6 miles offshore, *Kaitlin Marie* was about half our distance out, and eventually joined us about mid-way between Pt. Montara and Pt. Lobos when we warned them of foul ground in their area.

With swells of 3 feet and light wind, we motored around the point past G1, then G3. Once we passed G3, however, the wind picked-up to 21 kts and we sailed towards the entrance, where we turned upwind and dropped the main. We motored to our dock and arrived at 1530.

Once we all were settled-in (we all were on Dock H), we started visiting each other and making plans for the start of our potluck dinner, which kicked-off on *Tweety Bird*, where we were joined by everyone (Dave Sanner put-in a brief visit, since he had family that had driven-in) had various snacks and wine – even shrimp! One of my crew, Lucie of the local State of Bavaria Business Office in Palo Alto, had (as usual) brought all kinds of delicacies, like handmade breadsticks and various cheeses, salami, and I don't-remember-what else. Although she just passed her first (of four) Coastal Passagemaking excursions at Club Nautique, this was her third trip to HMB and she did most of the helming.

After a short break, dinner proper was continued on *Kaitlin Marie*, where we had tri-tip steak, Thai beef salad, ravioli in meat sauce, more wine, and that's about all I remember. We of *Tweety Bird* retired around 9:30, leaving the others to party on...

Sunday:

Suddenly, it was Sunday morning, and we went to Ketch Joanne's for breakfast. Then, it was back to the boat to get ready for a planned 0900 departure. We were a little slower than the others in getting ready, and were the third (or was it fourth) boat out of Pillar Point and heading for G3, then G1, then 'way out to sail in 11 kts of wind.

Another beautiful, sunny day with swells a bit higher (4 feet or so). The trip back was uneventful, motoring occasionally when the wind dropped to 4 knots or less. Our last motoring session started when we were abeam Point Bonita and lasted until we were half-way between the GGB and Alcatraz. We motored to TI, then sailed all the way back to Emeryville, watching the others heading towards other destinations.

Can't wait until the cruise to Petaluma on May 17-18. We already have five boats, including *Wind Dragon* and *Crews Nest*, who will be going on Friday. Let me know if you're planning to come so that I can notify the Petaluma Yacht Club.

Jon Arck – Tweety Bird

Petaluma Cruise on May 17-18

Saturday:

Meet at Red Rock at 10 am to take advantage of the 4.2 high tide at the mouth of the Petaluma River at 1230 on Saturday (12 miles from the San Rafael Bridge will get us to the mouth around that time). Channel depth is 8-11' MLLW, with 1.5 current. From the river mouth to downtown Petaluma also is 12 miles, so we should arrive around 1500, assuming 5 kts. The Turning Basin has a depth of 3-8' MLLW.

Sunday:

Leave around 0900 due to tides, which gets us to the river mouth around 1130 (again, assuming 5 kts), and the San Rafael Bridge around 1400.

I'm checking with the PYC to see about that evening's social event.

Jon Arck – Tweety Bird

Making the Same Mistake Twice

March 21, 2008 ~ 15:30

Friday afternoons are reserved for sailing. *Sea Spirit* is strategically located on Treasure Island, convenient on my commute back into the City from Oakland. When I can't muster up a crew, I have taken up the habit of a single-handed sail, typically navigating a clockwise course around Yerba Buena and Treasure Island. When the wind is greater than 15 knots, as it was on this particular Friday, I used the lee of the Coast Guard station, Southeast of the Bay Bridge, to raise the sails. With the main reefed and trimmed, I unfurled the cruising jib, cut the engine and headed on my usual course toward the Ballpark, tacking, toward the central Bay once I was sure that *Sea Spirit* could safely pass under the Bay Bridge.

As I started to fall off to round the Northwestern point of Treasure Island, the wind picked up to a crisp 18-20 knots. My boat speed increased to over 8 knots and after a windy gibe to head back along the eastern side of Treasure Island I was able to encourage *Sea Spirit* to nudge close to 10 knots. Forty-five minutes after I had raised the sails I was back at the entrance to Clipper Cove.

With the tide high and the sandbar not an issue I decided that I would prolong my sail, tack back and forth up the cove and furl the jib and drop the main ~ 50 yards from Sea Spirit's slip at the western end of the cove. This would add another 20 minutes to my sail and hopefully satisfy my sailing appetite. Typically, I furl the jib and drop the main just North of the Clipper Cove Pier, the former home to the old 12-meter America Cup Fleet. I enjoy a bit of shelter in this location compared to the unprotected cove where high winds can whip over the highway and wreck havoc making boat handling more of a challenge.

Yes it turned out to be very windy (27-30 knots) as I tacked back and forth up the cove. At the western end I headed into the wind and furl the jib. The reefed main easily came down and I quickly placed one tie around the sail with the intention of properly flaking at the dock. The engine started up just fine. When I placed the gear in forward, however, it immediately died. Unfortunately, I had heard this sound before.

June 5, 2006 ~ 1500

The bow was burying into closely packed swells as we surfed down the waves making excellent progress at 10.5 knots. The sea was sparkling blue with stiff winds directly behind us blowing between 27 and 31 knots. Ali my close Turkish friend and colleague was smiling for the first time in many hours as he shouted, "God has sent the dolphins and they have come to guide us safely home". It was an incredible site (Photo A). Dolphins swimming, playing, jumping and breaching in the waves on both sides of our Bavaria 38, named *Belize*, home for a weeks trip in the blue waters off Southern Turkey. I was enjoying the thrill of the sail but not totally pleased with our present situation. By my estimation we were 30 miles past our destination, the prop was fouled with the bow line rendering the engine useless, a spare can of diesel fuel had spilled in the aft locker annoying our olfactory senses and our new destination was 15 miles downwind with no local knowledge of our route all do to rookie cruising mistakes.

The morning was pristine. At first light, I was up, camera in hand exploring on foot our secluded cove and surrounding peninsula in the Bay of Gocuk (Photo B). The local goats were friendly and the bee houses along the way I was soon to learn provided our morning honey. After breakfast of freshly baked bread, honey, olives, tomatoes, cucumbers, eggs and hot coffee all that was left was a morning swim in our crystal clear turquoise cove prior to departure (Photo C). At 10:00 AM when the winds begin to blow from the West we left our protected cove and motored into the Bay quickly raising our sails. Back in the San Francisco, I had purchased and studied Heikell's Turkish Waters and Cyprus Pilot (Imray) guide to cruising, 6 weeks prior to our departure. Ironically, the exact book was on the chart table. Our planned destination was Oludeniz a beautiful beach about 10 miles away an easy downwind sail. At noon we were enjoying beautiful sailing conditions 15 knots, a broad reach, sunny skies and views of the Southern Turkish Coast from the Mediterranean. Hussein our Captain had directed us to a distant point convinced that our destination was just around corner.

My memorized topography of Gocek Bay and surrounding coast did not add up with our course but it seemed silly to question local knowledge and Hussein had been to our



The Rites of Spring Race Doubled Handed Race

The Rites of Spring Race, sponsored by Oakland Yacht Club was supposed to be an easy, relaxing shake down and fun race...a re-introduction to Bay Area sailing and racing for the crew of *Music*. Turned out to be 'shaken not stirred' and a baptism of fire...really windy and spray.

The race was nicely managed by OYC race committee, Notice of Race and Sailing Instructions duly posted. Skippers' meeting the night before the race hosted by OYC's George Gurrola, well attended, simple and straight forward, good (and few) questions, T-shirts for competitors (73 boats signed up) and a benign weather forecast by another Race Committee member...'isobars are far apart, don't expect too much wind, might hit 15 in the late afternoon.' We should be so fortunate to not have 'too much wind' like that all season.

Catalina 34 Fleet 1 was well represented...seven boats... same as the Santana 22 division and among the largest divisions overall... 'Imi Loa/Greg Sherwood, Wind Dragon/Dave Davis, Crew's Nest/David Irvine, Music/Bob Engelhart, Amandla/Kurt Magdanz, Sea Spirit/Larry Baskin and Aquavite/Stu Jackson. Great to have so many boats on the line.

After a postponement of about 40 minutes, the race was on, starting at E on the Berkeley Circle...Division A on the line, followed every five minutes by another division, then Catalina 34...Division F, 7 boats...Course 6, 11.2 NM, and we're ready...almost. Mostly starboard starts, a few port and at least one (*Music*) a planned starboard start, too early to the line, tack to port, helmsman and grinder switch positions, tack to starboard...need better communications next time. Those starboard starters sure looked good going across the line, and the Cat 34 sure has a beautiful transom from our vantage point (#7 of 7 boats across the line.)

'Believe the first mark (YRA 21) is not in the GPS'...not to worry, it's out by Alcatraz, we'll see it.' Luckily we were able to find it by following the leaders...most of the rest of the fleet...

Around the mark, down wind back to F in Berkeley Circle...where is it? Shouldn't be far from E...finally find it. Another windward leg, this time to R4 (YRA 8)... not too bad, then down wind again to D...hmmm don't have that in the GPS either...follow everybody else again. Thought we saw a Cat 34 retiring from the race...not... just an unconventional approach to/from one of the marks. Say, there's 'Imi Loa, we're closing on her...now this is racing. Around D, past the Berkeley Pier to an orange

FOR SALE

C-34 main sail cover for a 1986-1994 boat. Purchased from catalinaowners.com late 2006 and it looks brand new. Current on-line list price is \$256. Make an offer.

Call Greg at 408.910.0095 or
email gsherwood@sfsailtours.com.

tetrahedralhydramin (funny shape in the water can't see that tiny mark) somewhere down by the Bay Bridge...and the barges...must be near where all those other boats are.

Music blows a tack, 'Imi Loa blows by *Music* past the Berkeley Pier, it's close down the stretch to the last mark... tetrahedralhydramin. 'Imi Loa and we can see the Race Committee boat, hear the shotgun blasts and horns. We're getting close. *Music* follows 'Imi Loa, they split tacks. Since *Music* and 'Imi Loa were near the end of the fleet, accurate commentary is not available for the Cat 34 leaders, but the winner is...David Irvine in Crew's' Nest...by 44 seconds over Wind Dragon. Now that's one design racing.

Sure hope everybody enjoyed the race as well as we, and they, like we, are looking forward to the Inter-Club Series and a great sailing season. A great race, a great fleet, and great shipmates...Catalina 34 Fleet 1.

Bob Engelhart - *Music*

Complete Results - 2008 Rites of Spring

Place	Boat	Team
1	<i>Crew's Nest</i>	David Irvine / Bob Brainard
2	<i>Wind Dragon</i>	Dave Davis / Russ Davis
3	<i>Amandla</i>	Kurt Magdanz / Susan Stapleton
4	<i>Music</i>	Bob Engelhart / Jeanne Peters
5	' <i>Imi Loa</i>	Gregory Sherwood / Paul Osborn
6	<i>Sea Spirit</i>	Larry Baskin / Herb Brusosky
7	<i>Aquavite</i>	Stu Jackson / Dave Galson

rites of Spring - Double Handed Action

Susan Stapleton drives *Amandla* with Kurt Magdanz pulling the strings to third place - well done!



Stu Jackson drives *Aquavite* turned out in full racing trim to enjoy the fun with and Dave Galson as crew 7th place



Paul Obsorn drives *'Imi Loa* with Greg Sheerwood trimming the main as they approach the finish line 5th place



Bob Engelhart drives *Music* with Jeanne Peters as crew - 4th place

INTERCLUB - RACE #1



Seconds before the gun



Seconds after the gun

The start of Race 1 of the InterClub Series. All eight worked out that the pin end of the line was favored - an exciting start to the summer racing season

The first race of the 2008 InterClub Series saw the return of *Rollover* to the racing scene and the return of *Music* to the Bay and to the C34 racing fleet. With these additions the One Design Fleet has grown to 9 boats for the summer.

All except Casino, who is still recovering from the event in the last race of the GGYC series, presented themselves at the starting line with the wind blowing from the NW at about 12MPH. The above photos show a spirited start on a 10mile course around Alcatraz Island, to YRA 24, then to the finish behind Treasure Island via way of the YRA 3 mark near the Bay Bridge.

All went well for the first 1.75 miles of the first leg when the wind disappeared and we were left to the vagaries of the tides. Some went north while others went south in search of wind. Those who went north found some wind but still could not make it through the wind hole that surrounded Alcatraz. Those who went south (especially *Music*) made good gains until they sailed into the wind and tide hole on the south side of Alcatraz. During all of this, the tide was flooding in some places and ebbing in others only 100 feet away.

In the end, those who stayed well to the south side of

Alcatraz made out best with *Queimada* round in first place having over stood the mark by 10 boats lengths to stay in the wind. *Crew's Nest* rounded in second place followed by *Sea Spirit*. Once around Alcatraz, the race turned into a reaching parade to the finish line – yes, the distance between the boats changed some but there were no opportunities to pass.

The order across the line and the corrected order were the same: *Queimada*, *Crew's Nest*, *Sea Spirit*, *Rollover*, *Music*, *Mottley*, *Obsession*, and *Amandla*.

The next race is in the South Bay on May 10, 2008.

With some good luck, Casino will return for the second race all repaired and sporting a new 130% jib.

Once again *Wind Dragon* is racing in the spinnaker division. After some early gains in the light winds, they spent far too much time in the wind hole behind Alcatraz to help their cause. *Wind Dragon* and *Crew's Nest* had a good on the water struggle for the last two legs including some very close (less than 12") action with the Wyliecat 30 *UNO* at the last mark.

Telltale Editors
One Design Racing Rules
Fleet 1 website
Fleet 1 Photos
C34 Message Boards

Paul and Marj Goss pgoss@gosspartnerships.com
<http://c34.org/fleet1/pdf/fleet1shortrules200803.pdf>
<http://www.c34.org/fleet1/index.htm>
<http://www.flickr.com/photos/c34fleet1/>
<http://www.c34.org/bbs>



destination many times before. Furthermore, the day was spectacular and we were sailing in the Mediterranean. An hour later we had passed “the distant point” with no beach in sight, sailing further downwind with 20 knots of wind behind us. Hussein checked the GPS above the chart table in the cabin and assured us it was around not the point we had passed but the next point. This theme repeated itself along with new compass heading directly downwind due east and a steady increase in wind velocity to over 25 knots. Herb <Brosowsky> and I had long ago taken over the sailing responsibilities. I was at the helm and Herb was perched forward in the cockpit at the cabin door with his hand on the main sheet. He had been incrementally been furling the jib as the wind increased. With the boat rocking pretty well we heard a thump and soon a smell of gasoline. Inspection revealed an overturned spare 2-gallon diesel fuel jug in the aft locker with a defective cap. Unfortunately, 6 inches of diesel fuel was sloshing

around on top of our water hose, masks, snorkels and fins. The good news is that we were moving downwind at a pretty good clip.

With the wind increasing we thought it best to think about reefing the main. I had also decided to reevaluate our location. My analysis of the charts in Heikell’s Turkish water guide revealed that we were at least 20 nautical miles past our destination going due east along the southern Turkish coast with the wind blowing at 25 knots directly from the west. We had two options: 1) Head back into a nasty sea or 2) keep going to Kalken a safe harbor approximately 20 miles ahead. Before the decision was made we decided to reef the main based on the assumption that it might get windier. By the way, at this point Ali did not look as relaxed as the previous evening sipping wine at Kapi Creek and Hussein had left the driving to us. I made the decision to start the engine for some extra ump as we brought *Belize* into the wind. In short I made it to about 90 degrees and she stalled out. I turned back downwind and Hussein and I successfully started the engine 2-3 times only to have it stall out when placed in gear. Inspection of the sterns lines showed they were nicely coiled, however, the bow line had come uncoiled and could be followed under the port side of the boat to its present position tightly wrapped we presumed around the prop.



With a healthy rudder, excellent wind and a good downwind pace, Herb and I made the decision to sail her to the safety of Kalken now approximately 15 miles away by our estimation. I asked Hussein to locate the lifejackets, which I am embarrassed to say it took him over 10 minutes to find stowed in a locker next to the chart table. I also asked Hussein to contact the charter base to apprise them of our status and potential problem. I was attentive on the wheel and Herb worked the sheets. The wind peaked at 31 knots our top speed close to 11 knots. *Belize* held her course. The sail was actually quite controlled and Herb and I enjoyed it more in retrospect and certainly would have been happier with a free propeller and functional engine. Throughout our passage I had been watching a 46-foot catamaran under a reefed main rock its way a mile ahead of us along the same route. I followed her path seeing them disappear between rocks that guard the Northern entrance to Kalken.



At this point I was sure that my Turkish friend Ali had gotten himself into more than he bargained for when he thought he had arranged relaxing blue water cruise for his American Guest. Just as our host become more concerned, out of the deep blue water a school of 20 or so dolphins came to lead the way lifting our sprits and especially brighten the face of my friend, Ali. They raced about back and forth, around and under *Belize*. They breached and jumped in pairs. After well over one half hour they let us go close to the Northern approach to Kalken.

Safely within Kalken Bay we headed for the shelter in the northern aspect of Kalken Bay. With the wind blocked by the high cliffs we coasted to within 400 yards of the shore. We dropped our anchor and I manned the dingy hoping to pull *Belize* to a more proper

anchorage. It was close to 600 PM so we still had a few hours of daylight. Unfortunately, the dingy motor was quite wimpy and when I gave her full throttle after hooking a line to the bow I bounced around from port to starboard like a paddleball coming back to its board. Plan B was more successful. Fortunately, I had brought my personal mask and snorkel, which were still stowed with my gear and not in the aft locker under 6 inches of spilled diesel. From the diesel locker I did grab some slightly undersized well-lubricated fins, which easily slipped on. Herb did the same and we took turns diving under *Belize* and without too much effort we were able to free the bowline from the propeller reclaiming our motoring ability. We stowed our gear and motored to the safety of Kalken marina for well-earned hot showers. We relived our day's journey at a wonderful restaurant named Aubergine (eggplant) having of course the catch of the day with all of the Turkish Mediterranean trimming and of course Turkish prepared eggplant overlooking the glowing lights of Kalken harbor.

The rest of our trip was as planned, relaxing and uneventful. We visited wonderful places such as Gemler, Sarsala, Ruin Bay, Kinali Keciler, Tomb Bay and Feithye. We explored ruins dating back to the Hellenistic, Lycian, Roman and Byzantine times. We swam and snorkeled in the crystal clear turquoise water (Photo D). We also had many more wonderful meals except of course we did miss breakfast the next day as we had an expectedly rough beat back up the Coast this time finding our original destination of the beautiful Bay and beach of Oludeniz, this time on course and on schedule.

March 21, 2008 ~ 16:30

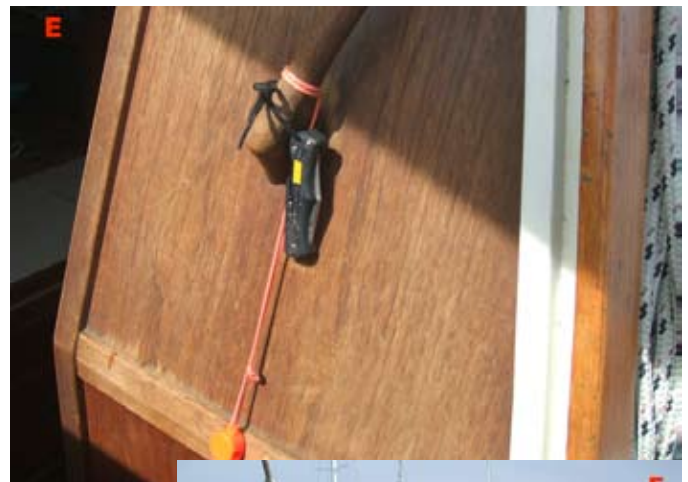
I immediately, checked all the sheets. There it was the starboard jib sheet tight as drum headed aft over the starboard side directly toward the prop. I imagine during furling the "safety knot" had worked free in the gusty winds, came out of it block, and eventually worked its way over the side. At this point I assessed the situation. I was beginning to float backwards via the wind. I had no control and was unlikely to have a functional engine. I was also about 100 feet from the dock and the same to some anchored boats in the southwestern part of Clipper Cove and they were getting closer. The shore was just behind the boats if I happened not to hit one as I imagined myself floating by. The anchor was potentially deplorable. With the winds and no engine I thought the anchor plan might be more of a liability than asset in case it didn't set.

Not wishing to take my chances as a floating pinball, I grabbed the knife that is always attached to the cabin rail and cut the taught sheet (Photo E). There was just enough line to re rig the short jib sheet through the block and unfurl the headsail. I quickly gained control of *Sea Spirit* headed downwind avoiding the anchored boats by a wide and safe margin. I was ok with the jib on the starboard side of the boat but the short starboard sheet would not allow me to take the jib to port. To gain better control I navigated outside the cove and headed on a port reach out of the cove behind the pier and lee of Treasure Island. With the autopilot on I attached one of our racing sheets to the head clew and cut away the old sheet.

I was now out of danger and had complete control over the boat. Since I could not see the aft original jib sheet I hoped for a miracle and restarted the engine. I held my breath thinking that maybe it just had fallen off the prop. No deal, when shifting into forward it immediately stalled.

It was getting colder so I put on another jacket. The sun was starting to go down, the wind was still howling and being by myself I needed another plan. In short I called the vessel assist and explained the situation. The Coast Guard arrived 20 minutes later in an oversized twin-engine chaser type boat. I worked hard to sail up clipper cove on the headsail. They patiently waited for me near the doc. They advised me when I was comfortable to drop the jib and they would connect up to *Sea Spirit* and nudge me into the dock (fortunately a side key was available). As I tacked up the Cove I prepared extra doc lines for my encounter with the Coast Guard. Using channel 16, I announced that I was ready decided to just let the jib halyard fly free. In retrospect, I should have taken time to furl the jib. As the halyard came down about half of the jib fell over the pulpit into the windy blue water. It was a heavy haul getting the sail back on board.

Nevertheless the Coast Guard quickly pulled along side and secured *Sea Spirit*. With slow precision she was guided gently into the dock and the afternoon sail had come to an end.



The next morning Herb saved the day clearing the prop so we could compete in the Rights of Spring (Photo F).

Rookie cruising mistakes

1. Personally Check your boat and gear prior to sailing
2. Ditto for your Captain
3. Know your location
4. Secure extra fuel
5. Stow all lines
6. Make sure your safety knots are safe

Sophomoric cruising mistakes

1. Make sure your safety knots are safe

Lary Baskin - *Sea Spirit*

CORINTHIAN YACHT CLUB CRUISE - IN JUNE 21 and 23, 2008

**Come spend a June weekend in sunny Tiburon
Explore the shops and restaurants
Relax in the sunshine
Come on Friday and enjoy the Friday night racing from the club deck**

Saturday:

**Arrive in the morning
12:00 Noon - Friendly Race with awards for first 3 places
05:00 PM - Drinks and Appetizers on the dock*
06:30 PM - Fleet 1 hosted dinner at CYC****

Sunday:

Your choice - CYC offers brunch starting at 11:00AM

**RSVP by June 1, 2008 to c34irvine@cs.com
Arrival time and number in your party**

**We thank Peter Birnbaum for organizing the event
CYC Website - <http://www.cyc.org/>**

*** Bring your favorite beverage and appetizer to share**

**** Fleet 1 will cover the dinner cost for member and significant other**