



# THE TELLTALE

## Catalina 34 Fleet One - San Francisco Bay

### The Adventures of *Cracker Jack*

If you have never sailed from San Francisco to San Diego, you are missing beauty, excitement and some drama. For me, it was a memorable cruise.

On June 1, two well-experienced buddies and I started our adventure on *Cracker Jack*. We motor sailed under the Golden Gate Bridge heading towards the warm waters of Southern California. I could only think of getting to all the spots that my wife and I enjoyed – like Long Beach, Newport Beach and Catalina. When you dream of special places, you tend to forget about the reality of sailing down there on a 34' boat.

The reality hit me when we were off Point Sur. It was late at night and so black that I could hardly see my own hand. The running lights were the only source of light. Huge waves started cresting off the stern and I became obsessed with thoughts of “What ifs?”. No sleep that night for me. When daylight approached, I started to relax but it was short lived – the thoughts of Point Conception started to loom in my mind.

From Morro Bay, the winds started increasing steadily. Around 1900, we were at Point Conception. I have heard from fellow sailors that there have been times when the whole experience of rounding the point is calm and peaceful. This was not one of those times. The wind was blowing at 30 knots and the waves were incredible. *Cracker Jack* sustained powerful crashing waves with so much force behind them that I was amazed that *Cracker Jack* could stay the course. There was so much spray that I couldn't keep my glasses clear of salt water. In fact I couldn't make out my buddies up forward. This went on all night – so another night of no sleep. About 12 hours from Santa Barbara, I tried to take down the main and run with the Jib only. I came up into the wind at 3000 RPM



Stan enjoys the Catalina Rendezvous

and found that we were not moving because of the tide and the wind. The waves were crashing over the dodger. We struggled with this for a while and finally got the main down and settled for a nice uneventful run to Santa Barbara.

My buddies got off in San Pedro and I single-handed to San Diego and to Catalina stopping at several Yacht Clubs along the way. People were so welcoming that it made the chewing of finger nails all worthwhile. Even running aground leaving Harbor Island in San Diego (watch for the two Buoys) wasn't so bad.

802 miles, 4 cases of beer, 1 case of wine and my trip was over. I visited 10 Yacht Clubs, stayed a week in Catalina representing Fleet 1 at the Rendezvous, caught 3 mackerel, 6 sea bass and had one small fresh water leak. I also got religion off Point Conception.

Eight weeks later, I had *Cracker Jack* trucked back to San Francisco. It was a great trip. I have many memories and I am so glad that I did it. For the technically inclined – *Cracker Jack* is hull number 424 with original equipment including an Autohelm 3000 autopilot.

**Stan O'Hoppe**

# Fleet Racing

## Inter Club – Race #6

As with all good Series, the honors were still up for grabs when the sixth race got underway – with Queimada, Casino, and Crew’s Nest all having a chance for the top spot.

With the wind blowing to 15 knots, the Race Committee sent the fleet on course 5 – 11 miles around the South Bay. After the usual twisting and turning in the final minutes of the sequence, both *Obsession* and *Crew’s Nest* arrived at the line early and had to sail down the line to avoid being OCS. This put them to leeward of the pack when the gun sounded.

By the first mark, *Crew’s Nest* had worked their way to the front with *Mottley* and Queimada following closely. On the run to the second mark, Mottley managed to get past Crew’s Nest. From that point to the final gun, the order remained Mottley, Crew’s Nest, Queimada and Casino although gaps opened and closed as they rounded the remaining marks..

When the corrections were applied the order was Mottley, Queimada, Crew’s Nest, Casino, Obsession, Amandla, Sea Spirit and Fata Morgana. In the end Race #6 made no difference to the Series results.

## Inter Club Series:

This was a very successful series:-

We welcomed three new boats to the racing fleet  
Four boats managed one or more first places  
*Queimada* had their first series win – well done  
We sailed in some very strong winds in Race #2 – 35+ knots  
We had the usual challenges of playing tide and winds patterns  
*Mottley* came in contact with a mark and managed to destroy their near new jib

		1	2	3	4	5	6	Total
383 David Sanner	Queimada	1	3	1	2	2	2	8
1383 Ray Irvine	Crew’s Nest	3	1	4	3	1	3	11
214 Bill Eddy	Casino	5	2	3	1	3	4	13
8 Chris Owen	Mottley	2	8	2	5	5	1	15
1561 Lee Perry	Obsession	9	4	7	4	4	5	24
108 Larry Baskin	Sea Spirit	4	5	5	7	6	7	27
796 Kurt Magdanz	Amandla	6	9	6	6	7	6	31
1772 Paul Goss	Fata Morgana	7	6	9	8	9	8	38
1259 Lynn Guerra	Rollover	9	9	9	10	10	10	47

Sailing in the Spinnaker Division, *Wind Dragon* finished third.

## San Francisco Cup

Because of a complete lack of wind on both days, this turned into one of the best Cruise-ins for 2007 – close to the City, good restaurants, good view from South Beach Yacht Club, but no racing.

With 13 boats entered to race, this was set up to be a great regatta in the South Bay but the wind did not blow on the Bay that weekend. We attempted to sail one race on Saturday. When the gun sounded at 1:30PM, the wind went to zero and stayed that way through the remainder of the day. *Wind Dragon*, *Casino*, *Mottley* and *Crew’s Nest* managed to make their way across the starting line but soon were at anchor waiting for the Race Committee to call it a day. This they did at 3:00PM. Those who did not anchor found themselves washed from the SC-1 mark all the way down to the Bay Bridge by the strong ebb.

The revised plan was to sail two races on Sunday but there was again little to no wind and the boats did not leave the dock.

Thanks Lynn Guerra for organizing the food, Bill Eddy for having the Trophies made (now he has to change 2007 --> 2008), Dave Davis for organizing the dock space at South Beach Harbor, and Chris Owen for getting the registrations together.

We also thank the South Beach Yacht Club for their hospitality and for providing the Race Committee.

## **Irish Whiskey - Half Moon Bay to Marina Village**

It was a dark and stormy night, oops wrong story; actually it was a beautiful day about to go bad. As we were entering the breakwater at Half Moon Bay on the return leg of the club's cruise to Monterey our exhaust riser developed a leak.

As those of you who have had this happen know the leak only gets worse in the area where the cooling hose enters the exhaust system. With the best minds in the fleet working on the problem we came up with two choices: leave the boat in Half Moon Bay or try and patch the system and limp into San Francisco. Being from Nevada we decided to gamble on the patch. Using epoxy from **Stu Jackson**



Duane docks Irish Whiskey on a sunny afternoon in Santa Cruz

and generously applying it around the exhaust pipe and heat tape (guaranteed to 250 degrees) from **Bill Eddy** and following God knows how many pages of drawings from Stu I went to work. After several beers the work was complete and we enjoyed the rest of the evening with good friends and good stories while the patch dried throughout the night.

The next morning we were awakened by the keeper of the clock **Ray Irvine** and we were escorted out of Half Moon Bay by Ray while Stu assumed his normal morning activity and slept in (I'm glad he did). As we made the turn north towards San Francisco everything seemed fine and Ray moved ahead of us to catch the slack tide going into the Bay. This would prove costly (\$\$\$) to us as we arrived at the gate an hour too late. The tide and the patch job had turned against us. **Steve** and his wife **Amy** who were crewing with us noticed steam coming out of the companionway, it seemed I had just checked the exhaust riser and it had been all right, but now it had completely broken in half. With what wind there was we had been motor sailing, but with the motor gone and the tide against us we were making no progress into the Bay and we were moving into the shipping lanes. We contacted Stu on the radio as he was behind us and we discussed our options. Since we were moving into the shipping lanes and had been making no progress for several hours it was decided that we would contact Vessel Assist and we did.

Craig was the skipper we made contact with. He wanted to know the condition of the boat, if we were in any danger of sinking, and the number of souls on the boat. I informed him the boat was fine and we had four people on board. We gave him our GPS coordinates and he gave us an E.T.A. Stu stood by until Craig arrived. After about an hour, Craig contacts us on the radio to get our location and he informs us that he can't find us from the coordinates that I gave him and that we should be sailing right along since the wind is blowing about 25 knots in the Bay. Seems I gave him our next waypoint that was the south tower of the Golden Gate. After giving him our correct coordinates he easily found us. The tow in was exceptional and my worries about the boat being damaged during the tow were just worries.

Craig used two very long tow lines connected to our single bow cleat that went around our roller head sail and absorbed most of the wave action outside the Bay as it was fairly rough until we entered the Bay at which time he shortened the lines. He had one crewman with him and they were very professional and skilled at what they were doing. It turns out Craig had been in the Coast Guard years ago stationed in Monterey. When we reached Marina Village we were able to make our own way into our slip. I talked some with Craig and paid the previously agreed on fees less my insurance coverage from Boat US.

Irish Whiskey' has since been cleaned up and repaired by my wife (Debbie) and me. We replaced the exhaust riser with a stainless steel one from Catalina, replaced several hoses and cleaned the heat exchanger with Lime Away and of course we were aided by more excellent drawings from Stu. We now even have a new main sail (a whole different story) and are looking forward to the next Fleet 1 off shore cruise.

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**2008 SCHEDULE**

**Social**  
**Annual Dinner**  
February 16 , 2007      Encinal Yacht Club

**Rendezvous**  
October 11/12, 2008      Encinal Yacht Club

**Racing**

**Mid Winter Series - GGYC**

November 3, 2007  
December 1, 2007  
January 5, 2008  
February 2, 2008  
March 1, 2008

**Summer Series - Inter Club**

April 12  
May 10  
June 14  
July 12  
August 2  
September 3

**San Francisco Cup**  
**South Beach Yacht Club**

September 20/21, 2008

**The Future:**

**2008 Cruising**

Jon Ark is busy planning the cruising program. If you have any suggestions, email them to Jon at: jonarck@kelarc.com

**2008 Racing**

The winter Series at Golden Gate Yacht Club starts this coming Saturday 11/3/07. There are 9 Fleet 1 boats entered. If you are interested in racing or crewing contact Chris Owen at: Cowen@meriwest.com

Be sure to check out the Fleet 1 coverage in the November edition of Mainsheet

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