

Catalina 22 Fleet 4



4UM

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



Sacramento Catalina 22 Fleet 4um Newsletter SEPTEMBER '08

August's Captain's Report REVISITED: Looking into a crystal ball at the future: What do you see? Karen and Gary Preston

Close your eyes. Do you have them shut tight? (Ok, you can peek to read this article.) Picture yourself on your sailboat. The breeze is steady and the skies are blue. As you look out over the water, you see several other sailboats, all friends. You are heading to the same place. Being a bit competitive (I know, you say you are just a cruiser), you try to pass the nearest boat and keep those behind from passing you. As you trim the sails and eek out another fraction of a knot of speed, you arrive at the finish line (I mean anchorage). Several other boats are already there and you see buddies who have jumped in, cooling off in the water. Planning to stay overnight, you hang some fenders, drop a stern anchor, and glide up next to another boat. By the time the raft-up is complete (everyone knows the drill -- alternate bow and stern anchors every other boat, and spring lines for all) there are 25 sailboats. Between stepping or swimming between the boats and passing the food back and forth, the puu-puu's (appetizers to the uninitiated) are quickly devoured. For those who still want more for dinner, the grills continue cooking, while others simply relax in cockpits, enjoy the cooling air, admire the sunset, and share stories. Who is the cruise leader this weekend? There were six volunteers because it is really easy to do and being the cruise leader gets double cruise points toward year-end trophies. (See, even non-racers are more competitive than they admit!) Looking around the raft-up, you see young families with kids and seasoned sailors who are enjoying retirement. You know that the next Fleet meeting will have about 50 people, and there will be a lot of chatter about this cruise or race, and plans for next month's cruise at a favorite destination. Crab pots for catching dinner in Tomales Bay, endurance swims in Lake Tahoe, whales in Monterey, weaving amongst the ships in the Moth Ball Fleet in Suisun Bay, and going ashore to favorite restaurants in San Francisco Bay.

Now open your eyes. For those of you who have been with Fleet 4 for a few years, you know that this scenario is no dream, but the way it used to be. Regularly. We had to set guidelines for taking turns at volunteering to plan events. Now, of course, the Fleet is different. Not to say that change is bad, but change necessitates a reevaluation of what we are about and what we want to do. Now, younger families seldom join. This is not unique to Fleet 4; we hear of other community organizations having trouble attracting younger people who are willing to participate. We have many members who are retired or plan to retire soon, members who have gotten larger boats, members who have less energy for set-up and takedown for trailering, and members who want to do some land travel instead of water. We have members who are busy with jobs that make it challenging to get to membership meetings. It is nearly impossible to get members to volunteer to be cruise leader or take on a position on the board. Even our new members (and we do have several) are not getting involved.

The question for Fleet 4 at this point is not whether these changes are good or bad -- that really does not matter. What does matter is how we should adapt to meet member needs. For those who have joined and re-

UP COMING EVENTS

General Meeting

General Meeting

September—11th Thursday—7:30

Election Nominations &

Jason Jenkins introduction to BVIs

NOTE:

PLEASE check on our Website:

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

for updates on current

RBOC Issues



2008 Fleet 4 Cruiser Races

1st race March 29 FLYC winter # 3

2nd race April 12 FLYC Camelia Cup

3rd race April 13 FLYC Camelia Cup

4th race May 3 Flyc Trans-Folsom

5th race June 7 FLYC spring # 2

6th race (if earlier race is cancelled)

Sept 13 FLYC-FLEET 4 "JOE COOL" regatta

or Sept 29 FLYC Fall # 1



Editorial NOTE:

Deadline for 4UM articles, For Sale Ads, etc is the 25TH of each month for the following month's edition.

Send to: jwatkins@innercite.com

mained members, what do you really want to get out of being a member? What will attract a generation that tends to want not to get involved? This past January, we used the membership meeting to plan the 2008 calendar. The meeting was well attended and there was enthusiasm for putting many activities on the calendar. However, the reality has been that the only event that has drawn many people so far this year is the Big Brother/Big Sister event. Those who signed up to help with Notes on Boats did not come, and there were only four boats attending an event that easily used to attract 70 or more boats. In just one more month, we will be asking for volunteers for the 2009 Board of Directors. Some current board members have been in their positions for several years because no one else will take a turn.

In the midst of the declining overall participation, there has been renewed participation in C22 racing. Organizations go through cycles, and racing is showing resurgence. Will other activities follow? We have been waiting for several years to see an upward cycle; is it finally coming? The website has made us more visible and been valuable for exposure. Clearly, if the interest is present and the Fleet can provide a way to get people together, we remain viable. If we cannot provide a valid reason for meeting member needs, we are not viable.

It is time to have a frank dialogue about our future. The current leaders are tired and need help figuring out what to do. We have written articles and begged at meetings for people to be active. Where are we missing the boat (no pun intended!)? Should we continue to have monthly meetings? Is it worthwhile to plan as many cruises, especially away from Folsom Lake? Is there interest in varied racing venues that include away races? Is there anything besides being a link between the National C22 Association and the racers that matters to anyone? Is there a purpose in having C22 Fleet 4? The Fleet belongs to all the members, so it is really up to you. Come to the next meeting to share your thoughts. Fleet members can submit a "letter to the editor" for the next Fleet 4um. We need to discuss this and I hope that you will care enough to be a part of it.

General meeting this Thursday, Sept 11 @ 7:30 p.m. — COME

Jason Jenkins will be doing a presentation on the BVIs and the charter cruise in November 2009

IT'S TIME FOR 2009 Elections for Board of Directors and Volunteers THIS THURSDAY NITE

Volunteers are needed for filling several vacancies on the Board. In particular, we need volunteers for these positions as the current volunteers are asking to be replaced:

Captain
Secretary (4UM newsletter, Yearly Roster,
website maintainance & PICYA
membership cards)

Treasurer
Membership
Cruising
Racing
Hospitality

With a membership of about 40 families, we need everyone to take a turn at something periodically. Besides the Board positions, volunteers will be needed for leading cruises and helping at special events. If you have not held a spot on the Board in a while, it is time to do so. If everyone were eager to volunteer, the commitment would only need to be for one year, so that everyone could have a turn. These positions take a minimal amount of time: attendance at a dinner meeting once a month (you were going to eat anyway, right?) for the Board meeting, and sporadic tasks in between. Nothing hard or too time consuming. Contact Karen Preston at (916) 979-9819 to volunteer.

BANQUET DINNER NEWS—STAY TUNED NOVEMBER 1ST

We are currently working on the venue and menu for the upcoming Awards Banquet to be held Saturday, November 1st—we will be sending info out hopefully this weekend via e-mail.

Thank you, Hospitality—Madeline Rayfuse



August 8-11, Shooting Star Cruise, Union Valley Reservoir

"SUPERB"- There's no other word to describe this small gem of a lake, situated at 5000' elevation on the Upper American River, about 25 miles northeast of Placerville. Union Valley Reservoir is owned and operated by SMUD and is used only for generation of electric power during periods of peak demand, so SMUD usually manages to keep plenty of water in the lake even in late summer. The lake is only 16' below full pond elevation, so there's lots of water for boating and sailing. In fact, the lake was so popular that the launch

ramp parking lot was full all weekend, as were all the campgrounds - Wendy and Todd, who were land camping, had to move to a campground at Ice House, so we only saw them briefly on Friday.

The cruise kicked off with a skipper's meeting Saturday morning followed by rig-up and launching of Charmed Life. Dave and Lanette Strain had arrived and launched their Catalina 250 "Faux Play" on Friday. I arrived too late on Saturday morning to get a parking space for my truck and trailer, so after rigging Magic, I ended up waiting there at the top of the ramp all day to launch - I didn't get a parking space until 5:00pm.



The parking lot at Sunset Boat Launch has only about 50 parking spaces. That's only about 10% of the capacity of Brown's Ravine parking lot, so it's best to arrive Thursday or Friday if possible.

By early evening, all the boats were launched, including "Magic" and "Potsea" (Dee and Jennie's West Wight Potter 15), and those of us planning to go to dinner at Ice House Resort had gathered back at the launch ramp. The dinner group turned out to be 5 people, few enough that we were all able to squeeze into the Preston's club-cab pickup truck. The dinner party consisted of Gary and Karen, Rich and Paulette, and me, and we had a very nice time. Dinner fare at Ice House Resort isn't too fancy, consisting of the regular Lunch menu selections, or a Dinner "special" centered around meatloaf and mashed potatoes. One of us, Rich Paulsen I think, had the dinner special, and the rest had sandwiches or burgers. But the conversation and camaraderie made the rather mundane fare seem like a king's feast, except for the absence of our traditional Fleet 4 raft-up PuuPuus. Those came Sunday evening. After dinner we headed back over to the launch ramp, where Magic was waiting for me, and Rich and Paulette's powerboat for them and the Prestons. It was pitch dark of course, and the 40 minute cruise from the ramp, around the peninsula to Fashoda Cove (site of the raft-up), was pure "magic" (my boat has a great name, thanks to Tom Snyder). The raft up Saturday night included: "Charmed Life", Hunter 26, Gary and Karen Preston - "Faux Play", Catalina 250, Lanette and Dave Strain - "Zephyr", Santana 23, Peggy Newell and John Mouritsen, "powerboat/name unknown", Rich Paulsen and Paulette Dancause - "Magic", Catalina 22, Larry Charlot. There was also a pontoon boat tied up at the right side of the raft-up opposite where I was, but I didn't catch the name of who that belonged to, and they were maybe not Fleet 4 members? We had an absolutely still and silent night with only the stars twinkling overhead. No sounds of traffic and almost no lights to be seen anywhere except for the anti-collision lights on the radio antenna mast atop Big Hill, and a

few campfires and flashlights on shore. It's dark enough in remote places like Union Valley that the Milky Way blazes across the sky like a cloud of diamond dust - you can't really see it at all in a big city.

Sunday we awoke to another flawless day, which saw a gradual build up of wind around noon, that lasted until about 6:00pm. I was unfortunately not able to raise sails due to a jammed main halyard inside Magic's mast, but Charmed Life, Potsea, Zephyr, and Faux Play were all out having a grand time. I got some excellent photos of Charmed Life under sail and heeling in some gusts. When we got back to Fashoda Cove in late afternoon for the raft-up, we had been joined by Ron and Noreen Moore in their Catalina 22 "Felice". Tonight was for PuuPuus and wine, and the conversation lasted until after sunset. I later heard that Gary and Karen stayed up quite late for stargazing and actually saw some shooting stars, although I never did. I figured that since JoAnne and Steve Watkins (the original cruise leaders) had not been able to make it due to a tow vehicle breakdown, the shooting stars had decided to take the weekend off. Maybe JoAnne forgot to feed the meter in advance, so we didn't get any shooting stars, or at least not as many as I was expecting.

Monday morning was sadly our time to haul out and head home, and it was with a heavy heart that I tied up to the launch ramp dock for the last time to go fetch the truck and trailer and haul Magic out. This was actually my first cruise with Magic, and even though the jammed halyard had prevented me from sailing, I still had a great time, and look forward to going up to Union Valley next year. In addition to the boats and crews listed above, we had one additional boat, a Catalina 25 named "Deep Blue Obsession". I failed to get the skipper and crew's names, having nothing at hand to write them down when we were introduced, but apparently they are recently-joined Fleet 4 members and I am pretty sure I remember seeing a Fleet 4 burgee flying from the boat's flag halyard. If anyone knows the owner's name, or if the owner reads this article, please email me so I can add you to the cruise points list.



UPCOMING EVENTS:

By the time this article is published, the Labor Day Cruise will probably have come and gone, unless JoAnne gets the 4-UM out early, but I'll say here that we are planning a Delta cruise, launching Saturday morning August 30th at Brannan Island State Park, and cruising west to Benecia. The return trip will end Sunday night with a raft-up in Horseshoe Bend behind

Decker Island. On Columbus Day weekend, October 11-13, we will head down to the Bay for Fleet Week, launching at Richmond, then likely heading over to Petaluma. I am not sure if a cruise leader has stepped up to the plate for the Fleet Week cruise - in the last couple of years Larry Landers has taken this one - but we should have a more specific plan and a confirmed cruise leader in time for inclusion in the October newsletter.



BOARD NOMINATIONS COMING UP:

The next general membership meeting, on Thursday September 11, is where we will be picking a slate of candidates to man Fleet 4's Board of Directors next year. This election is maybe the most important one ever in the 37-year history of this organization. Membership in

the club and participation in the club's activities has fallen to an all-time low, with only seven boats represented at the August meeting. Captain Karen and Secretary JoAnne have both stated that they will not be continuing on the Board next year, and we MUST have willing and able volunteers to fill these positions. Without a Captain, there are

no meetings, no awards prepared for the Banquet, and no liason to the wider community. With no Secretary there's no newsletters, no roster; really no communications. It's like the Captain is our Brain, and the Secretary our Central Nervous System - without them the organization will wither and die. Certain people - you know who they are - have been anchoring the Board for many years and they are tired out. It's time for some fresh blood to step up and help.

Please, it's not too hard, and you don't have to take on all the responsibilities. We can delegate some tasks to assistants so no one person has to do everything. Let's try to keep Fleet 4 going for at least a few more years. I know we are all getting older, and some of the long-time most-active members have sold their

boats and moved on this past year, but those of you who do participate in the club's activities will probably agree with me when I say that the existance of this club is giving you more opportunities to use your boat, and making the use of it more fun than it would be otherwise. No one who has ever shared PuuPuu's at a Fleet 4 raftup can say "I didn't enjoy the company and wish we had anchored somewhere else by ourselves". Well, if this club dries up and blows away due to lack of a Captain, Racing Chair, or Secretary (I expect the other positions will probably have volunteers), that's what you will be doing.

Larry Charlot, 2008 Cruising Director
C-22 #13457 "MAGIC" C-35 #5857 "Quiet Time"



"Dawdling in the Delta" - Fleet 4's Labor Day Cruise

The last time I did any sailing in the Delta was the winter of 2003-2004, when I had "Quiet Time" berthed at Owl Harbor while waiting for a dry storage space to open at Folsom Lake. Up until about the mid-90's, the Delta was a regular cruise venue for Fleet 4, featuring the annual Fourth of July weekend "River Run" from Richmond to Brannan Island. The River Run was always a blast, usually involving lots of wind due to the usual summer Delta Breeze, and in the early days of Fleet 4 it was one of our most popular and well-attended events. However, the logistics for this cruise were rather frenetic and exhausting, involving at least one evening of having to move tow vwhcles and trailers from Richmond to Brannan Island. As club membership shrank, and we all got older and more desiring of quiet, restful evenings, this cruise was eventually dropped from the event schedule - the last one was in 1995 or 1996, and only a handful of boats participated.

But the Delta was always there, waiting for any sailor with a desire to check out her 1000 miles of navigable water. This past Labor Day weekend gave us perfect conditions for a fun-filled cruise. Weather conditions were ideal: clear, warm and sunny with westerly winds on Saturday in the mid-teens with gusts to 25 - the kind of wind you only see at Folsom Lake during the winter months when storms blow through. Three boat crews from Fleet 4 were present at the Skipper's Meeting on Saturday morning: Gary and Karen from "Charmed Life" (Hunter 270), Roy and Noreen from "Felice" (Catalina 22), and myself with "Magic" (Catalina 22). We got "Magic" and "Felice" rigged and launched without incident ("Charmed Life" had launched on Friday), then departed around 13:00, using the eastern route, which runs from Brannan Island south down Three Mile Slough to the the San Joaquin River, then west to Antioch. The alternative western route is to head to the west entrance to Three Mile Slough, go under the Highway 160 lift-bridge, then south down the Sacramento River to Broad Slough, then southeast to Antioch. In fact, we used this route to return to Brannan Island the next day. Roy and Noreen were not spending the night on the boat, so they

didn't go all the way to Antioch and we last saw them at the south end of Three Mile Slough, where it meets the San Joaquin River.

The wind was really up as we sailed down Three Mile Slough, blowing from the southwest at around 15kts with occasional gusts to the mid 20's. We all had our mains reefed down and jibs partially furled, yet "Magic" was getting laid over on her ear every few minutes - it was an exciting ride to be sure. One nice aspect of the Delta is that in the smaller channels like Three Mile Slough, the wind can be roaring yet the water is calm, since there's little or no "fetch" over which the wind can raise a chop. Further west, in the stretch of Suisun Bay between Pittsburg and Benecia, it can get pretty rough when the wind is due west, with waves to 5 or 6 feet. A couple of years ago, Larry Landers got bashed around for several hours in Suisun Bay, making a passage west against a 30 kt headwind and opposing tide, and was forced to do a slow slog through very rough chop. Fortunately, we didn't see anything like that on our cruise last weekend, although our time of departure from Brannan Island meant we were fighting a flood tide all the way to Antioch.

About 4 miles east of the Antioch Marina, with about 90 minutes remaining before the harbormaster's office was due to close, I dropped my sails and started motoring, staying out of the main channel and hunting shallower water along the south shore of West Island where the flood current was a little less and I could make a little more forward progress. Magic is a swing-keel and is equipped with a depth sounder, so I didn't have to worry too much about running aground. The keel did kiss the mud a few times, and once I actually stuck the boat fast and was stopped dead in the water for about a minute, but before I could go below and winch the keel up, a wind gust heeled the boat over and got her moving again. I would never dare run Quiet Time that close to shore in shoal water - too risky to get that wing keel stuck and maybe have to wait hours for the tide.

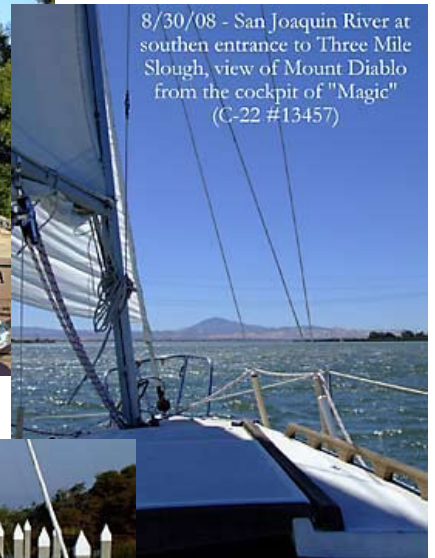
I called the harbormaster on VHF and got a guest berth assignment, and arrived a few minutes after 16:00 with plenty of time to get my gate key and get settled



Braman Island State Park launch ramp - 8/30/08



Promenade on north side of Antioch Marina



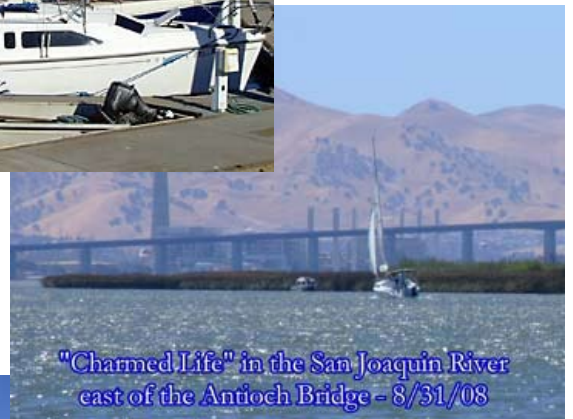
8/30/08 - San Joaquin River at southern entrance to Three Mile Slough, view of Mount Diablo from the cockpit of "Magic" (C-22 #13457)



Antioch Marina - 8/31/08



Antioch Marina - 8/31/08



"Charmed Life" in the San Joaquin River east of the Antioch Bridge - 8/31/08



San Joaquin River near Antioch Point - 8/31/08



Three Mile Slough Bridge opening for "Magic" 8/31/08

in. Antioch Municipal Marina is situated 3.3nm west of the Antioch Bridge at San Joaquin Deepwater Channel marker #5. This a a really nice, relatively small marina right in the middle of the Delta region, about half-way between it's eastern waterways around Stockton and it's western end in San Francisco Bay. The marina is one of the newest in the region, construction beginning in 1986 and opening in 1988. In all but the driest drought years, the water in and around the marina stays fresh, or only slightly brackish in autumn and early winter when the river flow is at minimum, so saltwater corrosion and marine growths (barnacles) on your boat hull aren't a problem. At \$161/month for a 28' slip, this is also one of the most reasonably priced marinas in either the Bay or Delta, with a restaurant on-site (Humphrey's), concrete docks, a fuel dock on-site with gas and diesel, and a beautiful location with views of the Contra Costa hills

to the south, a wetlands wildlife preserve to the west, a river front promenade with lots of park benches in which to relax and consider the view, and a fishing pier to the north (next to Humphrey's). The bathrooms and showers are well designed, the staff is friendly, and they work hard to make this marina a place you look forward to spending your leisure time in.

As Saturday evening twilight came on, we gathered on "Charmed Life" for dinner - a delicious Couscous and mango salsa concoction prepared by Chef Karen, and the conversation went on well into the evening; I finally walked back to "Magic" and my well-deserved bed at 22:00. Sunday morning we got up

rather later than usual, there seeming to be no particular reason to hurry since the flood tide we wanted for our return to Brannan Island would not start until 13:00. I breakfasted lightly on cereal and cocoa, then headed for the shower while Gary and Karen went to Brunch at Humphrey's. Perhaps they can report on this restaurant at the next meeting; I've been inside to look around but have never eaten there. A little after 13:00, I turned in my marina key and we slipped our docklines for the return trip up-river.

The wind was much lighter today, barely topping 5~6mph, so I had decided to shake out the reef and go with full sails, despite a "Small Craft Advisory" and forecast of strong winds approaching gale force in the afternoon. The forecast gale never materialized, and in fact by 15:00 the wind had dropped to near zero as we were trying to make it to Point Sacramento, which is where Broad Slough meets the Sacramento River, and one turns right to round Sherman Island on the way to Brannan Island State Park. I finally made it to my turn point at Buoy #2, and after that motored most of the rest of the way, arriving back at Three Mile Slough and passing under the bridge just about on the stroke of 17:00. The Brannan Island launch ramp is about 1 mile from the bridge, so I had "Magic" back on her trailer by 17:45 and had started the de-rigging process when Gary and Karen, who had stuck to sails longer than I had, arrived and tied up for the night in the little State Park marina. They will be keeping "Charmed Life" at Antioch for a couple of months, so they were not hauling out. Gary helped me get the mast down, and I had the boat buttoned up and ready to hit the road by

20:30, but before leaving for the drive home I walked over to the marina to have dinner with Karen and Gary once more. Beef Stew and a piece of leftover "fish and chips" (sans chips) made for an interesting but delicious repast, and I finally pulled out of the parking lot for the road home a little after 22:00.

This was one of the BEST Fleet 4 cruises I've been on in a long time - Union Valley last month was really nice too - and I am seriously thinking of putting Quiet Time in a slip at Antioch next year. If we don't get a really heavy snowfall in the Sierra next winter, at least 150% of normal, Folsom Lake Marina will likely suffer yet another low water year and premature closure in 2009. If that is what's in store, I'm not going to wait until summer is practically over to move my boat to a sailing venue that doesn't depend on the vagaries of weather and the Bureau of Reclamation to keep the marina open. Looking at the economics of a slip in the Bay or Delta, it's really no more expensive than Folsom Lake on a per-month basis. If you only get 6 months of slip use at Folsom, which is the average over the last 15 years, that's \$200/month. Antioch is \$161/month, with the added benefits of much more reliable winds in the summer sailing season, bathrooms with showers, concrete docks that don't involve climbing 40 to 60 feet up and down stairs, water and electricity right at your slip, a nice restaurant right on site, and 1000 miles of waterways to explore. Plus access to San Francisco Bay for our winter cruising events. The only thing Antioch doesn't have is an on-site launch ramp, but one is located about two miles east.



*** WHAT'S COMING UP FOR FLEET 4: ***

Fleet 4's annual event calendar is almost at an end, with only one more cruise scheduled, the San Francisco Bay Fleet Week Cruise over Columbus Day weekend next month. This will start at the Richmond Marina launch ramp with a 10:00 am skipper's meeting on Saturday October 11th. I don't know if anyone has volunteered to plan and lead this cruise yet so I don't know what the destination(s) might be. In the past this cruise has included stops in Petaluma, South Beach in San Francisco, and anchoring in Ayala Cove. If someone wants to lead this, please contact me so we can put something in the October newsletter.

Our last event for the year is the awards banquet November 1st. This year the Awards will be a little different: instead of a formal Banquet, we will do a party at someone's house. The active membership has now grown small enough that this is feasible, and after

hearing some comments about the relatively high \$38 per-person price for the 2007 banquet, the board is going to try something different. A party, even if we cater it, should cost a lot less and will be just as fun, if not maybe even more fun, than a banquet at a restaurant. There will be more details coming out in the 4-UM and at the September and October meetings as planning progresses.

It's that time of year again where Fleet 4's members need to pick a Board of Directors for the next year. Please try to make it to the September and October meetings and participate in the Board election process. Even better, step forward and take a Board position if you haven't done so in the past. We are going to need new volunteers for most of the positions, especially Captain and Secretary.

Fair winds!-Larry Charlot
Catalina 22 #13457 "Magic"
Catalina 25 #5857 "Quiet Time"

FLEET 4 2008 CALENDAR

January	10 19 – 21	Member meeting Whale watching cruise		Ken Twomey
February	16 – 18 21 23	Presidents' Day cruise Member meeting Race: Winter series #1	FLYC	Zampardi/Shepard Hatton: Chesapeake Bay
March	8 13 29	Race: Winter series #2 Member meeting Race: Winter series #3	FLYC FLYC	1st Fleet 4 Cruiser Race Parker: Dockwise 2nd & 3rd Fleet 4 Cruiser Race
April	10 12 – 13 19	Member meeting Camellia Cup Boat Show Jack London	FLYC	Watkins: Lake Powell Strain/Hollingsworth
May	3 8 17 24 – 26	TransFolsom Member meeting Race: Spring series #1 Memorial Day cruise	FLYC	4th Fleet 4 Cruiser Race Charlot: Australia/New Zealand Hitchcock
June	7 – 8 7 13 14 14 – 15 21 28	Gold Country regatta Race: Spring series #2 Fleet picnic, Folsom Lake Notes on Boats Folsom Lake cruise Big Brother/Big Sister Sail Race: Spring series #3	FLYC FLYC	GCYC Scott's Flat 5th Fleet 4 Cruiser Race Fleet 4 and FLYC
July	4 – 6 10 12 – 13 19 – 20 19 – Aug. 10	Delta cruise Member meeting High Sierra Centerboards High Sierra Keel boats San Juan Island		Zampardi/Shepard Capps: Cruising in Wine Country Huntington Lake Huntington Lake Charlot
August	9 14 9 – 10 16 23	Race: Centerboard Regatta Member meeting Star Gazer cruise Race: Lady and the Tramp Race: Singlehanded	FLYC FLYC FLYC	Moore: Lady Washington Watkins
September	6 11 13 27	Race: Governor's Cup Member meeting eLife event Race: Fall series #1	FLYC FLYC FLYC	Jason Jenkins introduction to BVIs 6th Fleet 4 Cruiser Race (catch-up if needed) 6th Fleet 4 Cruiser Race (catch-up if needed)
October	4 9 11 11 – 12 18	Race: Kathryn Eavenson Member meeting Race: Fall series #2 Fleet Week cruise Race: Fall series #3	FLYC FLYC FLYC	Rayfuse: Tactical to Practical To be confirmed
November	1 16	Awards Banquet Awards Banquet	FLYC	Fleet 4
December		Happy Holidays		

Preliminary Information
Catalina 22, 25, 250 and Capri 25—National Championship Regatta
San Francisco Bay, California—Hosted by Berkeley Yacht Club—May 30th – June 4th 2009

The Catalina 22 National Sailing Association and The Catalina 25, 250 & Capri 25 International Association are pleased to announce that they plan to hold a joint National Championship Regatta on San Francisco Bay in 2009. Berkeley Yacht club has tentatively agreed to host this event May 30 through June 4, 2009. Look for the "NOTICE OF RACE" to be published soon.

The Regatta is open to Catalina 22 owners who are members of the Catalina 22 National Sailing Association or Catalina 25, 250 and Capri 25 owners who are members of The Catalina 25, 250 & Capri 25 International Association.

It is envisioned that the Catalina 22s will have a Gold Fleet where the winner is named the Catalina 22 National Champion. A Silver Fleet is available to racers who are new to the Catalina 22 racing. A Spinnaker Fleet available to those who wish to maximize and challenge their Catalina 22 racing experience. It is expected that the Catalina 25 standard rig as well as the tall rig will have their own divisions and race JAM for their respective championships. The Catalina 250s and Capri 25's will race in their own respective divisions.

San Francisco Bay is well known for its outstanding sailing venue. The general rule is moderate temperatures, fog and light winds in the early morning to sun and stronger winds in the afternoon. The City Front is notorious for very shifty and gusty winds, steep chop and strong tidal currents. The area we plan to race in, Berkeley Circle Area, offers steadier winds, smoother seas, and milder currents.

The Bay area offers endless possible activities for those that come and do not sail. Possible arranged tours such as Wine Tasting in Napa Valley, Muir Woods, and Bay Model are being planned and will be available on a demand basis. Self guided tours sheets to Bay area museums, San Francisco world famous shopping district, Fisherman's Wharf, San Francisco's 49 mile drive using public as well as private transportation is also being assembled.

Come and enjoy fun racing, great site seeing, outstanding hospitality, and excellent cuisine.

If you have any questions please contact Scott Hefty at raymond622@comcast.net.

Or you're respective Regatta Chairs: Catalina 22: David Torrisi, david@torrisi.org

Catalina 25, 250 and Capri 25: Russ Johnson, russ.johnson@comcast.net

FOR SALE

2004 Catalina 22 for sale. It has a wing Keel, roller furling, mast raising and carrying accessories. It comes with a trailer and 1993 Yamaha 4HP outboard motor. Numerous amenities.

Boat is located in the security area at Folsom Marina

If interested please contact me at my e-mail address: ljsfullsail@comcast.net

HUNTER 430, fast and VERY comfortable

"Espiritu" is completely updated and ready for trouble free enjoyment, at the dock, on The Bay, or down the coast to Mexico. We're just back after a two year "shakedown" cruise in Mexico, now it's your turn to enjoy this "two bedroom two bath super clean vacation home". Complete, from radar & electronics, huge freezer, central heat & air



conditioning, microwave, generator, life raft, dingy, new AGM batteries, all spares & back-up-systems & on & on. \$145,000.00

We'd love to take a trailerable or 'transportable' boat in as part trade. For complete information contact Pat, (510) 666-7654 or espiritu430@yahoo.com <<mailto:espiritu430@yahoo.com>> or go to http://patsysweb.com/HUNTER_430_LEGEND_for_sale.html <http://patsysweb.com/HUNTER_430_LEGEND_for_sale.html> and you can check out even more by going to our blog-site at: <http://sailblogs.com/member/espiritu/>

Tid-bits

Brown's Ravine @ Folsom Lake California State Park – Lot's of info (water level, wind speed, air temp., other handy links – Fleet 4 link is currently under reconstruction)

<http://www.folsomlakemarina.com/>

<http://www.catalinayachts.com/>

Besides the obvious Catalina Yachts, has handy links Catalina Swap Meet:

http://www.catalina25-250.org/forum/forum.asp?FORUM_ID=5

Technical Tips & things Catalina boaters have done to modify their craft

<http://www.catalina25-250.org/tech/tech.html>

<http://www.catalina22.org/>

<http://www.uscgaux.org/~floatplan>

Hi you all Sailors, This is the Coast Guard flotplan web site. Make copies and use them. PLEASE!

<http://www.sanjososailingclub.com>

<http://www.saltwatertides.com/dynamic.dir/californiasites.html>

Tide Location Tables for California

America's WATERWAY WATCH—1-877-24-WATCH

Homeland Security



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