

# THE TELLTALE

## Catalina 34 Fleet One - San Francisco Bay

### A WEEK IN THE DELTA

On July 24 I set off on my annual pilgrimage to my yacht club on The Delta at Little Venice Island. It's about a day and a half trip up from South Beach Harbor in San Francisco and I left around noon to catch the afternoon flood current. It's a little hard to find friends that want to do a 2 days sail mid week, so I single handed it.

As always the trip up was spectacular. It can be done almost entirely under sail. Especially fun was after rounding Pt. San Pablo at The Brothers, conditions were perfect to set the new asymmetrical spinnaker that I just gotten – about 10 knots of wind from the starboard quarter. I've never sailed with such a sail before, it was untested on the boat and I was alone. What could possibly go wrong? Conditions were just too perfect and up it went. I was calling everyone I could to rub in what a good time I was having and how fantastic it was to be flying this new sail! Then the wind started to pick up and I could see serious white caps ahead. I was told the .75 oz. sail was good for about 15 knots of wind and now it was blowing 15 to 20. The boat was sailing awesome, but I was worried about blowing the sail out. To make a long story short, the wind just kept picking up and I got the sail down,

### Dave Weiss - *Kaitlin Marie*

but not without some excitement.

I made it to False River just as the sun was setting and False River was the only place I didn't want to be in the dark because it's very easy to get lost and end up in shallow water. Anchor for the night or keep pushing? The sun was over the horizon, but there was still plenty of light, so of course – keep pushing. Finally, I was having a hard time seeing the levy only 75' away, so I found a nice little rest stop and anchored for the night at around 10:00.

I got underway at about 8:00 Friday morning and headed for Herman and Helens to pick up my family (Michelle, Sydney 5 and Dylan 2) who drove up. A short trip back to Little Venice Island and we were all fast in the lagoon by noon.

A little bit about Little Venice Island and the yacht club... Little Venice Island is located on The Delta between beacons 9 and 11 of the Stockton Deep Water Channel, not far from Tinsley Island. The Little Venice Island Yacht Club has been a PICYA member club since 1971 with membership limited to 30 members (sorry, not accepting new members at this time).

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### UPCOMING EVENTS:

#### San Francisco Cup

Septemeber 20, 21, 2008

South Beach Yacht Club

Questions to: [cowen@meriwest.com](mailto:cowen@meriwest.com)

#### San Francisco Bay Caltalina Rendezvous

October 10 - 12, 2008

Encinal Yacht Club

### Inside:

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The island and club itself experienced a bit of a lull over the years, but about 2 years ago, a friend of mine named Mike bought the island and became the new commodore of the club. Over the past 2 years, Mike and the members have put a lot of work into reviving the island and yacht club to its former glory. The docks have all been repaired and the island planted with grass and trees. The club house burned down in 2005, but recently, Mike bought the biggest house boat I've ever seen (LOA 86'). The lagoon at the island is great for swimming and has 600' of dock space and 9' of water. The club accepts "cruise ins" from member clubs and associations. This summer visitors included boats from the San Rafael YC, Sacramento YC, Martinez YC, Marin YC and Grand Banks Association. Maybe we can plan a Catalina cruise in next summer.

Anyway, we had several fun days of friends stopping by with ski boats (some camping on the island), swimming in the lagoon, kids and dogs running around and exploring the island, a little fishing, bon fires, music

and we even got a little work done on the island.

On Monday afternoon, it was time to drop the family off back at Herman and Helen's and motor back to San Francisco once again, single handed. I got underway at 4:00 in the afternoon with the goal of making it to Pittsburg by dark. I'm a San Francisco Bar Pilot (as is Mike) and our Pittsburg pilot boat was in the yard, so I was able to tie up for the night at our vacant New York Point pilot boat slip. The trip down to Pittsburg is beautiful, but I was able to set the sails only a few short times and I never turned the motor off. I got underway again at about 7:00 to catch the morning ebb current. The weather was great and the motor down was pretty much uneventful except for a some rough seas in San Pablo Bay. It wasn't until south of the Richmond Bridge that I was able to catch the central bay afternoon breeze, set the sails and turn the motor off. I was tied up at South Beach Harbor at 2:00. Another wonderful week on the Delta.

**Dave Weiss - *Kaitlin Marie***



“It’s really the best spot in the world.” - Dave Davis  
Ayala Cove Angel Island

## -- HAPPY TO FOLD --

*Queimada* finally got a folding propeller on her last haul and I have to say - it's easily the best upgrade I've made.

My old propeller was a three-blade sailor prop that pushed me along a bit over 6 knots (in ideal conditions & my typical cruising rpm, 80% or so of my max rpm). It wasn't much of a performer backing up but with a few seconds of planning I never had any problems. I was looking for better performance under power as well as all the advantages folding props have under sail but I didn't want any maintenance headaches.

There are nearly as many props to choose from as boat manufacturers but I wound up choosing the Martec 2-blade, geared, all stainless Slipstream (\$1100). My 23hp M25XP didn't have much power to spare so I figured having a three-blade prop wouldn't really help that much more in powering through a large seaway. It's also my understanding that two blade propellers are more efficient on flat water. The gears cause the propeller to fold in any position as well as open smoothly under power. I never have to think about it in use; just enjoy it.

The new prop, at the same rpm, pushes the boat a bit more than 1/3 of a knot faster (6.4) and seems to have more power as it doesn't slow down with moderate wind or chop as my sailor prop did. I believe this is not only due to the fact that the two folding blades have comparable surface area to a three blade sailor prop, but also have more shape and camber & more area at the fast moving tips. It backs up just fine, perhaps a bit better than my old prop and is nearly a knot faster at slow cruise (a bit over 1/2 max rpm).

The Slipstream is marketed as a folding prop for cruisers or the so-called racer-cruiser. I chose it for several reasons: it seemed simple and heavy duty with little to no maintenance (it has owner replaceable bushings); it's all stainless so hopefully it will do well along with my stainless shaft when it comes to electrolysis; and it was geared so I never have to align the shaft to get it to fold or even think about it folding... did I mention it folds?

That's the best part... when the sails are up and I turn the engine off... off we go, quiet and smooth. The boat really does noticeably glide along better which makes tacking smoother and more enjoyable. Also, I got a considerably larger speed improvement from it than I got out of my fancy new racing jib which cost about three times as much (though I did lose my handicap).

The folding prop also opens my boat up for racing in any of the YRA races or beer cans where there is little to no handicap for a 3 blade fixed propeller. And, now that a large majority of the C34 racing fleet isn't 'dragging the bucket' there is some close boat-for-boat racing bringing a whole new dimension to our fleet racing using speed and tactics not just racing the clock with corrected times.

There are lots of options out there from basic non-geared ultra-low-drag racing props (\$700) to large three blade feathering prop that allows for in-water pitch adjustment. Although the task of deciding which type of prop to buy may be daunting as each design has its own pros and cons, going through the process pays off as upgrading will give you better performance allowing you to go faster under sail and slip through your next tack.

**David Sanner - *Queimada***

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## PROS & CONS OF DIFFERENT PROPS:

### Basic Folding prop:

Pro: lowest drag, lowest cost option

Con: required to align shaft to make sure it folds,

### Geared folding:

Pro: no need to align shaft, smoother opening of the blades

Con: larger hub slightly more drag, more money

### Feathering:

Pro: pitch adjustable, larger blade surface so more power in a seaway, much better reverse than either fixed or folding props.

Con: flat blade shape slightly less efficient, more money, slightly more drag than folder, snag lines

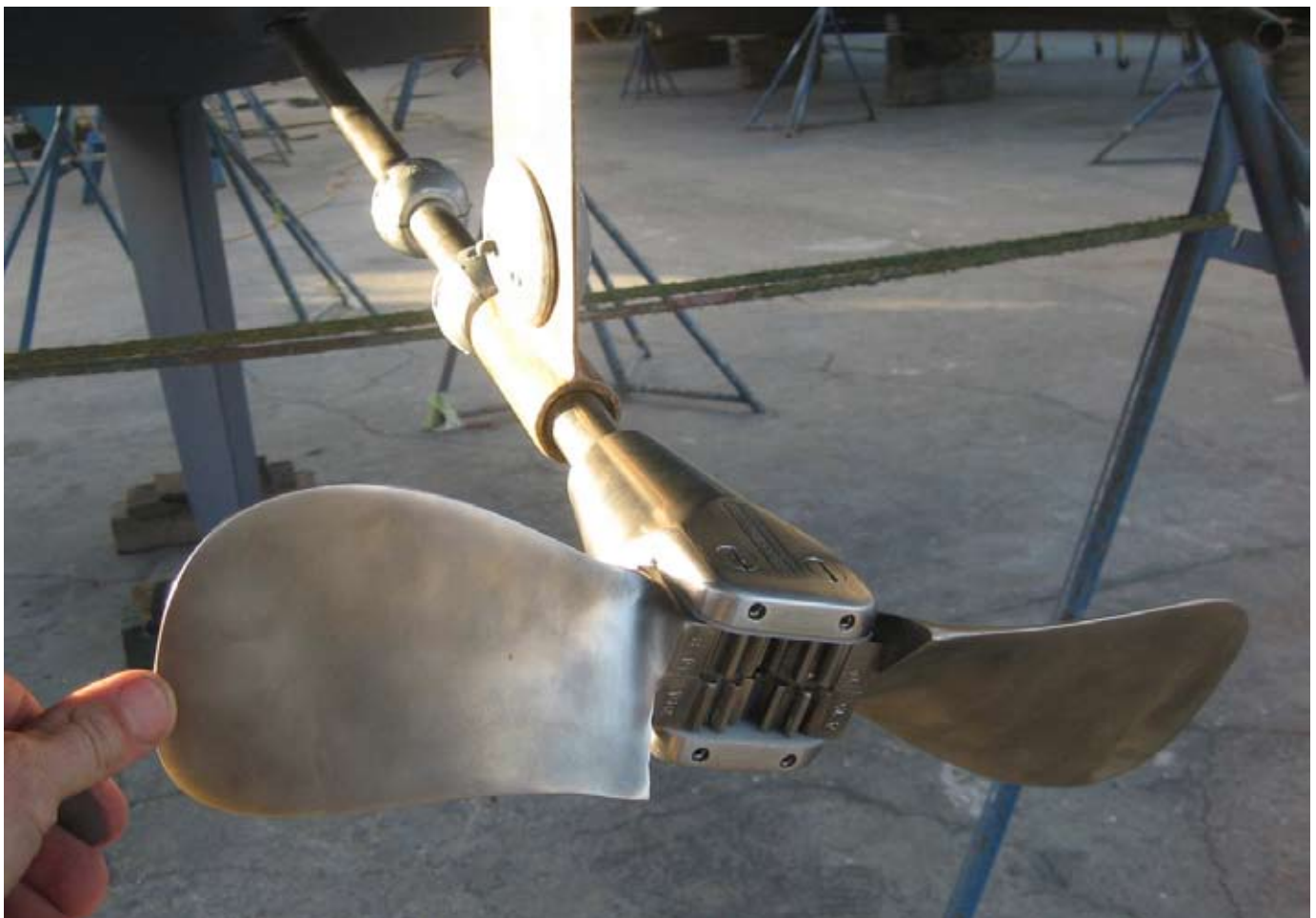
### Kiwi feathering (compared to typical feathering prop):

Pro: replaceable blades, less electrolysis, cheaper at about 1/2 the price

Con: thicker blades so possibly less , have to paint the blades.

### 3 blade props (compared to 2 blade props):

More power in a seaway, less chance of vibration but more expensive, more drag, less efficient on flat water.



*Queimada's geared folding two bladed propeller*

## AYALA COVE RAFT-UP

Four C34 skippers and crew braved the beautiful weather of the July 26-27 weekend and spent a beautiful and warm Saturday, swimming hiking and enjoying the great outdoors. The sail up from Alameda was just perfect, reefed main and our small summer jib doing 7 knots in gusts to 28.

The “Bookends” of the fleet roster appeared with all three of the A’s represented and Wind Dragon buttressing the other end of the line. Mark Weitkamp on Andante, Kurt Magdanz and friends on Amandla, and Morgan and Stu Jackson on Aquavite, joined Dave and Edie Davis.

A few of us came up on Friday, well, I guess we all did! It’s great to enjoy the island for more than one night when you have to play with the mooring buoys. We appreciated Wind Dragon’s offer of a Raftup, and Kurt and Mark did the same on another buoy.

By the time we finished visiting, cooking and cleaning up, it was time for the DVD show on Morgan’s computer, and we hadn’t even put the dinghy in the water yet. A nice quiet night gave way to a bright and clear morning, with no fog. As the day progressed the sun warmed the cove and it felt far from the usual cold summer Bay, more Delta-like. As I dropped something into the dinghy, it popped back up and started sinking.



Edie and Dave row ashore

Shoes, shorts, T shirt, glasses, hat and all, I retrieved it, bobbing to the surface said to Morgan: “C’mon in, the water’s fine!” And he did, swimming to shore and back. I jumped in a few times more, too.

Mark came over for a visit, borrowed some gas for his outboard, and we joined Dave and Edie on the beach for a great barbeque. The deer appeared right on cue when the last ferry left for the mainland. The geese chased the deer right down to the water’s edge.

A cool, foggy morning broke on Sunday, making the warmth of yesterday so much more appreciated. Morgan and I dinghied over to Sam’s for our traditional “When Rafting with Catalina 34s at Ayala Cove” Sunday Brunch. It was a wet crossing at 1100 because the winds had come up with the fog’s line of advance.

We departed at 1530 and went West around on jib only and across the Bay south of Alcatraz. It was too murky to enjoy the Tall Ships without getting up close and personal so we continued on back to Alameda.

Although it was a small group, it was fun seeing good friends again and enjoying it, as Dave Davis says: “It’s really the best spot in the world.”

**Stu Jackson - Aquavite**



Mark enjoys the peace and quiet

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

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<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>

# CATALINA 34 RACING

**Inter Club Series Standings after 5 Races:** *Queimada 7, Crew's Nest 8, Mottley 12, Obsession 15, Rollover 20, Casino 21, Sea Spirit 23, Amandla 23, Music 30*

## InterClub - Race #4

The eight C34's gathered for the start of race #4 were greeted by a "no wind" postponement, by a repositioning of the RC boat to agree with the sailing instructions (to allow boats to pass 2NAS to starboard), and finally by moving the RC boat to take to account for a 90 degree wind shift – remember the start sequence starts 60 seconds are the postponement ends.

Once the wind settled, the fleet was sent on course #12 – windward / leeward 6.8 miles. At the first mark 1, the order was *Queimada*, followed by *Crew's Nest*, and *Mottley*. The order remained unchanged at mark 2.

The joys of windward / leeward courses unfolded during the leg 3 - second windward leg. Skippers employed different strategies for using the tide and wind to their advantage. This allowed *Queimada* to widen their lead over *Crew's Nest* and *Sea Spirit* to move into third place. At Mark 3, the order was *Queimada*, followed *Crew's Nest* and *Sea Spirit*. On the second downwind leg, *Queimada* and *Crew's Nest* took very different tracks allowing *Crew's Nest* to reduce the *Queimada* lead.

Approaching mark 4, *Sea Spirit* had difficulty in getting their whisker pole down and under control allowing three boats to pass them.

Music had their first outing with their new Quantum 130

### Results:

**Order across the line:** *Queimada, Crew's Nest, Amandla, Mottley, Rollover, Sea Spirit, Obsession, Casino, and Music*

**Order after handicap corrections:** *Queimada, Crew's Nest, Amandla, Mottley, Rollover, Sea Spirit, Obsession, Casino, and Music*

We thank SBYC for providing the Race Committee

and Race Committee boat for this race

## InterClub - Race #5

While most of the central Bay was socked in with fog, nine Catalina 34's (including Jet Lag returning to the Fleet) along with the rest of the Interclub race series fleets were glad to be racing in the sunny confines of the south of the Bay Bridge courses. Encinal Yacht Club members served as the race committee for this sunny day. Solid winds 12 to 22 knots at various points of the course made for good fun. The C34 fleet's start was at 12:40 with warning gun at 12:35. Flood tide was pushing the starters away from the line that helped prevent any boats from crossing early. My boat, *Amandla* got to the line within a few seconds of the gun but was a bit over-trimmed and stalled a bit soon after crossing. Looking around we saw what must have been at least six C34's that had equivalent or better starts. Right then I should have realized that with so many boats having a good start there would likely be a "busy" first mark rounding.

With all the boats starting on starboard, seven proceeded to tack to port leaving *Amandla* and *Obsession* carrying on furthest on starboard tack. Ultimately, *Amandla* flopped to port thereby allowing **Obsession** to tack over as well. For the next few minutes, *Amandla*'s world became a two boat, beat to weather race. It didn't take long for thoughts such as "I just bought a new folding prop. How the heck is *Obsession* staying..." were racing through my head. This was soon amplified by a fiscally conservative lady crewmember who I know well stating something like "Honey I thought you said folding props make the boat go faster..." Thankfully, crew and skipper noticed a large cluster of starboard boats heading to the same mark that we were heading towards while on port which snapped the bigger 9 boat race into focus and drove a corresponding and radical change to thinking.

"*Obsession* has you pinned to port – can't tack onto starboard until after they do. *Queimada* is on starboard

and on a direct intersection with you. Who is repeatedly grumbling “starboard” in that deep, low voice in my direction?” Glancing to starboard I see it was Dave Sanner of *Queimada*. “Don’t flinch, don’t flinch, you are going to clear ahead, you are committed and now can only go ahead, stop looking at them and focus forward.” find it necessary to footnote this sequence as I am not entirely certain if the “you are committed, stop looking at them” ripped through my mind before or after the “you are going to clear ahead.” In any event, we cleared safely and progressed to duck *Sea Spirit* also on starboard tack. We sighed relief, tacked over, and ultimately rounded the windward mark safely with the entire fleet doing so as well.

*Jet Lag* and *Crew’s Nest* #1 and #2 at the first mark respectively (and for the remainder of the race) were the only two boats directly escaping this excitement. Turns out nearly all of the other 7 boats had to execute some serious real-time starboard/port calculations and apply top-flight mark rounding skills. After rounding mark “SC”, the fleet began to string out a bit more but would remain in heated competition to finish. There were several position changes throughout the

race with final corrections making the end-results both uncertain and interesting (to some.). Congratulations to *Jet Lag* for the win. *Crew’s Nest* and *Queimada* would finish #1 and #2 respectively. IC#5 has set up a very interesting IC #6, the final of the summer, after which all will know the series winner.

**Kurt Magdanz - Amandla**

**Results:**

**Order across the line:** *Jet Lag, Crew’s Nest, Queimada, Sea Spirit, Mottley, Obsession, Amandla, Casino, and Music*

**Order after handicap corrections:** *Crew’s Nest, Obsession, Queimada, Mottley, Casino, Sea Spirit Amandla, Music, and Rollover (DNC)*

{*Jet Lag* was a single race entry hence is not included in the corrected results and the series standings }

**SAN FRANCISCO BAY  
CATALINA RENDEZVOUS  
October 11 and 12 at EYC**

**To reach as many Catalina owner as possible, we encourage you to spread the Rendezvous word to you dock and marina neighbors - details at:**

**Thank you**

Editor Note: Bill Eddy - thank you Bill - is still working out Saturday dinner details with EYC. I will provide more details as they become firm

**CATALINA 34 FLEET 1 SAN FRANCISCO CUP**  
**SEPTEMBER 20 and 21, 2008 at SOUTH BEACH YACHT CLUB**  
**Registrations must be received by**  
**September 5, 2008**

Owner/Helmsman (print) \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_  
E-Mail \_\_\_\_\_ <ALL CAPS>

Yacht Name \_\_\_\_\_ Sail # \_\_\_\_\_

Prefer Fleet: Racing \_\_\_\_\_ Cruising \_\_\_\_\_ (Check one)

Maximum sized headsail: \_\_\_\_\_ % Luff Length less than 38feet Yes \_\_\_\_\_ No \_\_\_\_\_

Furled Headsail? Yes \_\_\_\_\_ No \_\_\_\_\_ Headsail tacked 8" or more above deck? Yes \_\_\_\_\_ No \_\_\_\_\_

Type of Propeller: Folding \_\_\_\_\_ Feathering \_\_\_\_\_ Fixed 2 Blade \_\_\_\_\_ Fixed 3 Blade \_\_\_\_\_

Registration Entry Fee \$75.00 before 9/5/08 \$100.00 after 9/5/08

Yacht and Sails conforms to the Catalina 34 Fleet 1 One Design Rules Yes \_\_\_\_\_ No \_\_\_\_\_

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, 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

# SAN FRANCISCO BAY CATALINA RENDEZVOUS

October 10 through 12, 2008

ENCINAL YACHT CLUB



Elegant - Newport RI

## Captain and Mate Costume Competition

Our theme is Newport Yachting where we acknowledge the elegant traditions of Newport RI and and the west coast wildness of Newport Beach CA.

Show off your style and get wild!



Trashy - Newport Beach CA

## Dinghy Racing

EYC is providing a fleet of racing dinghies. A great opportunity to test your sailing skills in a sheltered cove



Elegant Captain

**Arrive:** Friday or Saturday before 12:00 Noon

**Friday:** Dinner available at EYC and OYC

### Saturday:

09:00 Coast Guard Auxillary safety checks  
12:00 Registration desk opens  
01:30 Dinghy racing starts  
03:00 Games / Award judging starts  
04:00 Social Hour / BBQ grills started

**Prizes:** Best costume, Best Represented Fleet  
Best Dessert, Best Hors d'oeuvres,  
Catalina Trivia, Grape Spitting, Who am I?

**Sunday:** Breakfast (Details at Registration)

## Bring:

Your Family and Crew, Hors d'oeuvres and Dessert to share.

Complete details at: <http://raft.c380.org> Questions call: Bill at 925-820-7370

Guest Docks Available at Encinal Yacht Club - \$15.00 for the weekend