



THE TELLTALE

Catalina 34 Fleet One - San Francisco Bay

NEWS IN BRIEF:

QUEIMADA TAKES LINE HONORS IN INTER CLUB #1, #2, AND #3

MOTTLEY WINS INTER CLUB #2

CASINO WINS INTER CLUB #3

AMANDLA GETS A FOLDING PROP

SURPISE WINS CYC CRUISE-IN "FRIENDLY" RACE.

ANGEL ISLAND RAFT UP - JULY 26

SAN FRANCISCO CUP - SEPT 20/21

Always Something to Learn:

No, it wasn't the Mississippi River, but it sure felt like that. After meeting *Crew's Nest* about 0930 just north of the Bay Bridge and motoring all the way to the Petaluma River in the building heat, we came upon Lakeville, a small town with a marina and launch ramp.

Crew's Nest was behind us just abeam the north end of Lakeville and we were coming up to the Big Bend in the river. Across the flat plains to our left we saw a barge being pushed by a tugboat. The river's bend, as you head north, turns to port about ninety degrees. I noticed that on the right bank of the river, just at the water's edge, were a series of wooden pilings. These were there to avoid bank erosion as the tugs swung wide to make their turn to starboard around the bend as they came down river. We put the transmission in neutral and crept over to the right bank as the barge began to appear around the bend.

There are many stories about passing incidents between sailboats and large, black-hulled vessels that go: "Time slowed down as the wall of steel approached..." That's exactly what happened. We inched further and further to the right bank as the tug swung further and further towards us. Knowing that being in neutral with no forward motion would give us no flexibility, I put the boat in forward and headed for the bank as the 20 foot high barge slid by with the tug continuing to swing closer and closer. Get hit or maybe go aground were the choices. I swung the helm to starboard, then to port, and then back to starboard, just as the aft end of the tug passed us. The tug skipper did a magnificent job, as he was forced to maneuver carefully to avoid his wake

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**SAN FRANCISCO CUP
at
South Beach Yacht Club
on
Sept 20 and 21, 2008**

**Three Races
Divisions
Racing and Cruising
Trophies
3 for each division**

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**SAN FRANCISCO BAY
CATALINA RENDEZVOUS - OCTOBER 11 and 12, 2008
ENCINAL YACHT CLUB**

Barge from page 1

from damaging us as he passed. Just as his stern passed us, I gave us full throttle and turned back to port into the churning wake to clear the bank. Ray told us later that the tugboat skipper said to him: "Tell your friend with the Umbrella – next time do **not** pass me on a corner as I have to turn very wide" As we gained the middle of the river again, I looked back and saw Crew's Nest quietly making the turn at the bend, clear of the barge. That's where we should have been, back there. It was BIG, it was black, and time did indeed almost stand still.

Lessons Learned: Having noticed the pilings, it should have been more evident to me that the barge was going to swing very, very, very wide. We should have turned around immediately and avoided the encounter completely. We were in no hurry, and the barge was the stand on vessel. The Catalina 34 is a remarkably agile boat, and being able to maneuver through the limited space between the barge and the riverbank was extremely helpful. Knowing how your boat operates and using prop walk and throttle to your advantage are very important. Don't do this kind of thing again, even if it does make for fun stories at fleet cruises.

Stu Jackson - *Aquavite*
on the Petaluma Cruise



Passing a gravel Barge on the Petaluma River

Corinthian Yacht Club Cruise-in:

Wind Dragon, Music, Crew's Nest, Cracker Jack, SeaScript, Andante, Ciao, Sailor Dog and Surprise were represented at this most fun cruise-in and dinner at CYC.

Wind Dragon, Music, Crew's Nest, and *SeaScript* sailed over on Friday and enjoyed the first Friday Main Street closing in Tiburon – fun, families, and music – plus dinner at one of Tiburon's many fine eating places. *Cracker Jack* and *Andante* (both being single handed) arrive on Saturday morning. *Surprise* and *Sailor Dog* (just 3 weeks old) are both home ported at CYC and *Ciao* is still in Mexico after taking part in the Baja HA-HA in 2007 – Eva and Juan drove in to join the fun on Saturday evening.

CYC ran a “friendly” race on Saturday and everybody who wanted to be part of the fun found a crewing position on one of the five boats that took part – *Amandla* sailed in to be part of the action. As it turned out *Surprise* gave everybody an object lesson in how to sail in the strong flood tide that flows in that part of the world – well done!

Surprise took first place followed by *Amandla* (Susan driving), *Music*, *Sailor Dog* and *Crew's Nest*. At the dinner on Saturday night *Surprise*, *Amandla*, and *Music* received trophies from the CYC rear-commadore.

In the late afternoon, we all got together on the guest dock to share appetizers and a sip of wine before enjoying an outstanding dinner at CYC.

We thank *Surprise* (Peter Brinbaum) for organizing this event and CYC for making us all feel most welcome.



Crew of *Surprise* enjoy their win



C34's at the CYC Guest dock



Yes, it was “friendly” - *Crew's Nest* gives *Music* room at the start

INTER CLUB RACING

Race 2

Casino returned from the “boat doctor” sporting a great deal of new equipment on the starboard side as well as a brand new 130% jib. Bill and his crew were ready to do battle.

Nine boats set out on a 10.8 mile course in the South Bay in 12-knot SSW winds. The Race Committee choose a course with only two windward legs and set a starting line which favored the pin end – meaning there were very few passing lanes. All started on starboard except *Crew’s Nest* who crossed behind everybody on port to ensure that they had the right side of the course. By the first mark, it had made little difference. *Queimada* was first around the mark followed by *Crew’s Nest* and *Mottley*.

The order remained the same for the next two mostly reaching legs. On the fourth leg, *Crew’s Nest* went off on their own attempting to make use of the flood tide. They were forced to abandon the idea by an anchored ship – a little thinking ahead would have helped some. This allowed *Mottley* to get by before mark # 4, *Rollover* to close up to within a boat length, while *Queimada* continued to extend their lead over everybody

Reaching to mark #5 one could sail the direct course (shortest distance), short sail low for more speed or sail high to avoid the wind hole the often forms to leeward of mark #5. *Crew’s Nest* was alone in using the latter strategy allowing her to close the distance to *Queimada*, pass *Mottley* and increase the distance to *Rollover*.

The order across the line was *Queimada* followed by *Crew’s Nest* and *Mottley*. After the corrections were applied, the order was *Mottley* followed by *Queimada* and *Crew’s Nest*.

Race 3

Sea Spirit was not at the start because she is with the “boat doctor” having engine work done.

This is the longest race of the series – 18 miles – with the option of going either side of Angel Island. The question is how to get down the Estuary to Oakland Yacht as the wind builds from behind closing the fleet up on each other – just 8 minutes separating first and eighth at the finish.

The first leg took us to Little Harding in WSW winds ranging 20 knots and an ebb tide. All except *Crew’s Nest* started on starboard and headed towards Treasure Island. *Crew’s Nest* started on port tack (ducking *Queimada*) and headed toward Angel Island and the deep water flowing out of the North Bay. *Queimada* was first to the mark, followed by *Crew’s Nest* and *Rollover*.

Only *Casino* went around the north side of Angel Island. This was an excellent decision as *Casino* arrived at Southampton in the lead followed by *Crew’s Nest* and *Queimada*. The order remained unchanged during the reach across to the Bay Bridge.

Queimada managed to pass *Crew’s Nest* at the mouth of the Estuary. *Casino* still led the way into the Estuary. In the Estuary, *Queimada* and *Crew’s Nest* passed *Casino* in the light and tricky conditions. *Crew’s Nest* and *Queimada* engaged in some close racing as *Crew’s Nest* attempted to overtake *Queimada* who countered to prevent her – rules books were consulted. Meanwhile *Casino* and *Rollover* were having their own duel with *Rollover* failing by just 4 seconds to pass *Casino* at the finish.

The order across the line was *Queimada* followed by *Crew’s Nest* and *Casino*. After the corrections were applied, the order was *Casino* followed by *Obsession* and *Mottley*

STANDINGS: *Queimada* 3, *Mottley* 4, *Crew’s Nest* 5, *Obsession* 6, *Casino* 8, *Rollover* 9, *Sea Spirit* 11, *Music* 13, *Amanda* 13,