



THE TELLTALE

Catalina 34 Fleet One - San Francisco Bay

News in Brief:

Obsession and *Sea Spirit* are successful in the Three Bridge Fiasco race

GGYC - Seaweed Soup Series rewards three bladed propeller boats - *Queimada* and *Obsession* take first and second place

Double handed Right of Spring Race - March 22 - see [OYC](#) website for details

Inter Club Series first race on April 12 - contact Chris Owen Cowen@meriwest.com

Half Moon Bay Cruise on April 26 - contact Jon Arck at: gloriajon@kelarc.com

**2008 Fleet 1 Dues
Pay before April 1, '08**

Mail your \$25.00 check to the order of C34 Fleet 1 to:

Cory Jackson
222 Wildwood Ave,
Piedmont, CA 94610

Have you ever noticed that there are questions that allow for only a small selection of answers?

Have you ever noticed that there are questions that allow for only a small selection of answers? For instance the following two questions have only one answer each. First, "Your money or your life?" Jack Benny notwithstanding, we would all agree there is only one answer. Second, "Does this outfit make me look fat?" Any husband who has survived even the first year of marriage must know the correct answer to this question. Are there questions that allow for only two possible answers?

For one example, we all know the two possible answers to the question, "What are the two happiest days in a boat owners life?" You may also recall various high profile firings in the business world where invariably, the answer to: "Why is this person leaving?" is either: "To pursue new opportunities" or "To spend more time with my family." The fact that the person was fired is never mentioned in polite society. In fact, lack of opportunity or new opportunities are good reasons for many decisions.

When Marj and I first looked into trading in our Lightning for a keelboat we asked a lot of questions about the characteristics of various boats. We found that there was only two politically correct answers. First, if the person liked the boat, the answer would be: "That's a great boat." However if the person did not like the particular model, the PC answer would be: "That's an interesting boat." No one would ever say: "It's a piece of junk."

After making some preliminary choices, we started narrowing our search to specific boats for sale. Naturally, we

would inquire as to why someone would be selling such an obviously fine example of the boat builder's art. Well, we found that there are only two acceptable answers to this question also. The first, (a variant of "To spend more time with my family") would be: "Because we just didn't have time to use it." The second acceptable answer, (a variant of the "To pursue other opportunities") was, "We're buying a bigger boat." Naturally, the answer you would never hear was, "It's a piece of junk."

Let me begin by saying that Marj and I have been tempted by the dark side – powerboats. We looked at a Sea Ranger 52, a Nordhavn 46, a Krogen 39, a Benneteau 42, a Cape Dory 34, a Grand Banks 42 Europa, and a Grand Banks 32. We liked the concept of being warm and dry. We spent many hours using these boats as a Rorschach Test prompting us to discuss how we picture using a boat in the future and what would really make the expenditure worth it.

So, you might well ask, "Why have you sold your beautiful Catalina 34 Fata Morgana you have only had for a little over a year? As you might guess, there are two answers to the "Why?" question.

The first answer to "Why?" addresses the "Not enough time" issue. Many of our friends live in Alameda or have boats there, but we live in San Jose. Marj has felt that the 34 main salon and galley were just not big enough for her to be comfortable casually inviting friends over for dinner and a movie on a Saturday evening as we would at home. So we hope to use a boat more as our floating

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ANNUAL DINNER ENCINAL YACHT CLUB

Forty-three members and their guests representing 22 boats attended the Annual Dinner held at Encinal Yacht Club – a great turn out. Five boats took the opportunity to sail to EYC, spend the evening there and enjoy a very beautiful weekend.

Crew's Nest (Ray Irvine) received both the Cruiser and Racer of the Year Awards. The door prize was won by Mottley (Chris Owen) who took away a set of Fleet 1 glasses.

The officers for 2008 are:

Fleet Captain	Ray Irvine
Vice Commodore	Kurt Magdanz
Treasurer	Cory Jackson
Race Chair	Chris Owen
Cruise Chair	Jon Arck
Membership	Bill Eddy
Directors	Dave Davis Greg Sherwood

Also continuing to provide great service to Fleet 1 are:

Telltale Editors	Paul and Marj Goss
Web Site	David Sanner

We thank those who contributed to the success of the Fleet activities in 2007 - without their efforts the Fleet would just "die on the vine"

We thank EYC for their hospitality and making our Annual Dinner a great success.

FLEET 1 2008 SCHEDULE

Annual Dinner

March 8, 2007 Encinal Yacht Club

Rendezvous

October 11/12, 2008 Encinal Yacht Club

Cruising Program

Cruise-ins

17-May-08 Cruise-in to Petaluma
21-Jun-08 Cruise-in the Corinthian Yacht Club

Adventures

26-Apr-08 Sail to Half Moon Bay
26-Jul-08 Angel Island Raft-up
23-Aug-08 Farallone Islands

Racing Program

Mid Winter Series - GGYC

3-Nov-07 1-Dec-07

5-Jan-08 2-Feb-08

1-Mar-08

Rights of Spring - OYC

22-Mar-08

Summer Series - Inter Club

12-Apr-08 10-May-08

14-Jun-08 12-Jul-08

16-Aug-08 13-Sep-08

San Francisco Cup at SBYC

20-Sep-08 21-Sep-08

Catalina 34 International Association

If you are not a member of our International Association, it is time to join. If you are member, it is time to renew your membership for 2008. Yes, there are two C34 Organizations. Each require one to pay yearly dues - the C34 Fleet 1 (\$25 per year) and the C34IA (\$25 per year or \$45 for 2 years).

As a member of 34IA, you will receive (1) a subscription to the Mainsheet; (2) a copy of the [March 2001 Catalina 34 International Association's CD](#) containing past Tech Notes (through 2000), the Projects pages and FAQ pages of the [c34.org](#) or [c34ia.org](#) website, and a copy of Adobe Acrobat Reader software; (3) a username and password allowing you to access the Tech Notes on this website

More details and an application form can be found at: <http://www.c34.org/join.html> or email [Stu Jackson](#)

condo in Alameda,

The second answer relates to the “new opportunities.” issue. Last summer when I planned and took Fata Morgana to the Catalina Rendezvous, Marj expressed her total lack of interest in making the trip down. Partly she was concerned about a lack of privacy traveling with a “bunch of guys”. Even meeting the boat there and spending time on it seemed a little too crowded for her taste. As we looked at larger and more comfortable (albeit fuel guzzling) powerboats, she said that with more privacy and her own head she would be interested in taking trips like that. But there was one opportunity she did not want to sacrifice—sailing. She rightly pointed out that on a breezy day on San Francisco

Bay we would always kick ourselves if we could not shake out a sail and turn the engine off. So we hope to use a boat more for cruising together,

So, the decision was made to buy a new Catalina 470 and to name her Virago, which means “a strong willed woman”.

Paul Goss – Fata Morgana

{Ed: Paul and Marj plan to continue as members of Fleet 1 and will continue to edit the content of Telltale. Also you will be able to see their new boat at the Boat Show in April}

Racing Update

GGYC Seaweed Soup – Race #4

The forecast for Feb 2 was winds from the SW and rain! Seven C34's gathered at GGYC for the fourth race. When the wind is from the SW, GGYC has no good short course options, so, they announced an all-reaching 5-leg course parallel to shore – in my view the worst possible choice.

As a result, unless somebody makes a major error, there is little opportunity to pass and the boats will finish in the order they cross the starting line. It is possible to catch the boat in front of you but passing it is a much more difficult proposition.

The race turned out just that way. The only excitement for the day was weaving one's way through the other fleets as they made their way from Harding to Mason and back. This made *Mr Magoo's* bowsprit look very large, especially when it is coming straight at you and Magoo's crew is completely involved in setting their massive spinnaker.

Around we went for an hour in the rain with winds that ranged up to 30 knots – causing a few surprise round-ups. *Wind Dragon* was first across the line followed by *Crew's Nest* and *Queimada*. Corrected time gave *Queimada* first place with *Obsession* and *Casino* in second and third places.

GGYC Seaweed Soup – Race #5

If races numbers 3 and 4 were on the dull side, race 5 made up for it all. March first was a beautiful day to be on the water with enough sunshine to dress in shorts. The forecast was for W-NW winds of 10 to 25 knots and a max ebb tide (3.3 knots) just before the start.

The Race Committee used the windward / leeward course twice around Blackaller and a temporary mark off Aquatic Park. This turned out to be a very challenging course with light wind close to the shore and a surprising flood current of 1.5 knots along the shore.

There was more to come. Before the race started, Casino was

involved in an event that has resulted in a protest and Casino did not start the race – robbing them of a place in the series. We cannot say more except that there were no injuries to the Casino's crew.

The inshore flood and lighter wind gave the advantage to those starting as close as possible to the pin, immediately tacking on to port and run to the ebb river in the center of the Bay – running at 4+ knots. Those who started down the line had a very hard time making the pin on their first tack. *Crew's Nest* was first to Blackaller followed by *Mottley*.

At this point confusion overcame the fleet resulting in radio calls to the RC seeking to confirm the course number. Initially these calls were ignored but finally the RC stated that the course was “10 RED” (marks to be taken to port). *Wind Dragon* and *Amandla* immediately withdrew – they were well on their way to Harding using course 18 or 19. By this time, *Crew's Nest* and *Mottley* had rounded Blackaller to starboard and were nearing the leeward mark. It was now decision time, *Mottley* decided enough was enough and went home. *Crew's Nest* continued on, using course 10, to cross the line first and then retire after finishing – scoring an RAF.

Back in the fleet, *Queimada*, and *Obsession* were either smart or heard the RC while they were close enough to Blackaller to go back and re-round it to port. *Sea Spirit* knew nothing of this confusion and continued on course 10. It was not until 10PM Saturday night that they found out the course was really 10R. They informed the RC of their error and took an RAF as well.

What to learn from all this:

It is good that the RC uses the radio at the start but always check the flags – they are the final word on things.

Where one goes when racing in the Bay is critical. It is very hard to gain on a boat riding along in a 4 knot current when you are not in the same current. Who would have thought there would be 5 knots difference in the current between the shore and one mile out in the Bay?

Racing from page 3

Making ones way through a swarm of spinnaker-flying Moore 24's required a great deal of focus and attention.

Remember the "string rule" for sailing the course. This goes – if a string was played out as the boat sailed the race and is then pulled tight at the end of the race, it must touch all marks on the correct side. This is particularly important when re-rounding a mark. The string rule is covered in Rule 28.1 of the Racing Rules

of Sailing

Other Racing:

We know that C34's raced in other regatta over the winter - CYC Winter Series, the three Bridge Fiasco, and the South Beach Island Fever Series. We congratulate those who were successful in these races.

GGYC Seaweed Soup - Series Results							
Boat	Owner	1	2	3	4	5	Total
<i>Queimada</i>	David Sanner	No Race	4	1	1	1	7
<i>Obsession</i>	Lee Perry	No Race	3	2	3	2	10
<i>Wind Dragon</i>	Dave Davis	No Race	2	4	4	8	18
<i>Crew's Nest</i>	Ray Irvine	No Race	1	5	5	8	19
<i>Casino</i>	Bill Eddy	No Race	5	3	2	10	20
<i>Amandla</i>	Kurt Magdanz	No Race	7	6	7	8	28
<i>Sea Spirit</i>	Herbert Brosowsky	No Race	8	9	6	8	31
<i>Mottley</i>	Chris Owen	No Race	6	9	10	8	33
<i>Tweety Bird</i>	Jon Arck	No Race	9	9	10	10	38

We congratulate *Queimada* and *Obsession* on their success.



Bill Eddy looks dejected as he studies the danger to his beloved *Casino*. We wish *Casino* a full and speed recovery

Three Bridge Fiasco - Lee Perry - *Obsession (non-spinnaker)*

For several years now I've been hearing about the Three Bridge Fiasco race. I understood the Three Bridge part: Golden Gate, Bay Bridge and Richmond-San Rafael Bridge but what was the Fiasco part? My sailing pal, Bruce MacDiarmid (C34 Laurie Ann) and I decided we'd give it a try and find out. I signed up for the double handed, non-spinnaker division.

Overall nearly 200+ sailboats started the race at their designated times based upon their PHRF rating. There were 22 boats signed up in our division but the poor weather forecast kept 9 boats back at the dock.

As you may already know, the objective of this race is to round Blackaller buoy at the GG Bridge, Treasure Island and Red Rock, near the Richmond-San Rafael Bridge, in any order. The start/finish line was at the Golden Gate Yacht Club. I was told that the strategy is in the sequence of rounding the course using the currents and wind to your best advantage (or least disadvantage). After completing this race I now know that it's less about strategy and more about luck and perseverance and having enough beer and food on board to stay content for 6-8 hours.

The forecast was for rainy weather. Wanting to be as comfortable as possible we left the bimini up. Out of 200+ boats we never saw another boat with a bimini. Generally, it was a serious racing crowd.

The start of the race was just the beginning of the Fiasco part. 200+ sailboats were going in all directions waiting for their start time. The wind was from the southwest and just before our start it picked up to 20-25 knots. It's a wonder there were no crashes. To add to the chaos you can start in either direction: Eastward or westward from the GGYC.

Our starting time was 10:08am which happened to be about the same time as a huge fleet of over thirty Moore 24s. Surrounded by Moore 24s we sailed upwind (strangely enough) and eastward from the GGYC and toward the Bay Bridge/ Treasure Island in a strong breeze. What a thrill trying to keep up with those speedster Moore 24s.

After going under the Bay Bridge and rounding TI, we headed north toward Red Rock. By now the wind had dropped to 10-15 knots. The Moore 24s and all other boats near us raised their spinnakers and left us in their wake.

We had a nice broad reach toward Red Rock and the sun peeked through the clouds. We were having a blast. As we rounded Red Rock instantly the wind died to zero. And I mean zero. And for the first time in my short racing career we dropped anchor. Those that choose not to use their anchor began to drift with the flood under the Richmond-San Rafael Bridge and toward San Pablo Bay.

It's extremely frustrating to have to throw out an anchor during a race but we relaxed and enjoyed a beer and sandwich. Even

more frustrating was that the J-boats, Express 27s and Express 37s and other sport boats were able to make the turn around Red Rock and fly by us with hardly any wind in their sails. Anyway we sat anchored for nearly an hour and finally a light wind began to fill in from the west. We raised anchor and slowly moved toward Raccoon Strait.

The sail through Raccoon Strait and toward Blackaller buoy at the Golden Gate was in slow motion as we fluctuated from being becalmed to moving at 1-3 knots in light wind. Finally at about 5:00pm we rounded Blackaller and headed the short distance to the finish line at GGYC. We were within 200 feet of the finish when the wind died to zero once again. Bummer. The ebb current began to take us backwards and away from the finish line and toward the GG Bridge. We again dropped anchor along with a few dozen other sailboats. The skipper of the boat next to us went below and cooked his dinner as we waited.

Around 5:30pm the wind came up and at 5:35pm after 7 hours we finally crossed the finish line. As I said earlier this was more about perseverance than about great racing tactics. Of the 13 boats that started in our division, 7 had dropped out and of the 6 that finished we came in 4th. Not a great ending but hey, we finished and in my mind we were first in the Bimini division.

It was a long fun day of sailing in all sorts of conditions and no doubt I'll be back next year to do it again. And I now understand what the Fiasco is.

Catalina Rendezvous at Two Harbors

Roger Goodsell of Farallone will lead a flotilla of various sized Catalinas down to Two Harbors, Catalina Island for the Annual Catalina Rendezvous there. The Rendezvous dates are July 11-13. He plans on departing Oakland on July 6 for the trip down. All 34 skippers are invited to join in on this cruise. He wants to sail all the way without a harbor stop, but everybody is free to do whatever they want both coming and going. Interested skippers should contact Roger direct at (510) 710-6823.

Sea Spirit's 2008 Three Bridge Fiasco

As we motored sailed along the eastern shore of Treasure Island on our way home to Clipper Cove we came across an odd sight. A fleet of about fifteen boats was desperately attempting to sail with little wind and unfavorable tides under the eastern span of the Bay Bridge. They were looking to round Yerba Buena and make it to the finish line of the 2008 Three Bridge Fiasco regatta in front of the Golden Gate Yacht Club (Figure 1). Beers were in hand, the sun was setting and both Herb and I were still on a high from actually finishing the Three Bridge Fiasco in fine form, unlike our fellow stranded Corinthians. Nevertheless, we felt a certain special bond with our fellow sailors having been in that position many times before. It was just last year during the 2007 Three Bridge Fiasco that it took us 45 minutes to cross the start line against a 5-knot ebb. One hour later we had covered less than a nautical mile finding ourselves next to the aquatic park along the City Front where the 6-knot wind went to zero. After eating lunch and listening to crew after crew abandon the race, at about 13:00 we also gave up having drifted back to within ~ a half mile of the start with 19.5 nautical miles still to go.

Fortunately, 2008 was different. We crossed the start line at 10:11:00, 3 seconds after our designated pursuit start of 10:10:57. We headed directly for the Blackallar buoy in about 12-14 knots of wind that was coming from the Southwest. It was a lot of fun, true chaos in that boats were going in every direction. Our initial strategy was to stay out of the way since we were on port tack just about close hauled on a slack tide before we headed back on the flood to Yerba Buena. Our speed picked up along with the wind (now 15-18 knots) as we rounded the buoy. The better news is that now we were on starboard tack and could head back up the city front with little right of away worries from boats starting after us. Our GPS track turned from red to pink, as we were able to consistently make 7.5 knots (Figure 2). Herb played with the sail trim and I enjoyed the view (Figure 3). Initially, we stayed away from the lee of the city front and pointed up as high as we could after reaching clear sailing near buoy 18. One tack and we made it under the Bay Bridge. Good fortune had the wind settle down to 7-9 knots near the coast guard station. This made it relatively easy to fly our new "UC colored" spinnaker. Fortunately, we just made it under the new eastern span of the Bay Bridge without having to gybe the monster. We proceeded ~ 20 to 30 degrees off the wind just missing the end of the Berkeley Pier. All was not peachy. The wind picked up to 15 knots with some gust to 17 to 18. We watched a J boat broach and finally recover as we counted our blessings. We also lost the working guy and watched the pole fly out of hand. Some strong winching and a little luck saved the day.

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1 - Sea Spirit motoring home with windless sailors fighting the tide



2 - Sea Spirit's Three Bridge Fiasco track



3 - Herb Trimming the sails Starboard tack back up the city front

The wind mellowed and we had an uneventful spinnaker gybe with the Richmond Yacht club in sight. We could see Red Rock nicely ahead and what looked like a Big Gathering. Another gybe and we found out the gathering was all about the wind deciding to die. We dropped the spinnaker and drifted behind Red Rock. 30-40 boats, many from the other direction were drifting with us, some floating under the Richmond Bridge (Figure 4). We were concerned that we might just drift into one of the bridge supports. After about 20 minutes (lunch was served), the jib went up then quickly down and the spinnaker back up as a bit of wind filled in the sails, now coming from the Northeast. As you can see from our track we went in the direction of the wind passing a number of boats that attempted to sail the rhumbline. Our speed varied with the wind coming and going. We gybed the kite without much trouble and made our way up Raccoon Straights, enjoying the sight of the Golden Gate (Figure 5). Again the wind waxed and waned but finally came back for good.

Our new spinnaker took us home on a nice breeze in the middle of the Bay. We watched a number of boats cut the corner of Angel Island getting stuck in a lull just off the west shore. As we sighted the familiar yellow buoy in front of the Golden Gate Yacht Club our final task was to point Sea Spirit up, reaching to the finish line. Unlike about 5 hours ago we were now on Port tack. In spite of a fair amount of traffic at the finish we did finish, intact, just after 16:00 (Figure 6).

It was a victory for Sea Spirit and crew on many accounts. A great day of sailing on the Bay. The kite monster behaved herself with just Herb and I to get her up and down and keep her happy in between. We finished 11th of 28 boats in our class that started the race and 98th out of 149 that finished.

Hope to have many more “fiasco’s” like the three bridge in 2008.

Larry Baskin - Sea Spirit #108



4 - Gathering at Red Rock with boats drifting under the Richmond bridge



5 - Golden Gate and fellow sailors in Raccoon Straights



6 - Sea Sprit looking good at the finish

CATALINA 34 FLEET ONE - Race of the Year Scoring - 2007

“DAVE DAVIS PERPETUAL RACER OF THE YEAR TROPHY”

Racing Skipper	06/07 GGYC (7 Boats)	2007 Inter-club (9 Boats)	Points Total	Tie Break Rank	
Irvine	2	2	4	1	ROTY
Owen	1`	4	5	2**	
Sanner	4	1	5	3**	
Eddy	5	3	8	4	
Brosowski/Baskin	6	6	12	5	
Davis	3	11*	14	6**	
Perry	9*	5	14	7**	
Guerra	7	9	16	8**	
Magdanz	9*	7	16	9**	
Goss	9*	8	17	10	

* Score reflects # of yachts participating plus 2 points for DNC in a series

** Rank is ROTY standing after tie breaking rules are applied. Most 1sts, then most 2nds, etc. until the tie is broken. For example:

Owen=2 firsts, Sanner=2 firsts=Tie

Owen=5 seconds, Sanner=3 seconds=Breaker to Owen

Note: There was no score from the SFC because there were no races - no wind for 2 days

Bill Eddy - *Casino* Score keeper

Catalina 34 International Association Fleet Support

Once again in 2008 the C34IA is providing financial support to each C34 Fleet based on the Fleet's paid up membership on April 1, 2008. This is why we encourage you to pay your Fleet 1 dues by April 1, 2008.

We plan to use these dollars to offset the costs of the CYC cruise-in to be held over the weekend of June 21, 2008.

Telltale Editors

Paul and Marj Goss

pgoss@gosspartnerships.com

Fleet 1 website

<http://www.c34.org/fleet1/index.htm>

Fleet 1 Photos

<http://www.flickr.com/photos/c34fleet1/>

C34 Message Boards

<http://www.c34.org/bbs>