

Light Air

Monthly Newsletter of Lake Yosemite Sailing Association

September 2005

LYSA Couple Sails the San Juan Islands and to Canada

Two months ago the Derbys left San Francisco Bay in their 32 foot Challenger called the Day Dreamer to sail to the San Juan Islands and to Canada. The trip started well, however on the fourth day out, about 50 miles south of Ft. Bragg on the California coast the Day Dreamer lost power. It was 1:00 a.m. in the morning, with about five to ten knots of wind and four foot waves on the bow. Southerly currents slowed the boat to about 3 knots or they would have continued to sail to Ft. Bragg. They also had no knowledge of the harbor at Ft. Bragg and they were concerned about the sand bar at the entrance.

They turned around and sailed back to Bodega Bay, a four to five hour sail. Just as they were about to enter the narrow channel the Coast Guard pulled up along side and told the Derbys that their running lights were very dim. "That's the least of our problems," shouted Kathy from the cabin. "We have no power!"

The Coast Guard offered to tow the Day Dreamer back to the docks however a bigger boat was brought in to do the job. And while the Coast Guard was at it, they conducted an hour long inspection of the Day Dreamer resulting in a fix-it citation for the flares on board being out of date (flares are only good for two years).

It took two weeks to get the Day Dreamer repaired but the Derbys were optimistic and left Bodega Bay for a second time the first part of July. The resulting trip was even worse than the first. A weather window was supposed to open at midnight and calm seas were predicted, however the weather man proved wrong. Instead of calm seas, the Derbys

ran head on into 20 to 25 knot winds and eight to ten foot waves. The currents must have run over 2 knots against them because after 14 hours they had only sailed 35 miles.

At 6:00 a.m. the following morning they still had over 50 miles to go to Ft. Bragg. They were exhausted and at that pace they would have to sail another 20 hours. There was also no other port or harbor between Bodega Bay and Ft. Bragg that they could tuck into. Even if they had made Ft. Bragg the next leg to Crescent City was another 100 mile run without any mid-way ports or harbors. Weather was unpredictable in July and chances are there would be other weather delays on the up coast run.

It was a hard decision for the Derbys however they decided to give up the idea of sailing up the coast and return the Day Dreamer to their home port in Alameda. It still took another seven hours to motor-sail back to Bodega Bay. They slept for one whole day and then sailed back to Alameda. The Day Dreamer made over eight knots at times sailing back to Bodega Bay and it was doing 11.5 knots when it sailed under the Golden Gate. Talk about a horse going back to the barn.

It took a week of soul searching and licking of wounds, for the Derbys to access the situation. They still had a month to sail and they still wanted to spend it in the San Juans. "Could we make the Hummer, the Catalina 22, ready for such a trip?" Of course the Catalina would have to be trailered up to Washington and launched at Anacortas, however that shouldn't take more than a week. They could sail the San Juan Islands for two

weeks and still have another week to drive back home.

They decided to give it a try and with the help of several club members, getting the trailer fixed with lights, the rigging fixed after a shroud broke in the last race and provisions transferred from the Day Dreamer, the couple set out once again. They took the coastal route, actually looking at some of the harbors where they had planned to stop at with the Day Dreamer. They were a little thankful as they watched the weather patterns off the coast, cold, dreary, windy and wild. No telling what other dangers they would have met.

They arrived in Anacortas mid July. Just south of the city, there was a big park which offered a launch ramp and storage area for vehicles and trailers up to 14 days. The cost was \$7 a day and boat owners could spend one night on their boat at the launch area. Fortunately their first night, the Derbys met some wonderful sailors who had just come from a trip to the San Juans in their McGregor 26 (water ballast). They had a great time with little problems and they had some hints to make the trip easier for the Derbys.

Currents in the San Juan Islands can be severe and unless one has a good current chart, then hitting the currents right is almost impossible. The new sailor friends not only had such a copy but were willing to sell it for what they paid (about \$30).

The book would turn out to be a savior during the next two weeks as the Derbys set sail the next day and one of

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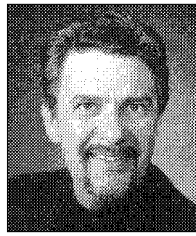
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Submissions

Submission deadline is the 18th of each month. Submit to Scott Foster via:

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Email scott_foster@excite.com



Crow's Nest

Jay Sousa, Past Commodore

After months of planning, meetings, and begging other club members, who I hope are still my friends, to take on critical jobs for the event, I am happy to report the 2005 edition of the LYSA Open House is past us and was by all accounts a huge success.

Once again LYSA shows we know how to have a party for almost three hundred of our closest friends. This year's event titled "Caribbean Sunsets" featured some great food, terrific weather, good music, a little sailing, and a great crowd whose main goal was to have fun. Goal achieved!

I want to thank the many people whose talents and hard work made this Open House the huge success it was. Conrad and Cindy Fournier worked their tails off to prepare the awesome meal we all enjoyed. I also want to thank their friends Roger Martin and John Brickey, who are not even club members, for helping with the cooking. Jared Sousa for helping to marinate the chicken. Dave and Sonia Willson, Diane Sousa, Joey Fultz, Katie Unruh, Kathy Derby, Ida Fragulia, Amy Boehme, Linda Dailey-Rybka, and Jill Dietz all helped slice, dice, and serve. Ed Green for organizing the sailboat rides. Jim Streatly, Richard Paul, Dennis Wainwright, Tim Packwood,

Dave Willson, Frank Rybka, Tim Harden for set up Friday night and Saturday morning. A special thanks to Billy Goldfoos for arranging the loan of the tent from Darell Alcorn and donating the bike for the raffle.

I also want to thank Dan McVey for bringing a big load of firewood for the barbecue. Ed Dietz for help with publicity and other details. Scott Foster for bringing ice chests and tables. Brigitte Bowers-Loeffler for manning the registration table. Tim Packwood stayed late and helped with clean up Saturday night. I also want to thank the early crew who finished clean up Sunday morning, I can't tell you their names because I was still sleeping!

A huge thank you to Jerry Johnson and Suzanne Yates for getting some great raffle items and organizing the raffle — Brigitte, Amy, Jerry and Suzanne's friend, Bev, for helping set it up. Their were so many people that helped in various ways and if I failed to mention your name please know that I appreciate your help.

I want to thank all the club members who gave sail boat rides, brought raffle items, deserts and munchies. Above all thanks to everyone for supporting the club by buying and selling tickets to the event. Brigitte will be in charge of the open house in 06 please try and give her all the support I received in 05. 8

Leisure Cruising on the Delta

By Ed Dietz

This should be an annual LYSA trip for anyone who wants to kick back for a few days. LYSA skippers John French and I sailed our MAX 26s from Richmond to Stockton over a five day period. We had a crew of two on each boat. John's crew was Mike Brady from Gustine and Chris French (age 12) from Atwater. My crew was Elizabeth Dietz (age 15) and Alexandra (Sparky) Dietz (age 8) from Atwater.

Itinerary:

Wednesday 07/27/05 — Launched

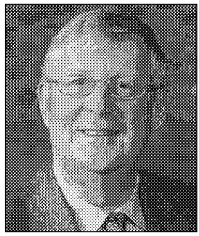
at Richmond Marina and over-nighted.

Thursday 07/28/05 — Departed Richmond and over-nighted at Vallejo Marina.

Friday 07/29/05 — Departed Vallejo and over-nighted at Antioch Marina with Dinner at Humphreys.

Saturday 07/30/05 — Departed Antioch and over-nighted at Spindrift Marina on Andrus Island.

Sunday 07/31/05 — Departed Spindrift and pulled out at Buckley Cove in Stockton. 8



Short Tacks

Tom Cooke, Vice Commodore

Unlike June, July turned out to be VERY, VERY HOT, as it should be because it's the hottest month of the year. Notwithstanding the weather, July was a great month for LYSA members.

Billy Goldfoos took his "new" boat, Swamp Donkey, to the Trans-Tahoe Regatta which was held on July 8th through the 10th and sailed a grueling 8 hour race with his crew Dan McVey, Mike Streal, Tim Harden, and Marvin Heppner. Then pulled his boat to Huntington Lake on July 16th and raced in the High Sierra Regatta and took 7th place. Steve Leonard also raced in Huntington and took a 3rd place. Congratulations to all of you for a great effort.

On July 15th Ed Green hosted the first Brass Water Pump Regatta at LYSA. It was a great party with great food and great music. On behalf of everyone at LYSA I would like to thank Ed for putting on this great event and to thank all those whose time and effort contributed to the success of this event. Everyone is looking forward to next year's Brass Pump Weekend, and Ed has promised to work on keeping the temperature down to a cool 100 degrees.

Ten boats participated in this two day event. Captain Chuck Rockholt and his crew Tim Packwood and Jimmy Schiber took first and received the coveted Brass Water Pump Award. Captain Lee Andersen and his crewman Tom

Grimaldi placed second. Robert Schmidt came in third. Tom Cooke, Scott Foster, Ed Green, Richard Paul, John Derby, and Amy Boehme finished in that order and last but not least Randy Robbins brought up the rear. A special award for "Shrimping" was presented to Lee Andersen.

Ed Green would like to thank the following people for making the Brass Water Pump Weekend such a success. For the great food, Team Captain Joey Fultz, Chris Ward (ribs), Amy Boehme (deserts and quiche), and everyone who contributed to the potluck. For the great music, Team Captain Randy Robbins, musicians Scott Foster and Guy Near and the 45 SP Band (aka The Overtones). For the race committee, Team Captain Jim Streal, Joey Fultz, and Dennis and Chrissy Wainwright. For setup and cleanup, Amy Boehme, Bruce Fultz, Scott Foster, Jim Streal, Tim Packwood, Tom Cooke, and Chuck Rockholt. For the photos, Tim Packwood and Jim Streal. For the trophies, Matt Loeffler and Chris Leighton. AND a special thanks to Jamie and Diana.

On behalf of LYSA, I would like to welcome this year's new members to the club Thomas Anderson, Lila Chambers, Bob and Danna Fagan, Ron and Michelle Maloney, James and Katie Muir, Mark and Cindy Osborne, Lewis and Priscilla Overton, George Moschkau, and Debra Neves-Dietz. Welcome aboard.

See you at the lake. 8

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the first things they hit was the currents. They were unprepared for the sudden changes in the seas off Anacortas and because the tide was so low at noon when they planned to launch, they had to wait another three hours. This left them little time to sail to their first overnight harbor. Before they arrived they were caught in a rip tide and were forced to start the motor. When it failed to start, they sailed into the harbor with full sails up and dropped anchor on the run. While it didn't hold, it did give the Derbys enough time to work on their old Evinrude 6 hp. It finally kicked to life just as the Hummer was being pulled back into the currents. This time with sails down, they

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Dock Talk

Tim Harden, Port Captain

Just a few observations this month. The open house seemed to go well.

The only problem I saw was when one of our members couldn't locate a set of car keys. I would like to thank Scott Foster for cleaning up the weeds floating

around the docks before the party.

I would also like to remind those of us who have boats moored at the docks to check your boats on a regular schedule. This will not only keep your boat from being damaged by the dock, it will help keep the docks from being damaged by the boats. 8



For the Record

Scott Foster,
Secretary

Board Minutes, 08/02/05

No board minutes were submitted.

Membership Minutes, 08/09/05

No membership minutes were submitted.

(This is a summary of the minutes. For the complete minutes see Minutes Book) 8



On the Wind

Jim Streatly, Racing Captain

From a US Sailing article on Safety at Sea, Sun Exposure: "A commonly overlooked danger of sailing is exposure to the sun. Chronic skin damage from sun exposure can give rise to skin cancers later in life. Some types, i.e. malignant melanoma, can be very deadly. To prevent this occurrence, the American Dermatological Society recommends wearing protective clothing and at least a 30 SPF sun block active against BOTH UVA and UVB rays. Older sun blocks were only active against UVB rays and

gave incomplete protection. If applied generously, you may stay in the sun for up to 30 times longer before you burn, the exact time will vary with different skin types. To be maximally effective sun blocks should be applied 30 to 40 minutes before exposure. Full brim hats, with at least a 3-inch brim, should also be worn to protect the face from direct sun exposure. However, reflection from the water will still pose a significant danger and a sun block must be used even while wearing a hat. Polarizing sunglasses are also important for protection of the eyes." 8

Join us
for the next
Membership Meeting
Tuesday, September 13th
LYSA Clubhouse
6:30 PM Potluck Social
7:00 PM Meeting
Bring a dish to share
and your favorite beverage.



Dollars & Cents

Amy Boehme, Treasurer

Annual dues are \$75.00. New members joining the club must also pay a one-time initiation fee of \$75.00 in addition to the annual fee.

After an incident during a race last week, I'm adding this to my article from US Sailing Rules for 2005-2008:

Section B #14 Avoiding Contact

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*

(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* and

(b) shall not be penalized under this rule unless there is contact that causes damage or injury.

Section C #18.2 (b) Overlapped at the Zone

If boats were *overlapped* before either of them reached the *two-length zone* and the overlap is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall keep clear.

Penalty turns are to be made after getting clear of other boats as soon after the incident as possible. 8

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secured to a mooring buoy for the night and had a cold dinner.

Things would improve the next day as they sailed to the middle of the San

Juan Islands with gentle winds and the motor when they needed it. Night two was spent on a mooring at Lopez Island right at the center of the San Juans. The beautiful bay they chose only had four other boats and they dropped their crab trap to see if they could catch some dinner. No luck that night but they were secure and the next morning they went ashore to explore the island.

There was a little dock which they

were allowed to tie up to for a maximum of two hours. During the time, they dropped the crab trap and took a hike. When they returned the trap was full of crab, the largest at least seven inches across. In a flash they had their crab cooker out and steamed the crab in beer. It would be the first of many such meals. If the Derbys didn't catch their own crab,

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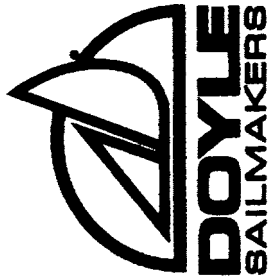
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there were always other boaters who seemed to have more crab than they could eat. Everyone was so friendly.

Everyone that is except, one old crab in the form of a woman who lived on another island. They had caught two crabs for their lunch and had picked one of the buoys to tie to while having lunch. It had no name or special writing on it. Suddenly this woman shouted from shore, "You can't tie up to that buoy, its private!" "We're only here for lunch," was their reply. "You still can't use it," she shouted. So they unhooked from the buoy and dropped their anchor not two feet from the buoy. Turned to her once more and gave her the appropriate sign.

This was late in the trip so it did not ruin the many other wonderful harbors

and people they met along the way. Friday Harbor, Deer Harbor, Ganges, Roche, Rosarito, and the most beautiful of all Port Sidney Harbor, were some of the harbors they stopped at.

They were up when the sun was up and asleep when the sun went down. Sometimes they had slips with facilities like shower, ice, and laundry. Other times they spent on the hook. Cost of the slip was from \$11 to \$30 for a night.

Highlights of the trip included the farmers market at Ganges in Canada, the flower baskets on the docks at Port Sidney on Vancouver Island, the crab everywhere, and the weather which ran from 70 to 80 with sunshine every day. The people were most friendly and seemed to take note that the Derbys were in a very small boat for such a trip. There was little comfort on the Catalina 22. No pop top to stand up and the porta potti was not the greatest, however the trip, the scenery, the weather, and the people would make it a do again trip... perhaps with a little bigger boat next time. 8