

# ...a little dinghy

Gold Country Yacht Club 530-265-2070

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- Delta Doo-Dah
- Coast Guard inspection

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## From Your Commodore

Ahoy Crew,

I'm sorry to have missed last month's meeting but the Daydreams crew was on vacation. August is a busy month for most everyone, with summer starting to wind down. The kids are heading back to school and the close of summer is lurking; we're all trying to fit in those last few days of fun in the sun. The good news is the water level has stayed up and we might get a couple of extra weeks this year.

Our cruise this summer took us to the Wyoming wonder of Yellowstone National Park. The first ever National Park and it is amazing. I hadn't been there since I was a kid myself and I think the rest of our twelve crew members were first timer's. Sharing this with our crew of family made for some great memories for all. It was an incredible journey through some of natures most beautiful vistas. Wild Buffalo herds roaming free, the eagles soaring, the bears, elk, deer, moose and all their neighbors living in natural harmony really bring it home when you visit this area. Our quest took us up over ten thousand feet to the top of Mt. Washburn where you could see it all from Montana to Idaho and south to the Grand Tetons.



The Day crew on Mt. Washburn

As I've told you all before no matter where we go, the Daydreamers are always looking for the water and a nautical adventure. With Yellowstone Lake being one of the biggest alpine lakes in North America, it didn't take us long to get out on the water. We jumped on a tour boat that held 47 passengers was 45 feet long and has twin diesels putting out a total 900 horsepower. This boat will get up and move at over 50kts. Not bad for a tour boat and the fun part is they want to show you just how good it runs. As fast as the weather can change on this body of water you want to be able to get back in the harbor as quick as possible.

The season on Yellowstone Lake runs from June 1st to September 1st. and that's only if the ice has melted and they don't get an early snow. During winter the lake is frozen over.

Our next quest for the water took us to the shores of Jackson Lake in the Grand Teton National Park. Then back out on the water again on Jenny Lake at the base of the Tetons. Rising from lake level at 6,800ft. to over 13,000ft. the Tetons are towering above both of these lakes and make an incredible back drop. Jackson Lake is the most boater friendly of the lakes, with a couple of marinas and mooring fields. There are a few sailboats, and there should be, because they do have some good winds. We didn't get out on any sailboats but did another high altitude tour boat on Jenny Lake. It's amazing seeing the water falls off the Glaciers of the Tetons running right in to the lake your floating on. You want to stay on top of the water though as it only warms to about 45 degree's in the summer.

When we returned to the Sierra's they seemed dwarfed by Wyoming's Grand Tetons, but we were looking forward to the warm waters of California and getting to do some swimming before summer's eleventh hour.

## **At Our Helm**

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This also means our time at Scotts Flat Lake is running short so I'm encouraging you to all go to the lake as often as you can. Don't forget September's usually our last meeting of the summer at the club house so do your best to make the Sept. meeting and help close out the season right.

I hope to see you all there to toast another great year on Scott's Flat Lake. It's been one of the best in recent years for wind and water.

Fair Winds Amigos  
Joe Day, Commodore  
Gold Country Yacht Club  
S/V Daydreams, S/V Mental Floss

## **Melinda's Membership Memos**

Hi Members, I trust everyone is enjoying this warm and windy summer. It is just going by too quickly...

I have wanted to thank Don and Lynn for adding another Junior Sailing Class in July. It is a lot of work and a big commitment, but it is such a great introduction to sailing and brings newbies into the Yacht Club. Several of the families joining for the classes are quite interested in some of our other events. I have met only a few of the new members this summer but hope to connect at our next meeting.

Stephen and Laurie Ells have rejoined after taking a break for several years. They live in Auburn but are planning on keeping a boat in Santa Barbara. They recently purchased a 1972 Iroquois Cat 30 in San Diego. Stephen and his son brought her to Santa Barbara after securing a mooring ball in a lottery. It sounded like quite an adventure! I would be interested to hear more.

We should also welcome Alan Chapman, Arnold Owens, Jen and Mark Iams McGuire and crews to the club as well. Hopefully next month I will have a little more to share about their nautical interests. Most of the new members have heard about the club from their friends and a few from the Internet. I will continue to post our monthly meetings in the Union as a number of people have seen it listed there also.

Before closing, I wanted to tell everyone about using the club house for my N.U. Class Reunion. The last Saturday of July we hosted several of my former class mates from all over. Commodore Joe got to take out several boat loads of want to be sailors. We all agreed on how beautiful Scotts is! It was really a fun weekend and a perfect place for a party.

See everyone at the next meeting,

Melinda

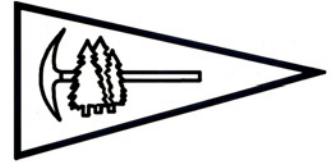
## **Delta Doo-Dah Report**

**by Marilyn Webb**

Danny and I attended the pot luck dinner/orientation Friday night July 30<sup>th</sup>, held at the Tradewinds Sailing School and Club at the Marina Bay Yacht Harbor in Richmond. The food was great and we met many of the 50 fleet captains and crew. What a great group of sailors *and* non-sailors. We got a goodie bag with a Doo Dah burgee and our yellow tie died T shirts. I Can't wait to show that one off to David!

We got up early Saturday morning and headed for the start which was held at "Red Rock". Ladonna, from Latitude 38 was there to take pictures of the fleet as they passed by. It was foggy and cold well into San Pablo Bay, but with the wind at our backs we got plenty of practice to try out our wing and wing technique. Danny even rigged a preventer so I didn't end up knocked overboard if we had an accidental gybe (smart man - keep the cook on board).

Finally, the sun appeared and people started shedding their outer layers. We were in T shirts by the time we entered the Carquinez Strait and went under the bridge into Suisun Bay.



## Doo-Dah Report (cont.)

We had been given a free overnight berth in the Glen Cove Marina in Vallejo, so we said goodbye to most of the fleet and headed in. There were 3 other Doo Dah Boats who joined us there that night. It is a quaint, protected harbor that is more suited for smaller boats than *Gypsy Soul*. Glen Cove Marina's "white Victorian house" was originally built as a twenty-eight room residency as part of the Carquinez Strait Lighthouse and Life Saving Station. First occupied on January 15, 1910, the lighthouse was one of a chain of seventeen stations. In 1955, the U.S. Coast Guard automated the light and fog horn mechanisms, and the main building of the Carquinez Strait Lighthouse was sold to a private party. In 1957, the building was moved by barge up the Strait to its present location at Elliot Cove, overlooking the scenic marina. We had an end tie and decided that it would be to our benefit to be bow out for our departure. So, when the wind calmed we spent about 20 minutes doing an about face in this tiny harbor. If you get the chance, check it out, but be prepared. There are no grocery stores or restaurants near by, so plan on eating aboard. They do plan by next year to have the cafe back up and running adjacent to the harbor office. We watched the other Doo-Dah boats take off for the warm sunny delta while we prepared to head back to the cold foggy bay. Yuck! As soon as we were out of the harbor and into the Carquinez Strait we were met with 27.4+ knots of headwinds and swells. We hunkered down under the dodger and tried to stay dry and warm. I felt like I was on a bucking bronco. We sure wished at this point that Danny had been able to get the week off to head up the delta with the other Doo-Dahers where it was warm. All in all it was a great experience and we will definitely try to do the Doo next year with hopes of getting some of the other members of the club to join in also.

*As soon as we were out of the harbor and into the Carquinez Strait we were met with 27.4+ knots of headwinds and swells. We hunkered down under the dodger and tried to stay dry and warm*

Marilyn Webb  
S/V Gypsy Soul

## Fleet 54, Where Are You?

By Lynn Buchanan

Well, I hope you will plan to join other Fleet 54 Catalina 22 owners at Scotts Flat Lake, on Wednesday September 8<sup>th</sup> from 4:30 to 6:00 p.m. for our first ever Pimp Your Boat Contest. Your boat can be at the dock or on the hard for inspection by Gold Country Yacht Club members. GCYC members who visit all boats will vote for "Best Pimp" with a secret sealed vote. The winner will receive their coveted prize at the GCYC BBQ meeting that night.

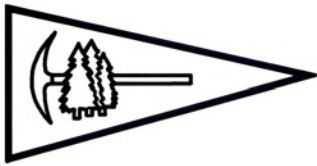
Another reason to show off the pimping of your sailboat is the US Coast Guard Auxiliary will be available from the hours of 4:30 to 6:00 p.m. at Scotts Flat Lake for a free Vessel Safety Check on the same day, right before the GCYC Sept. monthly meeting. I am having my boat inspected on this day at Scotts Flat Lake, because I am taking it to Lake Pleasant, AZ on September 27<sup>th</sup>, to use it for teaching ASA Keelboat 101 at The Sailboat Shop [www.Sailaz.com](http://www.Sailaz.com). I have arranged for USCG Auxiliary Inspector James Ippolito from Grass Valley to also inspect Gold Country Yacht Club member's boats before dinner and do a short presentation on the Vessel Safety Check Program during our meeting.

This safety check is voluntary and takes approximately 10 minutes to ensure your vessel is in compliance with state and federal vessel requirements. This inspection on Wednesday is for powerboat or sailboats under 26 feet. To pass and be awarded the coveted USCG Auxiliary Vessel Safety Check decal sticker you will need the following applicable items on board and in good working orders:

- o Proper display of numbers
- o Registration/Documentation
- o Personal Flotation Devices; Life Jackets
- o Visual Distress Signals
- o Fire extinguisher(s)
- o Ventilation (if applicable)
- o Backfire flame control (if applicable)
- o Sound producing devices
- o Navigation lights
- o State requirements
- o Overall vessel condition

For additional information checkout the website: [www.safetyseal.net](http://www.safetyseal.net). Please call Lynn Buchanan at 530-913-4283 or email me at [4sailynn@gmail.com](mailto:4sailynn@gmail.com) to reserve your inspection confirmation. Hope to see you on the water, or on the hard soon!

Lynn Buchanan, Fleet 54 Captain  
#2431 Sailynn and #11994 BLINK



## An Art Project Begins

By Janis Johnson, excerpted from [wingandwing.com](http://wingandwing.com)

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*Our first hand experiences in refitting her will help us manage and troubleshoot systems in the long run.*

When we bought *Kuani*, I realized that we were entering a long-term relationship with a boat that needed some overhauling and general TLC prior to taking to the wind. Some may wonder, why invest in a project boat? Why not buy a boat that is more ready to cruise? Fair enough questions. One answer is that by the time *Kuani* is ready for cruising, with all the work we are putting into her I will know everything about her, inside and out. And that's an important resource to recall when we're miles from land and dealing with some system failure or repair. Our first hand experiences in refitting her will help us manage and troubleshoot systems in the long run. And we gain valuable hands-on skills as we learn what is involved with repairs and upgrades.

For me personally, this means getting down and dirty with a part of the boat that is key to its design, but is rarely seen: the keel. *Kuani* has a 6200-pound, cast iron fin bulb keel that is bolted to the hull. When she was hauled out in June we began the time-consuming and tedious process of stripping, grinding, faring and repainting this iron monstrosity. In an apparent stroke of kismet, the boat had been placed on stands and blocks just high enough for me to stand beneath the hull without stooping. I acknowledged this fact to my 6'2" tall husband Ken, which sealed my destiny for the upcoming weeks. So began my evolving art project with *Kuani's* keel.

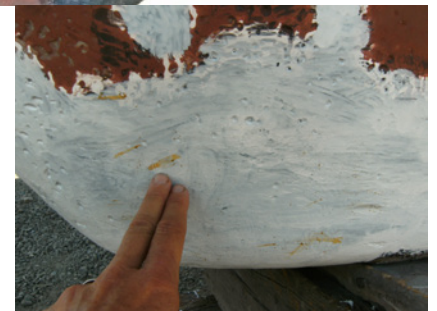


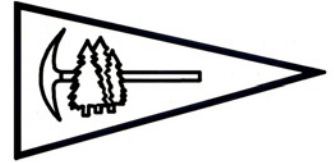
We began by attacking the areas of rusty, peeling paint with a grinder to expose the metal. This was no small feat as it took Ken and me a day each to strip the areas of compromised barrier coat. We ended up exposing the metal along much of the keel/hull joint and a good portion of the bulb along with a few "islands" in the main body of the fin. The ground keel now showed either shiny metal (exposed cast iron) or black spots (Rust pits? Previously filled dimples? Leprosy? We suspected the latter). The morning following an application of rust converter paint, we noted some areas were seeping rusty droplets. (As cast iron is somewhat porous, it absorbs water. Dissolved oxygen in the water reacts with the iron to produce rust, which is one of the reasons your mom told you to dry cast iron cookware after washing.) Despite (or maybe with the help of) the rust converter,

these areas on the keel continued to seep over the course of several weekends. Kelly, one of the boatyard workers, told me he had seen much worse. An astute observer reminded me that it would take 10,000 years for *Kuani's* keel to rust away to nothing. We decided not to sweat a little rusty sweat.

Forging ahead I applied one coat of [Interlux Interprotect 2000](#) barrier coat over the exposed parts of the keel to seal the metal from further oxidation. Of course, this also served to seal in any remaining moisture, but after taking into consideration the limited area of seeping rust, we elected to seal the keel rather than wait. Interlux is a two-part epoxy paint (with [microplates](#) that overlap to create a barrier! —let's hope so anyway) and basic math skills are required when mixing. My math skills were apparently as rusty as a cast iron keel that day, because the first batch I made only had two parts paint to hardener instead of the recommended 3 to 1 (these areas still did not seal well, as rusty sweat had appeared by the following morning). Knowing that several more coats were in order, I continued with the first application until the bare metal had been covered while I repeated an old construction axiom to myself, "measure twice, cut once."

Continued at [www.wingandwing.com/wordpress/?p=511](http://www.wingandwing.com/wordpress/?p=511)





## August's General Meeting Minutes

Past Commodore Hugh Talman called the meeting called to order at 19:06 (Current commodore and vice-commodore were not present).

**Past Commodore** (Hugh Talman): Hugh welcomed everyone to the meeting and acknowledged the board members who were present.

Hugh recently sailed the Bay with Don and Katie Wight. They anchored at Treasure Island then sailed to Sausalito. The Wights are setting out soon, in tandem with Dudley Gaman, to the Channel Islands off the coast near Santa Barbara. There is still room for crew, so let them know if you're interested in jumping aboard.

**Vice-Commodore** (Chris Buti): Chris was not present, so no VC report was given.

**Secretary** (Janis Johnson): Janis mentioned recent new memberships, thanks in part to a second Junior Sailing class, and welcomed new members. Membership cards and badges are available for new members to pick up.

**Treasurer** (Jean Cutshall): Jean was out of town, so Janis presented her report, including the club's bank balance.

**Membership/Publicity** (Melinda Day): Melinda was not present, so no report was given.

**Race Chairman** (Jerry Lewis): The next club race is on Saturday 8/14; there are two races left in the season. August seems to be a "no show" month, as many people are out of town. The Dinghy Delta Ditch race—from Rio Vista to West Sac—is on 8/14 as well. Jerry wanted to know how many people are planning on participating in the club race this weekend. If no one is going to race here, he'll go to the Dinghy Delta race.

**Educational Director** (Don Hare): Don called some junior sailors to invite them to the club race this weekend, but because of the county fair, he didn't get any takers. He will be bringing one of his students, Carly, as crew to the Dinghy Delta race on Saturday.

**Port Captain** (David Niedziejko): David has been lowering the dinghy dock regularly, and asked others to do the same when they are at the lake. He's noticed that not as many non-members have been using the club's dock lately.

**Cruise Director** (Doug Epperson): The Lake Tahoe cruise is set for the weekend of August 20-22. The plan is to launch at Meeks Bay, visit Emerald Bay, cruise the south shore and return to Meeks Bay. He has sailed Lake Tahoe many times and would like to have others join him on this cruise. Please contact him if you are interested in participating.

**Newsletter Editor** (Ken Neely): Ken welcomes submissions to the newsletter; please e-mail him with your story, ad or newsworthy note.

He and Janis have been weekend warriors at the Napa Valley Marina where they have been working on *Kuani*. The marina is hosting a free wine tasting on 8/21; Ken invited members to come down to help out with the boat work then enjoy some wine and appetizers.

**Old Business:** No old business was reported.

**New Business:** Ken Neely invited everyone to check out Wing and Wing's website ([www.wingandwing.net](http://www.wingandwing.net)) to watch videos and read about the adventures and progress aboard *Kuani*.

The meeting was adjourned at 19.30.

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*The Lake Tahoe cruise was cancelled due to inclement weather...*

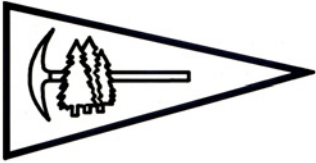
*Don and Carly raced in the Dinghy Delta...*

*September schedule:*

*8 – Club Meeting @ SFL*

*15 – Beer Can race*

*28 – BOD Meeting*



Club pictures



K.O. with a bone in her teeth  
She's bashing up the coast  
with *Valhalla* this week



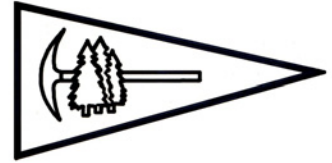
*Potential* on her mooring



Jenny Lake



Grand Teton boating!



Captain Danny and Gypsy Soul



Kuani's aft deck gets sand

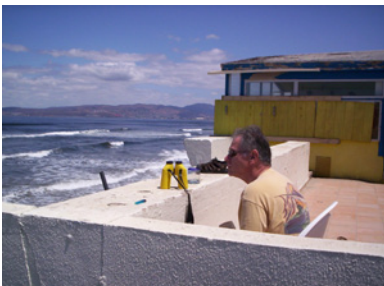
## Classifieds

**14 ft Laser for sale** - Good/fast former racer. light blue. 70's style wood board and kick-up rudder. Sail is used but still has good shape for racing. \$1000 or o.b.o. Also for sale: Hobie 16. has full cover, new tramp, 2 sets sails, beaching wheels, double trapeze rigged, and trailer. \$800 o.b.o. Please contact Seth at 530 292 3274.

### Dreaming of a Beach Get-Away?

Here is your opportunity!

This is a two bedroom/two bath house on the beach in a quiet neighborhood. Take your coffee to the beach-side patio that overlooks the ocean, where you can sit while watching the dolphins play in the surf and the sun setting over the horizon.

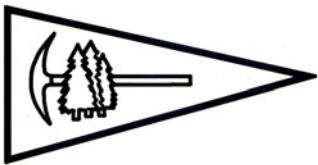


Safely tucked away on the coast of South Ensenada is a wonderful gated ranch community called Corona Beach. The house sleeps 8+; a queen bed in the master bedroom, bunk beds in the second bedroom, a Murphy bed in the living room, along with two futons. There is a full kitchen, dining room seating for 6 and two full baths. \$75/night or \$500 per week, plus a \$300 deposit refunded after keys are returned and house inspected for damages.

The neighbors are mostly from the U.S. and everyone speaks English. The management of the park is very friendly and helpful. 24 hour security is provided. No motorcycles allowed in the park. The famous "La Bufadora" blow hole is 30 minutes away.

**\*\*\*There is an additional \$20 per night parking and security fee you will be responsible for paying directly to the management of the park.**

Questions and availability call Howard or Donna Hendrich at (530) 272-6969



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On the Web  
See us at:  
[www.gcyc.net](http://www.gcyc.net)

**Classifieds (cont.)**

Crealock-designed 1970 Ericson 26 (Hull 184) w/ twin axle trailer (electric brakes, spare tire). Low hour 8 hp Yamaha long shaft outboard with cockpit remote control and key start, depth sounder, compass. Upholstery in great shape, V-berth, vanity sink, portable head, galley sink, camp stove, icebox, saloon table, ship's bell, and quarter-berth (sleeps five), 12v electric system for key start motor, cabin lights, running lights and instrument lights. Has 25 gallon water tank (not plumbed). Comes with safety gear, three sails (main, 130 genoa and small jib with covers for main and genoa), swim ladder, Bruce bow anchor with 150' rode, Danforth anchor with 150' rode, Sevylor inflatable dinghy with oars. Asking \$6000 contact [ken@wingandwing.net](mailto:ken@wingandwing.net) or call 530-478-5865.



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