

GOLD COUNTRY YACHT CLUB NEWSLETTER



a little dinghy 2000

<http://www.nccn.net/~gcyc>

September, 2000

Volume 19, Number 09

Commodore's Corner

Fall is in the air! And in light of that, our meeting location will be up in the air until the last minute. If the weather is warm, we'll be at the park. If the temperature is cooler, we'll meet elsewhere. If you have any questions, please give me a call.

I'd like to say a special "Thank You" to Kent Bennett for all his hard work in putting the Flea Market together. He made a phone call to each of our members to drum up "Fleas" and get his sales staff. Thank you for all your hard work, Kent.

Another fun event on the schedule is Fleet Week on San Francisco Bay. You can find the schedule on the internet at www.fleetweek.com. The Blue Angels are scheduled on Saturday and Sunday and there's sure to be plenty of activities. Please remember, you don't have to have a boat to attend this. We usually have a big party on Saturday night.

In a huge conflict of interest, I noticed that the Island Yacht Club Women's Sailing Seminar is also scheduled for that weekend. Any ladies interested in going to the Women's Sailing



At Our Helm

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Vice Commodore
Hugh Talman 272-2344

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Treasurer
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*(All area codes 530
unless otherwise noted)*

CALENDAR OF EVENTS

September

2 - 4th Labor Day Lake Tahoe
Cruise

9th - *Race #10

10th - Constitution Day Parade
(Float)

11th - PICYA Meeting - Benecia YC

13th - General Meeting - Memorial
Park

16 - 17th - Folsom Centerboard
Regatta

17th - *Race #11

23-24th - FLYC Fall Regatta &
Cruise

October

6-8th - Fleetweek SF Bay Cruise

7th-8th - IYC Women's Sailing
Seminar

11th - General Meeting - TBA

15th - *Race #12

November

6th - PICYA Meeting - Encinal YC

7th - BOD Meeting

8th - General Meeting - TBA
w/Elections

25th - 26th - Cold Turkey Cruise -
TBA

TBA = To Be Announced

***Events at Scotts Flat Lake**

FOR SALE:

8' Waylander Modulus dinghy.
\$125.00 to a club member. Call
Pat Lund 273-4532

Seminar might want to contact me and we can see about arranging extra accommodations aboard some of the bigger boats for you. We have a lot of veteran attendees (Lynn, Tish, Nicki, Marcia) who have attended these sessions before and found them quite beneficial. I'll also be double-checking these dates.

All members are invited to group up for a great weekend. If you're interested in either event, give me a call.

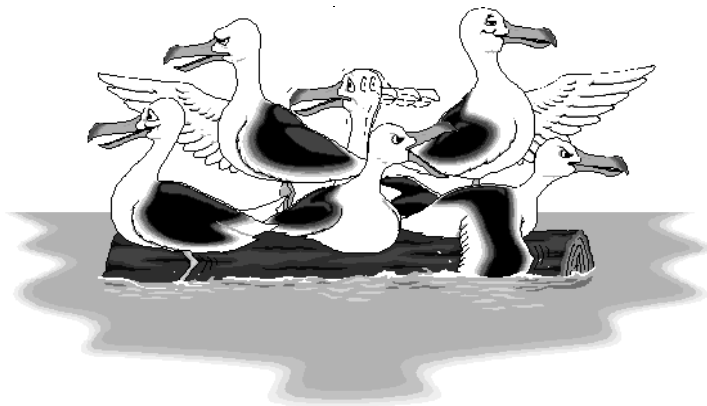
Well, it's time to think about our Awards/Christmas Party. If you haven't all ready got it marked, please save Saturday, December 9th. Anyone interested in playing Host, please let me know.

Between our September and our October meetings, we will be asking our Nominations Committee (made up of all past commodores) to begin their search for our 2001 Slate of Officers. Officers serve for a term of one year unless willing to serve longer. If you are

interested in serving on the Board, please contact me. Don't wait for a phone call. Our Club is heading into a very interesting period and we have a lot of exciting and challenging things ahead.

As summer comes to a close, we've heard about some great vacations. How about some articles for the newsletter?

=====
Yo Ho Ho
And Away I go
--Wayne



Scuttlebutt *from the Poop Deck...*

We've heard through the grapevine that Don Samuelson is laid up with back problems. Hope he's on the road to recovery soon.

The 3 big boat acquisitions at Ballena Bay were formally christened on the weekend of August 18. Buchanans with Dulcinea, Talmans with My Sweet Lady and Butis with Amarige. Rumor has it that the name on Butis boat almost ended a 30-year marriage! The docks were rocking that night!

There are gremlins aboard My Sweet Lady- there is a mysterious strobe, which appears at the top of her mast all on its own. Seems there is a hidden switch somewhere!

Pat Lund has gone to great lengths to drum up new members - she's gone to carrying extra copies of the newsletter to Tahoe with her, just in case!

Doug Epperson has been seen filling in the "pox" on the bottom of Myott II. Want to see a boat way up in the air on a trailer? Stop by the RV Junction. And while you're there, help us get those last 2 trailers done so we get all the boats off the Lake and bedded down for the winter.

SAN JUAN ISLAND CRUISE

Our eleven-day tour of the Gulf and San Juan Islands began in Bellingham, Washington, where we met the three couples who would be our traveling companions and new friends. Our first stop was Sucia Island where we rafted up in Fossil Bay, which is a marine reserve. On our way to Sucia Island we enjoyed seeing dolphin swimming near us. After settling in we all went for a walk over to Echo Bay and enjoyed the beautiful scenery. Watching a beautiful sunset completed our walk. On our way back to the boat we came

across an otter getting a drink of fresh water, he wasn't as excited to see us as we were to see him!

Our next stop was to check in with customs at Bedwell Harbour on South Pender Island then off to Galiano Island where we rafted up in Montague Harbour. On our trip to Galiano Island we had white-sided dolphin swimming right next to our boat for a good 15 minutes. What a thrill that was having them all around us! That evening we all took a bus to the Hummingbird Pub. The bus ride there was an unforgettable experience, music from the 60's and a bus driver who obviously enjoys life.

Our next stop was to Thetis Island where we stayed at Telegraph Harbour for two nights. The harbour area was like walking back in time to the 50's. Hanging inside the store in the rafters were burgees from many different yacht clubs from around the world. The next morning there were four of us who took a ferry over to Chemainus, Vancouver Island, and enjoyed seeing the murals on the building walls and checking out their shops.

Then we were off to Nanaimo Harbour on Vancouver Island. Our group split up with two boat going north and two going south. We had to time our trip according to the tides to go through Dodd Narrow. We were there about 1 hour early so we joined in with all of the other boats waiting to go through by going in circles. The time came when the conditions were right and off we went. My thought was "that was easy" only I don't want to try it when the time is wrong! I will learn by the mistakes of those who didn't wait. We walked along the waterfront at Nanaimo, which is a park and swimming area, it is a very pretty area.

Because of the timing going through Dodd Narrow we had the next morning to explore. The four of us rented a car and drove to Port Alberni (checking out the possibilities for another trip). It was a beautiful drive and on the way back we stopped at a town where there were goats living up of the store roof. What towns will do to get people to stop!

We made it through Dodd Narrow for the second time (we were getting good at this!). We headed

back to Telegraph Harbour for the night. The next day we went to South Pender Island and stayed at Bedwell Harbour. We enjoyed a wonderful dinner on the terrace while watching the sunset. The next day we headed back into U.S. waters and checked into customs at Roche Harbour on San Juan Island. Our time there was too short so we need to go back.

Then it was off to Stuart Island, where we met up with the two boats that were with us earlier in the trip. We rafted up in Reid Harbour. We all went for a hike out to the Turn Point Light House. We were able to see two bald eagles while at the lighthouse. As we were just about finished with our walk the three people in the lead noticed that the boats were not where we left them. Off they went to the rescue while calling to the others to hurry. Thanks to complete strangers, in dinghys, who were doing what they could to keep the boats from hitting other boats. Finally the boats were separated and moved to a dock. Thankfully there was no damage! Everyone slept better knowing that the boats were tied to the dock.

Our next stop was to Friday Harbour on San Juan Island. We all explored the town and Jeff went to the movies and saw "The Perfect Storm". You would think he would have had enough of water by that time! The next day we left for Blakely Harbour on Blakely Island. A beautifully manicured island where you do not leave the marina, the property owners do not want you walking around. Then back to Bellingham, Washington. Our trip was over but we would have stayed out even longer if someone would put money in our account!

It was a great trip and we will recommend it to anyone. We look forward to our next trip up there. We really appreciate those who we traveled with, Robyn Parker who organized the trip, called the marinas to make sure we would have a place to stay, and much more, and to Chris Parker, Randy and Nancy Rowland, and Carl and Carol DeWing. They shared their sailing knowledge and experiences to make a fun and successful trip, and to the friendships that we formed with each of them. ---- Pat Lund

More Rules

Since the response to the last edition was so overwhelming (actually got one email asking for clarification) let's continue to cover the rules while we are still in the racing season. The pictures are excerpts from Dave Perry "Understanding The Racing Rules of Sailing Through 2000". This comprehensive explanation and discussion of "The Racing Rules of Sailing" is available from US SAILING, call 1-800-US-SAIL, or access online at <http://sailing.org/newrules/rulesframes/default.html>.

The Rules Of Sailing 1997-2000 Section C - At Marks and Obstructions (continued from August edition).

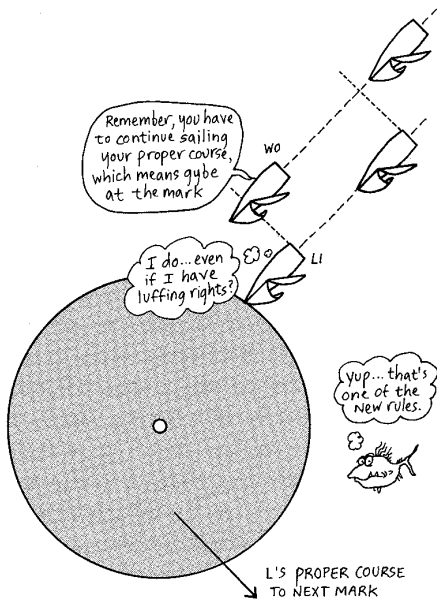
18.3 Tacking

If two boats were on opposite tacks and one of them tacked within the two-length zone to pass a mark or obstruction, rule 18.2 does not apply.

The boat that tacked

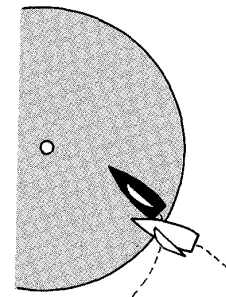
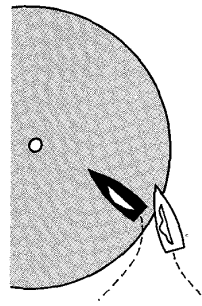
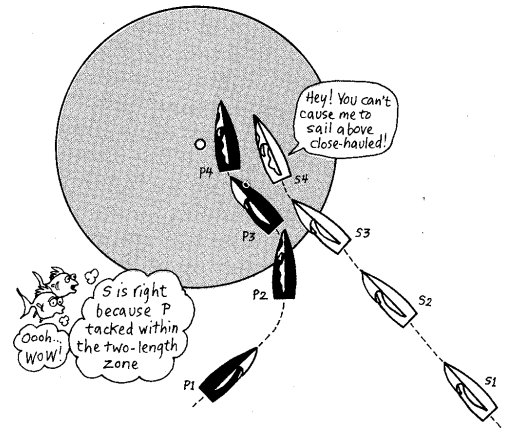
(a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark or obstruction, and

(b) shall keep clear if the other boat becomes overlapped inside her, in which case rule 15 does not apply.



18.5 Passing a Continuing Obstruction

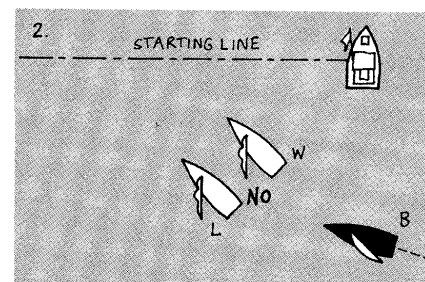
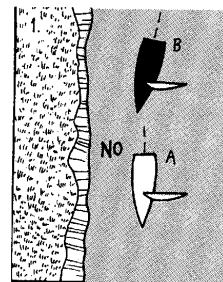
At a continuing obstruction, rule 18.2 is modified so that while boats are passing the obstruction an outside boat's obligation ends if the overlap is broken, and a boat clear astern may establish an inside overlap provided there is room at that time to pass between the other boat and the obstruction. If she does so, her obligation under rule 18.2(b) ends.



When a boat completes a tack within the two-length zone to pass a mark, she breaks new rule 18.3 if she causes a boat to sail above close-hauled to avoid hitting her or prevents a boat from passing the mark. Furthermore, she breaks the rule if she fails to keep clear if a boat becomes overlapped inside her; and in this case, rule 15 does not apply meaning that the inside boat does not need to give the boat that tacked room to keep clear of her.

18.4 Gybing

When rule 18.2(a) applies and an inside overlapped right-of-way boat must gybe at the mark or obstruction to sail her proper course, she shall pass no farther from the mark or obstruction than needed to sail that course.

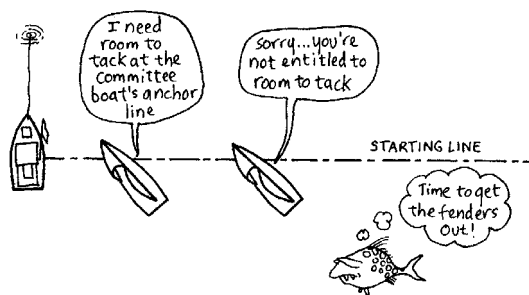
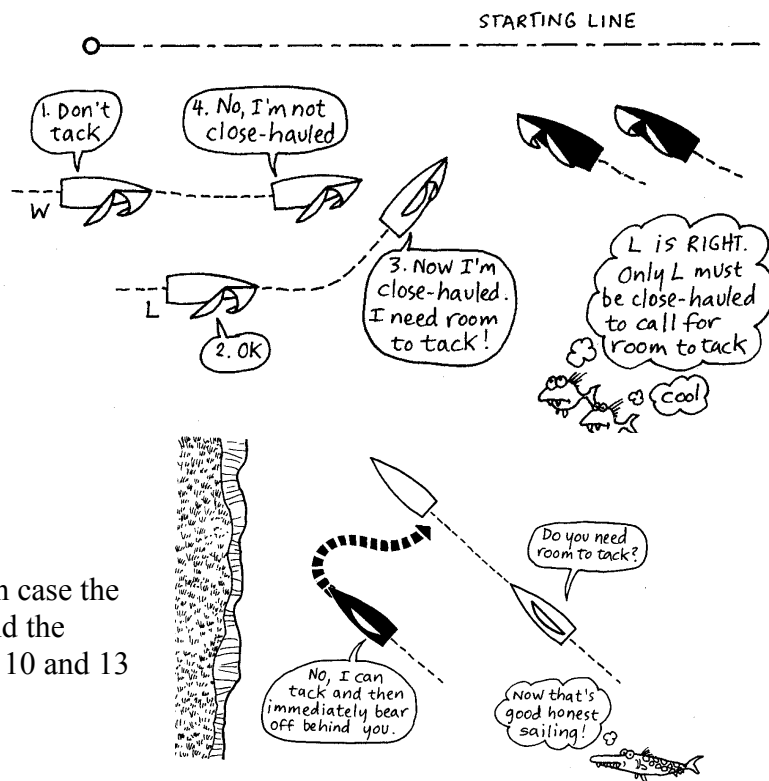


In situation 1, there is not room for B to sail between A and the shoreline without hitting one or the other. Therefore, she is not allowed to establish an overlap between them and become entitled to the rights in rule 18.2(a). The same principle applies in situation 2.

19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an obstruction and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail for room to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

- (a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- (b) immediately reply 'You tack', in which case the hailing boat shall immediately tack and the hailed boat shall give room, and rules 10 and 13 do not apply.



Notice that, once she is approaching it to start, a boat can never call for "room to tack" at an obstruction that is also a starting mark, including the mark's anchor line. (For a full discussion on the phrase "approaching a starting mark to start," see the discussion of rule 18.1(a), Passing Marks and Obstructions, When This Rule Applies.) This situation usually develops when there is a race committee boat anchored as the port or "leeward" end of the starting line. A leeward boat is truly in "coffin corner" if she sails into a position where she can neither tack without fouling the windward boat nor bear away and pass astern of the race committee boat.

21 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

22 INTERFERING WITH ANOTHER BOAT

22.1 If reasonably possible, a boat not racing shall not interfere with a boat that is racing.

22.2 A boat shall not deliberately interfere with a boat making penalty turns to delay her.

19.2 Rule 19.1 does not apply at a starting mark or its anchor line surrounded by navigable water from the time boats are approaching them to start until they have passed them or at a mark that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

Section D - Other Rules

When rule 20 or 21 applies between two boats, Section A rules do not.

20 STARTING ERRORS; PENALTY TURNS; MOVING ASTERN

A boat sailing towards the pre-start side of the starting line or its extensions to comply with rule 29.1 or rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side. A boat making penalty turns shall keep clear of one that is not. A boat moving astern by backing a sail shall keep clear of one that is not.

**The Next General Meeting
Wednesday
September 13th, 2000
6:00 PM Eat, 7 PM Meet
At
Memorial Park
Grass Valley**

Salads and deserts are potluck and you are encouraged to bring something to share. *A-M Deserts, N-Z Salads.*

*If not delivered within 5 days
Please return to: P.O. Box 813
Grass Valley, CA 95949*



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