

The



VALLEJO YACHT CLUB

BINNACLE

October 2022

Founded 1900

www.VYC.org

P.I.C.Y.A. Club of the Year in 2015, 2014, 2013, 2012, 2010, 2009, 2008, 2007, 2006!



October 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
NOVEMBER <small>Sun Mon Tue Wed Thu Fri Sat</small> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						1 Cruise in - Cruiser Haven YC - 6 boats Waterfront Weekend Camacho Private party 12 - 4pm
2 Cruise in - Cruiser Haven YC 6 boats Sail a Small Boat Day - Races or Boat Rides Waterfront Weekend 9am - 4pm	3 Cruise in- Cruiser Haven YC 6-boats Monday Night NFL & MLB Fun & Games 6 - 9:30pm	4	5	6 U.S. Coast Auxiliary meeting - Steve Johnson - 707-205-6108 7:30 - 9:30pm	7 Friday night Dinner 5:30 - 8pm	8 Change of Watch - Chairman elected by the Board 5:30 - 10:30pm
9	10 Columbus Day Monday Night NFL & MLB Fun & Games 6 - 9:30pm	11 Board of Directors Meeting 7- 9pm	12	13	14 Delta Marina YC Cruise-in Friday night Dinner - 5:30 - 8pm	15 Single Handed Sailing Society 1-2 Race
16 Single Handed Sailing Society 1-2 Race 9am-10pm	17 Monday Night NFL & MLB Fun & Games 6 - 9:30pm	18	19	20	21 Octoberfest and New Member Long Table 5 - 10pm	22 B. DeHart- S. Carnahan / Wedding "B" 3 - 4:00am
23	24 Monday Night NFL & MLB Fun & Games 6 - 9:30pm	25	26	27 General Membership Meeting 7:30-8:30pm	28 Friday night Dinner 5:30pm - 8pm	29 Halloween Costume Party 5:30-11pm
30	31 Monday Night NFL & MLB Fun & Games 6 - 9:30pm	1 NOVEMBER	2	3	4 Friday night Dinner 5:30pm - 8pm	5

Special Events

- Saturday, October 1st - Sunday, October 2ndVallejo Waterfront Weekend
- Saturday, October 8th, 5:30 pmChange of Watch Dinner
- Tuesday, October 11th, 7:00 pmBoard of Directors Meeting
- Saturday, October 15th-16thSingle Handed Sailing Society 1-2 Race
- Friday, October 21st, 5:00 pm - 10:00mOctoberfest and New Member Long Table
- Thursday, October 27th, 7:30 pmGeneral Membership meeting
- Saturday, October 29th, 5:30 pm - 11:00 pmHalloween Costume Party

Monday Night Fun and Games 6:00-9:00 pm

Wednesday Night Activities & Dinners 5:30- 8:30 pm

Friday Night Dinners 5:30 - 8:00 pm





COMMODORE REPORT Matt Hendricksen

Hello Shipmates,

Even though Wednesday Night Racing has concluded there is still much fun to be had down at the club. This month is jam-packed, with a cruise-in from Cruiser Haven Yacht Club on the 1st along with the Waterfront Weekend

and our Sail a Small Boat event on the 2nd. Come on down and try your hand at dinghy sailing or, dare I say dinghy racing?

Don't miss our Oktoberfest event on the 21st, hosted by members Jim and Kim Rutherford, and our Halloween costume party on the 29th.

We also have our Change of Watch dinner and ceremony on the 8th. This will be my last letter to you as Commodore of Vallejo Yacht Club. It has been an honor and a privilege to serve the club these past three years in leadership. I'm certain the club will be in good hands with Commodore-elect Haydock leading the club forward.

Thank you, from the bottom of my heart to all of the committee chairs, managers, directors, officers, volunteers, and members that made the last year possible. I know I've written to you frequently about volunteering, but I want everyone to know that they are appreciated.

Without you, there is no club. I look forward to thanking you all in person at the ceremony. Also, a special thanks to "Mommadore" Amy for putting up with all of the stuff that goes along with your spouse being a Commodore. You're the best, Amy.

If you're interested in joining us for Chance of Watch, you can RSVP with the office. The galley is preparing a selection of prime rib, vegetarian stuffed peppers, or my personal favorite -- grilled swordfish. Yum.

Congratulations to new board members Geof Lambert and Elvin Valverde. Also, congratulations to our new Rear Commodore, Hugo Knef. I look forward to working with you fine folks next year on the board.

Finally, one last housekeeping issue before I go. No members are allowed behind the bar when a bartender is on duty. Period. I understand that we're used to the honor bar and how "it's always been that way," but we are now operating under the new ABC rules and we could jeopardize our license by not doing our best to follow them.

Thanks again. See you at the club!

Matt Hendricksen, Commodore
commodore@vyc.org



VICE COMMODORE REPORT Jeremy Haydock

Greetings Shipmates!

October is an especially busy month for our club as this is when our Change of Watch ceremony happens when newly elected members of our Board of Directors are seated and our officer leadership team is also seated.

I would like to thank the intrepid members who ran for positions this year. Stepping up to volunteer your most precious commodity, your time, is truly a gift our club appreciates deeply. Congratulations to Elvin Valverde and Geoff Lambert as the newest members of our board of directors. I am looking forward to working with both of these esteemed members in the coming years, and I appreciate the skills and talents both of these individuals bring to the table.

Congratulations to Hugo Knef as our Rear Commodore. Congratulations to Scott Green as our Vice Commodore. We have much to do, and I am excited to work with Scott Green and Hugo Knef as we move forward this year. I appreciate the unique skills and talents that both of these individuals bring to our leadership team. I doubt many clubs have a professional commercial ferry boat captain and a Cal Maritime instructor in their leadership team. What a great combination of commercial maritime experiences! I will do my best to impart what knowledge and experience I have gained moving through the chairs to Hugo and Scott.

I would like to take this opportunity to express my profound

gratitude and thanks to Matt Hendricksen for his steadfast support and leadership as our Commodore this last year. Matt has done an amazing job, and I have some very large shoes to fill. I would also like to thank all who voted for me as Commodore. I will do my best to continue the traditions of excellence here at the Vallejo Yacht Club, and I look forward to a productive year ahead for us all.

As I mentioned at the top, we have a busy month ahead of us. Saturday, October 1, and Sunday, October 2, is a great Vallejo tradition, the Waterfront Weekend. The club will be open to the public those days to help promote our features and benefits to the local community, and we will be participating in various ways as well. On Saturday, October 8, we have our Change of Watch ceremony and dinner; please come on down and welcome our new leadership team and enjoy an excellent dinner.

We also have a variety of other clubs coming to our club for cruise-in events on several weekends and a single-handed sailing society race event on Saturday, Oct 15.

On Friday, October 21, we will have our Oktoberfest celebration and a new member welcome dinner, so please come on, welcome our new members, and enjoy our Oktoberfest celebration.

Respectfully,
Jeremy Haydock
Outgoing Vice Commodore,
Incoming Commodore

Cruise Program: Blue Water Cruise 2022



There were four boats representing VYC and Benicia YC. We visited Schoonmaker Marina, Pillar Point Marina, Santa Cruz, Monterey Peninsula YC and Elkhorn YC. We joined the MPYC for their Wednesday after-race buffet, and the Elkhorn YC opened their doors on an off night, and we enjoyed a potluck and the use of the bar. The weather turned sour on the return, and the boats made their own way back. At the time of writing this, there was still one waiting for a weather window to return.



2023 Cruising Calendar

There is tremendous camaraderie that is forged on the water. We want to welcome all members to participate in cruising events. A lot of planning and work goes into setting up the cruising events, and when they are well attended, they are incredibly fun. It's a great opportunity to bond with club members, enjoy the water, and experience hospitality from other clubs in the area. Please consider joining us for one of the many cruising opportunities cruise director Noble Brown has planned for 2023!

Proposed Calendar *(dates not yet confirmed and subject to change...check back every month for updates.)*

- February 10th-12th - Sweet Hearts Benicia Yacht Club
(Martinez YC if the Martinez Harbor is dredged as proposed)
- March 17th-19th - Loch Lomond Yacht Club
- April 14th-16th - Point San Pablo Yacht Club
- May 19th-21th - South Beach Yacht Club
- June 16th-18th - Annual Delta Cruise (not so hot June)
- July 14th-16th Petaluma Yacht Club
- August 11th-13th - Commodores Cruise to San Francisco Yacht Club
- September 9th-18th - Bluewater Cruise



Welcome to the Club

It's wonderful to see our club continue to grow!
We welcomed more new members in the month of September.



Commodore Matt Hendricksen, Shaun O'Bryan, and Kerry Ahearn



Matt Hendricksen and Mitchell Prevost



Matt Hendricksen, Ritwik Ghoshal, and Sara Taverner



New members introduce themselves to the group

Safety Report

Deb Rocchild



Vessel Safety Checks

What year is displayed on your boat's Vessel Safety Check (VSC) decal? Or does your boat not yet have one?

If you're thinking of having your boat examined for safety issues, some advance preparation will save you time with the examiner. If you know where the components in question are located, a VSC can be performed on a smaller boat in as little as 10 minutes.

From a sampling of over 100,000 VSCs, these were the top three reasons a vessel did not pass:

- Visual distress signals
- State and/or local regulations
- Navigation lights

Other common reasons were a lack of current registration/documentation, fire extinguishers, and sound producing devices, such as a bell.

You can get dinghies, jet skis, kayaks, and paddleboards checked as well, using a much shorter checklist of course. If you'd like to connect with a US Coast Guard Auxiliary member to set up a VSC, you can email me. I can do the check for you or refer you to one of my colleagues, depending upon your scheduling needs.

Whether you pass the first time or the third time, the goal is that you learn something useful from the experience!



FLEET WEEK 2022 BOATING PUBLIC NOTICE

This year's on-water Fleet Week activities will be held October 6th through October 9th. To ensure the safety of participants and spectators on San Francisco Bay, the U.S. Coast Guard has enacted regulated areas, published in the Federal Register and advertised by Local and Broadcast Notice to Mariners. Coast Guard, Coast Guard Auxiliary and law enforcement vessels will be patrolling the regulated areas to ensure all Fleet Week events are conducted safely.

ACTIVITIES AREA CLOSURES

NAVY PARADE OF SHIPS

Regulated area "Alpha," which is depicted on "Chart 1," will be enforced on Friday, October 7th between 9:30 a.m. and 12:00 p.m. Traffic will be restricted throughout most of the Central San Francisco Bay from the Golden Gate Bridge, south of Alcatraz, to just south of the San Francisco-Oakland Bay Bridge. This is to accommodate the Navy Parade of Ships as they pass under the Golden Gate Bridge to their assigned moorings in San Francisco. No vessel will be permitted to cross the parade line or interfere with the safe transit of the parade participants in any way. A 100 yard protective zone will also be enforced around each naval vessel the entire time they are in the port.

BLUE ANGELS DEMONSTRATION

Regulated area "Bravo," which is depicted on "Chart 2," will be enforced during the dates and times as noted on "Chart 2." The enclosure to this flyer depicts the boundaries and coordinates of the most significant regulated areas. Federal Aviation Administration regulations require that these areas be clear of all vessel traffic during the specified times in order for scheduled air shows.

WATCHING THE SHOWS

The best areas to observe the air shows and the Parade of Ships are:

- North of the "Alpha" box for the parade and North of the "Bravo" box for the air show
- East of Blossom Rock Buoy
- From the shore

For schedules and additional information on Fleet Week 2022
Please contact the San Francisco Fleet Week Association at info@fleetweeksf.org, or visit www.airshownetwork.com

Fleet Week, October 3rd- 11th

To ensure everyone has a safe and fun Fleet Week experience on the water, the San Francisco Police Department Marine Unit, U.S. Coast Guard, and partner public safety agencies will be enforcing boat-ing laws on the Bay. Please review the information below for the mariner's notice referencing the on-water activities at: <https://fleetweeksf.org/safety/> to ensure you stay safe on the water during this event.



THE SHIP'S STORE



Hello Shipmates,

Fall is here!! The leaves are changing and our VYC Change of Watch is this month. Congratulations to our new Officers and Board members.

Just a reminder that we will have our annual Fall Luncheon and Fashion show on November 19. Look for our poster and sign-up sheet later this month on the bulletin board. I will be asking members to model our clothes from the Ship's Store, so please don't be shy!! It's great fun for all of us. I am in the process of looking at fall recipes for our menu and I don't believe you will be disappointed. Please contact me at (707) 480-0734 if you can help with this fun event. We need models, help in the kitchen, servers, and decorators.



Fun things are being planned for the Christmas season in the Ship's store, too!! Watch for our decorated window and new nautical Christmas ornaments and stockings for sale. Lots of great gift ideas coming that you won't want to miss.

A reminder for new members, you get a 10% discount on your first purchase in the Ship's Store. May you have fair winds and calm seas!

Respectfully submitted by
Barbara Brown, Ship's Store Chairperson

PS... We've been seeing some 2022 GVR Swag being used in the club....that's Great! If you don't have any GVR swag, stop by the Ship's Store. We have gear from last year priced to move!

Galley Report • Change of Watch

October is a special time at the club. The Annual Change of Watch celebration is a time to thank the folks who have served the club, and welcome new officers. We will hold a special dinner to commemorate this event on Saturday, October 8th. No-host cocktails and appetizers will begin at 5:30 p.m. and a plated dinner will be served at 6:30 p.m. The dinner menu choices will be Prime Rib, Swordfish or a Vegetarian option, all with dessert. Guests and non-complimentary dinners will be charged \$35. Please RSVP by Tuesday, October 4th, 2022 by phoning 707-643-1254 or emailing Manager@vyc.org with your dinner entrée choice.

Change of Watch Menu

Appetizers

- Stuffed mushrooms
- Bacon wrapped Jalapeño poppers
- Bacon wrapped scallops

Entree (choose 1)

- Prime rib
- Swordfish
- Vegetarian stuffed green pepper

All choices are served with a dinner salad, garlic mashed potatoes, and green beans with mushrooms and shallots.

Dessert

- Creme Brulee

October Menus

Friday, October 21st

- Oktoberfest!
- Sauerbraten, potato dumplings, red cabbage, German potato salad

Friday, October 28th

- Pork chop, garlic mashed potato, salad bar
- Lemon shrimp risotto, salad bar
- Salad bar (stand-alone)
- Dessert

Saturday, October 29th

- Special Halloween Dinner

Friday, October 7th

- One Third Pound Burgers
- Ice Cream and Sauces

Saturday, October 8th

- Change of Watch Dinner
- (please see above menu on left)*
- RSVP to reserve your spot!

Friday, October 14th

- New York strip steak, baked potato, and salad bar
- Lasagna and salad bar
- Salad bar (stand-alone)
- Dessert



PICYA Report

Our most recent PICYA Delegates' meeting was held on Monday, September 12th, completely on "Zoom." due to our PICYA Commodore, Joan Marsh, being ill with initial COVID symptoms, but she wished to continue coordinating the meeting via "Zoom," which was originally scheduled at the Coyote Point Yacht Club.

The next PICYA Delegates' Meeting will be an early afternoon meeting, to be held on Sunday, October 2nd, beginning at 1 PM with cocktails and networking, with brunch served at 2:30 PM. The Delegates' meeting will begin at 3 PM with a "Zoom" option for those not able to be present in person. Elkhorn invites delegates to come down on Friday evening for appetizers and music from 4-9 PM, with whale watching tours organized on Saturday for those who are interested in going out on member' boats for a great trip! They urge delegates to make it their weekend destination...

Staff Commodore Winston Bumpus, the coordinator for this year's 2022 Wheelchair Regatta, announced that this year's Margo Brown Wheelchair Regatta, scheduled for Saturday, October 15th, has been canceled due to the challenges associated with the continuing COVID-19 pandemic and governmental regulations restricting the veterans from the various veteran's homes and organizations from participating in public events where the disabled veterans may be exposed to the virus. Plus, the changed date was confusing to those who wished to participate this year. So PICYA has rescheduled the Wheelchair Regatta for next year, 2023, on the last Saturday in September, September 30th, as it has always been scheduled. PICYA thanks all those who had already volunteered their boats to take the veterans out on their annual Bay cruise this year, but we look forward to welcoming all volunteer participants in 2023!

The PICYA Fall Management Conference starting time, scheduled at the Richmond Yacht Club, has been changed to 9 AM-2 PM due to another event being scheduled at the Richmond YC starting at 3 PM the same day. The cost is still \$25 per person.

Guest speakers Glen Bigalow and Dan Garrett will be discussing "Safety on the Water." "Paper yacht clubs and their challenges" will be discussed, "Cruise Planning" will be presented by members of the Sea Ray Boat Club, and "ABC certification" will be presented by Megan Brewer of ABC, for those club members interested in changes in rules governing the "Honor Bar" serving of alcohol in private clubs. There will also be a presentation about current "Boating Insurance rules and regulations," by our PICYA Commodore, Joan Marsh. Please register as soon as possible for this upcoming event.

PICYA's Annual Awards Luncheon will be held this year on Sunday, November 6th, at the Oakland Yacht Club, which we are all looking forward to, as we have not been to Oakland recently.

RBOC News:

RBOC will hold its quarterly Meeting of Directors and Board Members on October 11th at the Long Beach Yacht Club to review present state legislation and regulations, and to develop a plan to keep the California Parks Department, an umbrella organization for the Department of Boating and Waterways, from using boaters' funds for various parks projects, including control of invasive weeds in the Delta.

Donations to RBOC continue to be urgently needed, as RBOC can only achieve success for California's boaters if we have access to Desmond & Desmond's lobbying and governmental expertise, and we are very much in debt right now to this organization that we have benefited from since 1968. Our Vice President of Northern California this year is Debrenia Madison-Smith, Treasure Island YC, who has reviewed the goals of Recreational Boaters of California (RBOC), and states that this non-profit entity is continuously watching and lobbying for and against legislation that directly impacts boaters to freely have access to all of California's navigable waters. Please go to <http://www.rboc.org> to provide your donation, no matter how small.

Happy Birthday

Michele Williams 9/2	Deborah Barron 10/7	Jack Vetter 10/23
Lydia Ripinsky 10/2	Terry Saltz 10/8	Bill Sweitzer 10/25
Clare Harmon 10/2	Mathew Roberts 10/8	Ron Buehrer 10/26
Fred Von Stieff 10/4	Ed Baker 10/9	Steven Strunk 10/27
Bob Paedon 10/5	Roger Smith 10/10	Patricia Hall 10/27
James Wallis 10/5	Kathy Hebbeler 10/12	Andrew Fortunka 10/28
Morgan Cox 10/5	Erica Harrop 10/12	Thomas Bradley 10/29
Pam Bond 10/6	Karen Jones 10/14	Matthew Felknor 10/30
Denny Mosher 10/6	Alex Hendricksen 10/15	Amy Hendricksen 10/30
	Scott Keever 10/16	

A WORD ON RACING

from Director Tom Ochs

I've been a recognized wealth of useless information, but this is actually useful information, so pay attention! We have lots of new members, but this is a good reminder for new and seasoned sailors alike.

The Wednesday night beer can series races have been held for about the past 65 years, and I have been participating in them for that length of time and have no way attended all of them. This activity started with about 6 to 8 boats sailing to government marks in the Carquinez Straits area. These races grew in size in the mid-to-late eighties, when there were as many as 35 boats in 3 fleets. These races were established for training new sailors and existing crew to participate in the down-bay Yacht Racing Association, bay, and ocean series.

At one point, about 15 plus boats entered down-bay races. The delivery of our fleet was also a practice exercise, as sailing to the event was about the only way to get there. Motors were not always reliable; after all, these were sailboats.

The beer can mantra came from, I think, the San Diego area and was a welcome finish to a mid-week sail about the area. The original idea, bring a six-pack down, grab some ice, and go sailing. Now, there have always been restricted areas where we couldn't or shouldn't sail. As Mare Island was a very active Navy base and necessary to the security of our country, there was a 100-yard exclusion area along the waterfront on their side. This was not strictly enforced except when the submarines were there, which was most of the time, and patrol boats occasionally would escort a boat or two away.

When this would happen, the Navy would let us know and threaten not to allow racing in the channel.

From the onslaught of the program, the cooperation was mutual, and we would do our best to police our fleet, yet occasionally someone would get out of hand, and the club would reprimand the offending parties. On several occasions, not allowing an individual to participate and a citation was all it took to straighten out the problem.

Another issue arose since the city sea wall was built: fishers using the same waterway we sail in. Every once in a while, one of our boats would snag a fishing line deployed way before we got there. Common courtesy says you don't run over this person's property, and you sail around it. Now there have been times when fishers decide to use a boat as a target and have damaged a boat or hurt someone. That is how they are bad neighbors.

Back to the fishing lines, let's say there was a boat with the lines out like there are in the winter.

I think one would be remiss not to hit the boat. In sailing, it has always been a life mystery to me as to why we mess with fishers but steer clear of duck hunters in the same boats. The bottom line is this, STAY AWAY FROM THE FISHING LINES, and if you do snag one, find the person and take responsibility for your mistake. Be ethical and a good sport and drop out of the race; after all, this is not an intergalactic championship.

If you have ever had a question about what 100 yards is visibly like, go to the club deck and look at the seawall entrance. That is very close to 100 yards; less than that, you can be intruding on the fisher's area on the water, possibly causing undue stress on all parties involved.

Be a good neighbor. There is enough room in this sandbox for all of us to play.

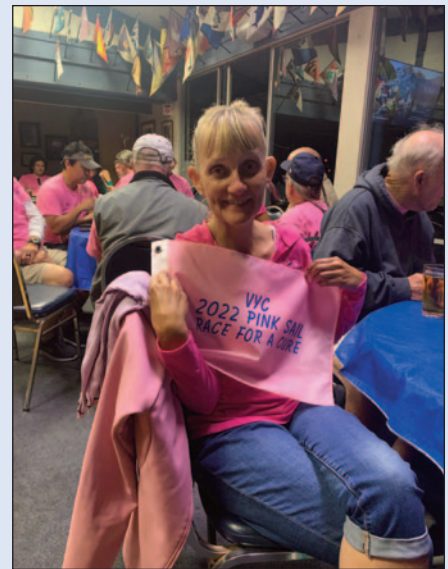
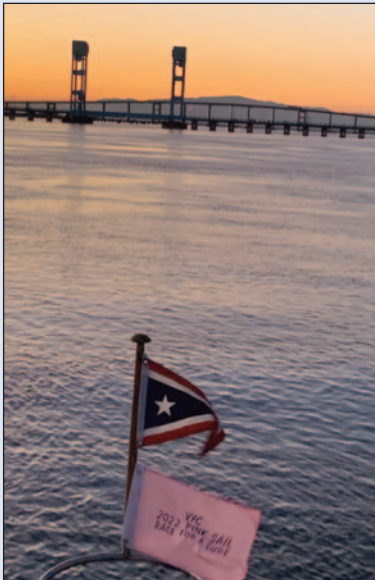


CLUB HAPPENINGS

The end of August and beginning of September were really busy at the club! We closed the month of August with the Pink Sail. What we lacked in wind, we made up for in spirit! The race was well attended, and we raised \$2,525 for breast cancer research. Thank you to all the racers, race committee, and galley crew for putting together this event. On September 3rd, The Boyz Under the Hood car club held their Hot Rod Barbecue at the club. Jennifer Scott coordinated this event. She wanted to extend this thank you to the club:

After a 2-year break, it was really fun to be back at the yacht club with beautiful cars, great music, and to catch up with friends again. There were plenty of new faces at the event which is great for VYC and the Boyz. I have received many, many compliments on this year's BBQ lunch – special thanks to Jim Glenn and Alex for the great food, as well as your time and effort! Jennifer Charvez, you're an angel and I so appreciate your sharing your Saturday with the Boyz under the Hood and being our fabulous mixologist. Every year I worry we won't have enough cars, enough raffle items, enough Bloody Mary mix (gasp!), and everything else. And of course, in the end, it was all wonderful. Many thanks to everyone for their support. Together we raised \$2500 for our local Humane Society. As always, thank you to VYC for allowing us to overrun the club for the day!

We closed out the holiday weekend with the time-honored tradition of the Luau. Thank you to everyone who kept watch over the pig, prepared dishes and drinks, decorated, and attended! Aloha!



A Pac Cup Adventure

I was asked to share my Pac Cup story for the Binnacle. Where do I start?

Having read a million “I’ve sailed around the world” stories, I know what I was looking for but most often didn’t find. I’ll try to answer some questions.

First, yeah...it takes years and unbelievable amounts of money to take a fifty-year-old sailboat out to sea. We know that goes without saying, BUT it’s worth saying!

So, to the trip.



Kerry Scott and crew had an amazing adventure on Cali

Rigging

Cali has a halyard for the main, jib, staysail, trysail, and two spinnaker halyards. She also has a boom lift, two topping lifts plus a spare or two. Before the race, others felt the running rigging was confusing and trouble in the making. During the race and the return, we used nearly everything. We ran two spinnaker poles and a spinnaker net. At times we ran the jib and staysail. Had any one or two halyards failed, there

would have been no need to send someone aloft.

The takeaway: My extra rigging worked for us, was not too much to keep organized, and kept me from sending people up the mast in a seaway.

Pumps

Holy \$#!t, what an adventure! For me, the Cali rebuild was years of preparation for the “what ifs.” Having sailed to Mexico once and Southern California numerous times I’ve had stuff go wrong. The stuff always happens at night, always when the wind is blowing, never in the warm noon sun. With all the “what if’s” in mind, Cali has five bilge pumps, three electric and two manual. One pump for nuisance water, one with the switch on a step above the smaller pump, the biggest pump (the “I’m screwed pump”) on its own breaker, and a high-water alarm.

Did the first two work on my return attempt when the bilge was awash with water? No.

I wired the pump system three plus years ago, and of course, water had migrated into the connections. On test, things worked fine, but when put to real work, there was not enough connection.

Cali has an iron keel. For those of you lucky guys with a lead keel, you have a deep keel sump. We iron guys have no sump, so in rough conditions, water has no place to gather, it just rushes by the pumps.

On my return, the amount of water coming in was amazing, death by a million drips! I’ve tried to describe how much water was coming in to other Islander guys and they just can’t see it, but take your 50-year-old boat out on an unhappy ocean, and everything will drip! And those drips add up to gallons.

The takeaway: Stuff you think works and that you check still may not work. And a keel sump is good to have.

Energy

I didn’t go with lithium batteries because I’m afraid of the fire potential, and I don’t have any tech in me. We went with Firefly’s. They are represented as the last and best AGM battery. Save your money.

I monitored energy use and storage constantly using the Victron smart battery monitor, which is good, and the related phone app, which was great! The boat has a stand-alone start battery, a stand-alone house bank, and a stand-alone windlass battery. The week before we left, I added a back feed switch to the windlass battery as backup power. It was a good move as a number of times our use exceeded our house battery storage capacity, and instead of waking people up by running the engine, we’d run on the windlass battery.

Cali has 150 amps of solar panels. When in full sun, it’s JFM (Just Flipping Magic.) Solar is a must-have.

We ran the engine most days for an hour in the morning and an hour each night, to charge the batteries and to run the water maker at a cost of one gallon of fuel a day.

The takeaway: You can get by with very little power (tri-color up top, LED cabin Lt. and a USB charge outlet for everything else), but the more amps you can make and store, the better your life aboard can be.

continued next page

Reefing

Cali has a single-line reef system. It worked great for us, no going to the mast when wind or conditions changed. We reefed and un-reefed a lot.

The takeaway: Whatever reefing system you employ, make it EASY to use, day, night, flat or lumpy.

Water maker

We have a 35-year-old Pur Power 35. I believe it was never used before it was given to me. It put out 1 gallon an hour. We ran it two hours a day. Another thing that is just JFM! Two gallons a day was easily enough water for five people's water needs. I'm overly conservative. On arrival in Oahu, we had 40+ gallons of tank water and the required emergency water.

Our fleet had the Monday start with very little wind for the first four days. Other boats had to ration water. We on Cali were conservative but stress-free. Modern water makers are more complicated but put out more water than my old unit, but I'm very happy with mine.

Tech

The race required all boats to have an Iridium Go! More magic! The ability to send texts and receive emails almost as seamlessly as at home was so wonderful. Downloading Weather Fax was terribly slow, but of endless value. I wouldn't be without one again. It was such a great thing.

Electronics

Cali has new everything. Save your money. Buy a tablet (JFM) and a very good case.

Windvane

Ugly, but wonderful! Now that Cali is home, I'll take it off. It's really only a long-distance thing. These are JFM devices, no electronics, no O-rings, no belts, no little motors etc., just steer the boat day in and day out.

The Sailing

If you can sail to the Farallons and fly the spin-naker home, you can sail to Hawaii.

Crew and Daily Life Aboard. We could have an article itself on the topic of daily life on the boat. We had laughter, kindness, and good energy all day and all night for the entire trip. I thank Chuck, Tom, Chris G, Valerie, and Eric more than I can express.

So why did Cali come in last? I spent years preparing for this race/adventure. Every system on the boat was upgraded, checked, and re-checked. My wife Jennifer bought me every



kind of synthetic undergarment, pants, and shirt in the world. I'm a competent sailor and have navigated from here to Mexico. What I do not have are any weather routing skills or software experience, and I had never been that far offshore.

When my navigator withdrew three weeks before the start, I asked another crew member to download and learn the weather program.

He had little sailing experience and no offshore except for our outings on Cali. His strength was his comfort with computers and his willingness to take on the challenge. The plan had always been to sail south and west, down to about San Diego by then be about 300 miles out and turn right with the trade winds.

Of course, this year's wind pattern was not what is normally seen at the beginning of a Pacific Cup. We had four days of 4- to 6-knot winds at the start, where in a normal year that would be 20+ knots. The discussion on the boat was that we had lost four days already and was it best to sail the shortest distance (Rhumb line) or go south in search of better wind. One crew member was vehement for the Rhumb line (RL), I honestly didn't know which was the better choice. Our weather routing software told us to follow the RL more or less also.

We later figured out that much of our original input into the program was flawed, so its advice was much less than optimal. The morning report from the Race committee made it clear I, as Captain, was making wrong weather routing decisions.

In planning, I had left navigation to others, and later I hoped I could download the daily weather, and this little box would tell me all I needed to know. I should have studied more and learned how to use the weather routing software better myself beforehand. Of seven boats in our division, five finished. Cali was fifth.

If you view it as we started at the start line and crossed the finish line with all healthy, happy crew and no gear failure (except a macerator impeller and one very blown spinnaker), then the adventure was a success!

I was asked, "what was the really fun part?" My answer was it was all good but that I was always busy being captain.

Also, would I do it again?

Probably, but one way.

P.S. My 9-year-old grandson watching my track on the computer is quoted as saying, "tell grandpa to sail faster" ... next time, kid :-)

Kerry Scott

2022 - 2023 Elected & Appointed Officers

Commodore Jeremy Haydock
 Vice Commodore Scott Green
 Rear Commodore Hugo Knief
 Staff Commodore Matt Hendricksen
 Treasurer Chris Mendonca
 Secretary Samantha Fordyce
 Port Captains Jeff Ruzler & John Van Vessem
 Fleet Captain-Sail Mark Littlefield
 Fleet Captain Power TBD
 Fleet Chaplain Bob Reeves
 Fleet Surgeon TBD
 Bar Manager TBD
 Club Manager Arv Voss

Board of Directors

Chairman Bob Lockhart
 Director Bill Sweitzer
 Director Jeff Ruzler
 Director Gail Ashworth
 Director Geoff Lambert
 Director Elvin Valverde

Committee Chairpersons

Social Committee Jim Glenn
 Safety Deb Rocchild
 Learn To Sail Dale Anderson
 Membership Chair Mark Ashworth
 Grounds Clare Harmon
 Ship's Store Barbara Brown, Tracy Verret, Jennifer Scott
 House Chair Matthew Mack
 Binnacle Amy Hendricksen
 Development TBA
 Website/Social Media TBD
 Network Chair TBA
 Galley Chair Jim Glenn
 Community Liaison Officer Julique Haydock

Delegates

PICYA Maggie Sabovich
 YRA TBD



VALLEJO YACHT CLUB
 485 Mare Island Way
 Vallejo, CA 94590

First Class

