



Happy Valentines Day

# Fleet 9 letter

SAN FRANCISCO BAY - CATALINA 36 ASSOCIATION

<http://www.catalina36fleet9.org>

## ***Captain's Corner:*** by Kerry Roller

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It's Official! The 2004 sailing season is off to a great start. We had an outstanding turn out for the first cruise of the year. This trip just enhanced the anticipation of the great trips planned for this year. On Saturday evening, we combined our dinner with a brief meeting to review the cruise destinations for the year. While the dinner venue made for a difficult meeting format it served our purpose. So please visit the website to review the destinations for the season.

As you view the cruise schedule you may see a couple of interesting things. One, you still have a chance to lead one of the cruises. Don't be shy! Contact Jennifer Mann to volunteer to plan one of our adventures. Next, you will note that we are looking to offer some overlapping trips during the summer. Our club continues to be one of the most active cruising groups in the area. We have our traditional favorite trips and some interest in trying new destinations. As the club grows we have opportunities to leverage the experience of new and existing members. These new choices represent the expanding interest of the membership. So, grab a calendar and start reserving the dates for your sailing trips.

It time to pay the dues for 2004. Please note that the dues are \$25.00 for 2004. After reviewing the budget and expected expenses, the offi-

cers voted for a modest increase in the annual dues. Over the past years several members have paid for fleet expenses with personnel funds, such as the website, deposits etc. We will send an email with payment instructions over the next few days. We have also ordered some new Fleet 9 Burgees. We will include information on how to order them with the membership email.

I encourage you to review your safety equipment check list and update your flares and fire extinguishers. Checking the rigging, batteries, ground tackle, steering and engine controls for wear and tear is a good thing to add to your check list. If you have questions or suggestions please pass them along to Jeff Berman our technical notes editor.

I hope you are enjoying the new format of the newsletter. Let us know what you think. We are always interested in any suggestions to improve your Fleet 9 experience.

Fair winds in 2004,

Kerry Roller  
 Captain  
 Catalina 36 Fleet 9  
 San Francisco



### "Grounding"

Embarrassing situation in which a sailor returns to shore without leaving his boat.

## ***San Leandro Cruise—Jan. 17th—18th, 2004*** by Arnie & Jody Leonard

The Gods of Weather and the Sea were kind to all sailors this weekend, and in particular to Fleet 9. After wondering if we would or would not have rain, would or would not have heavy fog, we had splendid sunny weather with minimal fog.

Eleven boats arrived at the San Leandro Harbor around noon on January 17<sup>th</sup>:

**Champagne** – Richard, Francine, and daughters Elizabeth and Madeline;

**Kick-N-Back** with Fleet Captain Kerry and Becky Roller;

**Amante** – Bill and Elaine Housh;

**YesDearIII** – Torben and Jennifer Mann;

**Glory Road**- Michael and Carol Weir;

**Interlude** -Michael Joyce;

**Perserverance** – Jeff and Mary Berman;

**Cliodhna** – Jim and Joan Carolan;

**Gone with the Wind**- Bob Hayes and Dad, Verl;

**Shiraz** – Phil and Nora McCaleb;

**Nova** –Mike Pernitzke and Ina Tabak.



Then Jennifer Mann, the Cruise Coordinator, went over the cruise schedule for 2004. She was able to get the dates for most of the cruises. Dinner was over around 1830 hours, so there was time to socialize on several of the boats.

Sunday morning, a few of the boats decided to leave early. The Weirs, Rollers, Houshs, Leonard's and Carolans ate a hearty breakfast at Torrito's. (see breakfast pictures)



We also had a few who came by "land yachts", Art Urbin, Nancy Lasky and friend Einer, and cruise directors, Arnie and Jody Leonard, and daughter Mary Jane.

Since dinner wasn't until 5:00 PM, there was plenty of time to settle in, relax and congregate on the dock with fellow Fleet 9ers.



Horatio's Restaurant set up for 28 people and did themselves proud in their dinners and service. We were not restricted to any set menu and could order from the full menu. Before dinner, Arnie Leonard circulated a get well card for Bob Livingston, our Membership Chairman, who is recovering from surgery. (see dinner pictures)

However, all good things must come to an end, and the tide waits for no one. Since the channel into the Harbor is at best shallow, it was prudent to leave around 1200 hours to take advantage of the high tide. (see pictures of Nova, Kick-n-Back and Cliodhna leaving Marina.)



It was a pleasure to start with Fleet 9's Cruise Year at San Leandro, and if you could not make it, you were missed. We are looking forward to many interesting cruises this year.

After dinner, the Captain Kerry opened the

## **Marine Radio Use by Jeffrey Berman**

Many of us wonder what we would do if we needed to call for help while out "having a great time". Before you leave the dock, it's a good idea that everyone on-board knows where the radio is, how to turn it on (it should be on always while underway), and where the PTT (push to talk) button is. It's also a good idea if a GPS is onboard; to familiarize all onboard with the ability to read your current position and push the MOB function. Button pushes may be required to find the screen, which has this information, review it. The location description of; "we are in San Francisco bay, please help us" is heard all too often by authorities. It is not unusual that the Captain is the only one whom knows the radio and he or she is the one to go overboard or have a medical emergency. This is NOT trivial. Practice before you leave and a few drills underway while motoring are in order. You can call for a radio check on channel 09 or any NON Coast Guard working channel (DO NOT USE 16 OR 22 for non-emergency). You can call another vessel at random. Like the first time you used a cell phone, it is a bit weird. You don't want to feel weird or unsure how to while a real emergency is in process. Remember, someone on the radio being unclear with communication is generally thought of as a prank call. Hence, it won't be taken immediately seriously by anyone who could assist. Someone in the water only has 15 minutes before passing out; don't let the radio operation be in the way!

The following is a script for a looming disaster.

Please note, MAYDAY can be replaced with PAN (short a, ah).

### **Mayday! Mayday! Mayday!...Sending a distress call**

You may only have seconds to send a distress call. Here's what you should do:

#### **Transmit, in this order:**

1. If you have an MF/HF radiotelephone tuned to 2182 kHz, send the radiotelephone alarm signal if one is available. If you have a VHF marine radio, tune it to channel 16. Unless you know you are outside VHF range of shore and ships, call on channel 16 first.
2. Distress signal "MAYDAY", spoken three times.
3. The words "THIS IS", spoken once.
4. Name of vessel in distress (spoken three times) and call sign or boat registration number, spoken once.
5. Repeat "MAYDAY" and name of vessel, spoken once.
6. Give position of vessel by latitude or longitude or by bearing (true or magnetic, state which) and distance to a well-know landmark such as a navigational aid or small island, or in any terms which will assist a responding station in locating the vessel in distress. Include any information on vessel movement such as course, speed and destination.
7. Nature of distress (sinking, fire etc.).
8. Kind of assistance desired.
9. Number of persons onboard.
10. Any other information which might facilitate rescue, such as length or tonnage of vessel, number of persons needing medical attention, color hull, cabin, masks, etc.
11. The word "OVER"

Stay by the radio if possible. Even after the message has been received, the Coast Guard can find you more quickly if you can transmit a signal on which a rescue boat or aircraft can home.

#### **For example:**

MAYDAY-MAYDAY-MAYDAY  
 THIS IS BLUE DUCK-BLUE DUCK-BLUE DUCK  
 WA1234  
 CAPE HENRY LIGHT BEARS 185 DEGREES MAGNETIC-DISTANCE 2 MILES  
 STRUCK SUBMERGED OBJECT  
 NEED PUMPS-MEDICAL ASSISTANCE AND TOW  
 THREE ADULTS, TWO CHILDREN ONBOARD  
 ONE PERSON COMPOUND FRACTURE OF ARM  
 ESTIMATE CAN REMAIN AFLOAT TWO HOURS  
 BLUE DUCK IS THIRTY TWO FOOT CABIN CRUISER-  
 WHITE HULL-BLUE DECK HOUSE  
 OVER

Repeat at intervals until an answer is received.

#### **If you hear a distress call...**

If you hear a distress message from a vessel and it is not answered, then **you** must answer. If you are reasonably sure that the distressed vessel is not in your vicinity, you should wait a short time for others to acknowledge.

# February 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	<b>14</b> Standard First Aid & AED
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29						

Schedule of Events
<ul style="list-style-type: none"> <li>• Feb. 14 – Standard First Aid &amp; AED Class</li> <li>• March 19-21–Sausalito</li> <li>• April (TBD) - Farrallons</li> <li>• April 17 –So. Beach/McCovey Cove</li> <li>• May (TBD) - Petaluma</li> <li>• May 15 &amp; 16–China Camp</li> </ul>

## **Standard First Aid and AED Class: Suggested by Michael and Torben Mann**

Michael and Torben Mann will be attending the Red Cross First Aid and CPR course in Alameda and for anyone wishing to join with us for a day of learning Please sign up through Red Cross San Francisco Chapter. Click here The course details are as follows.

**Redcross Home Page:** <http://www.bayarea-redcross.org/index.htm>

**Course Description:** This Course teaches rescue breathing, choking rescue and adult one-rescuer CPR. You will also learn how to use an automated external defibrillator (AED) for victims of sudden cardiac arrest, plus how to treat cuts, bruises, bone and muscle injuries, shock, bleeding and other first aid emergencies. This course is designed to meet OSHA guidelines for the workplace.

**Length:** 7 hrs.

**Refund Policy:** In order to keep our administrative costs as low as possible course registration fees are non-refundable and there is a \$10.00 charge if you reschedule your class within 3 business days of the class start. If you do not reschedule within 3 business days of the start of the class you will forfeit the entire class tuition. If the Red Cross cancels a class due to low enrollment the participant will be notified at least two days prior to the start of the class and be given the option of rescheduling or receiving a refund.

**Certification:** Upon successful completion students receive Certificates for Adult CPR/AED (valid for one year), and Standard First Aid (valid for three years).

**Locations:**

<http://www.bayarea-redcross.org/train/documents/Class%20Locations.pdf>

**Additional Information:** If the course you would like is unavailable online, please call 1-800-520-5433.



### ***Ships that Pass in the Night***<sup>3</sup> (Passing into darkness and silence)

The quintessence of this phrase is contained in "Tales of a Wayside Inn" by Henry Wadsworth Longfellow

*Ships that pass in the night  
and speak each other in passing,  
Only a signal shown  
and a distant voice in the darkness;*

*So on the ocean of life,  
was pass and speak one another;  
Only a look and a voice,  
then darkness again and a silence.*

# The Lazarette

## Membership Dues are Due

It's the time of year to renew our membership in Fleet 9 and send in our annual dues. So please send your \$25 to:

**Ina Tabak**  
**219 Elm Wood Court**  
**Los Gatos, CA 95032**

Please make checks out to **Fleet 9**.

If you also need or want a new burgee, we are getting a new supply and you can order them at the same time. They are \$25.

Hope to hear from all of you soon.

## Very Cool Sailing Links

**What You Need To Now About Sailing**

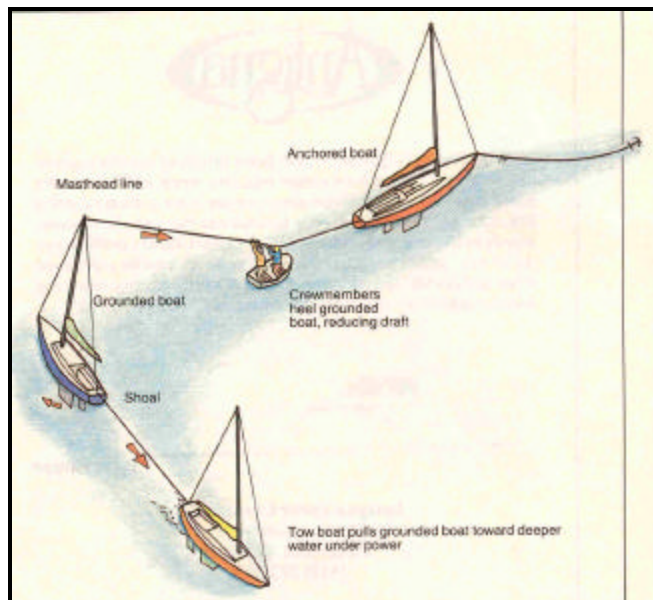
<http://sailing.about.com/>

**Simply Sailing**

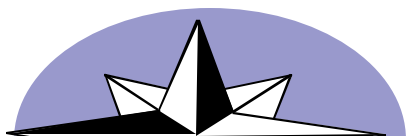
<http://www.simplysailing.com/>

**Titanic Trivia Quiz**

<http://www.ship-happens.co.uk/bouillon/quiz5.html>



Another look at ways of getting off the hard.



2

**“Rain before wind, sheets and topsails mind.”**

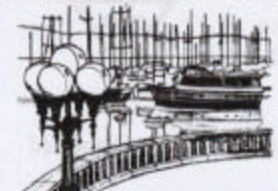
**What's it mean?**

**If a squall is coming and it starts to blow before you feel any precipitation, the squall will be less severe and short in duration.**

**If you feel rain before the wind pipes up - precipitation is being thrown out of the storm cell violently; you're likely in for quite a ride!**

**Be ready to shorten sails.**

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## That Time Between Skirting the Sails

By Sara Weir

Light beating down  
 on legs, arms  
 stretched over the white  
 a queen of fiberglass  
 and cord  
 raised bumps beneath for grip  
 under way  
 but lazy now  
 hair flaying, eyes swaying  
 frame liltng  
 back and forth while salt below  
 cradles the hull  
 swings the jib to, fro  
 with snap, whip-crack  
 trapped in irons  
 eclipsing,  
 then releasing,  
 the sun.



## At The Helm

### **Captain**

Kerry Roller (408) 779-7555 [Kerry@sales-analytics.com](mailto:Kerry@sales-analytics.com)

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### **Web Consultant**

Torben Mann (925) 829-5679 [YesDearIII@aol.com](mailto:YesDearIII@aol.com)

## Sail Trim Factors<sup>4</sup>

### Mainsail

Twist: Mainsheet, Outhaul, Cunningham, Backstay  
 Area: Reefs 1 & 2  
 Depth: Outhaul, Luff tension

### Genoa

Twist: Sheet Tension  
 Fairlead Position fore & Aft.  
 Area: Choice of Sail  
 Depth: Fairlead Position fore & Aft, Luff tension

### Spinnaker

Twist: Pole height, Fairlead position fore & aft  
 Area: Choice of Sail, Fairlead position fore & aft  
 Depth: Sheet & guy tensioned together

### Gennaker

Twist: Sheet Tension, Fairlead Position fore & aft,  
 Area: Choice of Sail  
 Depth: Fairlead position, luff tension

**References:** 1. strengthinperspective.com; 2. Simplysailing.com; 3. "When a Loose Cannon Flogs a Dead Horse there's the devil to Pay" by Olivia A. Isil; 4. North Sails Trim Guide