



...a little dinghy

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Issue 41-2

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Gold Country Yacht Club 2019 Summer Cruise Plan



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Calendar

FEBRUARY

13 – General Meeting at Trailblazer Pizza

MARCH

13 – General Meeting at Trailblazer Pizza

30 – Trans Folsom Race -FLYC

APRIL

4-7 Pacific Sail and Motor Boat Show

10 – General Meeting at Trailblazer Pizza

20 – SFL Work party

GCYC Race #1

27,28 – Camelia Cup – FLYC

Konocti Cup - KYC

MAY

5 – Davis Sailing Team Regatta (LWSC)

8 – General Meeting at Scotts Flat Lake

11 – GCYC Race #2

18 – GCYC Race #3

25-26 – Whiskytown Regatta

JUNE

1,2 – GO FOR THE GOLD REGATTA

10-14 – Youth Sailing Course

JULY

10 – General Meeting at Scotts Flat Lake

AUGUST

14 – General Meeting at Scotts Flat Lake

SEPTEMBER

11 – General Meeting at Scotts Flat Lake

OCTOBER

9 – General Meeting at Trailblazer Pizza

NOVEMBER

13 – General Meeting at Trailblazer Pizza

* Trailblazer Craft Pizza & Brews is located at the corner of Highway 49 and Alta Sierra Drive
39.1422° N, 121.0701° W



Commodore's Corner

Ahoy Mateys!

If you read last month's LD then you remember I focused on "plowing time again". This month I am focused on the "sea of opportunity". February is here and the opportunities for sailing and being on the water abound. I think the only thing keeping some of us off the water may be the weather. The weather didn't keep Joe and Melinda off the water as they did a weekend cruise on the Bay in January. Janis and Ken purchased a new live aboard home; a 46 foot Sea Ranger trawler and they are stoked! Last I heard they were cruising up the Delta in the rain. Congratulations on your new home J & K! Don and Katie Wight are off to the sunny Caribbean on a Blues Cruise celebrating Don's birthday. Hugh, Niki, and Lucy did some sailing up to the Carquinez bridge on their Catalina 25 in January. Dave Cowell attended a Professional Race Organizer course at the Tahoe Yacht Club last weekend. Folsom Lake Yacht Club already held its first Spring Series race but unfortunately, it was canceled due to extreme weather. Another one is planned for this weekend and then the Trans Folsom is in March.



I could go on and on about opportunities, but what I would like to say is that I would not have known most of these amazing friends, nor gain any of this knowledge of all the water/sailing/cruising opportunities, if I had not joined the GCYC 10 years ago. Other than sailing a friend's Hobie Cat and my own little sunfish sailboat, I can't say I really knew how to properly sail until I joined the GCYC. Right here in the Gold Country anyone can get on the water, learn how to sail, meet awesome people, share some joy, and be launched to wherever your passion will take you!

So, it's time to renew memberships, get boats ready, and introduce family and friends to the club. A new order of burgees has arrived! Get one at special winter price at our next meeting. In addition to food and drink, we will be trying out a sailing trivia game, expert knot demo's, and, Susie's awesome raffle will be returning at our next club meeting! I believe that the Gold Country Yacht Club is just one of the many treasures in the sea of opportunity.

In other news, after approving an expanded five year contract (past years have been two years) between NID and GCYC for use of the Scotts Flat Lake facilities, Joe and I were contacted by Mary to see if we would be interested in scuba diving the buoy field to inspect the shackles and chains. We look forward to accomplishing this in March. In exchange for our services NID will give the club a season pass for our regatta raffle. And lastly, Susie, Dave, and I have completed the Notice of Race (NOR) and it's ready to send off to potential participants in our upcoming "Go for the Gold Regatta."

Cheers!

Dennis Barry
GCYC Commodore
SV Kukana Luka
Catalina 22



Minutes

GENERAL MEETING JANUARY 9, 2019

Commodore Dennis Barry rang the bell promptly at 1900.

He introduced his cousin, Jean, and her companion. He quotes a sailing poem and reminds everyone the club is 38 years going. Special thanks to Dudley Gaman for our awesome web site. He does a great job and you can scroll back through races and regattas. He also thanks Stephanie Perry for her work as Treasurer, Stewart Perry for his job as Commodore and Jerry Grant for being the Race Chair. He states we have the calendar ready for NIDs approval. He explains there is a new Mussel Certificate necessary for all boats. Mary will be retiring from her position at NID in May. The mooring balls have been re anchored and there are new ones for back up. He reminds everyone to check their mooring balls. He hands out information on the "boating card".

Vice Commodore Teresa Gaman would like a new logo for the 2019 GFTG Regatta. She will work closely with Dennis and Susie on this event.

Treasurer Susie Barry says she is working with former treasurer Stephanie Perry on the pass over of this position. She is open to club members ideas as she develops the budget.

Membership Chair Sharon Barton has membership forms and informs the members that they are able to join on using Pay Pal.

Port Captain Bill Gulley has changed the lock on the shed, contact him for the number. He plans to change it annually.

Secretary Melinda Solis-Day brought the mail and shared a picture from the Union newspaper of the 2019 B.O.D. She will step down as event coordinator of the NO MOTOR DAY after 10 years.

Race Chair Dave Cowell has received the first interest concerning the GFTG Regatta. The Wabbit Fleet has approached Dave about the regatta and is adding the GFTG to their Regional Series. He has proposed to the Board to ask NID about setting a permanent race buoy close to the dam. He is signed up for the Race Official classes at the Tahoe Yacht Club and welcomes anyone to join him.

Education Chair Don Hare announces June 10-14 for his Youth Sailing classes. He is contacting interested parties and has openings. He is willing to help adults with race tactics and general sailing instruction too. However, he does suggest Natomas Adult Sailing Center or the Delta Sailing school for classes as an option.

Cruise Director Joe Day has set dates for raft ups and has changed Tahoe Mojo cruise to late July. Newsletter Editor Dave Cowell would like to know when the best time to send out the Little Dingy. It is suggested to do so following the BOD and General meeting.



New Business:

Dudley Gaman has been working with US Sailing. He is currently testing the website and holding back until Pay Pal is completely updated. He thinks it could work for the regatta too.

Joe Day thinks the online sign up is fine although in the past it was necessary to have a hard copy of membership forms. The signature was required by our insurance company. Susie Barry suggests bringing a master sheet to the meetings for members signatures.

The Capri 22 is still available to club members for \$1,000. It will be advertised in the spring to the public for sale.

Don Hare makes a motion to adjourn the meeting at 19:38. Joe Day seconds it.

Respectfully submitted by:

Melinda Solis-Day

GCYC Secretary

Membership

All members are reminded that all club memberships need to be renewed. The new on-line membership forms and dues payment options will soon be available. If you don't want to renew on line the standard forms will be available and cash or checks will still be accepted.

Invitation from the family of Ed Guinaugh

Dear Friends,

You are receiving this email because you were one of the very lucky people to have known our dad, Ed Guinaugh. As you probably know, he passed away on October 12, 2018 after a long battle with Lewy Body Dementia and Parkinsons. It was a truly difficult end to his amazing life. And because it was such a wonderful life, we want to honor him by having a wonderful celebration!

Katie and I will be holding a Celebration of his Life on Friday, March 22, 2019 at 11am at the Alta Sierra Country Club, 11897 Tammy Way, Grass Valley, CA 95949, and would love it if you would join us in sharing stories, remembering the great times we all had and toasting him. Light bites and refreshments will be served.

My dad had many friends, and by no means do we have everyone's email or contact information, so please forward this on to anyone you think might like to join us at the celebration.

No need to RSVP, just show up and enjoy yourself.

Cheers,

Emily Guinaugh and Katie Ramos



GO FOR THE GOLD

We're starting the active part of planning and arranging for the GFTG regatta. Everyone needs to help as this is the major fund raiser for the club. Please consider involvement with the preparation, setup and operations in whatever capacity you can. Besides the usual tasking list at the club meetings you will all be contacted to see what your preferences, needs and experiences are. No experience? We'll get you the instruction and training to do the job. JOIN THE TEAM.

Are any members who have a strong conviction about the environment wish to become a State representative Dockwalker? This function would dovetail with the GFTG regatta very well. If so then...

DBW Invitation

Happy Thursday Dear Northern CA Yacht Clubs:

The California State Parks Division of Boating and Waterways (DBW's) and the California Coastal Commission's Boating Clean & Green Program, the Bay Foundation (DBW's Clean Vessel Act program) in partnership with the US Coast Guard Auxiliary, US Power Squadrons, and Save Our Shores, will conduct more Dockwalker trainings this year (Attached flier). If you are already a trained Dockwalker and were trained more than 3 years ago, please join us this year for a refresher class.

Attached and below please find the fliers (Northern and Southern CA) for our 2019 trainings (2 pages). In the second page, and in the last (omitted) frequently asked question you will find the benefits the Dockwalker program will provide to your marinas, tenants and visitors including: Marina operators believe that education is critical to successfully operating a clean boating facility and minimizing water quality impacts. Becoming a Dockwalker or having a staff person trained as Dockwalkers will provide you with the educational materials and tools to work with your tenants and visitors as partners in the clean marina/yacht club, clean water effort. This program provides marinas with points towards the clean marina designation.

The Dockwalker program can be used by the yacht clubs, its members and staff as follows:

- Use the kits as a "Welcome Packet" for your new tenants or club members.

- Create an incentive program for your current tenants and use the Dockwalker program to remind your tenants and visitors of how you want them to operate in your facility to be part of your clean and green boating effort.

- Promote the kits via bulletin boards, billing insert, and newsletters.

- Staff walk the boating facility to meet and greet tenants/members and provide them with educational information and Boater Kits.



2019 Northern CA Trainings

Tuesday, March 12th – Los Altos (7:30 pm – 9 pm)

Los Altos Senior Center. 97 Hillview Ave, Room 12, Los Altos, CA 94022

Saturday, March 16th – Petaluma (10 am – 12:45 pm)

Petaluma Yacht Club. 3025, 10 C St, Petaluma, CA 94952

Wednesday, April 10th – Oakland (7 pm – 8:45 pm)

Oakland Yacht Club (Regatta Room). 1101 Pacific Marina Alameda, CA 94501

Saturday, April 20th - San Rafael (9 am to 11:45 am)

Loch Lomond Yacht Club. 95 Loch Lomond Dr, San Rafael, CA 94901

Wednesday, May 1st – San Jose (7:30 pm – 9 pm)

American Red Cross. 2731 N 1st St, San Jose, CA 95134

Thursday, May 9th – Stockton (6 pm to 8 pm)

Stockton Yacht Club. 3235 River Dr, Stockton, CA 95204

Monday, May 13th – Vacaville (11:30 am – 1:30 pm)

Solano County Water Agency (Lake Berryessa Room) 810 Vaca Valley Pkwy #203,
Vacaville, CA 95688

Dockwalkers are trained to engage members of the public and the boating community to adopt clean boating practices. Dockwalkers share clean boating information with boaters and distribute educational materials (boater kits), while visiting marinas, launch ramps, marine supply stores, boat shows and special events (i.e. regattas, opening days, among others). As you realize, “Dockwalker” is only a general term because you do not necessarily have to “walk the docks” in order to talk to boaters about safety and clean boating practices. Remember safety and the environment go hand in hand.

Training is FREE and Dockwalking is a fantastic way to interact with boaters to help keep California’s marinas, waterways, and ocean clean and healthy. The training provides an overview of environmentally-sound boating practices, information about how to conduct Dockwalking, and educational materials that Dockwalkers will distribute including the 2019 Boater Kits

To register simply email Vivian Matuk at vmatuk@coastal.ca.gov with your full contact information as shown in the attached fliers.



Cruising

2019 Cruise to the North West Passage

Since we are planning a cruise through the Northwest Passage this year there are several things to consider. Besides the ever-present polar bears, high tides, strong currents and pack ice, we will have to contend with new navigational developments.

How you find your way is really just a variation of coastal cruising, except for the passage to Dutch Harbor and the one from Dutch to Nome. Everything else is near land and most of it is between islands and along fjords. Easy peasy!

What's that you say. What about fog and storms and where are the paper charts and Electronic Navigation Charts, the ENC's, for the GPS chart plotter? Well, there really aren't many and what there are can be kind of, uhh, unreliable.

And then there's that other matter. The GPS chart plotter might not work too well. You know about those Northern Lights, the Aurora Borealis? Well, those are a lot of charged atomic particles coming into the atmosphere from the sun. Our magnetic field captures them and funnels them into the north and south poles. The Borealis can cause interference with the GPS signals from the satellites. It's called the Scintillation effect. It could also interfere with our getting good Weather Faxes, and Sat phone reception. Just hope there aren't any major sunspots or solar flares this summer.

But then the low angle of the GPS satellites will give us a good HDOP so when the GPS works it's pretty accurate. Well, that too depends on how many satellites are in sight. Since it's such a low aspect there might be problems with seeing enough satellites. We'd also better check on the chart plotter for it's susceptibility to the Epoch rollover too. You didn't know we're entering a new Epoch this April? Well it really only affects the calculation of UTC. Oh, that's how you get time for your star shots? You might want to get a chronometer. This just came out from the Feds.

MEMORANDUM FOR U.S. OWNERS AND OPERATORS USING GPS TO OBTAIN UTC TIME

The possible effects of the April 6, 2019 GPS Week Number Rollover on Coordinated Universal Time derived from GPS. Critical Infrastructure (CI) owners and operators and other users who obtain Coordinated Universal Time (UTC) from Global Positioning System (GPS) devices should be aware of the GPS Week Number (WN) rollover events and the possible effect a GPS WN rollover event may have on the reliability of the reported UTC.

The GPS Internal Navigation Time Scale "GPS Time" is based on the weighted average of GPS satellites and ground station clocks. GPS Time is used for user navigation solutions. A nanosecond error in GPS Time can equate to one foot of position (ranging) error. The WN parameter is provided via a ten (10) bit parameter or counter. The valid range of values for the WN parameter is 0 to 1023 (or 1024 total values). The WN parameter is incremented by one each week. At the end of the 1024th week, the counter experiences a rollover (resets) to 0. Each WN rollover event defines a new GPS Time Epoch. The WN value is referenced to the start of the current GPS Time Epoch. The last WN rollover was August 21, 1999. GPS Time is currently in the second Epoch. The next WN rollover is April 6, 2019.

Well, your new chronometer won't be affected if you sync it to WWV. And of course you could just use WWV if the Borealis doesn't interfere. You'll need a short wave radio for that. But then there

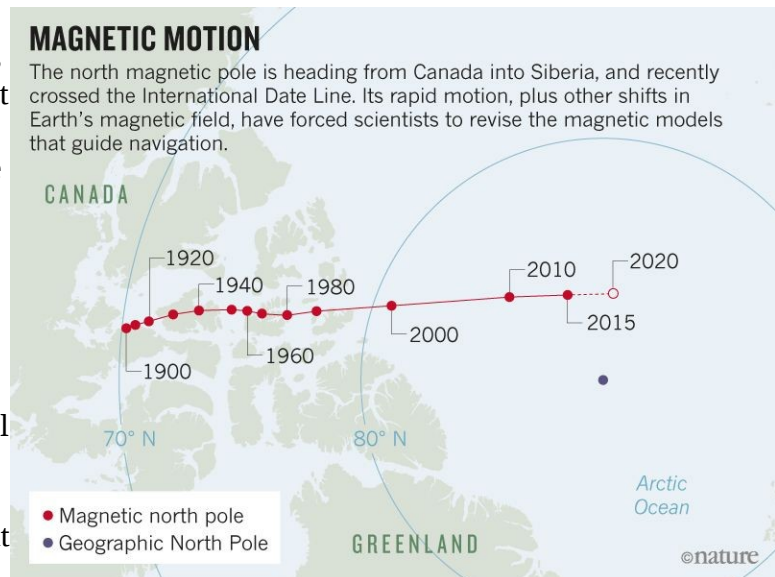


aren't many stars available in the summer in the arctic with the twenty-four hour sunshine, are there?

We can always rely on good old coastal plotting techniques with landmark shots, right? Kind of. It's a little problem that we can't tell which way's North. The polar star, Arcturus is too high up in the sky (if we could see it in the daylight) and the magnetic north pole is way off of its mark. Oh, you didn't know about Magnetic North's wanderings. It's left Canada and is heading towards Siberia. It really has its effect in the NW where magnetic variation is in double digits. Probably even more so in the arctic where the motion of the pole is at high angles. It seems that the earth's liquid iron core is sloshing around and causing spurts of iron to go in odd ways. There was one in the north of South America for a while but now there seems to be one happening in Siberia. Don't go there with the "it's a Russian Plot" thought. It's better when we get to Canada though.

Here's a chart for the last few years.

It's not just that the Magnetic North Pole is moving but that it's moving faster than what the scientists had expected. They have the World Magnetic Model which describes the deviation for the MNP around the world. You can download it at any time from the website. The model, associated software, and documentation are distributed by the [National Geophysical Data Center](#) (NGDC) on behalf of [National Geospatial-Intelligence Agency](#) (NGA). Updated model coefficients are released at 5-year intervals, with the current model (WMM2015) expiring on December 31, 2019. The current World Magnetic Model (WMM2015) was released on NGDC website on Dec 15, 2014. But, because of extraordinarily large and erratic movements of the north magnetic field, an out-of-cycle update to the WMM was due to be released on January 15, 2019. Due to the US Federal Government shutdown this update has been delayed. Don't worry, we'll probably get it by this summer.



But, you can always take a bearing between two objects with your sextant or pelorus. That'll work if there's anything to mark on shore and it isn't foggy. Google Earth has some neat satellite photos of the coast indexed with their maps; but then there isn't any internet in the arctic. Better to have radar.

Radar will also show ice bergs but unfortunately not pack ice. Specially if it's close in. Sonar might do that if it's one of the newer forward looking units. The radar will be good enough to navigate by though. The display might have a problem indexing it to the ENC's though if the Mag North input is off. At least we won't run into any really big things.

If you haven't already worked up your pre-cruise shopping list then you should add – GPS chart plotter with ENCs, charts, short wave radio with WX fax, Sat phone, sextant, pelorus, radio direction finder, radar and sonar. And in final preparation be sure to bring along plenty of granola, sun screen, down clothing, fuel and reading material. It's a long day but a short summer up there.



Racing



Three Bridge Fiasco

This year I decided to run the Three Bridge Fiasco, virtually. In the past I've enjoyed the trip down to the Bay and going out on Saturday morning to do battle with San Francisco's best racers and although I have yet to officially finish one I have mixed experiences of this race. (Well there was the one time Howard and I completed the race only to discover we'd missed the finish line pin by twenty or so yards in a howling gale.) But, I felt the calling to compete again and looked to meet the challenge. Only Howard moved to Oregon and Dave just had knee surgery and so I was out my preferred crew.

The TBF is a classic race put on in January by the Single handed Sailing Society for solo and double handed crews. The race is around the San Francisco Bay where you take the three marks in any order and in any direction, hence the "Fiasco". The marks are simply the Blackaller buoy (Golden Gate Bridge), Red Rock island (San Rafael Bridge), and Yerba Buena Island (Oakland Bridge). It's a little hectic out there when you see that boats can start in completely opposite directions and over three hundred boats run the race. You have to admire those people who show up with high end race boats when you realize they usually have crews of five or six people. That SSS crew is a pretty tough bunch and I've gotten to know and admire quite a few of them. They're always competitive. They do things like race to Hawaii, alone.

Friday evening, I went down to the boat in the Delta and started getting ready. It was going to be the first challenge of the year and proper preparation is vital to get the best performance out of your boat. Going to the market I stocked up with a 12-pack of beer, some chips and other necessary provisions. It doesn't pay to run out while in the thick of battle. Returning to the boat I tidied things up a bit and after a Spartan meal, retired early to be rested for race day.

Saturday morning was cold and foggy. It was very still. Not a good prospect for a sailboat race. I made coffee and started getting the boat ready for the day. The first task was to clean the bottom of the green stuff that loves to grow there. Then it was washing the topsides to get rid of the green stuff that loves to grow there. You're pretty conspicuous in the fleet with a dirty boat. It slows you down and exudes bad boat karma. The next step was to check the gas for water in the separator and the oil in the engine. We'd motor to the start line in a full-on ebb tide. The engine started well enough but was a little rough until it warmed up and then ran smoothly. All the gauges checked positive and so it was a go.

Our start time was 9:27:18 based on a PHRF of 186. That's the boat's handicap which theoretically puts it in a fair competition with the fastest boats on the water. My immediate competitors though were another Islander 30-2, "Sweet Pea", a Shumacher 30, "Summertime Dream", a passel of J-22's (how'd they get in there?) and a Cal 29, "Rosalita". The rest of the fleet was mixed pretty well although there was a ton of Moore 24s, Express 27s, and J105s. Someone must have thrown down some fleet gauntlets else they're hard to get their crews trained. Oh, and there was Jackie Philpot who races single handed her Cal 2-27, "Dura Mater". We had a good time last summer racing in the Delta Ditch. It was good to see her at it again.

From there the virtual race went as expected. Although there were some breezes the desired pressure never developed in the Delta. There was plenty of wind on the Bay, though. A good ten knots out of the



North made for several choices for the start. Tides are the big decider here. It was a two knot ebb at the start with the slack happening at noon. Damn. That was like going uphill both ways since getting back to the start would mean going into the flood. My choice was going for Blackaller and then Red Rock and YBI. There was a good chance I would even finish.

With no local wind I didn't even unfurl the sails. I did raise the spinnaker, but just to find the holes that needed mending. Oops, I failed to check if the sheets were attached. Lucky there was none of the competition to see it. No big deal. It was a great day to be on the water.

My closest competition, "Tinker", chose to also go Clockwise around the course and made good progress not through Raccoon Straits but south of Angel Island. She ran into problems off of Sand Beach and had to tack up the Richmond strait towards Red Rock. The ebb must have still been strong there as she went counter-clockwise around the Rock but then abandoned the race off of Richmond. "Dura Mater" didn't fair much better as Jackie went Counter-Clockwise and poked along the city front until just off of Yerba Buena where she got stuck in a wind hole. She finally made it around the island but chose to abandon the race after getting stalled again in the Berkely Flats. The North wind didn't seem to happen over in the East Bay. She went back over to the Golden Gate Yacht Club to smooze.

And so I failed to finish another TBF. It's always a heartbreak to put so much into a race and not get to see the finish line. You can watch some of the videos on Jibaset. They have a pretty good race replay system. It was grand with all those boats heading south from Red Rock with spinnakers flying. (That's where the faster boats usually pass me.) At least I saved a lot of cash not paying for entrance fees, tee shirts, marina slips, gas and food. Oh well, maybe next year.

Dave Cowell

UPCOMING PICYA LIPTON CUP RACE

Since 1913, the Lipton Cup has served as one of the most contested inter-club regattas in Northern California. PICYA, Richmond Yacht Club and St. Francis Yacht Club are proud to sponsor the second year of this renewed event as a racing challenge between active sailing clubs and a chance to gather participating club members at one venue.

The 2019 Lipton Cup Regatta will be similar to the inaugural event in the new format held in 2018. Ten clubs, members in good standing of PICYA, will compete over three days of racing in matched J/22s provided by the St. Francis YC. Each day's racing will be in a unique format; the overall results will be a combination of the results of the three days.

The Notice of Race can be viewed by following the link [here](#).

Entries will be accepted beginning February 15, in accordance with the NOR. Official entry will be through Regatta Toolbox. Note that entries will be capped at 10, because that is the maximum number boats that will be available. If the limit of 10 has been reached, further entries will be accepted by Regatta Toolbox; they will be added to a wait list in the order received. If an original entrant has to cancel, we will accept substitute entries from the wait list. Additional information pertinent to this regatta will be requested of entrants through a supplemental form. Links to the official registration and the supplemental form will be displayed here.

Let's decide at the club meeting whether we want to enter this year. I believe the J-22 needs a crew of three.



Advertisements




Club donation boat available to club member for purchase. 1985 Capri 22, Hull #53. Boat and trailer are in fair condition and in need of some TLC. Main sail (stained) but usable. Jib in fair condition. 2 Spinnakers in good condition.

Complete rigging, no motor. \$1,000.00 of best offer available to club members. If no one purchases the boat it will be put on the market in the spring at a higher price. This boat has a lot of potential!!
Contact: Jeremy Gicker 530-477-7853



Example Photo Only - Not the boat itself.

For Sale



**1997 CATALINA
CAPRI**

\$4,500

530-798-0928

Fixed Wing Keel; 2 HP Honda Outboard; Roller Furling with New 135 Head Sail; Interior and Navigation lights; Interior and Cockpit Cushions; Porta Potty; Swim ladder; Anchor with Chain and 100' Rode; Winch, Tiller, Main Sail, and Outboard Sunbrella Covers; Gel-cel Battery; Manual Bilge Pump in Cockpit; Trailer with Surge Breaks, Tung Extension and new tires.