

DockTalk

Stockton Sailing Club

www.stocktonsc.org

August 2004

Upcoming Events

August 2004

S	M	T	W	T	F	S
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	31				

August

- Aug 04 -Wednesday Beer Can-Racing 6:30
- Aug 11 -Wednesday Beer Can-Racing 6:30
- Aug 13 - General Meeting
- Aug 14 Hot August Nights Party
- Aug 18 -Wednesday Beer Can-Racing 6:30
- Aug 21 -22 – Frank's Tract Regatta Weekend
- Aug 25 -Wednesday Beer Can-Racing 6:30

September

- Sept 11 Blue Water Cruise (1st Part)
- Sept 17 General Meeting
- Sept 18 Blue Water Cruise (2nd Part)

(Regular meeting schedules are on page 2)

Commodore's Comments

Jim Hachman

July has come and gone bringing us higher temperatures, less breeze, and a time when things around the club seem to take on a slower pace.

The club regatta programs are finished until the Fall Series starts in September. Until then you will have to use the Wednesday Night Beer Can Races to get your local racing fix. The cruising pace should ramp up a bit in August with the normal Casual Cruises continuing and the Blue Water Cruise plans firming up for cast-off on September 11th.

The SSC/RYC Junior El Toro Clinic, casually referred to as Sail Camp turned out to be a very nice event this year. The temperatures were kind compared to last year, and the breeze was about right. On behalf of the camp staff, I would like to thank the members of the Stockton Sailing Club for their patience and hospitality during the week long event. Thanks to everyone, from both Stockton and Richmond, that helped make the 2004 camp a great success. Kelly Humphreys and Anna Jones once again served as camp directors and my wife Dena served as camp nurse. In fact, you couldn't go to camp without running into most of my family. My son Jarred worked as instructor, daughter Laura was counselor by night and instructor by day, my nieces Marcy and Katy Hachman were counselors, and my brother John, and his wife Diane, provided the props for the carnival night. The place was crawling with Hachmans! Thanks again to everyone for making camp a great success.

At the July general meeting, it became evident that not everyone is clear on our policies regarding guests. Guests are required to sign the guest-book when they enter the clubhouse. This is club policy, it is necessary for us to stay in the good graces of the ABC so we don't lose our liquor license. You will notice adhesive badges next to the guest book. These are so guests can identify themselves so we can identify them. Please, if you encounter someone in the clubhouse that you don't recognize, make sure they are members. If they're not, make sure they have properly signed in as a guest.

Even though it seems like things are slowing down, they really are not. We still have a lot of work to do. We have several projects underway that are critical to our ability to maintain and improve our club. These projects will only be successful if they stay on schedule and on track. It is also a good time to start thinking about the 2005 calendars and budgets. Those of you serving on committees are doing a great job! Those of you who are not on a committee, it is never too late (or too early) to get involved. Committee chairs, rally your volunteers, keep them active, and please help me insure that we do not lose momentum as the year wears on.

Jim

DOCKTALK

The DockTalk is a monthly newsletter written and published by the SSC club members. All stories and events must be related to sailing or the SSC.

SUBMISSIONS

The deadline for submissions is the 20th of each month!

Articles, classifieds, and event ads can be e-mailed to docktalk@stocktonsc.org. The editor reserves the right to edit, or exclude anything submitted. All articles and stories must be signed.

Classified advertisements are listed as a free service for members of the Stockton Sailing Club. Ads will be automatically removed after approximately 90 days. All ads must contain the name of the seller, the price of the item, and if selling a yacht, the yacht name.

Photos: Digital photos are preferred. Please save them at medium to high resolution for the best looking images. You may e-mail them, or put them on a CD or disk and place it in the Editor's box in the SSC club house. Please identify the place, event and/or person(s) in the photos. If you wish to have your photos or disks returned, please make sure your name and phone number are on them.

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Website: www.stocktonsc.org

COMMITTEE MEETINGS

FIRST TUESDAY

Membership - 7:30pm

FIRST THURSDAY

Rules & Policy - 5:30pm
Harbor & Facilities - 7:00pm

FIRST SATURDAY

Social & Cruise - 10:00am

SECOND TUESDAY

Board Meeting - 6:00pm

FRIDAY AFTER BOARD MEETING

General Meeting - 7:00pm

SECOND THURSDAY

Regatta Committee - 6:30pm

THIRD WEDNESDAY

Junior Committee - 7:00pm

PEOPLE

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JULY BOARD MEETING NOTES

Nominating Committee

Bobby Doscher have presented the following members to serve on the 2004 nominating committee: Ed Almaas, Jim Murch, Rich Birchfield and Al Farnum. Bobby Doscher will be the chairman of the nominating committee.

Awards Banquet & Installation Dinner

The Awards Banquet & Installation Dinner will be on January 8, 2004 at the Stockton Golf & Country Club. John & Jeanette Notman will sponsor SSC for this function.

Outboard Motor Replacement

Try to use the new motor donated by Dept. of Boat & Waterways. The way we can utilize this is by switching motors from the whaler to the tiderunner, then use the new motor for the whaler.

FBLI – Al Farnum

The FBLI committee has been pursuing the possibility of achieving all of our insurance coverage under one agency, namely U.S. Sailing. Our current coverage consists of three main areas, General Liability, Workers Compensation and Directors and Officers coverage.

Harbor and Facilities – Doug Haas

The elevator situation at the club was discussed. The H&F wants to find out the exact rules (laws), in writing, regarding the use of our present elevator.

The handicap parking stalls need to be up to code. The H&F will find out what is needed to meet the requirements and get working on compliance.

The top of the ramp at I-Dock is sagging on the north side, due to the dirt underneath the pad is sloughing off. The Port Captain inspected the area and it appears to be sound and not in danger of failure, but needs to be shored up under the pad. The H&F will evaluate further and come up with a plan of action. It appears that the job can be done in-house.

Membership – Harold Farley

New family members approved for July S. Ward & Dorothy Panther and Edwin Bowen.

New junior members approved for July were Jonathan Richards, Dirk Hootn and Joseph Daniel.

Welcome!!! We look forward to know you better.

Regatta – Bob Doscher

- ? There was a 40% increase in the participation on the 2004 South Tower Race. The committee extends special appreciation to the volunteers: Rosalee & Ernie Schimpf and Jim & Dena Hachman.
- ? Beer can races still running till August 2004.

Rules and Policy – Budge Humphreys

The board approve a policy change that 30% discount does not apply to cruising/non-resident membership categories.

The Rules & Policy committee is reviewing the by-laws pertaining Junior Membership. They will then make recommendations to the board on changes on the next board meeting.

Social and Cruise – Rose Eberhard

Upcoming Social & Cruise Events....

August 14th – Hot August Nights

Theme: Margaritaville with Live Music
Menu: Cheeseburgers with all the fixings
Cost: \$10.00/person
Sign-up at the clubhouse

August 21 & 22 – Frank's Tract Regatta Weekend

Dinner Cost: \$10.00/person – Aug. 21
Breakfast Cost: \$5.00/person – Aug. 22
Shore power hook-up: \$8.00/boat
No shore power hook-up: \$6.00/boat
Sign-up at the clubhouse

Sept. 11 – 18 Blue Water Cruise (1st Part)

Destination: North – Tomales Bay
Contact: Peter Hine for more information.

Sept. 18 – 25 Blue Water Cruise (2nd Part)

Destination: South – Monterey
Contact: Chuck Jones for more information

Junior Committee – Rosalee Schimpf

There was no Junior committee meeting held this month. The official meeting will begin again in the fall.

The Junior group has sailing practice every Monday during the summer with a dinner following the practice. Kelly Humphreys, the committee chairperson will be updating the group as to any pertinent information at that time.

Respectfully submitted,
Rose Eberhard

4th Of July Fun!



Where there's smoke...

SOCIAL & CRUISE

I would like to thank all the volunteers that made the 4th of July In-harbor Cruise possible. Food was great. We had the usual Chili cook-off contest and ice cream making contest. The judges really had a hard time judging since everything taste good. Kudos to the winners:

Chili Cook-off:

Nancy Werner – 1st Place

Paul Graham – 2nd Place

Barbara Sorensen – 3rd Place

Ice Cream Making Contest:

Jim Murch – 1st Place

Bonnie Lopez – 2nd Place

Dena Hachman – 3rd Place

Coming up.....get ready for **HOT AUGUST NIGHTS**, it will be on August 14, Saturday. Join us for Margaritaville and Cheeseburgers in Paradise. There will be LIVE MUSIC, so get ready with your flip flops and dance the night away till midnight. It will be a hot night of fun. Sign up early at the clubhouse!!!

Also for a new cruising event is the **Frank's Tract Regatta** weekend on August 21 & 22nd. It will be racing & cruising. Andreas Cove Yacht Club will host the event. There will be racing, dinner, music and dancing (what else can you ask for?). The cost for dinner will be \$10.00/person. They are also having breakfast for \$5.00/person. Sign up early at the clubhouse or call Rose for more information, 465-9169.

Another new cruising venue is the **Delta Yacht Club Cruise**. This will replace our Tinsley Island Cruise. This year we are having the cruise on Nov. 6 & 7. So mark your calendars and I will update you on more information on this cruise.

Rose Eberhard, Chair
Social & Cruise

ALL AROUND THE HARBOR

The addition of this newly featured article from your manager brings the perfect opportunity to thank not only all of the members that serve on the Board and on the committees, but also all of the members who keep the clubhouse clean, stock the bar, cook the food, and serve other members, not to mention those who create the flyers, the invitations, the rosters and the newsletter. Thanks go also to those who put out the phone tree, take care of the flowers, make repairs and who guide the Juniors and make the sailing programs work. These are the people who make this Club what it is, and it is their help that also makes my job easier.

It is also appreciated when members bring maintenance issues to our attention. Our Lead Maintenance Employee, Edgar Okafuji, has been inspecting docks, fingers and rub rails and is doing a fine job in making repairs. Please keep us informed of any problems in the areas around your boat so that we may schedule them in. It has been reported to me by Lucie Mitchell, our Club bookkeeper that we have at this time a 67% compliance rate for the return of signed agreements with proof of CF/Documentation and adequate insurance coverage. Thank you for your prompt response and for keeping us informed of the status of your situations. Our goal is to have everyone in compliance before September 30.

The PICYA has announced that Lenore Clark, RBOC Director and the speaker at the June SSC General Meeting, has been appointed by Governor Schwarzenegger as a Commissioner of the California Dept. of Boating and Waterways. As you know, RBOC has been lobbying on behalf of all boaters to keep the Dept of Boating and Waterways intact. Each year, members of the Stockton Sailing Club are given an opportunity to support RBOC by making a voluntary contribution. On September's statement, you will find a charge for \$10 for RBOC. You may choose to deduct this charge from your payment if you wish. You will not lose your membership credit by doing so. In October, we will calculate the total contribution taken in for RBOC. Your PICYA delegate, member Wes Wallstrom will present a check made payable to RBOC in the amount of your contribution at the November PICYA Awards Dinner.

Again, thank you for your volunteer efforts and for your cooperation.

Susan McLain,
Harbor Master

Frank's Tract Regatta August 21 & 22nd

Attention all racers and cruisers:
Andreas Cove Yacht Club - Dinner, music and dancing! Dinner will be \$10.00/person. Breakfast \$5.00/person. Sign up early at the clubhouse or call Rose for more information. 465-9169.

SCC's Hot August Nights August 14, Saturday

Margaritaville and Cheeseburgers in Paradise - at SCC! LIVE MUSIC and dancing till midnight. Sign up early at the clubhouse!!!

2004 South Tower Race - Stockton Sailing Club

Seven boats participated in the Stockton Sailing Club's South Tower Race this year. That's two more than the five that sailed in 2003... a forty percent increase! The conditions were great with plenty of breeze over ninety percent of the course. Last minute entry Chad Freitis with his youthful crew sailed 11-Meter "The Skiff Sailing Foundation" to first in Division I, and first overall, completing the course in 24:15:34. The Antioch based Catalina 30 "Cloud-Nine", sailed by Jim Plummer and his all-family crew, won first in Division II finishing in 34:26:29.

This was the 32nd year for the Stockton Sailing Club's South Tower Race. The race started, as many do, as a discussion at the club bar about racing from the Stockton Sailing Club to the Golden Gate and back. The course winds 140 nautical miles from the Stockton Sailing Club on the San Joaquin River, to Blackaller buoy, and back. The first few years they actually rounded the south tower of the bridge, later changing the weather mark for safety's sake.

The recent lack of participation has been frustrating for supporters of the race. Last year the race was moved to the end of June, away from the Ditch Run. This provides a break between the South Tower Race and the very popular Delta Ditch Run. This allows sailors from the bay area that participate in both events an opportunity to enjoy the delta for the month of June, and use the July 4 weekend to make their way back to the bay (with a stop at Hilton's fireworks on the way).

Oftentimes events go through cycles in participation. The South Tower race saw it's heyday in the late eighties when the race drew around fifty entries. Participation has gradually declined since the early 90's to an all-time low in 2003. The South Tower Race is not for everyone. It is a long tough course with a wide variety of challenges due the rivers and bays that are traversed. Hopefully, the upward trend in participation will continue in 2005.

I would like to extend a special thanks to my event Co-Chair Rosalee Schimpf, her husband Ernie, and my wife Dena Hachman for helping make the 2004 South Tower Race a success.

Overall - 1) **The Skiff Sailing Foundation**, 11-Metre, Chad Freitis; 2)**Tapdance**, Pearson 37, John & Debbie Walker; 3) **Mon De'Sir**, Jeanneau 35, Jerry Nassoiy; 4)**Cloud-Nine**, Catalina 30, James Plummer; 5)**Delta Ruby**, Catalina 30, Chuck Jones (7 Boats)

Jim Hachman

Stockton Sailing Club - 2004 South Tower Race
Start Time: Friday, June 25, 2004 11:05:00: Distance 140.0nm
First to the weather mark: Skiff Sailing - 12:57AM
First to finish: Skiff Sailing
Speed as VMG of winning boat: 5.8 knots

Pos	Sail	Boat	Skipper	PHRF	Type	Finish	Elapsed	Corrected	Division
1	90	The Skiff Sailing Foundation	Freitis,Chad	69	11 Meter	1 11:15:34	1 00:15:34	0 21:34:34	Division I
2	31406	Tapdance	Walker,John&Debbie	102	Pearson 37	1 13:45:22	1 02:45:22	0 22:47:22	Division I
3	28779	Mon De'Sir	Nassoiy,Jerry	114	Jeanneau 35	1 14:31:04	1 03:31:04	0 23:05:04	Division I
4	5199	Cloud-Nine	Plummer,James	195	Catalina 30	1 21:31:29	1 10:26:29	1 02:51:29	Division II
5	716	Delta Ruby	Jones,Chuck	180	Catalina 30	1 22:31:45	1 11:26:45	1 04:26:45	Division II
DNF	6730	Misfit	Sprinkle,J C.	147	Islander 36				Division II
DNF	41212	Infinity	Gebhard,Gary	30	Holland 47				Division I

The Mishaps of the Misfit

Although I didn't know it at the time, the mishaps started the night before the South Tower Race when one of the crew canceled out. Since it still left three crew (myself, Bob and Gary) I wasn't too concerned. Maybe I should have been.

Up and at the boat at 0800, I was hyped. My friend Lloyd, whose parents were visiting from Colorado, was already there. He wanted to go but was committed. Johnnie, his nephew however, was with him and wanted to join the crew. Johnnie is handicapped I hesitated since the South Tower is a long hard and potentially dangerous race. His Grandparents consented so Johnnie became the forth crew member.

By 0930 we had the boat loaded and engine started. We headed up to the clubhouse for the Skippers meeting. Final instructions received, we returned to the boat, threw off dock lines and headed for the channel. We raised the main but the Genoa snagged the spinnaker halyard and it took us a few minutes to straighten that out. While we were messing with the spinnaker we poked the side of the channel to see how hard the mud was. There being no damage, we headed for the starting line. Waiting for our cheering section to organize, we ended up being ten minutes late for the start. It was worth it as they sent us on our way with a big sign and an equally big "Go Misfit" yell as we crossed the start line. Sure did feel good.

The wind picked up and we were doing well.

The crew was working hard and I could tell Bob and Gary's arms were getting worn down.

I traded off with Gary for a short bit. Bob however stayed on the port sheet.

Somewhere along the way we noted the radar dome hanging by its wires just in front of the mast. Not to worry, they're big wires! Also we found the radar monitor inside the cabin had broke loose and was also hanging by its wires.

The monitor was disconnected by Gary and stowed. The race was starting to become expensive. Ha! Little did I know!

Strong winds and current met us at the Antioch Bridge. The current, a sudden drop of wind, (probably a wind shadow) plus a missed tack put Misfits

bow pulpit and anchor roller dead center into a bridge pillar. Ouch—more expense.



White-washing the fence wasn't this fun!

Night fell and we continued west. We were using a mapping GPS to locate channel markers and were quite happy with how well it was working. Nearing the Naval Weapons Center at Port Chicago we lost the channel markers in the back lights. The GPS "said" we were on a course just to the left of the next Green marker. As we continued on course we kept checking the GPS and discussing a tack to port. Just when the depth started dropping, the GPS batteries died and within a few seconds we were hard aground. We tried to turn Misfit to port but she wouldn't move. Stuck at high—high tide with 30 plus knot winds off our port bow really sucked. Things did not look good.

We held a short conference and decided to start the engine, get ungrounded, and then continue the race even though it would count as a DNF. We were all still hyped up-- especially Johnnie--and wanted to complete the race. The engine was started but when I put it in gear, the prop started churning up mud and sounded pretty bad. Engine off. Next step was to call Vessel Assist who informed us that the next high tide wouldn't be until the next morning at 0900. Since it was only about 2300 we spent the next few hours slowing leaning further and further to port until we settled at about 30 degrees. Oh yeah—we also mixed a few drinks and lightened the boat of several cans of malted beverage. As we clouded our minds with drink we talked about the sail to the Gate and what time we'd get there. The night passed.

Vessel Assist arrived at about 0830, passed us lines, gave directions and began pulling with everything they had. It wasn't enough! After about an hour they called it quits. Misfit had not moved an inch! The next high tide was that night at 2100 when Vessel Assist would try again—with a bigger boat promised. Johnnie wanted to stay with the boat so Bob and Gary (with my assurances and if it wasn't my boat, I'd leave) joined Vessel Assist for the trip to shore. They

called home and got a ride from Gary's spouse. Johnnie and I sat back to await Vessel Assist. We continued to lighten Misfit as much as we could by emptying more cans of malt beverages.

The tide went out and Misfit settled into the silt. We remained upright, Misfit's keel stuck in the mud during the next low tide. At low tide Johnnie was off the boat, walking around, scrubbing the bottom of the boat, finding shells and mussels and generally having a ball! He even walked/swam a small anchor out about 200 feet off the port bow. Huck Finn couldn't have had more fun than Johnnie was having.

High tide returned. Imagine Johnnie and my disappointment when Vessel Assist returned in the same small boat that had failed to pull us off the night before. Again lines were passed, Vessel Assist pulled. The anchor rode was wrapped around the windless and I pulled on it. Misfit didn't move. The only thing that happened was the anchor rode slipped off the windless capstan and just about tore some fingers from my right hand. After a couple of tries Vessel Assist gave one more heave and was able to move misfit 90 degrees to port. With this attempt, Vessel Assist ripped out their cleat and they lost their engine cover. They started taking on water and required a tow from who else—vessel assist!

Misfit was now out of the hole she had dug but little else had changed. Vessel Assist informed us that the next high tide was not until 2130 that night—another 12 hour waits. Low tide came, Misfit leaned to port 30 degrees and Johnnie again romped around exploring and swimming. At least his spirits were high. While exploring, Johnnie recovered the anchor, cleaned more of the bottom of Misfit and pretty much got the part of Huck Finn down pat. While he was having fun I continued to lighten the boat as fast as I could.

True to their word, Vessel Assist returned that night with a bigger boat. Lines were passed and after three or four tries in several directions pulled Misfit from her muddy slip into deep water—a distance of about 15 feet! Free at last, free at last. After completing paperwork Johnnie and I were on our way. I put Johnnie at the helm, raised the main and told him to head for Stockton. After three days of 30 knot winds, you can imagine our dismay when after 30 minutes the wind died completely. Johnnie didn't care. He was steering Misfit, smiling ear to ear and having the adventure of his life. Looks like Misfit had won after all.

We pulled into Stockton Sailing Club at 0245 Monday morning. Johnnie had driven all the way. Misfit had been aground a total of 46 hours and had cost \$2,500 to free her. Other damage had not yet been assessed. The only regret is that Misfit (along with Johnnie) didn't get to the Golden Gate.

The Crew: JC Sprinkle
 Robert Riedinger
 Gary Yip
 & Johnnie Reichard

Membership Reminder

Don't miss your window of opportunity! Per our bylaws, a dependent of a regular family membership, upon reaching age 21 (24 if currently in school) may apply within six months for membership and, if approved, may convert to a Family Membership without payment of initiation fees. Junior memberships are terminated on the twenty-first birthday or at the age of twenty-four if a full time student. All dues paid while holding this membership category are applicable to any required Family Membership initiation fee if, within six months of reaching maximum age, application is submitted for a Family Membership and approved.

CLASSIFIED ADS

Boats for Sale

CATALINA 25

1979 Great Day sailer for the delta.
Set up very well and in excellent condition.
swing keel, gps w/ chartplotter, vhf, 7.5 honda rebuilt in
june 1/2 hr. huge sail invent. full batten main like new,
brand new spinnaker, brand new self tacking jib, roller
furler, new cockpit cushions, life vest, V-berth. BBQ,
Boat never raced, but could be.
Berthed at SSC slip G-21 \$10,500.
Terry Bossert 209-956-3251 home
209-598-5008 cell 08/04

CATALINA 34, 1988. Universal diesel, dodger, depth,
knotmeter, wind, autopilot Autohelm 3000, radar, VHF,
SSB, stereo, Loran, GPS, roller furling, cockpit
cushions, LPG stove, NorCold refrigerator, macerator,
shower, three sails. Slip E-31, \$50,000
Norval Knutsen (209) 521-0188 08/04

Ericson 30 Plus, 1986. Wheel Steering, roller furled
self-tacking jib, universal diesel, Autohelm. Self tailing
winches, hot and cold pressure water, enclosed head
alcohol tow burner stove with oven. Sleeps six,
\$25,000 OBO.
Stan 209-522-1720 or cell 209-613-7887 08/04

CATALINA 25 "Buttercup"

1977 swing keel, excellent sails, new standing
rigging, roller furling, depth and speed, lines led aft,
comfortable cabin sleeps up to six people, much
storage. Includes electric start 8hp Nissan on
easy-to-raise OMC motor mount, EZLoader trailer and
"Nutshell Pram" dinghy. Sail to Catalina Island, the San
Juans, Canadian Gulf Islands and Desolation Sound as
well as the Delta, as I have in this great trailer-sailor.
Asking \$6,000.
Russ Lawson @209-478-7973 08/04

1981 Allmand 31 FG Sloop

Universal diesel, Roomy Cabin. Weems & Plath Clock
& Barometer, Fortress anchor, & Force 10 Furnace
Recent Sunbrella canvas covers and dodgers
Sail & Jib recently cleaned and repaired.
Price seriously reduced to \$21K OBO. See it at H-07
Call Pete @ 209-521-6068 or Contact Duane White
At Cal West Boats. 08/04

1970 CATALINA 22 SWING KEEL -CF 4282 ER

Full set of interior & cockpit cushions. Old mainsail
& jib. 6hp outboard motor, (condition unknown).
Lewmar- 10 primary winches. Portable &
internal fuel tanks, dry bilge.
\$500 • Contact SSC office 951-5600 07/04

NACRA 5.2 CATAMARAN

Includes main sail and trailer.
\$500 • Contact SSC office 951-5600 07/04

1973 Islander 30' Mark II, "Seawind"

Lots of extras. Berthed at SSC, slip C-17.
\$ 12,500 , Michael Van Derworp,
(209) 951-6411, Ext. 11 07/04

Columbia Challenger 25' "Breeze"

Almost new 4HP Honda (4 Stroke)
Lots of cabin room. SSC dock A-12
\$3,000 Russell Rapp 209.527.8478 07/04

Catalina 30'-1980 "SIUYA."

Great live aboard cruiser. Wheel steering. Good
condition. Spacious teak interior sleeps 7. Wood
burning cabin heater. Full head. H&C pressurized
water. Refrigerator-3 burner alcohol stove-microwave
and sink. Full boat cover-new dodger-Bimini-screened
enclosure. BBQ. New soling rig but no sail. Universal
diesel. \$24,000. D-14 Call 209-599-7184.

EL TORO

Light weight ' TITO ' toro. Proven winner comes
with a Pineapple sail and extra spars. \$550
Faye Roberts, (209)463-6675 04/04

CAL 2-27 "After Fifty"

Bay/Delta cruiser/racer has 6' headroom in 2 cabins.
New since 2002: Upgraded rigging, prop shaft, ports,
autopilot, battery charger. Atomic 4 works great,
interior/exterior in very good to excellent condition.
Club jib. Berthed in SSC slip F-38. \$8,900.
Jack Thomas, (209) 477-8201 04/04

CORONADO 25

25' Coronado 1966, \$2,500. Sails. Good shape.
Microwave, sink, dock power, electric bilge pump,
bottom recently painted. SSC slip E-12.
Robert Crane, 209-464-2782 04/04

Continued from page 7

SANTANA 20 SAIL #338

New paint & gel coat bottom; faired keel & rudder; drains routed through transom; mast step fixed. Practice sails & new 2002 racing sails (never used). Light weight aluminum trailer; spare tire; mast holders; padded keel & rudder bags. Trailer boat box. Dry docked at Stockton Sailing Club PL-22. \$4,500.00

Butch (209)551-2813 04/04

INFLATABLE 10FT AVON DINGHY

With 2-pc wood oars & foot pump. Roll-up with 3-pc plywood floor. Complete with 8 hp Evinrude 2-cycle outboard engine and 3-gal fuel tank. \$675.00

David Cammack 209/951-6017 03/04

1976 TAYANA 37 KETCH "Parallax"

Mexico veteran, radar, wind vane, autopilot, raft, sailing hard dingy, inflatable, chain and CQR ground tackle with low maintenance natural teak. Setup for two. Located the end of E-Dock. \$60,000

Betty Boyden 209-823-9303 03/04

COLUMBIA 5.5 "New Kids"

Race Ready. Needs a little TLC.

Berthed SSC slip B-25

\$3,500 obo

Bob Jacobson, 931-6379 10/03

Stockton Sailing Club
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ADDRESS CORRECTION REQUESTED