

# DockTalk

Stockton Sailing Club

[www.stocktonsc.org](http://www.stocktonsc.org)

December 2006



HALLOWEEN PARTY 2006

## 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 (as an attached WORD document please) 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

## SSC ADDRESSES & NUMBERS

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## 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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### MANAGER

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**Upcoming Events**

December 2006						
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						



**December**

- Dec 2      Lighted Boat Parade
- Dec 8      Cookie Exchange
- Dec 9      Fall Race #4  
Board of Directors Champagne Christmas Party
- Dec 12     Board Meeting
- Dec 15     General Meeting
- Dec 25     Christmas
- Dec 31     New Year's Eve Party



**January**

- Jan 1      New Years Day
- Jan 9      Board Meeting
- Jan 11     Fleet Night (7 PM)
- Jan 12     General Meeting

**Commodore's Comments**



December is upon us, its time to break out the foul weather gear and enjoy the rain, wind and fog. The crisp December wind is perfect for a quick sail down the river

There are lots club events coming up this month, starting with the Lighted Boat Parade on Saturday Dec. 2nd, the Board of Directors Champagne Christmas Party on Dec. 9th and at the end of the month we have the New Years Eve Party. All of these events are great fun; I hope to see all of you there.

If you missed the Cold Turkey Cruise over Thanksgiving weekend, a great time was had by one and all. The Bender's and the Mc Hugh's did a great job hosting the event.

Last month elections are over and the new Board of Directors will be sworn in, in January. I am sure the results are posted elsewhere in Dock Talk. I would just like to say thank you to everyone who participated. The Stockton Sailing Club is a volunteer organization, everyone who participated is a winner and we need members to step up and help make the club the special place that it is. Congratulations to everyone whose name appeared on the ballot, you are all winners as far as I'm concerned.

A year can go by very quickly and this one seems to have flown by. December is my last month as Commodore and I just want to say thank you to everyone who helped me throughout the year. First, the entire Board of Directors, for doing a great job and keeping the meetings flowing and getting the things done that we needed to get done. Plus a big thank you to all the members who volunteered to work on committees, chaired events, helped out around the facility, assisted with the Friday night dinners, did Dock Talk or cooked for special functions. You all helped make my year as commodore memorable and enjoyable. Thank you, to everyone for pitching in. I hope you had as much fun as I did.

So, go get your foul weather gear out of the closet, your sea boots from under the bed, scrape the growth off the bottom of the boat and go sailing.

So long and thanks for all the fish;

*William "Budge" Humphreys  
Commodore 2006*



**STOCKTON SAILING CLUB  
UNAPPROVED BOARD MINUTES  
October 10, 2006**

Commodore Humphreys called the meeting to order.

**Board Members present:** William Humphreys, Mike Stefani, Tom Lueck, Peggy Feakes, Bob Doscher, Chris Corbin, Mike Bennett, Nancy Farnum, Sam Dameron, Abe Ayala and Rick Gibson.

**Agenda:** Motion to approve agenda for October meeting:  
Feakes/Lueck (M.S.P.)

**Minutes:** Motion to approve minutes for September as presented.  
Leuck/Bennett (M.S.P.)

**Financial Statements:** A written report was submitted to the Board of the Club's financial activity for the month of August 2006. The percentage of the budget for year to date is under for expenses and over for income. Sam Dameron reported that labor costs are now under the projected budget because the Club has been understaffed, but he thought the overall expense would increase to the projections as additional staff is hired. Income is over the budget projections and will hopefully continue.

Motion to approve August's financial report.  
Dameron/Farnum (M.S.P.)

**Correspondence:**

1. Wes Wallstrom has requested member donations on behalf of PICYA for the benefit of R.B.O.C. Motion to include a note in members' billing for a voluntary donation.  
Doscher/Farnum (M.S.P.)

2. Wes Wallstrom also sent correspondence concerning a PICYA management conference at the Golden Gate Yacht Club, the contract for the Club to purchase PICYA yearbooks and for the information to be included. Susan McLain should contact Jim Hachman to determine if he has the data.

3. The Presidio Yacht Club sent an invitation to Stockton Sailing Club to plan a Club cruise to their facility.

4. The Club received a new burgee from the Royal Motor Yacht Club in Broken Bay, Australia, and another through Mike Fairservice a new burgee and an invitation to visit from the LaHaina Club in Hawaii.

5. The Club received a letter from former member Joan Jensen expressing an interest in the Club and referring to fond memories she and her late husband have had. Commodore Humphreys will contact Ms. Jensen and extend an invitation for her to come to the Club as his guest.

*(continued next column →)*

*(continuation of Board Minutes...)*

6. **Member and Guest Committee:** Bob Doscher reported that he will not be present for the November meeting because he will be on the HaHa. He will be present in December.

**Old Business:**

1. Clarence New's prior request for a leave of absence. It is to be noted that this is Mr. New's second leave. Motion to approve.  
Stefani/Farnum M.S.P.

2. Mr. Stefani will attempt to coordinate the work to complete the extensions of the pilings for D dock and will report back next month.

**New Business:**

Commodore Humphreys proposed the idea of cleaning up the interior of the existing shop to make it more accessible for member use. He also proposed that the open bay at the south end of the building could be enclosed. It already has a large door on the south wall inside the fenced yard. The newly enclosed area could be used more exclusively by Edgar. It was discussed and agreed that Mr. Humphreys' proposal would be a better use of space and would make the area more attractive. The Club would have to purchase the steel siding to enclose the open area but the labor would be all volunteered by Club members.

Motion to approve expenditure for purchase of materials for the project.  
Bennett/Ayala (M.S.P.)

**Facilities Manager's Report:**

Susan McLain submitted a written report to the Board. There are 25 slip vacancies in the harbor. Lien sales are in progress.

Other boars are being readied for sale. Maintenance continues around the Club. Phil Hendrix and Linda Driver scraped, primed and painted the Gate Key Entry Reader and the pole at the front gate. John Moyer has been priming in preparation for painting around the clubhouse. Wood with dry rot has been replaced on E dock fingers. Other dock repairs are on-going. Carr Electric work continuous. They are on budget, but the wiring has not yet been installed. The work should be completed by late October or early November.

*(continued on page 5)*



## Adventures in Paradise “What Not To Do”

The Stockton Sailing Club routinely indoctrinates several new members almost every month. Some become new members already own boats and some become members while being (sin of all sins) boatless. As it usually happens at least eighteen members with boats explain the benefits of being a proud boat owner. Also all the well meaning members expound on the great characteristics of the various brands of boats (usually one they already own and could possibly be convinced to selling their pride and joy to the new and still boatless member).

The discussions at the adult beverage area of the club house can and many times do confuse the neophyte member whose brain is reeling with facts, sail configuration, and benefits of racing or cruising.

After several sessions at the adult beverage section the new associate usually finally succumbs and becomes the proud and beaming member of the boat owning community.

The next thing that happens when a sailboat is purchased is that repairs are made. What repairs one might ask? Someone just purchased a new sailboat and what would possibly have to be repaired? Well most sailboats purchased at the Stockton Sailing Club are previously owned. And gentle reader, we all know what that means, repairs, modifications and boat units.

The day has arrived. Preparations are made, checklists are carefully checked off. The proud owner decides the time has come. He throws caution to the wind and places himself in the hands of boating gods. He invites his family for a two hour cruise (is the theme song from Gilligan’s Island playing in background yet?).

Remember the repairs? The skipper’s daughter mentions to her dad that there is water in the boat. The skipper responds with “that is always the case in a boat” and dashing continues the grand voyage. After a while the captain’s lady mentions that the floor boards are floating and she felt there is a possibly an excess of water is in the fine vessel. At that point the skipper agrees and promptly returns to the dock and nervously keeps looking over his shoulder to see if the “two hour sail” had been observed by others. My deep cover operative did and now you know the rest of the story.

**Bartholomew Negro**

*(continuation of Board Minutes)*

### Committee Reports:

**Harbor and Facilities:** Tom Lueck is encouraging members to volunteer to complete work on his Task List. Materials and supplies will be provided for each job.

**Dredging Committee:** Mike Stefani submitted a written report which will be discussed next month.

**FBLI:** No report.

**Membership Committee:** Abe Ayala reported that there are 7 new membership applications from: Arthur and Kim Silveria, Jonathan and Marian Weeks, Michael and Valerie Bell, Don Felkins, Sam and Kathy Hedge, Carl Peterson, Brent Gentner. Motion to approve new applications for membership:  
Ayala/Stefani (M.S.P.)

**Regatta Committee:** Peggy Feakes reported the 2007 race schedule has been set. They have also made new course sheets and are working to consider different ideas for long distance races.

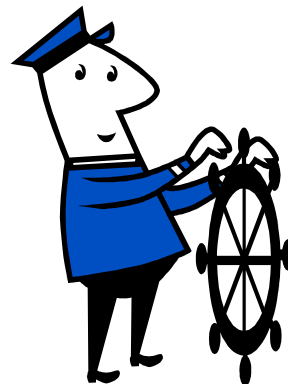
**Rules and Policy Committee:** No report.

**Social and Cruise:** A cruise to Tiki Lagoon is being planned. The cruise to Delta Yacht Club is scheduled for November 4 and sign up sheets are in the clubhouse. The Club’s Cold Turkey Cruise may go to Rio Vista.

**Junior Sailing:** Martin Gibson and Hobie Jensen will be attending the Monterey PCISA Regatta. Other Nor Cal races are scheduled.

**S.P.O.C.:** Adult Learn to Sail classes are on-going.

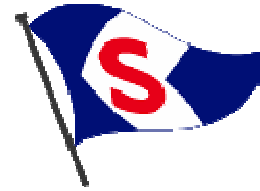
Meeting adjourned





### Around the Harbor

### WEAR YOUR BURGEE PROUDLY



Check out the apparel and accessories catalog located at the SSC logo wear gift center. There is a wide selection of shirts, hats, pants, jackets, etc. Prices are listed for most items. The more items ordered, the less the additional embroidery cost will be. (Currently projected cost for embroidery is \$5 - \$8 per item.) The SSC burgee will be embroidered on the left shoulder area. Other items will have the burgee accordingly.

If you have any questions please contact:  
Faye Roberts 209-463-6675  
Mary Dakin 209-477-9168

### ***Something New from Rand McHugh***

We've created an interactive photo forum. Stockton Sailing Club members can now go to:

- 1) Yahoo.com
- 2) PHOTOS along the left side of the page – this will take you to the sign in
- 3) Enter . . . *stocktonsailingclub* . . . in the User field.
- 4) The PASSWORD . . . *clubfun* . . . that's it – you're in!!!
- 5) View the Rio Vista Cold Turkey Cruise photos and add your own as well.
- 6) Have fun!!! More events to follow.

### THE COLD TURKEY CRUISE

November 24<sup>th</sup> was a bright day for a cruise to Rio Vista and the start of the Cold Turkey Cruise. 14 boats arrived before the end of the day and several motorhomes also joined the festivities. Members came from as far away as Reno and Dos Palos and all points in between. The weather was cold and crisp and we all had a very nice time. The food was delicious and we had quite an assortment of leftovers from Thanksgiving.

Saturday morning started out with most of us walking into Rio Vista for breakfast and a nice walk around town. Rio Vista is quite an interesting place, especially when you are seeing it on foot instead of the fast trip through town in a car. Many members had to sample the cuisine at Foster's so they could see all of the trophy animals hanging all over the establishment from the many hunts the owner has been on since he opened the restaurant and bar. Saturday evening, we had dinner at the Point Restaurant.

Sunday morning dawned with skies looking like trouble was coming so many of us fired up our engines and made for Stockton to try to outrun the rain and cold wind and weather we know was on the way. Everyone arrived home safely and with great memories of a very successful trip.

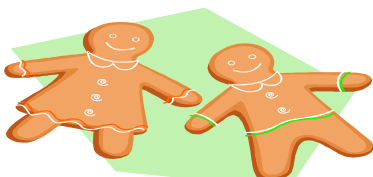
Many thanks go to Donna and Randy Bender and Rand and Janet McHugh for putting this event together. We all appreciate your hard work and attention to detail that made this a very successful cruise.

*Gail Gradle  
Social and Cruise*

### Holiday Cookie Exchange

**Join our 2<sup>nd</sup> annual cookie exchange  
Friday, December 8 during social hour**

**Bring 3 dozen of your homemade  
cookies, take home a great mix of other  
cookies**



From Peggy Feakes

Here's some information that I came across from the surveyor's e-mail reflector group that I belong to. I thought it might be of interest/benefit to those of you with sailboats:

This was the original question:

"I'm writing a report on an old Ranger 29 and it's got some pretty nicely renewed rigging with no sealant on the wire/fitting matings. I normally make a recommendation to seal these. Am I wrong?"

And here are some of the answers:

"I installed Norseman fittings on my boat eight years ago and the instructions called for sealant. My local rigger (Florida) took separate swage ends, one with silicon in the swage, one with 5200, one with blue Loctite, one with nothing added and the last with bee's wax. He submerged them in his salt water canal behind his house for three years. He cut each swage down the middle to examine the cable. The bee's wax had almost no corrosion, the wax was melted into the swage and there were no voids. Loctite was next, it was thin enough to penetrate into the core of the cable. The sealants were about the same, they did not penetrate into the center of the cable and the centers were corroded. The empty swage was severely corroded. I do not believe that leaving a swage so water can enter it is a wise choice. Water or moisture is needed for corrosion to begin. The lower swages are cps sanding upright and hold water. Salt crystals trapped in the swage will retain moisture (salt water soaked towels never dry) and corrode the cable, expanding and cracking the swage."

"Bee's wax is an old, seldom mentioned, but very effective protective treatment for all kinds of wire and other lines as well. One of its great advantages is that it can be applied after the fact, when necessary, and still achieve good results. Rinse with fresh water, dry with heat applied and then melt the wax into the fitting with just enough heat to make it fluid. It penetrates and protects and will stand up to the tropical sun. The rigger's real life laboratory is an eye opener as it plainly shows the fallacy of trying to force thick compounds into tight spaces; it just doesn't work as well as a true penetrant. Note also that the bee's wax is the only one of the sealants the rigger used that is truly "green" and readily replaced."

Hope you find this informative! It's not as important in fresh water but for those of you who venture into the Bay (and beyond), it's pretty critical

Peggy Feakes

**JUNIOR BLOG**



As many of you most likely have noticed that my mother Kelly has resigned as junior committee chair after 5 years of doing a wonderful job. She has handed over the juniors to Gary Eggert, and I can't wait to see what he has in store for us in the 2007 year.

This will probably be my last article as it is December and I feel like it's time to hand it to another junior member. I hope that someone will take it over as I am trying to balance my life right now, but at our next junior meeting with Gary I will see if anyone cares to take the ropes. If no one does I will step forth and write the junior blog for one more year.

It is time of giving, and I always forget to give to someone, so this year here is your gift from me. It's called advice: Live Life On Purpose. My history teacher tells me that daily and I finally understand it.

*Happy Holidays  
To the  
Stockton Sailing Club Members!*

*~ Julian M. Humphreys ~*

Commodore's Daughter:  
1997 (stepped in for Rex Mallot), 1998, and  
2006

**Also: Don't forget to donate to the  
St. Mary's Dinning Hall this season.**

**SOCIAL & CRUISE NEWS**

Here we are at the end of the year and our social calendar is running over with great stuff to do.

We will be decorating the Christmas Tree and clubhouse on December 1<sup>st</sup> during the social hour following dinner. We want willing members to pitch in and help. It should be a fun evening.

The lighted boat parade is December 2<sup>nd</sup>. Mike Stefani is making minestrone soup to serve and we will have cold cuts for sandwiches for everyone attending. The cost for dinner will be \$7.50. We are expecting quite a turnout and hope all of you will attend and be part of it.

The champagne Christmas party is scheduled for December 9<sup>th</sup>. Our officers will be pouring champagne for all attending members.

The theme for New Year's Eve at the Club this year will be "Red Hot New Year's". It should be lots of fun. We would like everyone to bring hors d'oeuvres for the group to share.

And, with that, I'm looking forward to seeing all of you soon.

Gail Gradle  
Social and Cruise







## V A L K Y R I E ' S B A J A H A H A

I was invited by David & Rosie E to help them get *Valkyrie* to Cabo on the Baja HaHa. I flew into San Diego a few days early, and acted a chauffer (the only one with a rental car!) to the crews of *Valkyrie* and *Aztec* doing all those last minute errands before leaving. Fourth crewmember, Fred Sheil arrived a day or so after I did. We left San Diego on Monday Oct. 30 at 1100, along with about 160 other boats. The first leg to the small town of Turtle Bay, about 360 miles south of San Diego, as expected, had the coldest weather and the most wind. It was DDW pretty much the entire way, and winds were strong enough we did a lot of tacking downwind, as our spinnaker pole wasn't operational to allow wing-and-wing sailing. In fact, on the last night, we changed our planned route to duck into the lee of Cedros Island, as the forecast was for 30-40 knot winds overnight. (Behind Cedros, the biggest island off the West coast of Baja, we actually had winds less than 10.) Got into Turtle Bay about noon on Thursday the 2<sup>nd</sup>. Under way, on the morning SSB net, we heard that *Aztec* had torn its mainsail just below the third reef. Although certainly a problem, it wasn't crippling. They just winged out the genoa on the pole, and since it was DDW, had very little decrease in speed. On *Valkyrie*, we had no particular problems, aside from the spinnaker pole and the fact that the main 200-amp alternator wasn't putting out full power. We were limited to what the secondary alternator (about 60 amps), the solar panels (about 8-10 amps) and the wind generator (5-20 amps depending on wind) could do. Enough to almost keep up with the drain. (With a washer/dryer, refrigeration, including a freezer, SSB and a watermaker, *Valkyrie* uses a lot more electricity than my Catalina 27.) Late in the trip, after some clever diagnosis and tweaking, we got it working fine again. On other boats, there were a lot of small problems, but no serious breakdowns. The most serious problem reported was the 6 broken ribs suffered by one crew on a Morgan OI41 during a spinnaker round down.

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Turtle Bay is a fishing village of a couple thousand people nearly 100 miles by dirt road from the highway. Even so, they have an internet café. (Albeit with a dial-up connection - no DSL here!) The water was about 75 degrees - quite swimmable and a bit warmer than I remember the last time I was here in 1999. The HaHa is the biggest thing all year in Turtle Bay, and probably increased the village population by about 40% for the two or three days we were there. On Friday Nov. 3<sup>rd</sup>, the HaHa had a beach party there before the start of the 2<sup>nd</sup> leg of 240 miles to Bahia Santa Maria on Saturday.

The second leg was warmer with lighter winds. A sweater or jacket was needed on night watches, but long pants no longer. During the day, swimsuits were the uniform. Given the alternator problem, *Valkyrie* took advantage of the limited output of the secondary alternator by motorsailing pretty much all the way. Many (but not all) of the HaHa'ers did, as there were extended periods of no wind at all. We arrived at the Bahia Santa Maria anchorage about 0200 on Monday Nov. 6.

Bahia Santa Maria is a beautiful spot, totally undeveloped. It's about 8-10 miles as the crow flies from the town of San Carlos on Bahia Magdalena, but more like 25-35 miles traveling dirt roads and trails and fording saltponds. There is a small seasonal fishing camp with maybe 20 people. Their power is provided by solar panels, a diesel generator and wind generator. Communication is by radio - no land line phones. (Although, in fact, in both Turtle Bay and Santa Maria, I was able to find 5 bars of signal on my Cingular cell phone. It took me until Santa Maria Bay to figure out how to navigate Cingular's user-unfriendly international procedures, however, and I could finally call home! I never did figure out how to retrieve the voicemails left for me, however.)

(continued on page 9)

(Baja HaHa con't)

We swam and sunned in a very warm Bahia Santa Maria. In fact, David and Fred snorkeled near shore and found a small patch of coral (usually only found much further south). Hauling their stuff nearly 100 miles from La Paz, the Mexicans provided the HaHa'ers a fresh fish BBQ for \$12 and live band that played for tips on shore. On Wednesday Nov. 8, the 160+ boats all started at 0700 on the 180 miles to Cabo. The wind was really light, and it had warmed up enough to not require clothes at all on the early morning watch that night. We anchored out at Cabo mid-afternoon on Thursday Nov. 9. We went ashore to check in, and unlike the last time I was in Cabo on the HaHa, when we spent the better part of a day walking all over Cabo to the various government offices you need to visit to check in to Mexico, we used the documentation service located at the marina to check us in. For a fee of about \$50, we had completed the check-in in about a half hour. We visited Squid Roe (the infamous party-hearty spot across from the harbor in Cabo), but decided to pass on the HaHa "We Cheated Death Again" party there that night. David, Fred and Rosie played cribbage. (Rosie takes great advantage of her "beginner's luck".) I went to bed at my now-normal time of 2100.

The next day, we did attend the HaHa beach party at the Mango Deck bar and restaurant on the beach at Cabo. The MC at the Mango Deck was great at working the crowd, and got a "chug-a-lug" contest going between the waiters and volunteer patrons. (Rosie won hers.) David and Rosie (and a few other unnamed SSC members and friends who had found others willing) participated in the "From Here to Eternity" kiss competition on the beach, wherein they try to replicate the famous kiss between Burt Lancaster and Deborah Kerr in that movie. Will David & Rosie's kiss make it to December's Latitude 38?

On Saturday, the HaHa held the final event ashore, the awards ceremony. While some boats got special awards for sailing the entire way, no one finished less than third, although there seemed to be a tie in each category among all the boats not holding first or second. One of the boats that did sail the entire way was Dulcinea, a Flicka 20 sailed by prior SSC member Randy Ramirez. Although the Flicka was the smallest and slowest boat in this year's HaHa, he sailed the entire way, and caught the most noteworthy fish (a hammerhead shark).

Oh yes, the fish. *Valkyrie's* Mexican fishing licenses cost close to \$300. In Mexico, if the boat carries any fishing equipment, even just a fishhook, you must have a license for the boat (and another for the dinghy), and one for every person aboard. I'm not a fisherman, but David and Fred managed some good success, a mackerel (about 8lbs) several dorado (about 10-15lbs) and a tuna (about 30-40lbs). The fishing got better as we went south, and was best over the many shallow seamounts that are off Baja on the way south. In my mind, maybe not worth \$300 for the HaHa alone, but the licenses allow David, Rosie and crew to fish for the next 6 months.

(continued next column →)

(Baja HaHa con't)

And a note on night watches. We had 4 aboard, and Rosie's job was as chef, so she didn't stand a regular watch. David, Fred and I each stood 4-hour watches. David's watch was 2000-2400, Fred 2400-0400, and I 0400-0800, so we officially stood solitary watches, but if the weather was at all dicey, we had a 2<sup>nd</sup> person immediately available, and always called someone if it was necessary to leave the cockpit. This seemed to work fairly well with everybody's internal clock, so nobody had much accumulated fatigue. For me, it was almost a normal day, as I'm an early bird, and normally up about 0400-0430 anyway. I really like the dawn watch, as winds are usually a little lighter, it's usually quieter, and I get to watch the sunrise. I also found that an MP3 player was a great asset on the night watches. I had downloaded a bunch of podcasts and a Patrick O'Brian Aubrey/Maturin novel to my MP3, and they really kept my interest and helped with boredom and drowsiness. I also had a small short-wave radio that allowed me to get the election results and other news when I was in the cockpit. (It took me several days of frustration trying to receive radio while I was lying in the v-berth off watch before the light bulb came on – *Valkyrie* is a steel boat, so no radio waves could penetrate the hull!)

Would I do it again? Absolutely! Was *Valkyrie* a good boat for the trip? Absolutely! Would I do it on my boat? Absolutely not! After enjoying the luxuries of a watermaker (fresh water showers, great drinking water, no water worries) and a refrigerator/freezer (holding the fresh meat and fish we caught), and seeing how long it took Randy Ramirez on a boat with a hull speed comparable to my 27-footer, and sailing the entire way, as I would have to do, not being able to carry enough fuel to motor more than half a day, any thoughts of my 27 on the HaHa evaporated. (Of course, as I get older, the importance of comfort seems to slowly be getting greater as "adventure" becomes less so.)

### THANKS DAVID & ROSIE!



*"Patricia Bell and Los Arcos"*

## CLASSIFIED ADS

### Wanted:

**Laser or small day-sailor to buy.** Under 20' with trailer.  
Ben Hicks 209-728-5141

### Misc Items for Sale:

2 Wind Boards Klepper 340 and Dagger Board, Bic-Ace Tec; 3 Masts, 2 booms with extensions  
7 Sails; Seat harness and extra gear bag.  
Harley Tinkle 951-6061 \$700.00

### YAMAHA V STAR CLASSIC

2000 Yamaha V Star Classic, 1100cc, 19,000 miles; wind shield; passing head lights, passenger seat and backrest; luggage rack, saddle bags, front wheel lock; cover; custom pipes; two tone color: burgundy/beige.  
\$5,950.00.B/O. Call Dave Cook, 985-6221.

### Boats for Sale

**1970 CAT 27-** In great condition. Good sails, running rigging and newer Honda Engine. Located at F21  
**Price Drop = \$3,850** Want a larger boat.  
Contact Richard or Cynthia (209) 345-2034 (09/06)

### **BOAT OF THE YEAR 2005 – FOR SALE**

5.5 Caribbean Lights \$3,999.00  
Contact T.R. Dobell 610-7643  
Also, a Star 4 for sale \$6,000 (10/06)

**1975 Catalina 22.** Pop-top, motor, sails,  
\$1,900. Call Paul at 209-610-9291

**1973 Morgan 30' Sailboat,** with a Universal 3 cylindrical diesel engine, 4 sails (main, jib, genoa & spinnaker). White with blue strip, boat name Miss Savannah. Asking price \$9,500.00 or best offer. Call Earl or Sharon at 209-466-6484, if no answer leave message. Cell phone 209-518-4857 or e-mail sandrews13@scbglobal.net.

**CAL 2-27, 1977, PURSUIT.** Standard head room, good running Atomic 4, New batteries (2005) and bottom paint (2006), self tending jib, spinnaker, spinnaker pole, teak interior, fold down table. West Marine inflatable dingy inc. Great family boat for Delta & Bay sailing. Asking \$9000. Slip D-10. Call Zach @ 209-571-3829

### BOATS FOR SALE (continued)

**CAL-27 POP-TOP FOR SALE** I have bought a newer boat without selling my older boat, so I am motivated. Please check out my Cal 27 pop-top in B-18. Excellent main and club jib just back from Sail Care. 16-month old bottom, that has been diver cleaned regularly. Excellent GPS and sounder. Cockpit and interior needs painting. Spinnaker and pole, \$4,500 with older Evinrude 9.9 hp or \$5,800 with near new (less than 5 hours) 15 hp Johnson 4-cycle. Please call Larry Oliverius at 925-876-8822 or email [larry@westernstatedesign.com](mailto:larry@westernstatedesign.com)

**Columbia Challenger 24 "Harmony"** - Race ready for the 2007 season with Soling Rig and 1 self tacker jib, Race ready for the special races with 2 conventional jibs, 2 spinnakers, 2 mains, hard racing bottom, running lights, Coast Guard sticker for 2006, ready for light cruising with a clean interior, full cushions below. Nissan 8hp outboard. \$4300. Call Al or Nancy 209 957-3361, 209-470-3361 or 209-471-3361,  
[nancysilvershadow@comcast.net](mailto:nancysilvershadow@comcast.net)

**CATALINA 27 "TRANSPOSITION"** 2 New Harken travelers, new Harken Boom Vang, new head and holding tank, new depth gauge, bottom redone one year ago. Very clean and race ready. See at E-13. The 15 hp engine that comes with the boat runs great! \$6,000 or best offer  
We bought the new boat without selling Transposition. Sam and Gail Dameron  
[bgailg@sbcglobal.net](mailto:bgailg@sbcglobal.net)

**1978 CAL 39** - Rebuilt engine & trans.; new tapered double spreader mast; new refrigeration, radar, windlass, below deck auto pilot, headliner, port lights and water maker; hard dodger and bimini with new canvas and solar panels. Much more, \$79,000. Paul Owings (209)369-1714



**Friday Night Mixers  
Look Who's Cooking???**

- Dec 1**            **Surprise Guest Host  
Holiday Decorating**
- Dec 8**            **Camarena  
Cookie Exchange**
- Dec 15**          **General Meeting  
Come and See**
- Dec 22**
- Dec 29**



Dear Sailing Club Members,

Recently I was at the Sailing Club and experienced a medical problem resulting in an emergency room adventure.

I would like to thank all of my friends that attended to me and waited in the waiting room for an extended period of time pending the outcome of my test. Fortunately I was able to escape without any major damage.

I appreciate the attention, concern and love received from my friends. I am fortunate to be a member of a club with such caring members.

Thank you,

John R. Dorothea

Stockton Sailing Club  
P.O. Box 7955  
Stockton, CA 95267

ADDRESS CORRECTION REQUESTED