

Tell~Tale

NEWSLETTER FOR THE GEARY18
FLATTIE SAILING ASSOC.



January 2006

Geary 18 IYRA
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Debra Eckrote, Executive Secretary
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From the Commodore

Happy New Year to all,

I hope everyone had a great holiday season and is getting excited for the sailing season to start. The dates have been picked for Internationals next year and more information will follow soon. There will be a couple brand new hulls in the Coos Bay fleet by next summer, and I have heard that the Coos Bay fleet will be letting some of the Junior sailors borrow boats so that they can compete in the event. This is exciting news!

Tim and I wrote a bit about our experience at the Championship of Champions regatta. Be sure to check that out. While at the regatta we talked with the Narrasketuck champion, and he confirmed rumors that Mike Rhode had heard about a couple Geary 18s being built on Long Island in the not so distant past. The Narrasketuck has a very similar history to the Geary 18. If you are interested check out their web page: <http://narrasketuckoda.org/>

Cheers,

Oscar

**Check out the photos from the
2005 Internationals at Huntington
Lake on the Geary 18 Website:**

www.geary18.org

Happy New Year !

NOTE FROM THE SEC/TREAS.

Just a reminder that Association dues were due and payable by January 1st of 2006 and were delinquent after that date. Any member paying their dues after January the 1st will be subject to a \$10 late fee in addition to their \$40 annual dues.

Bud Busch

NEXT TELL-TALE

The next Tell-Tale will be sent out March 15. News items should be sent in by March 10.

Champion of Champions Regatta
 Bayview Yacht Club
 Detroit, Michigan
 October 2005

(Oscar Barney and Tim Mills along with Erica Edgecomb represented the Geary 18 fleet at the Champion of Champions Regatta for small boat champions. There were 20 entries and 19 races all together. Oscar and his crew represented us well, winning one race and finishing among the top five boats in four times. They ended up 13th overall. The following are accounts of their experiences.—Ed.)

Tim mills and his friend Erica Edgecomb came out to sail with me. Erica sails with a spinnaker a lot on a Wavelength 24, but had to learn that things were a bit different on a dingy. A Flying Scott is about 19 feet long and although pretty slow still sails more like a smaller boat. It looks like a big Day Sailor. The regatta was a 4 day event with the first day being a clinic and practice day. They gave a couple hour tutorial on Flying Scotts and then let us go out for a practice sail. When we got out on the water the wind picked up significantly to about 20 kts and we decided not to put up the spinnaker since we were all pretty rusty. The Flying Scott isn't all that stable downwind in the breeze and it took a while to get used to how it feels. Toward the end of the practice we thought about putting up the spinnaker and Tim was just about to start pulling it up when the boat behind us got hit with a gust and had its shroud break. Another boat flipped. We decided not to press our luck and stay dry on the practice day.

On the second day we started the races. The wind had never let up from the day before, it had actually built to 25kts or so. They did one race, which we didn't use the spinnaker in because of the breeze. We were doing well but a bunch of boats who used their spinnakers passed us downwind. After this race, we postponed for most of the day waiting for the breeze to die down. At about 4pm we went out and did 3 more races. In the first it was still pretty windy and we didn't use the spinnaker again. This time it didn't hurt us so bad because some of the boats ahead of us using spinnakers flipped. The next two races the wind calmed down a bit and we were able to use the spinnaker. It wasn't all that big and was easier to fly than we had anticipated.

The next 2 days the wind was really nice, about 12-15kts, and we were able to use the spinnaker the rest of the regatta. In one race, however, a gust hit us right when we jibed and since I over steered the spinnaker pulled us over. We were able to get the spinnaker down, right the boat, and finish the race. We got last in this one but were glad we saved the boat. It was a 19 race series with fierce competition from the 20 competitors. Everyone there was a champion of some class or another and knew how to win races. If you look at the results, even the top boats finished back in the pack more than a couple times. We were pretty inconsistent ourselves, mostly because of poor starts. We did get a first, second, fourth, and a fifth, so I know we had what it took to compete. Although I sailed in intense fleets like that in college, I never got to skipper and thus knew what I should be doing

Overall we had a great time. Bayview Yacht club was a wonderful host and kept us well fed. The competitors were great people and fun to chat with after the races. We finished 13th out of 20 which considering the level of competition and our inexperience was not all that bad. We beat 7 champions which is not a bad accomplishment.

Oscar Barney

Hello this is Tim. Oscar, thanks for the great summary. It brings back some exciting memories. I had an amazing time. Just imagine the thrill of a close race and then compound that by 19 races over three days. We had 10 races in one day and were on the water from 9am till the evening. It was almost overload, but in a good way.

I wanted to add a bit to Oscar's summary. First of all, I felt honored to be involved with such an event. The host yacht club and US sailing treated us very well. Thanks, Oscar for organizing and inviting me. A club member put us up in their house and the yacht club provided all the meals, and even the boats to sail. The regatta fees didn't come close to covering all of the expenses. I was impressed with the people from US Sailing and the organization as a whole.

The starts were extremely difficult for a couple of reasons. First, the competition was fierce. Most of the sailors have refined skills, from sailing in large fleets with small maneuverable boats. Add to this, the 2 knot current drawing the boats over the starting line and you have an extremely challenging problem. Oscar did a great job and got us in the hunt on a number of races.

Once on the course the intensity didn't seem to fade much. Nineteen boats densely covered the small, and short course. All the sailors knew how to make the boats go, so rarely did anyone pull away using boat speed. At the finish, boats usually crossed in a pack with only a few moments separating the bulk of racers.

Happy New Year

Tim Mills



FLEET NEWS

LOS ANGELES FLEET

Happy New Year from sunny Southern California....after our 'wet Rose Parade' we'll probably have a lot fewer folks moving out our way. We had a great holiday get together hosted by Ted and Gerta. A few old timers showed up, which is always quite a treat. Ken Taylor and his friend Lisa came by, along with Marti and Ed Fox. It was also great to see Kathi, it's been a little while. Tammie and my daughter in law, Jenay, drove over with our 4th generation contribution to our fleet, Trevor (almost 3 years old) and his sister Mia, 5 months old. Chris was also at his parents, along with Gerta's cousin and her husband, visiting from Juneau Alaska. It was a great time.

We're looking forward to a great sailing season and hope all the Southern California boats will make all the races. My son Michael is still in Afghanistan. He's doing fine, very busy which makes the time go by quickly. The first part of April he hopes to be back in Italy with his family and we'll look forward to seeing him at his sister's wedding in August. Happy sail to all and keep those umbrellas handy up north.

'Lost icon?' At our holiday party Ed Fox approached me and asked a favor...here it is. In the late 50's, early 60's, Ed made a couple Flattie icons. One of them, a Flattie (boat), hangs on the wall in Ted and Gerta's home. It's affixed to a piece of wood and is now called 'The Peoples Perpetual' trophy. The second icon, both of them being made of aluminum, is in the shape of disk, some what like our current association patches. It's about the size of a paper plate and since it was made before the name change it has Flattie Yacht Racing Association on it. As far as we know it has no additional color and it also was mounted on wood. Ed's not looking to reclaim the icon, just wondering if any one has it or knows where it is. If you happen to know please email me at flattiekid@sbcglobal.net or Ed at guemesfox@mymailstation.com

Marsha



FLEET NEWS

MISSION BAY FLEET

Not much to report from Mission Bay this time except that Joan and I hope that all of you had a very happy holiday and we are looking forward to seeing all of you again this year.

For the California skippers (and their families) our Mid-Winters regatta this year will be the weekend of February the 18th and 19th. Hope you all can make it.

Joan was looking in our new Trailer Life Camping book today and noticed a full page add for **Mission Bay RV Park**. When she looked at the address she realized that it was the same location as the old De Anza Trailer Park that most of you are familiar with. The ad said that the park had all been refurbished and was a full security park with gate pass required. We were surprised at how reasonable it was compared to the old De Anza so I am listing all of the information below. Hopefully some of you will be able to take advantage of it for the Mid-Winters next month,

Winter rates for deluxe sites are \$30 per night Water sites are \$50 per night
Summer rates are \$45 for deluxe and \$75 for water sites.

Their toll free number is 877-219-6900 and their web site is
www.missionbayrvpark.com

Bud Busch

2006 California Geary 18 Racing Schedule

Date	Scheduled Race	Host	Location
Feb 12	Lopez 1	San Luis Yacht Club	Lake Lopez
Feb 18-19	SCYA Midwinters Regatta	Mission Bay Yacht Club	Mission Bay
Mar 4-5	EE Manning Series	Alamitos Bay Yacht Club	Alamitos Bay
Mar 12	Lopez 2 at Margarita	San Luis Yacht Club	Margarita Lake
Apr 9	Spring Point Fermin	Cabrillo Beach Yacht Club	San Pedro
Apr 22-23	Lopez 3 and campout	San Luis Yacht Club	Lake Lopez
May 6-7	Cinco de Mayo Regatta	Santa Barbara Sailing Club	Santa Barbara
May 6-7	Lake Piru Regatta	San Fernando Valley YC	Lake Piru
June 24-25	Semana Nautica	Santa Barbara Yacht Club	Santa Barbara
July 8-9	High Sierra Regatta	Fresno Yacht Club	Huntington Lake
July 21-25	<u>CHAMPIONSHIP REGATTA</u> July 21 wt, meas., tune-up, July 22-25 Races	Coos Bay Yacht Club	Ten Mile Lake, OR
Aug 5	McNish Wooden Boat Race	Pacific Corinthian YC	CI Harbor - Oxnard
Aug 26-27	Mile High Invitational	Lake Arrowhead YC	Lake Arrowhead
Sept 2-3	Labor Day Regatta	Coos Bay Yacht Club	Ten Mile Lake, OR
Sept 23-24	Mission Belle Invitational	Mission Bay Yacht Club	Mission Bay
Sept30-Oct1?	Cachuma Regatta (tentative dates)	Informal	Lake Cachuma
Oct 21-22	Wysocki Memorial Regatta	Morro Bay Yacht Club	Margarita Lake
Oct 28-29	Goblin Regatta	Santa Barbara Sailing Club	Santa Barbara
Nov 5	Fall Point Fermin	Cabrillo Beach Yacht Club	San Pedro
Nov 18-19	Turkey Day Regatta	Alamitos Bay Yacht Club	Alamitos Bay

Note: **Races in Bold are preferred races – if you can only make a few try to make these.**

Some dates unconfirmed at publication. Check with local fleet captain before attending.

Compiled by Chris Knudson, any questions: ph:(805) 450-0819 /email: chris_knudson@hotmail.com

Ronald K. Wood

1927—2005

It is with great sadness that I must report the passing of Captain Ronald K. Wood on November 10, 2005. Ron fought a valiant fight against cancer. Ron was born on January 17, 1927 in Vancouver, B.C. He joined Canadian Pacific Airlines on May 5th, 1953. During his varied career he flew the DC-3, C-46, Convair 240, DC-6, Bristol Britannia and Boeing 737. On August 6, 1963 he was promoted to Captain at the Whitehorse, Y.T. base. He remained there until September, 1964 when he transferred back to Vancouver.

He was a very prolific home builder of light aircraft and built a Piel Emeraude, Midget Mustang and a Thorpe S-18. He took early retirement from C.P. Air in November, 1980.

A notable event occurred on November 18, 1971, that will illustrate the integrity of R.K. Wood. After landing at Whitehorse after a routine flight from Vancouver, a distress call was received from Whitehorse Control Tower regarding a lost aircraft. Ron radioed the lost pilot and asked him to describe where he was. The lost pilot reported he was at 7000' between layers of cloud and also the presence of a large mountain between the layers of cloud. Because of Ron's knowledge of the area he felt this was Mount Skookum about 25 miles south west of Whitehorse. Ron promptly borrowed the B-737 that he had just flown to Whitehorse. As it was now quite dark he flew to the area and using landing lights for recognition found the lost pilot and led him back to the Whitehorse Airport.

I lost a good friend in the passing of Ron and will surely miss him.

Submitted by Capt. Robert B. Randall, Retired, CPAL, CP AIR, Canadian, AC.

This note was sent to me by Bob Randal and I thought it should be passed along to all fellow Geary sailors as I am sure a large majority had met Ron Wood and would remember him. He is the gentleman who sold **#1496 Ghost** to me. He was a great sailor, friend, teacher and story teller and for those reasons I choose to keep the name **Ghost**.

The last time most would remember him racing would have been at Cultus in the 1990 Internationals. Ron was very competitive in the Geary fleet and was always looking for that little edge by changing things, tweaking things and trying new things. Ron was always more than willing to tell (at least me anyway, since I was such a nosy little kid) what he was trying, or changing or trying to accomplish with the change. Over the years Ron had owned quite a fleet of Gearys which I believe started with **#73 Crest**. He then built **#1373 Go-Go** and went on to acquire **#1374, #1496 Ghost, #1478, #1462**. Some people may remember I sent out a picture of a 14' Geary 18, blue hull, with a wood grain varnished deck. Yes? No? Well, this was the last boat Ron built.

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One final memory I would like to share would be of the 1984 Internationals at Cultus Lake. It was during the second race of the series when Ron's boat broke the jib downhaul. He finished third that race and managed to limp the boat back to the dock between races. With little time to spare he ran to his home and came back with a drill and a coat hanger. He promptly drilled a hole through the bow of the boat, unwound the coat hanger, shoved it through, hooked and secured the jib through the grommet and went on to win the very next race. I was only 14 at the time but I remember this quite well because I was very taken by the fact that someone could drill a hole through the front of a perfectly good boat just for a temporary fix. Anyway, I believe this to be memorable moment. My dad will be looking for some suitable pictures for you to add.

Mike Rodde

Ron Wood was a good friend of our family and his passing is a very sad event for us and we treasure the years we knew him and had the pleasure of sailing Geary's with him for so many years at Cultus Lake.

I know others will write to you more eloquent than I can.

So I will send you a few pictures in remembrance of Ron.

I flew with him in his home built Emeraude and the air photo of Cultus Lake I send you some time ago, was taken from his plane. When we first meet Ron and Isobel, their children, Jaff and Nancy were just youngsters as the pictures will show.

Even though we have no Geary fleet anymore, the memories of Ron and the great sailing are with us forever.

Sincerely,

Harald Rodde & family.

Harald Rodde sent several photos of Ron Wood, but I was unable to transfer them to the Tell-Tale. He can no doubt send them via e-mail to anyone who is interested.—Ed.



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