

# The FLYC Telltale

APRIL 2010

Folsom Lake Yacht Club  
PO BOX 156  
Folsom, CA 95763

Website: [www.flyc.org](http://www.flyc.org)



Representing Folsom Lake Sailors for Over 53 Years

## Event Calendar:

Date	Time	Event	Location	Coordinator
Apr 3	10:00 am	FLYC Winter / Spring Series #4	FLYC, Folsom Lake, Brown's Ravine	
Apr 10-11	9:00 am	Camellia Cup Regatta	FLYC, Folsom Lake, Brown's Ravine <a href="http://www.flyc.org/CamCup.shtml">http://www.flyc.org/CamCup.shtml</a>	
Apr 13	7:30 pm	FLYC Membership Meeting	Inland Sailing Company	
Apr 17-18		Richmond Big Dinghy	Richmond Yacht Club	
Apr 15-18		Strictly Sail Pacific Expo	Oakland, Jack London Square	
Apr 24	9:00 am	Trans-Folsom Race	FLYC, Folsom Lake, Brown's Ravine <a href="http://www.flyc.org/Trans-Folsom.shtml">http://www.flyc.org/Trans-Folsom.shtml</a>	
May 5	6:00	Beer Can Races	FLYC, Folsom Lake, Brown's Ravine	
May 11	7:30 pm	FLYC Membership Meeting	Inland Sailing Company	
May 12	6:00	Beer Can Races	FLYC, Folsom Lake, Brown's Ravine	
May 15-16		Lake Yosemite Annual Regatta	Merced <a href="http://www.lakeyosemitesailing.org/">http://www.lakeyosemitesailing.org/</a>	
May 15-16		LWSC One Design Series #2	Lake Washington Sailing Club <a href="http://www.lwsailing.org/nors/">http://www.lwsailing.org/nors/</a>	
May 19	6:00	Beer Can Races	FLYC, Folsom Lake, Brown's Ravine	
May 26	6:00	Beer Can Races	FLYC, Folsom Lake, Brown's Ravine	
May 29-30		Whiskeytown Regatta?		

## Membership Meeting:

The April 13th membership meeting of the Folsom Lake Yacht Club will be held at:

**Inland Sailing (AKA Morrison Marine)**

**2347 Gold River Rd Unit J**

**Rancho Cordova, CA 95670**

**916-859-3436**

**[www.inland-sailing.com](http://www.inland-sailing.com)**

**7:30 pm !!!!!**

**Bring a folding chair and maybe a small snack to share.**

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## Commodore's Column

Mark Erdrich



Note: I'm writing this in the middle of March, since we will be out of the country (and out of touch) on a cruise ship when the articles will be due!

I wasn't able to be there, but apparently there were some exciting times at the March 13th series race.

I've asked John Poiriroo to write an article describing his adventures that day.

There was also some confusion regarding the start times. I've updated the calendar to make sure each FLYC event has a start time. For all races, the start time is the skipper's meeting (unless otherwise noted).

Preparations for the Camellia Cup continue on pace. Make sure you get your entries in early! We are also asking that all members bring a little something for the raffle. Maybe it's time to get rid of those sailing related doodads that you have lying around the house.

A lot of activity for the Camellia Cup actually happens the day before the regatta, on Friday. If you are available that afternoon (April 9th), please come help us get the tent raised, tables in place, beer trailer ready (and beer tested!), as well as a myriad of other tasks to needed to prepare to the regatta.

During both of the last two membership meetings, we've had very active discussions regarding the future of the club. I think this is great, because it shows that people are still passionate and interested in the club. Come join us on April 13th at 7:30 at Inland Sailing and help us continue to define a future direction and role for the club. Additionally, we will be talking about the just completed Camellia Cup.

And don't forget the final race in the Spring Series and your final chance to get the cobwebs out before the Camellia Cup. That race will be held on April 3rd, with the skipper's meeting at 10:00am.

Thanks,  
Mark



## Treasurer's Report

Scott Fredrickson

The park passes we receive when we pay our slip fees were delivered on time this year, and because I was prepared, were quickly passed on to folks that can enjoy them. Only 1 Browns' Ravine-only pass left. Those passes, sold at a discount, represent 23% of the yearly slip fees--\$720. Everybody involved comes out ahead--the park system, the marina, FLYC, and, of course, the new owners of the passes.

Camellia Cup planning (at the Galeria's homestead) is well along, and I was pleased that our simple little accounting documentation system allowed me to locate, in a matter of seconds, the receipts from last year's Camellia Cup so Drake Johnson could get a jump start on the food shopping list for this year. He also handles the suds delivery for the event, so I was VERY happy to give him any help I could!

If only staff meetings at work were so efficiently run --- and had such tasty snacks!! A little more than an hour and we were on the way home.

### P.O. Box 156

It's always fun to pick up the mail and find a bunch of membership checks, and a few more arrived this week. Our membership is down from last year, but the core membership of FLYC is still solid, still a bunch of us that like 'messaging around with boats'.

Only 5 Camellia Cup registration packets were returned to Box 156 as 'undeliverable', so very little money was wasted on postage. Years ago, before email, there were many, many more that never made it to sailors' mailboxes.

Gold Country YC's regatta announcement arrived, and they are hosting the Catalina 22 Region 10 Championship and Sunfish Western Regionals this year June 5-6. Look for it at the CamCup.

It's a beautiful venue, with, uh....challenging??....wind patterns because of the surrounding mountains and relatively small size. Miles wide and long Tahoe it isn't. Interesting sailing, plenty of sail trim practice, but pay attention! From one of our trips, I can still see our spinnaker plastered against the mast, spreaders, shrouds, pole and foredeck crew from a 180 degree, 10 knot wind shift, feel the boat stopping in a heartbeat and the load on the tiller as the Irish Aire suddenly reversed. I'd waited a few seconds too long to call for the takedown. Unforgettable.

# THE RACER'S EDGE

Just a little play on words to get you thinking about the upcoming racing events for the racers in the club. Sometimes it is like a razor's edge that can make the difference between the win, and the not win. \*Near the conclusion of the boat race between the Americans and the Brits, before the America's Cup became the America's Cup, a curious Queen Victoria asked Sir Walter Raleigh who was in second place. (the only ship that was visible at the time was flying the Stars and Stripes). He replied, " Your Majesty, there is no second place." \*

There is only one more FLYC series race (April 3) to use as the tune-up race before the local Big Two races: The Camellia Cup Regatta, April 10-11; and the Trans-Folsom, April 24. Both have a long history at Folsom Lake. The Camellia Cup is an Around the Buoy race. 5 races in all, 3 on Sat, 2 on Sunday. You are competing against boats of your same make starting nearly at the same time. In spite of the Queen, there will be second and third places awarded.

The Trans-Folsom is a Pursuit race, where the racers start at different times with the idea that all boats should theoretically finish about the same time. Both races are fun in differing ways. If you have "starting line" phobia, (like Lanette has) the Trans-Folsom is the one to sail. A few boats start, then sail around for miles, and then come back to the Marina, having had a fun day on the water. And as Fleet 4 sailors already know, 2 boats on the water constitute a race! Why not use the organization of the Trans-Folsom race to have just even more fun.

If you are not sure about racing, but you'd like to give it a chance, the Cruiser class might be for you. Keep the micro-waves and TVs on board, and race against other cruisers with the like amount of equipment on board. AND finally, if you are not racing, setting up for a big race is fun as well. Be a volunteer.

Here is a schedule of races that Fleet 4 members might be interested in.

Race	Date / Location
FLYC series race,	April 3.
Camellia Cup,	April 10-11
Trans-Folsom	April 24
Go for the Gold Regatta	June 5-6, Scott's Flat Lake, Nevada City (log on www.gyc.net)
Clear Lake Regatta	June 12, Kelseyville, CA (log on www.acteva.com)
Beer Can races start,	May 5-Sept 22, Wednesdays, casual racing at Folsom Lake
High Sierra at Huntington Lake,	July 10, and 17

As always, contact me if you have questions: landave@copper.net, or 933-2346.

Dave Strain

\* This story is paraphrased for brevity

## Opening Day on the Bay

RBOC, our boating representative to the Legislature, has issued this invitation.

Opening Day on the Bay this year is Sunday April 25. I want to remind all of you that the Committee Boat this year is the Hornblower 'California' one of the largest yachts on the Bay. There is special pricing of \$65. until April 1st. April 1st and after the price is \$75. Included is a continental breakfast and gourmet lunch with a front seat to the viewing of the decorated boats. A no-host bar is also available. This year for the first time we are opening up the Committee Boat to the public! All your friends and neighbors can come and spend the day on the Bay! I have attached the signup sheet for you to print and fill out. This is also available on the website of course. Donnapiacya@aol.com See you all there!

Lanette Strain

WD SCHOCK  
 VANQUARD  
 HOBIE CAT  
 PERFORMANCE CAT  
 SMALL BOAT CHANDLERY



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## Banshee Beat

Steve Galaria

The start of the official sailing season is almost here and things are beginning to pick up. Last month three Banshees came out for the first day of Lake Washington's 'One-Design Series'; Jack Gray, Rob Cram, and myself. There were nice breezes, three other classes, and we got in five races. I was hoping to see more Banshees, but it's early in the year. For the next four race days of the series the races will start later in the day, 12 – 6:00 PM, to take advantage of the delta breeze; should be great!

Looking forward things only get better. As of this date we're expecting seven, yes 7, Banshees to race in Spring #4. And, nine (9) Banshee racers have said they plan to compete in this year's Camellia Cup Regatta. Last year we didn't even have a class start in the CAM Cup, and the biggest fleet only had nine boats. Heck, with just a few more Banshees we could easily have the biggest fleet in this year's CAM Cup. So, if you're planning to race, that's great! If not, think about it. It looks like it will be one of the biggest Banshee events of the year and a lot of fun.

Also, looking forward we've heard from nine (there's that number again) Banshees they are planning to race in the High Sierra Regatta, June 10th & 11th. That should be another fun event; it always is. Although we have yet to poll the fleet about the 'Whiskeytown Regatta' in May or the 'Go for the Gold Regatta' in June, we expect there will be good turnouts for those events as well.

That's all for now, and remember - "Don't be afraid, we're just having fun."

-Steve

## Annual Big Brother/Big Sister Event

This popular annual event will be held on June 26, 2010 at Brown's Ravine. For those of you unfamiliar with this event, Club members volunteer to go sailing in the morning and eat at picnic BBQ lunch afterward. Who could resist this? The BB/BS organization plans outings that their Big/Little pairs can attend. For the past 8 years, Catalina 22 Fleet 4, joined by Folsom Lake Yacht Club, has organized a day of water fun for these kids. BB/BS kids are generally from single-parent homes and need a good adult role model and friend. They usually have no experience on boats, and maybe don't even get to play in a lake. This event helps expose them to new experiences while having a great time. This event has been so popular that many participants (kids and skippers alike) have come for many years in a row. The volunteer boats are rigged and ready to go by 9:30 AM, and then the skippers meet at the hilltop picnic area to pick up their kids. By 10:00 everyone should be on the water. Some boats actually sail, but mostly the kids love to gather in an area to shoot water cannons from boat to boat, and go swimming. Returning to shore around 12:30, everyone (boat skippers, too!) get a lunch of hamburgers, hot dogs, and all the usual picnic foods and drinks that kids need to have fun. The event wraps up with a group photo around 1:30. We usually have about 20 pairs needing a ride, so we need about 10 – 12 boats to sign up. We also need volunteers to be at the picnic site to set tables and prepare the food. Please contact event coordinator Karen Preston at (916) 979-9819 to volunteer. Volunteers will receive more details later.

And while you are marking this date on your calendar, just block out the whole weekend. The annual Fleet BBQ will be Friday evening at the hilltop picnic area, and the remainder of the weekend will be a Fleet overnight cruise. So you can arrive Friday evening and stay until Sunday, hanging out with friends, eating and drinking, and enjoying the lake.

### FLYC Spring 3 results

Race	3/13/2010			
	Boat	Sail	Cor.	Time
Nate Duff	S20	550	34:15:00	3
Steve Galleria	Banshee	8069	32:32:00	2
George Koch	Lido 14	4567	31:58:00	1
J. Poimiroo	Megabyte	343	DNF	
Jack Grey	Banshee	6801	DNF	
Dave Strain	C-22	138	DNF	

# Clear Lake Catalina Regatta

**Saturday June 12, 2010**

**Hosted by**

Konocti Bay Sailing Club

**Sanctioned by**

Catalina-25/250 and Capri-25 International Association

**Regatta Headquarters**

Braitto's Buckingham Marina

1555 Eastlake Dr.

Kelseyville, CA 95451

**Racing Classes:**

This regatta is open to all Catalina classes. At least three participants are required for each class.

**Race Course:**

The course will have windward/leeward marks with a racing distance of 3 nautical miles.

**Rules:**

The regatta will be governed by the rules as defined in:  
The U.S. Sailing "The Racing Rules of Sailing 2009 - 2012"  
The class rules defined by each Catalina association

**Scoring:**

The Low Point Scoring System of Appendix-A will apply. All scores will be counted.  
Three races will be scheduled with two races constituting a regatta.

**Awards and Fees:**

An award will be given for each separate Catalina class.  
A first place trophy (three participants)  
A first and second place trophy (five participants)  
A first, second, and third place trophy (seven participants)  
The registration fee will be \$50.00 payable by June-1

**Schedule of Events:**

Registration February-20 through June-1  
Online Registration (<http://www.acteva.com/booking.cfm?bevalD=199485>)

**Saturday June-12**

10:00 am. Skipper's meeting and measurement  
1:00 pm. Race-1 (Race-2 and Race-3 to begin 5 minutes after the previous race).  
4:00 pm. Race results available at Braitto's marina  
5:00 pm. Award presentation and potluck BBQ - Braitto's marina  
Note: Depending on participation there may be staggered start times by class.

**Lake County Inspection:**

Lake county has a mandatory inspection to prevent infestation of quagga and zebra mussels.  
All boats must be inspected before launching. More information is available from Lake county.  
[www.co.lake.ca.us/Government/Directory/Water\\_Resources/Mussel\\_Prevention.htm](http://www.co.lake.ca.us/Government/Directory/Water_Resources/Mussel_Prevention.htm)

**For more information contact:**

Russ Johnson ([russ.johnson707@att.net](mailto:russ.johnson707@att.net))  
Commodore Catalina-25/250 and Capri-25 International Association  
Catalina-25/250 and Capri-25 International Association ([www.catalina-capri-25s.org](http://www.catalina-capri-25s.org))  
Konocti Bay Sailing Club ([www.kbsail.com](http://www.kbsail.com))

## Good Decisions, Bad Decisions, Indecisions

by John Poiriroo

Before sailing in Series #2, I checked the weather (good decision) and knew it would be building from 10 to 15 kts from the northwest through the day which would be in the 60s. Someone then mentioned that the water temperature was low (55°), but I didn't really consider that to be prohibitive (bad decision). After all, I'd sailed in San Francisco Bay, Huntington Lake, Gold Lake and capsized in each of them. Besides, Folsom Lake was my home water. It was always bearable sailing a dinghy there, even in winter.

As we were rigging, race committeemen, Rob Cram and Doug Campbell asked us whether we thought they should take out both the kayot and the coho. We replied we thought the Coho should be sufficient even though the wind was building. In retrospect, that was a good decision because with only two on committee, it was best to have them both on the same boat rather than split, should a rescue be needed. However, if three or more were on race committee, two boats would have been preferable.

And so, I left Hobie Cove feeling good about my chances. Leading with two bullets in the series, I needed a good showing and thought I could move my Megabyte well against the Banshees and Lido. I'd double-checked the boat and everything was in fine working order (good decision). The start was delayed a half hour as we waited for the dinghy fleet to get to the line. I noticed that Jack Gray was still down near Hobie Cove and having difficulty trimming his sail. I concluded there must be something amiss with his boat (not unusual for an early season race), but wasn't observant enough (bad decision) to realize he'd capsized once.

With a minute to go to the start, I was heading away from the line, to starboard of the committee boat. The wind was then strong enough that I figured I'd turn toward it at :45 seconds and nip the line about right. Steve Galeria was in good position to make the line first, but luffing. I tacked and quickly built speed overtaking Steve short of the RC, then turned to the wind. As I passed, he yelled good naturedly about coming up, though I was already two boats ahead and clear for the line, then settled to a fast beat toward 7.

The Santana, Catalina and I were across first. Steve followed and though he trailed, he pointed higher. Dave Strain on the Catalina was below me, though on a similar point, and we both moved strongly. The Santana, though fast, was several points off and would be behind us. As Dave and I approached the layline, I tacked first. Shortly thereafter, Steve crossed on starboard then tacked near the layline. The wind was brisk but not excessive with occasional whitecaps, though minor.

"This is the joy of sailing," I thought as we sped toward the mark. Steve ahead and to my left holding with me, Dave behind but closing quickly and about to thread the needle between us. The thrill of three boats so close and at speed was satisfying. The Catalina surged past and, when beyond the mark, then tacked toward it. I figured Steve would make the mark next, ducking behind the Catalina, but when I tacked in Dave's wake, I saw Steve tacked and below the windward mark. "Not like Steve," I thought thinking that he tacked too early, "Perhaps Dave had rights and he had to drop off." It turned out the wind had built and, in tacking, Steve got stuck in irons, pushing him below the mark.

"My good fortune," I thought, not yet knowing the reason for Steve's position and readying myself to round. I focused on driving the boat, but overlooked the most important thing I could have done in those last few feet, I failed to check my vang. I'd set it before the start sequence and hadn't readjusted it since racing the current conditions (bad decision). As soon as I rounded the mark I knew something was wrong. As predicted, the wind was coming from northwest of 7 and I was attempting to steer toward 3, but as I turned instead of the bow digging down, the boom and port side began to lift and starboard to drop toward weather. This exact situation had never occurred to me at a weather mark, a reaching mark yes, but not at weather, so it was unexpected and counterintuitive. It didn't seem right moving to the downwind side of the boat to keep it from lifting (bad decision), and I hesitated in taking in the main (indecision).

The boat will settle, I reasoned and waited a critical moment for the boat to find its legs (bad decision). That boom kept lifting toward weather and soon the boat was on its side as I cursed and dropped into the water on the weather side. I hadn't had time to check that the mainsheet was free (bad decision), though it was, but somehow came away with the port righting line in my hand. On a Megabyte, a port and starboard righting line is clipped to an eyestay. At the end of the strap is a loop into which you step to help right the boat. Capsizing to weather as I did is a disorienting thing. It takes a moment to figure out where you are, what the wind is doing, where the sail is under the water and how best to right the boat, but I didn't have that time. I've been in cold water before, but the combination of wind, cool air and the chill of March snowmelt in the lake went right to my bones. I felt it immediately and still had my wits about me to know it wasn't a good feeling.

## Good Decisions, Bad Decisions, Indecisions (continued)

I knew from my previous capsizes that I needed time to figure out how to approach righting the boat and by then, I'd probably be too chilled. So, decided then to scrap trying to right the boat and finish the race and instead get on top of the boat and ride it out until the RC could get there (good decision). I pulled and hauled myself onto the top of the boat and kept low to keep it from flipping. Once atop the overturned Mega, I rested and hoped I hadn't become too chilled (good decision). Dave and Steve yelled, "You OK?" (good decision)

"Go on. Keep racing. I'll wait for committee." (bad decision) What I didn't know at the time, is that the RC didn't see the capsize and was unaware a boat was in distress.

Mark Werder on the Santana came by and made the same call, "Do you need assistance?!" (good decision) "No, I'm fine, I'll wait for the committee, keep on racing." (bad decision)

I settled in to wait for pick up when I saw that Dave and Randy Hollingsworth had returned and dropped their jib. "We'll help you," Dave called (good decision). "That's OK, Dave, you should keep racing. The committee can pick me up." (bad decision) "No, we were planning to do this anyway. That's why Randy and I kept the motor in place," Dave responded. (good decision). It turns out, Dave and Randy had discussed the possibility of needing to perform a rescue, considering that there was only one RC boat and that precaution was in order. (good decision)

The first order of business was to secure the only line I held to Dave's boat. After some difficulty, I swam to the ladder on the Catalina's transom. By then, I was quite chilled and needed to be helped out of the water by Randy as Dave held onto my boat. A capsized dinghy isn't easy to right when you're outside of it, but with some effort we got it up. The boat was swamped so it could not be sailed. So, we lowered the sail after loosening the vang and outhaul, and lashed the rudder amidships, but as soon as we attempted to tow again, it flopped over. This time, without the sail, the boat didn't turtle, but the mast had come out of the mast step. With some hesitancy, we took apart the mast and stowed it in the Catalina, managing not to lose any parts (more than one dinghy mast top is serving as a fish hatchery at the bottom of the lake).

I then got back in the Mega for the tow from 7 to Hobie Cove. Although both drains were open, only half the water drained before reaching the cove. Kneeling in the freezing water sapped my energy and when I finally got to the dock, it was all I could do to stand. Steve helped me to my feet and Jack and Steve helped me get the boat trailered and

draining. As it was, the boat had been taking on water, turned upside down as it was. Naim Shaw mentioned later that view ports are often sources of water entering a cap-sized boat. As I drove away from Folsom Lake and drove up Green Valley Road, Steve and Jack followed behind and said later that a steady stream of water was pouring from the boat's drain port. Once I got it home, it sat on my driveway, draining for 15 minutes straight before emptying. In other words, had Dave listened to my suggestion that he keep racing, my boat might have sunk about the time the racers got to mark 3.

It would have been at least ten minutes before anyone could have gotten to me and by that time the day's bad decisions would have led to a really bad day. Keith Steele had three rules about racing: 1) be safe, 2) have fun, and 3) win the race... always in that order. I had turned those upside down in Series #2, by not focusing on what I needed to do to be safe.

In retrospect, it's easy to be self critical about all the bad decisions made that day... not taking in the vang before rounding, shortening the mainsheet as soon as the boom started to lift, getting to the port side when it started to lift, fighting to keep the boat from capsizing and accepting assistance rather than passing it off. Only two good decisions were made that day... my getting on top the hull rather than staying in the water to right it and Dave's insistence that he have to and render assistance, and they're all that mattered.

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## CAMELLIA CUP REGATTA – RACE COMMITTEE

I hope everyone who wants to race will be able to in this year's Camellia Cup Regatta; it's a great event. However, if you are not racing but would still like to join in the fun and help the club, you may want to consider being on the Race Committee?

Here's some facts that may help you decide: 1) Race Committee experience is helpful, but not necessary. 2) We have positions for all skill levels. 3) Can't make it both days, no problem; it happens every year and always works out fine. 4) Lunch is provided to the Race Committee both days. 5) There are great photo opportunities; none better. And 6) it's fun!

If this sounds good to you and you'd like to help, contact me at [pat.steve.galeria@comcast.net](mailto:pat.steve.galeria@comcast.net) or call me at (916) 635-3911. Thanks.

- Steve

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2010 Board of Directors		
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Open Keel	George Koch <a href="mailto:gkoch@macnexus.org">gkoch@macnexus.org</a>	967-0820
Banshee Fleet 1	Steve Galeria <a href="mailto:galeria@sbcglobal.net">galeria@sbcglobal.net</a>	635-3911
Catalina 22	Dave Strain <a href="mailto:landave@copper.net">landave@copper.net</a>	933-2346

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Camellia Cup		
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Folsom Lake Yacht Club was organized in 1956 to foster and perpetuate the sport of sailing and to conduct sailing activities; to conduct and encourage growth and development of sailboat racing; to conduct social activities among members of the Club and mutually interested organizations and to uphold the principles of good sportsmanship and the highest standards of the sport of sailing. FLYC is a member of PICYA, USSail and YRA.



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