

## Don Boyko's Bio

Here is a little bit about myself. I've been involved in sailing for a good portion my adult life, but have always been interested in sailing for as long as I can remember. I remember being fascinated watching the sailboats passing by my Grandparents home on the river north of Detroit, and I guess the seed was planted. Growing up I spent most of me weekends, and all of my summer vacations with my Grandparents. I had an older cousin that bought a 14' dinghy, and he would take me sailing, then someone gave a buddy of mine an old wooden Lightning and we soon learned to always sail upstream so when the wind died, we wouldn't have to paddle against the current to get home.

Once my wife, and I, got our careers established and we had a few extra bucks, we purchased our first sailboat, a 13' Chrysler Pirateer. The family had a lot of good times learning how to sail, but soon out grew the Pirateer, and slowly traded our way up to our first C-22.

Our first C-22 was a 1980 model, and it opened new adventures for the family. One year I was working in St Louis while the family was back in Kansas City. I discovered the Alton Pool of the Mississippi River north of St Louis and after finding a slip at one of the yacht clubs, I decided to move the boat to St Louis and live on the boat during the week while I was on my assignment. The family would drive to St Louis every other week or so and we would spend the weekend at the yacht club on the boat. This was a huge learning experience for me as I could sail the boat after work and push the boat to her limits and not have to worry about scaring the family. I learned so much about the C-22 that summer, and found the boats capabilities were pretty impressive. We took a week vacation that summer and sailed up the Mississippi River, and locked through to the next pool. It was a great cruise anchoring out at night and making bon-fires from driftwood along the banks. I remember passing behind a tow a bit too close. The tug, with her huge powerful propellers, created quite the disturbance on the water. I passed astern too close while our oldest daughter was napping up in the V-berth with the forward hatch open. A wave from the tug came over our bow and drenched Heather as she awoke in a hysterical scream! I believe we owned that C-22 for about eleven years when my drunken slip neighbor tried sailing back into his slip one windy afternoon, and smashed into our beloved boat. The damage was significant, and the insurance company paid us for our loss.

The girls were now grown up, and had better things to do than spend the weekend with Mom and Dad on the boat, so my boating hobby took another direction for a while, but my heart was still into sailing.

I got into building and racing gasoline powered radio controlled boats. These were big and fast, powered by basically highly modified weed-whacker engines. We followed the racing circuit and traveled all over the country attending races. Slowly my interest returned to sailing and I migrated into radio control sailboat racing. It was a lot of fun, and I didn't have to worry about the expense of blowing up an engine. I ran two different classes of boats, so we usually had a couple regattas to attend every month during the summer.

About seven years ago we decided to move back to San Diego. We spent the first seven years of our marriage here while on active duty in the Navy. An opportunity came up for me to transfer with my job back out here and we jumped on it. Our original plan once we returned was to buy a big sailboat, probably a C-27 or C-30. Then, while surfing the internet, I came across the web site for the SoCal Potters. This was a group of trailer-sailors from around Southern California that mostly sail the Potter-15 and Potter-19. Every month they have a weekend outing around Southern California, and it just so happened, they were coming that weekend to Mission Bay in San Diego. We decided to go down to the bay and meet these folks. They were such a fun group; we instantly decided that we would become "Trailer-Sailors."

The search was on, and being "Catalina" folks, we ended up purchasing a very nice Capri-18 from Lake Pleasant. We had a great time with the C-18, and twice, sailed her to Catalina Island with the SoCal Potters. Wanting a bit more room, and "potty-privacy," we decided to look for another C-22. We found a used C-22 MK-II with a wing keel and instantly fell in love with the boat. Catalina had completely redesigned our beloved C-22 when they came out with the MK-II version. They turned out to be a lousy racer, (at least in my command), but a great pocket cruiser.

I became active on various trailer-sailing web sites, including the Havasu Pocket Cruiser site. I had met Sean Mulligan from Lake Havasu, (the promoter of the Havasu Pocket Cruiser Convention), through the SoCal Potters, and we became friends over the years. We were having a great time with our C-22, and started modifying her to suit us for cruising needs, and I

submitted several articles to the C-22 National association's publication, the *Main Brace* on many of my projects. Evidently, unknown to me, folks we're watching my activity on the web, and one day last winter I received an email from the C-22 National Commodore asking me if I was interested in running for the Association's Commodore's position. It seemed like over the years the perception had become that the C-22 association had turned into a Midwest and East Coast organization, and C-22 activity out in the western portion of the country had fallen way off. The board seemed to like my enthusiasm, and believed it would be good for the association to have some leadership from the west coast for a change. To make a long story short, after several conversations with the board, and throwing the idea around with my First Mate, I decided to go for it, and here I am.

We've got a big challenge ahead of us. There are still some GREAT pockets of C-22 activity out west, and Lake Pleasant is one of them. Although we are starting to get some C-22 interest going out here in Southern California, the progress is a lot slower than I ever expected. I surely don't have all the answers or ideas. However, one of my thoughts was to see about developing a partnership with the C-22 sailors in Arizona, and hopefully it will develop into opportunities for all us trailer sailors to enjoy. I believe we are "sailors" first, and then we are Catalina folks, or Hunter folks, or Mac Gregor folks, etc.

I have been hosting a couple "trailer-sailor" events every year for several years here in San Diego, and we have enjoyed having sailors from Southern California, Phoenix and Tucson attend. One of these events is coming up in November called the "Post Thanksgiving Day Weekend at Mission Bay." This will be our 5<sup>th</sup> year of Debbie and me hosting this event. The other event we host every April is our "Big Bay Weekend" that we homeport out of the Chula Vista Marina. The group enjoys sailing on the protected waters of beautiful San Diego Bay, while staying aboard their pocket cruisers and enjoying the first-class facilities offered by the Chula Vista Marina. I have also been working on a West Coast C-22 National Cruise for next summer. We've set the bar a little higher and we will sail our "Catalinas to Catalina." The cruise will begin at San Pedro and sail to the beautiful town of Avalon on Catalina Island. After several days exploring Avalon, we'll make way for a visit to Two Harbors, before returning to the mainland. Details will be published in the next several issues of the *Main Brace* on island activities, history of the island, provisioning, and suggested boat and outboard maintenance.

Southern California is a Mecca for sailboat racing, but if you are a C-22 racer, there is nothing happening for you here, (yet). So maybe there is an opportunity to jointly develop some activities for the Arizona folks to enjoy when it is too hot in the summer months. Southern California is not that long of a drive away, and summers along the coast are cool and breezy. Likewise, California folks who want to enjoy some nice warm winter racing activities can easily trailer their boats to Arizona and participate with our Arizona neighbors. I believe we need to build a mutual partnership, with not one side succeeding at the expense of the other's failure. It is a dilemma for sure, but I believe there is potential for us both to benefit from.

Thank you and I look forward to talking and working with our Arizona neighbors in the near future.

Don Boyko  
C-22 National Commodore