

ISLAND YACHT CLUB'S MAINSHEET

Alameda Marina Volume 31
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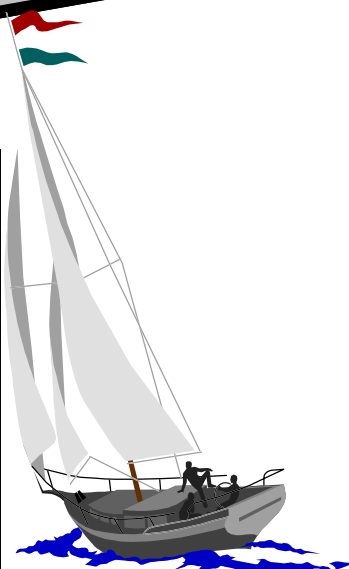
DON'T FORGET !

July 20th—Silver Eagle 0925 hrs
(to 21st) Long Distance Race

July 27th—General Meeting/Dinner 1900 hrs

Aug 2nd—Friday Nite Races 1825 hrs
Summer Series Kickoff!

Aug 3-4—Cruise-out to Angel Island
(Ayala Cove)



The View From Here

By Dan Laramie, Commodore

(or, What I Did on My Summer Vacation)

We recently returned from a much needed vacation just in time to enjoy the barbecue at the Club and the short trip up the estuary to enjoy Oakland's 4th of July fireworks display at Jack London Square. The 20 or so people who showed up for the pot luck and barbecue were treated to Peter Linehan's fresh marinated salmon done on the grill along with a variety of other treats including pork roast, pasta, various salads, fresh corn on the cob and bratwurst. After the feast we adjourned to the boats and made the short voyage up the estuary to enjoy the fireworks from the best seats in the

> *The Vacationing Laramies, page 5*

Pegasus XIV Returns!

By Dan Newland

HELP WANTED: RESPONSIBLE HIGH SCHOOLER TO HELP SAND AND FINISH PEGASUS XIV. CALL DAN NEWLAND AT (510) 521-7172

I guess I'm getting ahead of myself here. Before I ask if you know someone to work on *Pegasus XIV* for the summer, I probably should back up.

Many of you have heard of the story of *Pegasus XIV* but when I think of the how much time has passed, I realize that there are a lot of you who never heard of her and our story. So as I close in on the day of re-launching, I thought I'd give you all the real story about what happened and her rebirth. For those that don't know about her, you may enjoy the story...and help me find someone to help finish her up!

Pegasus was conceived of back in 1986, after I had won my second Single-handed Transpac race. I had built *Pegasus X* (now *Annalise*) in 1982

> *Transpac Winner Sanding, page 2*

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Welcome to New Members!

By Pam Krawiec, Membership Chair

Welcome to new members **Michael and Jeri Innis** of Moraga, currently in Mexico. Michael is a retired scientist and Jeri, a physical therapist.

And welcome to **Bill and Cathy Nation** of Twain Harte, CA now cruising out of France on an Amel 53 foot ketch named *Sogno di Mare*. Ahhh, what a life!

We're very happy to have both couples join IYC and we look forward to welcoming them on their return from their travels.

EDITOR'S CORNER

TABLOID REPORTING EXPOSED

Dear Editor:

Did you see the movie "True Lies," where Schwarzenegger is a government agent who makes James Bond look like a choir boy? Impossible, can't happen, lies, lies, lies, but entertaining! You can read a similar fairy tale in last month's Mainsheet, where Janet Frankel claims a Friday Night race win in *Hobbit*. What was she smoking? She'll have to ply me with lots of Tequila before I believe that story, but it's entertaining.
—"Arnie" Krawiec.

Dear "Arnie":

I noticed that you chose to hide behind a movie star pseudonym rather than reveal your true identity. Which of course would be required for Tequila plying action. 'Nuff said!

—Editor

EDITORIAL

All contributions to the Mainsheet are welcome; it is our main vehicle for communicating with everyone so please take advantage! You can send submissions to me via email at Frankie7@pacbell.net, via fax at 415-362-9539, or via snail mail to 44 Montgomery Street, Suite 3780, SF, CA 94104.

I just love watching the 4th of July fireworks from a boat in the estuary with IYCers. And often I've watched SF fireworks, ususally involving an appreciation of colorful fog. But this year, I went to Ohio for the Fourth!

Toledo, Ohio! The quintessential perfect summer vacation spot, you say? Unbeatable lovely weather, you say? Delicious fresh sushi, you say? Hmmm. Have you BEEN to Ohio?

Multiple celebrations drew us to Ohio: Tony's cousin's wedding, his son's birthday, and his brother's huge fourth of July party, complete with Roast Pig. I learned how to catch fireflies! We went on a boat-ride on the Maumee, and we took in a Mud Hens game.

—Janet

Bringing Up The Rear

By Diane Duey McClure, Rear Commodore

Saturday, July 20, 2002, IYC will produce the 27th Silver Eagle Race. The Race Committee needs help on the race deck of the Golden Gate Yacht Club on that day, early in the morning to get the racers started. Once the boats start, there isn't much to do except monitor the radio until they come in - many hours later. If you want to help, or just come and have a good time, report to the Golden Gate Yacht Club. If you can help, please let Diane Duey know. Call at (510) 490-1524, or send an e-mail to dduey@tdl.com.

The Spring Friday Night Series is over, and on August 2, the Summer Series starts. We had a successful season, with entries in the 30+ range for each race. Rich Ahlf took digital photos and displayed them on the monitor near the bar after each race, and it was fun to watch the racers enjoy the photos of their boats under sail. It lent a festive atmosphere to the after-race barbecues. I think the bar proceeds probably increased too. As usual, Joyce Logan served wonderful meals, and the Hands and Laramies pitched in and helped while Joyce was out of town. You too can join the fun on alternate Fridays beginning August 2. You don't have to race your boat - you can help on the dock and watch the racers, then enjoy dinner. Hope to see you there.

Transpac Winner Sanding

(Continued from page 1)

and won my first Single-handed Transpac in her that same year, then raced and won again in an Olson 30 in 1986. I REALLY enjoyed the Transpacs but felt that ultralight boats had not yet reached the limits of how light you could build a boat. Also I felt that the current boats were not quite right on their hull shape for optimum high speed sailing down wind in a breeze. Since I was an engineer and designed composite fabrics, sail cloth and worked with guys like Bruce Farr, Carl Shumacher, Tom Wylie, Bruce Nelson and such, I knew that boats could be made substantially lighter than they currently were. And could still meet or exceed the ABS (American Bureau of Shipping) standard. As to the hull shape, most ULDB's (Ultralight Displacement Boats) at the time had fine "V" shaped bows which cut through a chop great but were prone to burying in high speed surfing and had some VERY bad habits when hard pressed. So I designed *PEGASUS XIV* (my 14th boat back then) to be a REAL light weight boat with a sharp entry but "U" shaped section forward to lift the bow at high speeds. I also pushed a lot of shape into the upper sections of the bow for reserve bouyancy. Since ULDB's don't build big loads going downwind, I felt that downwind sail area should not be defined by the upwind sail plan. By that I mean that just because you have a certain amount of sail-area

> Flying Downhill on Pegasus, page 3

CRUZ NEWS (Ayala Cove 8/3)

By Malcolm Sowers, Cruising Chair

Hear Ye Hear Ye: NEXT CRUISE: AYALA COVE, ANGEL ISLAND AUG 3-4. *SINALOA* WILL GO EARLY, hope to tie up fore & aft to two buoys. Other early birds may wish to sail around before rafting up, go ashore for a walk-about on the island, peruse the tiny historical museum or take an elephant train around the island. A barbecue or a pot-luck dinner ashore can be arranged if enough participants will indicate their preferences when they let me know if they plan to come. E-mail hsowers@csuhayward.edu or phone us 510.537.2377.

Don't forget our scheduled CRUISE TO HALF MOON BAY LABOR DAY WEEKEND. The half moon bay yacht club offers A PIG ROAST or you can walk to a one of the nearby restaurants in town. Yachts from various clubs usually take advantage of the club's renowned hospitality, make it a big party. Summer winds and fogs have usually abated by September. Again, let me know if you are planning to come.

A few stalwarts were kind enough to tell me they couldn't go to Petaluma July 5th, citing prior commitments or too deep a keel. Surprise no one else responded! *Sinaloa* made the long trip accompanied by *Diva*, owned by a friend who is not an IYC member. Southwest winds gradually shifted, heading us as we went up the second half of the 12 miles of the narrow river channel. One brief encounter with mud as we ventured too close to one of the green markers. 1st rule of the sea: Stay in mid channel. 2nd rule: keep to the windward side so you won't be blow further onto the mud!

Came home next day. Strong westerlies headed us. Water a bit rough in the shallow parts of Bay. Usual strong wind crossing "The Slot." Surfed to 9 knots near Berkeley Pier as we were heading home to Emeryville.

JOHN JACOBS—IN MEMORIAM

John Jacobs passed away on Monday, July 15, 2002. John and Shirley have been members of Island Yacht Club for most of three decades. IYC will sorely miss our lovely member John. John was not only an extraordinary sailor but also an extraordinarily kind human being. The world is a better place for his 77 years of life.

Shirley, John's wife of 42 happy years, said that boating was where John's heart was; John repeatedly skippered his Catalina 30 *Trey Shey* to 1st place in the Kurt Zane Regatta, a one-design race in honor of Kurt Zane. For many years, John's boat was the Season Champion of the SF Bay Catalina 30 class. When *Goose* took the Catalina Season Championship in 2001, skipper Mark Hensley emailed John:

"... Even though we were season champs for 2001, we know full well that the outcome could have been far different if *Trey Shey* had sailed all the races. In my opinion, *Trey Shey* is still the boat to beat. You're a wily old fox, Mr. Jacobs, and one hell of a sailor (along with being a true gentleman). Get well, my friend, see you on the Bay."

Contributions in John's name can be sent to **SPUR (SF Planning and Urban Research Association)**, c/o John Jacobs Endowment Fund, 312 Sutter Street, Suite 500, SF, CA 94108, the **San Francisco State University Foundation**, PO Box 320160, SF, CA 94132-0160, or the **Point Reyes Bird Observatory**, 4990 Shoreline Highway, Stinson Beach, CA 94970.

Flying Downhill on *Pegasus*

continued from page 2

upwind, when you go downwind, you should have a lot more area than just making the spinnaker as tall as the jibs are. So I made *Pegasus XIV* with a fractional rig but with masthead spinnakers and with a large penalty pole. Upwind *Pegasus* had more or less a normal amount of sail for a 5000 pound boat but downwind she was REALLY highly powered! And that wasn't a mis-print. *Pegasus* when launched weighed just 5100 pounds and was 36' 10" long! And of that SHE WAS 57% LEAD BALLAST!

I don't attribute the current batch of super Transpac (sleds like Roy Disney's *Pyewacket*) to me because I think that was the inevitable evolution of the type. However the similarities are obvious. *Pegasus XIV* is basically just a mini-sled and was ahead of her time. So I built plugs, molds and then two boats (*Pegasus* is the second of the two) in the next 6 years with 7000 hours of my part time work. *Pegasus* was launched two months before the 1992 Single-handed Transpac, which was to be her first race. We finished 4 days ahead of the second place boat, and in an admittedly odd year with 5 days of heavy upwind work, 4 days drifting and 5 days of **SCREAMING DOWNHILL FLYING!!!** She did GREAT on all points of sail but mostly she was just unbelievable downwind, doing the last half of the race in just 4 ½ days. And even though she has enormous sail area downwind, she is the only boat I've ever sailed that could still have fingertip control with a full size spinnaker up in 45 kts. of wind doing a sustained 20+ knots! It is significant to note that even though I launched her in May, 1992, she is still the lightest boat of her type and size **EVER** launched. By that I mean an offshore boat with standing head room, a galley, semi-enclosed head, 6 berths, and an auxiliary engine.

So after the Transpac victory, Linda and I continued to race the boat all around and won season championships, the Coastal Cup, and a lot of other stuff. So I would consider her a resounding success, (how many boats do you know that on almost any sail on the Bay in the summer can guarantee 14-16 knots sustained speed!)

So in 1999 with over 22,000 miles logged including two round trips to Hawaii, races all over the coast and Bay, I got stuck delivering the boat back home from Mexico. I was bringing her back from Linda's all woman Newport-Encinada race and here we were, stuck in a moderate gale coming North, (and no, don't ask me how Linda talked me into delivering the boat after HER race!) The boat was going air-borne in the big breaking seas (Beware of the dark side of Ultra-lights!) The keel was coming out of the water and we were free-falling off of the big combers. We were to find out later that the waves were being reported as 17' where we were.

> Pegasus Takes On Water, page 4

July PICYA Delegates Meeting

By Ted Crum, Association Liaison Chair

I had mistakenly thought that Linda Newland would be unable to attend the July 1 meeting, so alone I drove to the Driftwood Yacht Club in Oakley to defend our attendance record.

I have a word of advice for PICYA delegates who would attend this powerboat paradise in July -- Whites; Dress Whites. While a few of us fish-out-of-water poached in our blazers and ties, the rest were cool and sharp in whites and shorts.

The Driftwood club, being just east of the Antioch Bridge, is now in Oakley. They seated this party of one with the delegation of the Sportsmen YC, their neighbor club to the west of the bridge in Antioch. Several Sportsmen had been visiting earlier in the week and they told me that they had been impressed to hear Driftwood member Joann Tucker rehearsing the National Anthem for this meeting. And so was I when she sang it perfectly. She then proceeded to serve dinner as part of the all-volunteer staff.

The Sportsmen, who included two ladies, invited me to visit their clubhouse on the way home -- it is the ferryboat Sausalito, built in 1894 and put forever aground in 1939. Thanks to Vice Cmdr Lonnie Gibson, Delegates Darlene and Jim Dawson, and Julia Powers of our table. I also met Julia's husband Rolf, who elected to clean fish rather than attend the PICYA meeting, leaving Chuck Kotecki (?) to take his place.

Of course there was business:

Berkeley YC made a \$2500 contribution to RBOC.

The Coast Guard reminds us to make their security task easier by getting a courtesy inspection and paying strict attention to Rule 9.

Suggestions are being accepted for the 2003 Opening Day theme; winner gets two seats on the committee boat.

The "Tall Ship" festival will be back on the Bay August 28 through September 2. There are many events and accommodations for which reservations can be purchased. There is also a pre-festival visit of the Ecuadorian ship Guayas July 30 through August 2; open to the public at Pier45; salsa band.
<www.sailsanfrancisco.org>, <tickets.com>.

Linda Newland got a nice hand when it was announced that she would be sailing for the Lipton Cup under the IYC burgee.

Linda reports that RBOC and Boat-US are concerned that making the Coast Guard part of Homeland De-

> *Safety and Service (PICYA), page 7*

Pegasus Takes on Water

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This was nothing she hadn't seen before for days on end but uncomfortable none the less.

Then somewhere off of Morrow Bay in the middle of the night, the boat fell off of a wave and on to something. It wasn't a big collision but it hit flat and it hit hard enough to rip the glassed in head mount away from the hull. This also peeled some of the carbon skins away from the hull and cracked the head through-hull fitting. This allowed water to get into the core of the hull. Unknown to me at the time, the water then began to act like a hydraulic wedge. Each slam of the hull forced water to seep into the cracked foam core of the hull and split more of the core. Sort of like grabbing a balloon and seeing it squeezed out of your hand, the water would get squeezed by the crash of a wave. The force of an impact on a large area of trapped water then did it's insidious worst and split the core. It wasn't until about 18 hours later (and noticing there was more bilge pumping than normal), that I observed the hull moving in the waves. Closer inspection revealed that the large deflections had caused the carbon to crack along the flexed edges. None of the crew had noticed but I knew every nuance of my baby and she had never flexed before! I knew immediately that the core had either split or there had been a delamination. The point may seem trivial, but legally, it was anything but, (more on that later)!

Sizing up the situation, I decided that while I could avoid telling the crew and take our chances, we still had 8 hours before we could get into a safe harbor, we had a rocky lee shore and it would be dark soon. If we had problems now, they would only be worse at night. I felt that we were not in imminent danger and that we would probably be able to make it to Monterey (we were about 15 miles South of Point Sur), but to risk the lives of the crew on my gamble wasn't the right thing to do. I called the crew together and let them know what I thought was happening. That was a hard one to swallow! Here I was talking about abandoning my beloved *Pegasus*! So I got on the radio and as it turned out, we were in a dead zone for the VHF and we couldn't reach the Coast Guard in Monterey because of the hills between us! We did get a fishing boat to relay our situation but they were in the same dead zone so they raised CG station Long Beach who then phoned Monterey.

Those guys got right on it! Before you knew it, there was a C-130 Hercules, a helicopter and a 40' lifeboat on their way! At that point we just wanted them aware of our situation but as soon as they heard the key words "Taking on water" regardless of the fact that it was a trickle, those guys were all business! By then, my thoughts were to prepare to beach the boat. I figured it would be better to find a sandy spot in daylight

> *Pegasus Rescue, page 5*

Pegasus Rescue

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(probably no more than 10% of the coast is sand along there) than to abandon her to get washed up on the rocks. It never came to that though. It turns out that the fishing boat doing the relay was in a sheltered cove 10 miles south of Pt. Sur that was almost invisible if you didn't know where to look nor was it on the charts. He said if we could make it there, he could talk us in. An hour later, we were there with the helicopter following us. It had no shelter from the wind but the water was flat. And it was so small that it had room for only a few boats, and those slots were taken! So we went way in to the beach in the only sandy spot I could find (the rest was covered with kelp). We missed on the first pass because the boat was going too slow to tack in what the anemometer was now showing to be gusts over 50 knots. The next pass however was at full throttle and with the main sheeted in. We managed to nail the anchorage dead center in the sand but were surrounded by kelp, a problem to haunt us later.

> Kelp Gets In The Way, page 6

Coming to Grips with Vice

By Dave Hand, Vice Commodore

At our dinner meeting on the 22nd June we all enjoyed an excellent meal of Chicken Santa Fe prepared by Joanne McFee, great job Joanne. Unfortunately our scheduled speaker was unable to make it but with a little prodding from Dawn, Janet was persuaded to stand and read her almost unbelievable account of the previous Friday night's race.

The fourth of July brought together a hearty group who having imbibed on a potluck/barbeque took to the sea on Sea Slug and Jabberwock to see an outstanding display of fireworks on the estuary.

Coming up. On the 13th July we have the Lipton trophies, good luck to our fearless skippers and crew, and on the 20th the running of the new format Silver Eagle race from the Golden Gate Y.C. If you are not competing and you would like to help with race committee please give Dianne a call.

Our next dinner meeting is on the 27th July, the menu is as yet undetermined but cost will be about \$10.00. I have been in touch with the Marine Mammal Center and they hope to have a presentation for the evening.
—Dave

Women's Sailing Seminar

By Sally Richards, WSS Chair

The Women's Sailing Seminar is only a few months away and we have begun organizing classes (some new topics along with popular old ones), recruiting instructors (familiar names and new), enlisting boats (I

WSS Preparations Under Way, page 7

Nacing Rews

By Joanne McFee, Racing Reporter

If Janet's pterodactyl had revisited Island Yacht Club on the last Friday Night race, he wouldn't have encountered the peace and serenity he did previously. The graceful boats and colorful sails did dance up and down the estuary. However, had he perched on the IYC rail, he would've seen a different tableau unfold.

Busy learners of ham radio were toiling upstairs. Joyce Logan was working away in the galley. Downstairs, half the bar was given over to helpers serving food. Hungry barbequers clattered up the outside stairs to the grill and back down for salads and condiments. Racers clustered around the TV looking at pictures and around the (half) bar for beverages.

The energy level in the room was quite amazing. What is usually spread over two floors was concentrated downstairs. As usual, the intrepid band of IYC volunteers jumped right in to make everything work. It wasn't perfect, I wouldn't want to do it all the time, but it actually all worked out just fine! Maybe the pterodactyl would have enjoyed the fun!

Coming Events: Some of these may have passed because of nefarious editor's early deadline.

July 13-14 PICYA Lipton Series Regatta at the Golden Gate Yacht Club. IYC has boats entered in three of the four division: Ben Mewes' *Georgia* in the Big Lipton, Dan and Linda Newland's *Redhawk* in the Little Lipton, and Mike Mathiasen and Bill Pritchard's *Dulcinea* in the Admiral's Cup. Many thanks to these three boats for racing all weekend for the good of the club. July 13 is also an Interclub race and several IYC boats will be out there.

July 20-21 is the 27th Annual Silver Eagle Long Distance Race, introducing the new Silver Eaglet. Go race the Bay!

Aug. 2 – Friday Night races start again. Until next time, sail fast, steer small.

The Vacationing Laramies

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house.

Our vacation took us through much of the US Southwest and pointed out how lucky we sailors are to live in the Bay area. Lake Mead is huge and has a fair number of sailboats and marinas but boy does it get hot and I understand that the wind is not all that frequent or predictable. Because of the recent (and continuing) drought in the Southwest many of the lakes and reservoirs in the region were quite low or even dry. Some of the boaters we talked with had not even put their craft in the water this year. The Great Salt Lake had a few

> Great Salt Lake to Silver Eagle, page 7

Kelp Gets in the Way

continued from page 5

We put her to bed as best we could. We pumped her out one last time, turned the batteries off, got our things on deck (we were limited to one bag by the Coasties), locked her and got ready to be picked up. For while we could see Highway 1 up above us, it would have taken a mountain climber to get there. It was a straight up cliff over 100' high. At this point the hand held VHF was invaluable! The helicopter said he could pick us up but that it would be safer to wait for the boat that was going to be there shortly. Too bad because as long as you have to be rescued, I figured a helicopter was the tops for style points!

We didn't wait long before they showed up and got ready to pick us off of *Pegasus*. That's when the kelp on each side of the boat became an issue. The boat was "sailing" at her mooring in huge arcs into the kelp. The Coast guard said get ready to jump off. They were going to do this in one pass and we had to be ready to jump! They backed their boat up and waited for the swing, (not easy holding station nose into the wind in 50 kts!). At the top of the arc just as she started to go back, the helmsman gave her full reverse and came right in next to *Pegasus* and at the edge of the kelp. Unfortunately the boat smacked us pretty hard on the port quarter crushing part of it but given the conditions, it was a superb bit of seamanship.

Watching us pull away from *Pegasus* was tough. With her wild gyrations at anchor, I didn't expect her to stay put, and she was taking on water. I took a picture of her and said what I felt was my last "Goodbye" to her. From the rescue boat, I made a call that will haunt me for the rest of my life. I called Linda and had to tell her that our lovely little thoroughbred, *Pegasus*, was abandoned and might never be seen again.

Once home, I contacted the insurance company and began what I thought would be a fruitless salvage attempt but I am glad to say I was wrong. The boat didn't sink nor did it break free from it's anchorage even though they couldn't attempt to tow it for another two days. It did have a lot of water in it though so a lot of stuff was damaged down below. A friend with a private plane and I flew over her and at 2,000' we could see her waterlogged swaying back and forth the next day. She was towed to Monterey, hauled out then trucked to Svendsen's boat yard in Alameda. She was drilled and tapped and pieces cut from her to learn the extent of the damage. Well, the bow was shot and the movement had cracked some bulkheads but she COULD live to sail another day but it was going to be a LOT of work. Just the survey alone had taken months! The cost of repair was very close to the insured amount and the yards were afraid of what they might find once they started getting into the repair so "*Peggy*" was declared a total loss. But Linda and I wanted her back so

we bought her back for salvage and I set down for some serious back yard boat work!

But allow me to digress for a bit for a technical matter. A core shear failure, even though the boat met the ABS rule meant that we were covered by insurance whereas a delamination would be a latent defect and was not covered. The findings were that it was a core shear failure and that the workmanship was fine so we did get the insurance. However due to the extraordinary construction materials and techniques used on the boat, most boat yards didn't want to quote it, nor would I trust most to do the repair. So I decided to do it myself and at the same time make some changes I had wanted to do for awhile. These were:

1. Design and build a newer more efficient keel and make it lifting for trailerability
2. Design and build a new rudder
3. Cut out balsa core on the deck that had become water soaked and was causing leaks and electrolysis between the carbon deck and aluminum fittings, then bond in place fiberglass isolation mounts to improve drainage and increase strength and toughness.
4. Cover the deck and hull in light weight carbon fabric
5. Put in a more powerful engine
6. Add a below deck autopilot
7. Paint the interior and exterior
8. Update the electronics

However, I had spent 6 years building her and wasn't ready to start on a repair that big. I cut the old keel off of her, and set her in our back yard! So it was only really at the end of last winter that I finally decided that I HAD to get going on the boat. I really started busting a hump and have been cranking out the work these last few months. At this point, I have the new bow ready to attach (it won't go on until the keel trunk is in and the interior is painted). The keel is about 2/3 built and the rudder about 1/2 done, the interior is days from being painted. The deck is ready to paint, (some parts like the hatches and cockpit box/footrest are already painted), and the engine will be here in another month. The stern repairs are likewise done where the Coast Guard hit the quarter, all of the hardware off and all of the electronics out and I ground down all of the paint on the sides. Once the bow is re-attached, the hull will be covered in carbon fabric, primed, sanded and painted. Then the fun begins! Attach all new hardware and electronics and off we go! I figure another 4 months of work and she can get wet.

So if you know of any kid looking for some work to do this summer...

Dan

P.S. I have to rush to get the boat out of the back yard. You see, I bought an airplane kit and I'm anxious to start building that right away! You know a fella can't have too many projects!

Great Salt Lake to Silver Eagle

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lonely sailboats enjoying the stark contrast between the water and the surrounding desert. Quite a juxtaposition! Vacations are nice but it's always nice to be back home.

Our famous and revamped Silver Eagle race is set for the 20th of July and there is still time to get in on it. Check out the IYC website www.IYC.org for details. July 27th is our general meeting and my wife promises something interesting will come out of the galley but she isn't sure just what at this point.

Interesting new product on the market—a bottom paint that contains a biocide for slime and algae. Several companies are manufacturing it and in mild fouling areas like SF Bay are promising multi year bottom jobs. If any of you have used one of these products I'm sure all of us would like to here how well they work.

Safety and Service (PICYA)

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fense will hurt safety and service. They hope that some of the service will be moved to the Transportation Department. They are also concerned with the establishment of no-discharge zones where pumpout is unavailable. A bill to allow type 1 treated waste to be discharged is hindered by there being a single manufacturer of treatment devices.

Ships Store Report

By Molly Blair and George Kavorkian

Molly has an appointment with a clothing company. She also looked into t-shirts with logos and/or or personal boat names. We have entertained some new ideas on games and fun things to do. We love our home and cruise the delta a lot. A new GPS 176c helps! Several friends visited by boat and buddy-boat with us. The local yacht club wants us to join; 2 clubs may be too much work and less time to enjoy our boat. It's been that way at IYC for 18 years now. I'm disappointed I can't do more for the club this year, of course I fill in where and when needed as always. Enough. Love, George (Molly is asleep; I speak for both of us!)

9000 Miles to Weather

By Glen Krawiec

Driving a big horseshoe course around the USA in just over five weeks, Pam and Glen Krawiec camped their way across country to see family and friends. Here is Glen's summary:

New Mexico—in the grip of a 2+ year drought where a 3rd stage alert requires two people to shower together—a 4th stage alert bumps it to three people!

Texas—they like their tea (iced).

Florida—Pensacola: Chuck McMahon's new hip is working fine and he's ahead of recovery schedule.

Keystone Heights: Carol Pflaumer's new knee is working ifne and she's ahead of Pete's activity rate already. Warning about this area of FL: chiggers have a nasty bit that takes weeks to heal and make your legs look like shrapnel targets. See Glen's legs for further details.

Pompano / Ft. Lauderdale: more money than people know what to do with, so they build big (huge) houses and have flashy (huge) boats.

Georgia—Cheapest gas \$1.13 regular.

S. Carolina / N. Carolina—hot, hot, hot. Drought too.

Pennsylvania—pretty, green, rolling countryside and Amish influence.

Chicago—Expensive gas \$1.67 regular.

N. Dakota—they put fat, little, white crosses along the roadside to mark where people have died in road accidents. Some places has as many as nine crosses welded together—a morbid sculpture. After counting 50 crosses in three hours of driving on Hwy 2, my reaction was (a) this road is dangerous (b) these drivers are dangerous!

Montana—give the eastern half (flat and ugly) to the Indians (oops, we have!); the western half is mostly Glacier Nat'l Park. Tricky expensive gas, 85.5 octane is \$1.49; what do you use 85.5 octane for? Martinis? 87 or 88 octane is \$1.55 and up. This is true for parts of Idaho and Nevada too.

Idaho—Craters of the Moon; got to go back to see this better.

California—Best weather, home sweet home, expensive gas \$1.69 regular.

Doing a counter-clockwise loop is obviously circumnavigating the USA in the wrong direction because we always had a headwind. Conclusion: We'd do it again in a heartbeat (except for the chiggers in FL).

WSS Preparations (October 12-13) Under Way

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expect to have more than ever), ordering clothing (cool hats like last year and denim shirts for a nice change from outerwear). This year we are eliminating the expensive mass mailing and relying on the distribution of a poster along with the website, Latitude 38 and good old word-of-mouth to announce the seminar. The posters will be ready in August. If you can help with the distribution of the posters to marinas, yacht clubs, marine businesses, and any and all other appropriate public places, please let me know. Thanks!—Sally Richards, 510-444-4321, sally@pineapplesails.com

MAINSHEET

Alameda Yacht Club
Alameda Marina
1853 Clement Avenue
Alameda, California 94501

Board **M**eeting at IYC Clubhouse
July 17, at 1830 hours.

Upcoming Dates to Remember

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**Jul 20-21 SILVER EAGLE LONG DISTANCE RACE**

**July 27 General Meeting and Dinner**  
**Speaker: Marin Marine Mammal Center**

**Aug 2 Friday Night Races Kickoff (#1 Summer Series)**  
**Flat-water Estuary Sailing**

**Aug 3-4 Angel Island (Ayala Cove) Cruise-Out**