

ISLAND YACHT CLUB'S MAINSHEET

Alameda Marina
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DON'T FORGET !

Oct 26th—General Meeting and Dinner Speaker: Tony Carr	1800 hrs 1900 hrs
Nov 2nd—Jack 'n Jill Plus One woman-skipped race!	1225 hrs
Nov 16th—Commodore's Cup and Chili Cookoff !	1200 hrs



The View From Here

By Dan Laramie, Commodore

The year is fast drawing to a close. I can hardly believe that there are less than 3 months until we ring in another year and a new set of opportunities for IYC. Here is a quick look at upcoming events with some editorial comment. You might want to mark these on your calendar.

Oct 26th: General meeting featuring Tony Carr telling us about his single-handed TransPac experiences in a Hobie 33. It will also feature the return of Joyce Logan to our galley for another one of her gourmet meals. This is something you don't want to miss. As this is close to Halloween, it will give you a chance to try out your costumes. Costumes are not required but there will be prizes for the best ones.

> 2nd Annual Chili Cookoff, page 3

The First 30 days of Boat Ownership

By John Huetter (5/8/02, Annapolis, MD)

Well, the first 30 days of boat ownership have been more like "A Year in Provence" rather than some seafaring saga, except the locals speak in Northern Virginia and Chesapeake dialects rather than Provençal. Luckily, I can understand them and even speak a little since I spent 3 years of high school in the region. In all fairness, most of the marine sector workers are generally better about showing up than those described in the aforementioned book. For any who were not intimately involved in the early stages of this adventure, I did finally take ownership of a 37' catamaran built many years ago by the fine British boat-building firm of Prout, who also chose this year to go into receivership. Ironically, the boat which (finally) met my many specifications (2 heads, radar, solar/wind power, etc.) was in the Chesapeake, not in South Florida or the Islands. So, the adventure begins ... or continues, depending on when you came in, with some changes: I'll be cruising the Chesapeake, rather than the Caribbean, until hurricane season begins to abate; then, head down the Intracoastal to Ft. Lauderdale and/or Key West, depending on the next island destination, for one lap around the Carib-

> Good Advice Abounds, page 2

Good Advice Abounds

(Continued from page 1)

bean. For you not educated in the classics, or by Jesus-its, the name of the boat is appropriate to the situation. Transliterated from the Latin, it's "Where are you going?"

So far, everybody has been right! Dimitri's advice to slam the shithoses, rebuild the heads, and that the rigging tune-up was bogus was spot on. Except that I installed all new impermeable sanitary lines and a new holding tank. And that's just part of the mostly invisible stuff I've been doing for the last 3 weeks. So you'd better admire my USCG Standard A1 fuel lines and shutoff valves when you come aboard, if you can find them. Irv's observations on the nature of boat preparation and cruising hold true so far: a lifetime of accumulating technical knowledge, planning ability, and decision-making under pressures of time, money and physical discomfort have proven more important than sailing skills. No doubt I will get into trouble due to a lack of such skills before they're acquired over the next five months. Jean-Paul, Jeff, I could use a little help here. And I haven't even gotten into using all the nav and electronics stuff. When's the last time any of us read a radar screen? It's all green smudges, man, and that's when it's working. I'm also trying to figure out my new internet-capable cell phone: 410/533-3629.

One of the major challenges my fellow sufferers in boat ownership can relate to has been finding a slip for the summer that will accommodate a 16' beam. Plus these crazy locals have driven pilings in every possible location you might want to dock a boat. What's this pilings stuff? Is it to compensate for the postage stamp dock area? Finally, I found a place way down the Bay at Solomon's Island, a former funky crabbing/fishing hamlet which is now seriously gentrified and, ironically, just across the river from the Patuxent Naval Air Test Center: the Navy's equivalent of Edwards AFB. I plan to be spending more time on the Bay than at the pier, in any event, where there's a lot more room.

John Blake was kind enough to connect me with some of his Annapolis sailing pals to move the boat some 50 miles down the Bay on Friday, weather permitting. What's even better is that one of them has even made the voyage a couple of times. I'll let you know the results of this expedition, especially if we manage to miss all the pilings leaving the dock in downtown Annapolis (actually, the Maritime Republic of Eastport, which doesn't want to be confused or associated with all them snooty city folk 150 meters across the water). I look forward to having John and Dixie on board in June when we plan to sail up to his ancestral estate at the far north of the Bay. My excellent children, Beth and Caroline, will be joining me between schools and summer jobs. They don't know it yet but I'm thinking we could cruise up to Potomac to Washington. I hope Michael the K. and my old roommate, Maddog Morehouse, will come aboard to help me

> Sailing People are Good Folk, page 6

How to Make A Splash...!

By Janet Frankel, Editor

Well, it's a beautiful evening, complete with scattered clouds shielding us from that harsh sun so well known by folks living inland, and Bay waters shimmering with indecisive eddies and wind waves. I often think of Lewis Carroll's "The Walrus and the Carpenter" when I look at the Bay ("The Sun was shining on the Sea, shining with all his might. He did his very best to make the billows smooth and bright. And this was odd, because it was the middle of the night!"). But, I'll spare you excerpts this time. Oh, wait, too late. Sorry 'bout that.

I must put a rapidly-spreading myth to rest. At the Women's Sailing Seminar this year, there were actually four (4) (IV) (cuatro) people in the water, not just me in my wetsuit.

First, there was the "Victim" in the Coast Guard rescue demonstration. I assure you, MY feet were solidly on the marina dock as the webbed feet of the soon-to-be-abandoned-and-then-later-rescued Coastie peeped out of the orange helicopter and were lowered, attached to an entire body (again, NOT mine), into the water.

With your kind permission, Dear Reader, I will digress from the myth dispersion for a moment to share my impressions of the Coast Guard rescue demonstration. Imagine roughly 100 women waiting on the dock, not 50 feet away from where a roaring orange USCG helicopter hovered dramatically over the water. The wind on the water was tremendous, and I had to remove my sunglasses because they were soon covered with sea spray! It was SO exciting that I believe I reverted, instinctively, to the reactions of a two-year-old and began jumping up and down on the dock, clapping my hands with delight. When the helicopter had fully deposited its web-footed participant in the water, it then roared off, out of sight behind Coast Guard Island, leaving the Victim floating in the water, looking desolate and abandoned. I couldn't help it, I shouted, "Hang on! We'll save you!"

Anyways, the floating abandoned Victim (again, NOT ME) produced a smoking flare, which he set off and held up above his head. I was very interested to note that these flares do NOT last very long, less than a minute really. So be sure, if you are looking to be rescued, to time your flare ignition accordingly! Eventually, the helicopter rescue team returned and the rescue operation commenced.

Which brings me to the Second guy in the water, the Rescuer (also NOT ME). It was amazing to watch the Rescuer being lowered to the water, while at the same time the Victim was blown away from the helicopter by the wind it created. The Rescuer swam over, tied the Victim to a cable, and then the two were pulled up in the air together into the helicopter. Truly, it was extremely energizing and wonderful to see this happen, and a

> Exciting Rescue Demo at WSS, page 5

CRUZ NEWS

Indian Summer Struck Again!

By Malcolm Sowers, Cruising Chair

October's Cruise-IN was a pleasant & sociable jaunt to Sausalito Yacht Club Oct 4-5. Three boats, crewed by husband & wife pairs: Pam and Max Richardson on *Cut-tysark*, Helen & Malcolm Sowers on *Sinaloa*, David & Devon Hand on *Jabberwock*. We all tied up at club-house dock by day & to SYC moorings by night. Surprisingly little thump-thump of mooring cans against the hulls & just enough wake of passing traffic to lull us to sleep. Saturday afternoon we joined the tourist throngs along Main Street. Sunday checked out the Classic Auto Show in adjacent parking lot. Surprisingly, none of us brought overnight guests. You suppose it had something to do with the winding down of the cruising season?

Weather was calm, almost flat calm & hot. Both days. We mostly motored. Dianne & Ron McClure, boatless, came by car, joined us for a well-cooked dinner at SYC.

Where were you boaters who begged off from our longer cruises "because your boats were "too small "? (**Not.** Carry an extra can of gas for your outboards & join us next year.) Hope you were enjoying land activities & out of town guests in our almost -too-hot Indian Summer; not just letting grass grow on your keels while almost every other sailing and motor craft on the bay was out and about? I counted over 80 boats in Ayala Cove as we passed by, enjoying this brief window of "Southern California" weather, free of our typical summer roaring winds & lumpy-splashy seas! (**Why should only IYC "regular cruiser types" have ALL the fun?**) How about a cold shower & tearing up hundred dollar bills like the racers do?

Member Updates

Welcome New Members **Bill and Deborah Zabor!**

12783 Saratoga Woods Circle
Saratoga, CA 95074
Home: 408-872-0881, work: 650-429-0258
e-mail: Zabors@hotmail.com

Welcome New Members **David and Judy Blumhorst!**

West Wight Potter sailors and owners of a Catalina 27. Check out their log at www.blumhorst.com.
Email: sailing@blumhorst.com

New information for **Chuck and Amy Monark:**

2532 Santa Clara Ave #405
Alameda, CA. 94501-4634
Tel: 510-864-9732, Cell: 510-390-9732
email: SVKIYOMI@aol.com

Bill and Luellen Reese are leaving for San Diego, where they will be for about a year in Sun Harbor Marina, America's Cup Harbor, close to Shelter Island.
P.O. Box 60280
San Diego, CA 92166
Temporary email: reesesails@yahoo.com

Perry-Less Nacing Rews

By Joanne McFee, Racing Reporter

Friday night fights: Seen on board the Wabbit *Wet Bunns* was father/skipper Bill Gardner of EYC, grandpa/crew Phil, and crew 5-yr-old Nick, whose favorite comment on board was "it's time to tack now." From my crew and me, thanks to Commodore Dan for our excellent adventure aboard his *Sea Slug*. A spinnaker run up the Estuary with a huge full moon hanging in the East soothes the soul. Yes, Glen, it made us forget that *#&@! mark rounding.

Jazz Cup Revisited: I missed two important results. Mike Mathiasen and Bill Pritchard's ("Mike and Bill") *Dulcinea*
> *Racing Musings, page 7*

2nd Annual Chili Cookoff

continued from page 1

Nov 2nd: Annual Jack and Jill + One Estuary race for women skippers. The two crew members may be of any sex. Contact Dianne Duey-McClure for more details.

Nov 16th: Commodores Cup. A race starting and ending at the club's improvised race deck open to any and all club members. This race will feature an innovative reverse order start so in theory all boats should finish at exactly the same time. At the conclusion of the race please come over to the club to enjoy and participate in IYC's 2nd annual Chili Cook-Off. There will be categories for "con carne," "sin carne" and "spiciest." Last years inaugural event was a lot of fun and provided us with some outstanding chilis. It's time to dust off that old chili recipe and join the fun.

Dec 7th. Change of Watch dinner. See off this year's staff and welcome next years leaders of IYC at this annual event. There will be live entertainment and a catered meal so all can enjoy this event. Because this will be a catered event reservations are strongly suggested. See next month's *Mainsheet* for more details.

Last weekend's Women's Sailing Seminar event was very successful with a great turnout and an interesting schedule of events and classes. Our fearless Staff Commodore, Janet Frankel, tested her wetsuit thoroughly in "Jan"-overboard demonstrations. My heartfelt congratulations to everyone involved in putting this event on. There were hundreds of all volunteer hours spent to make this event a success. Thank all of you (and there are a lot of you as it was truly a team effort) for an outstanding job.

Contact me (510-583-9323) for details on the Commodore's Cup. I'll have race instructions ready soon for this event. This will be a good opportunity to try a different style of start in a low-key atmosphere.

See you on the water.
Dan Laramie

Remembering Jack Franklin

By Ben Mewes, Staff Commodore:

Early in October our former member Jack Franklin passed away after a very unexpected bout with lung cancer.

He was Port Captain when I was Commodore and was always appreciated for his dedication and hard work. But what really made him a joy to be around was his great sense of humor and infectious laugh. He was an avid rower and sailed a Bahama 24.

Jack leaves behind a large family and his wife Janet. They re-met at a class reunion after both had other lives after going to school together.

By Linda Newland, Staff Commodore:

Jack and I shared, not a boating experience, but one of camaraderie and learning as we both took the College of Alameda pilot's ground school last fall. Although Jack had been a friend for several years, I had no knowledge of his early years of experience with gliders, until I signed up for the class. We had a great time – with Jack's effervescent humor and goodwill, he made the class a happier group and bonded quickly with other students – if not readily with our instructor who was a little "stiff". Jack was always anxious to debrief study notes and join forces on studying for tests. We planned and took our FAA written test on the same day and split a bottle of champagne in mid-afternoon celebrating that we both passed. Jack took it all in stride – I had a headache to count for my partying!

During the class, Janet bought him a membership in a glider-flying club at Byron and Jack was ecstatic. He began taking lessons while I was taking pilot training in a Cessna 172. We often shared experiences and looked forward to when we had our pilot's license. We even went flying with Dan one evening to Davis and the radio went out. Dan had to use emergency procedures to get the Livermore tower to land us with the "light gun". Jack entertained the class with a blow by blow description of our high drama while the instructor looked on with mild amusement. One of Jack's major regrets was that he didn't get to solo when he had a chance last summer – at a crucial point in his illness where there was no going back.

Jack was one of the crew members on the infamous Pegasus XIV trip up the coast - he was the greenest of the crew but had a great attitude and could still laugh (a little) the same night they arrived back in Alameda at 2AM in a rental car, from Monterey, where the Coast Guard cutter dropped them off at 11PM.

Jack and Janet also hosted an annual New Year's Eve party. This year it will be a sadder New Year as we raise our glasses to Jack and hope he is aware of how much he is missed and loved.

> *Jack Franklin Remembered, page 7*

October PICYA in Benicia

By Ted Crum, Liaison Committee Chair

The October Delegates meeting was held at the Benicia Yacht Club, a group of sailing and power yachters with a lovely clubhouse and harbor. The grand tour of yacht clubs that started in the Bay Area and then arced through the delta is heading back toward the bay, with the cycle completed at Encinal next month. It was suggested that Benicia is not even in the delta, but I say it's an epsilon above Carquinez. The dinner was catered; four green beans, but a nice horseradish in the potatoes.

Lou Haberman and I sat with Phil Halloran of Spinnaker, Ed Shaefer, who was attending his first meeting for the Sea Ray Club, and Club-of-the-Year (COTY) Chair Robert Dubois of Benicia. This gave me the opportunity to give Mr. Dubois five PICYA reports from the Main-sheet, for which we will be granted 5 COTY points.

Each seating received a memo on the PICYA uniform, noting that "Red" (replacing Breton red) has just been approved as a year-round color choice for trousers and skirts. The other all-year color is tan. Gray is for winter, white for summer. Summer starts on Opening Day, winter starts with the October Delegates Meeting. The Commodore may specify leather of any color for "special occasions".

We were also given applications for the Management Conference at Vallejo on November 2. Every club officer should attend a Conference before becoming Commodore. COTY 2003 points, too. The Danish and lunch alone are worth the \$15 fee. Vern Bensen <vbendsen@pacbell.net>.

Ward Cleveland reports that the sailing vessel Californian has been purchased by the well-funded San Diego Maritime Museum, and he thanks all the supporters who hoped to keep her in Northern California.

The Mexican 270-foot barque Cuahtemoc, the "post-event" vessel of the Tall Ships tour, will be at Pier 45 from October 31 to November 4.

Margo Brown reports that the PICYA Wheelchair Regatta was the biggest and best ever. Seven of the thirty-eight boats scheduled to take part had engine trouble before the event! I previously bought one of the event shirts, then gave her the shirt back to sell again.

Vice Commodore and Budget Committee Chair Linda Newland, of IYC, reports that the 2003 budget has been submitted and approved by the Board. She told me that some controversy could be expected when it is voted on at the November meeting.

RBOC Chair Russ Robinson gave us a summary of the past legislative season, in which 88 bills of interest to

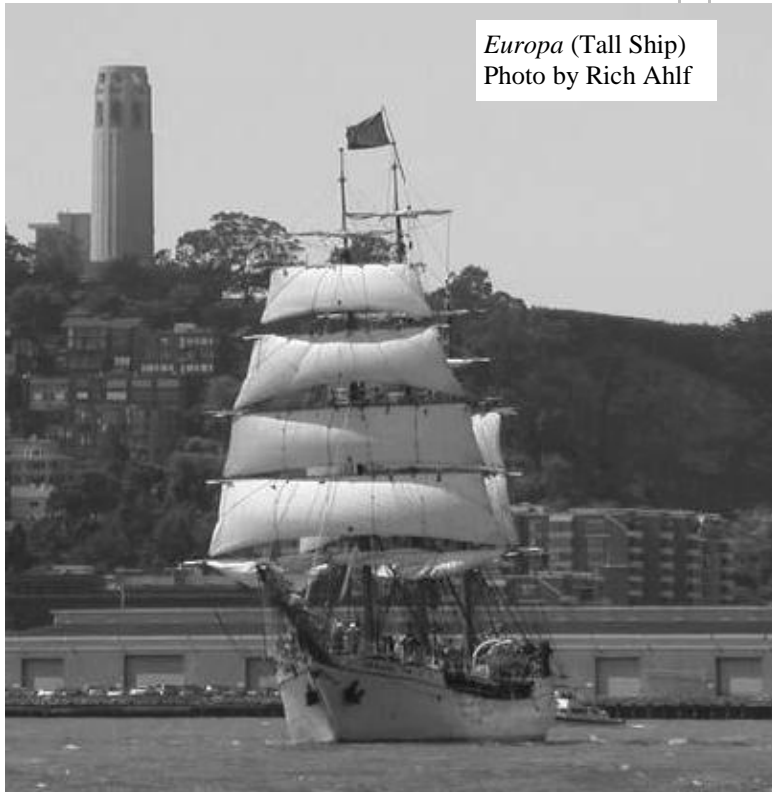
> *Legislative Bills of Interest, page 6*

Coming to Grips with Vice

By Dave Hand, Vice Commodore

A couple of Saturdays ago, the 5th to be exact we had our last cruise of the year to Sausalito Y.C. As well as Devon and myself Max and Pam were there on *Cutty Sark* (by the way "cutty sark" means a mini skirt in gaelic) and Malcolm and Helen on *Sinaloa*.

**Her cutty sark, o'Paisley harn
That while a lassie she had worn
In longitude tho' sorely scanty
It was her best, and she was vauntie
-- Robert Burns**



Europa (Tall Ship)
Photo by Rich Ahlf

Diane & Ron drove over and we all watched the afternoon's entertainment provided by a couple in a powerboat trying to pick up a mooring buoy. The following morning we were treated to a vintage car show in downtown Sausalito.

Congratulations are due to Sally Richards and her dedicated crew of ladies who put on yet another outstanding event with the woman's sailing seminar. The one design racing on Express 27s on Sunday was particularly close, with entertainment provided by a "male" falling off of *Great White* two boat lengths from the finish.

Coming up we have at our next dinner meeting a friend of Bob Naber's, Tony Carr, who sailed Bob's old Hobie 33 single handed in the Transpac. I hear some folks from the Hobie 33 fleet may join us for dinner that day.

One last item is the Jack and Jill + one on the 2nd of November, our last race of the year.

Exciting Rescue Demo at WSS

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great kickoff event for the WSS this year. Kudos to Sally Richards for arranging it all!

OK, so now, the Third person in the water, THAT would be me. I donned my wetsuit and climbed aboard Bill Riese's beautiful Express 37 *Elan* for a Lifesling demonstration class. While Instructor Mary Swift gave the class pointers on rescue maneuvers, I "got clumsy" on the foredeck and "fell" off into the water. Even with a boat full of students, they had me back aboard in under 9 minutes! Pretty good, I thought. Afterwards, my back was fairly stiff, but Betty Sleeth unceremoniously ordered me up onto the bar and did some wizardry to make me feel whole again!

Now, you're wondering, "OK, but I distinctly recall she said Four people went in the water." And yes, there was one more, a Boat Owner took a dip and slipped off *Great White* into the Estuary on Sunday just before the finish line. He chivalrously signaled to the skipper and crew to finish the race and then come back and get him, but the watchful Race Committee refused to score their finish until they'd finished the race with everyone they'd started with. Rules are rules, you know. And the whole thing was captured by our alert Photographer Rich Ahlf! There is a special Man Overboard trophy awaiting Scott Tipper at the club, courtesy of Glen Krawiec, even as you read this. Hurry on over, Scott!

All in all the Women's Sailing Seminar was terrific, thanks to **Sally Richards** and many others.

Thanks to **Marilee Shaffer**, who donated not only products for the raffle and her boat but countless hours of her time. Thanks to **Dawn Chesney** for helping line up instructors and boats! Thanks to **Kame Richards**, working behind the scenes with Sally at Pineapple Sails as computer guru and on

countless other tasks. Thanks to **David Hand, Diane Duey, Ron McClure, Glen Krawiec** and **Rich Ahlf**, for their help setting marks, delivering lunches, chair and table delivery, hauling trash, and general assistance (there's always a lot of THAT needed!) Thanks to **Joyce Logan**, who prepared mouth-watering appetizers, including a personal favorite, those Walk-Around Tacos! And thanks to **Devon Hand**, who brought muffins and cakes which we served Sunday morning. I, quite intelligently I think, avoided wrestling with Bob Naber for some leftover Otis S. blueberry muffins. Thanks to **Bobbi Tosse** for running our race on Sunday! And to **Margaret Fago** and **Emily Hogin** for running the raffles (and Margaret who also served on Race Committee). Thanks to **Joanne McFee** behind the bar and everywhere else, thanks to **Pam Richardson, Pam Krawiec, Betty Sleeth, Pat Lowell, John Logan, Veronica Cocksedge, George Kavorkian** and **Molly Blair**, and to the numerous others who donated boats, time, space, and their backs to make it all happen.

Sailing People are Good Folk

(Continued from page 2)

sail this bloody thing. Not that I expect much nautical expertise but I'm sure there will be strongly held opinions. Stay healthy, guys. Better yet, bring your competent mates.

The reward for such effort by any and all intrepid crew (OK, even the not so intrepid) is another invitation to go cruising (and diving) this winter in the Caribbean.

One of the major lessons I've learned in the short time of being on the boat is that everything has to be done right every time and you can't leave anything alone. Stuff left unattended on deck will fall or blow overboard. You can't wonder if you forgot to turn out the lights or you may not get started when you return. I have already left the stereo circuit on and bilge pump circuit off. Wrong! In this sense, it's a lot like flying: hours of meticulous and expensive preparation for a relatively short time airborne, or underway. I hope this transition period is over soon with all my stuff stowed where it makes sense and I can find it in the dark because half the time now I can't find whatever it is I'm looking for but usually come across something whose purpose I can only guess. It's too much like work just getting the survey items corrected and I'm feeling way outside my comfort zone, which of course is part of the reason I'm doing this: to enlarge that zone.

Having said all that, the few times we've actually sailed, *Quo Vadis* is great on the water and I feel good about it. It's not as fast as other cats, which still makes it faster than nearly all cruising monohulls, but built Prout stout. We did the sea trials in March with 35 knot winds gusting to 50 and it felt very confident; even comfortable. It's dry, has no perceptible heel and responds very satisfactorily for a multi-hull. Meredith was at the helm for nearly the whole passage when we took possession of the boat and appears to be natural at that position. This is good, because I have everything else to learn ... and do. She also persuaded us to take the USSA "Safety at Sea" 2-day seminar at the Naval Academy, the USCG Boating Safety four-week course and a 2-day hands-on sailing experience with Womanship (I didn't get to do that one; instead spent the weekend replacing and plumbing a pump). So now she is totally convinced that all sailing experiences are focused around maritime disasters. And that I am totally crazy.

Another right thing that Irv and Patricia said was that most sailing people were pretty good folk, which has really been true to date. Since both my boat and I are mature, some flatter me by assuming I'm the old Prout catamaran expert until they observe some monumental goof. I just remembered we need diesel, the first aid kit isn't complete, and I haven't provisioned or paid my last day's dock fee but I am faithful about keeping the dialing Captain's log ("Seadate 2002.5, in the Severn quadrant.") I have lost 10 pounds.

Legislative Bills of Interest

(Continued from page 4)

RBOC were signed by Governor Davis:

- The use of dye tablets in marine heads was limited to trained officers, with the owner present, only when there is a reasonable suspicion on illegal discharge. Language added to seek more pump-outs.
- \$88M of fuel tax revenue was preserved for boating related uses.
- PWC operation restricted to daylight hours, and classes are to be required for rules violators.
- Restricted areas established to retard the spread of the noxious plant *Taxifolia*.
- A council was established to combat invasive aquatic plants.
- The Cal-Fed waterway management district was re-established, although adequate representation of recreational boaters has been elusive.

Before the meeting Janet submitted 3 examples of her work on the Mainsheet to the Wilder Award Committee. Recognition would be well deserved, IMHO.

The November 4 Meeting, at Encinal, will be the Awards Dinner. We may already be a winner!

Unless someone stops me, I will process the Yachting Yearbook order data and order. How many copies do we want, Commodore?

At Home at IYC

By Bill and Deborah Zabor, new members

We just moved back to the bay area after relaxing in San Diego for over a year. It's like starting over. I found your Yacht club by seeking out the Women's Sailing Seminar, and my husband and I felt so at home we joined! We both took a class at OCSC three years ago, fell in love with sailing, and purchased our 30' Catalina *Song of Joy* before our class was over! We sailed in the Bay for 4 months, then transported it to San Diego. Now we are back and overwhelmed at the wind again!

We keep our boat at Marina Village, and sail most weekends. We are very interested in learning racing by jumping on other boats and crewing. Bill is especially interested in ocean racing. I am very interested in being active in women's sailing, and we are both interested in cruising with others who love what we love! My 14 year old son - Adrian - wants to volunteer to help with the race committee. Our goals are to become better sailors, have fellowship with people who love it, cruise, and just enjoy fun activities as a group. Bill is a strategic planner for a high tech co. in Mt. View, and I homeschool Adrian. We can't wait to learn more about everyone at IYC. I looked up the previous newsletters, and enjoy reading about the activities and the people who are part of IYC.
—Bill and Deborah Zabor

AVAILABLE TO CREW!

IYC member and experienced sailor Veronica Cock-
sedge is looking to crew on a variety of boats to broaden
her sailing experience. Available some weekdays, week-
ends. Call Veronica at 925-846-4579, leave a message
on her machine with your name and telephone number.

Racing Musings

(Continued from page 3)

and Bill King's *Atuna Matata* finished 1-2 in their division.
It was Port Captain Bill's first big racing trophy.

Berkeley Women's Race: October 6 dawned bright and
not so windy. The wind did fill in and the day turned out
to be gorgeous. Unlike previous years when boats were
sent to Yellow Bluff in a course of 18 or so miles, this
year's race didn't venture too far out of the Berkeley cir-
cle and was about 10 miles. Dawn Chesney drove John
New's *Wuvulu* to third and Lucy Van Breen drove Ben
Mewes' *Mirage* to 4th in their respective divisions.

Interclub: IYC was race committee for Interclub's last
race. Dave Hand's *Jabberwock* was committee boat.
Joining Dave was Ted Crum, Carol Hess, Max Richard-
son and me. After a postponement suggested by Vessel
Traffic, the fleet was sent on a tour around the South
Bay. Season results found *Wuvulu* and *Dulcinea* winning
their divisions and Ken Viaggi's *Lone Ranger* coming in
2nd in theirs.

PICYA and OYC races: Brian Grainger's *Ranger 26*
Kristina will represent IYC in OYC's Wallace Cup on Oc-
tober 12. Contested in the South Bay, Bay Area Yacht
Club's vie for a beautiful perpetual trophy. The trophy
was crafted in 1897 and the current deed of gift was
drafted in 1938. Thanks again to the skippers who
braved my pesky phone calls and raced for the club this
year. In PICYA's Lipton Series, Dan and Linda Newland
(*Red Hawk*), Mike and Bill, and Ben Mewes (*Georgia*). In
the Wallace Cup, Brian Grainger who could, and the
Newlands (*Red Hawk*), Mike and Bill (*Dulcinea*) and the
News' (*Wuvulu*) who wanted to but couldn't.

No malaprops but idle musing: Have you ever thought
how we would look if we ate daily what "they" say to? An
apple, a banana, grapes and kiwi. Whole grains, carbs,
protein, soy and fish. Green, yellow, and orange veg-
gies. Don't forget peanut butter, green tea, cranberry
juice, coffee, chocolate and red wine. Carefully roll me
somewhere and bring on all that good stuff that's sup-
posed to make me so healthy.

October 12 is our Women's Sailing Seminar, as you
read this you will no doubt be soothing your tired mus-
cles from your volunteer efforts – thanks for joining in the
fun. Get your crews ready for the 11/2/02 Jack 'n Jill + 1.

Sadly, friend and former crewmember Jack Franklin
passed away too soon on October 4. Our sympathies go
to his wife Janet and his family.

Jack Franklin Remembered

(Continued from page 4)

By Dan Newland, IYC Member:

I first met Jack a few years ago after I had designed a rac-
ing rowing shell and Jack offered to help build the boat and
molds with us. He didn't do it to be paid, he just wanted to
help and whether it was sanding or laminating or just mak-
ing us laugh, he was there when we needed him.

And that was the essence of Jack. He was always there
for you and could always make you feel better with his
laugh! Even when things were bad, he could always laugh.
When Pegasus was holed and almost sunk coming up from
Mexico and we were taking on water, I wish I could have
had a picture of his face when I told him the news! He got
real serious as we prepared to abandon ship but then once
we were done, it was back to the old Jack that made us
love him so much. We were cracking jokes again all the
way to Monterey in the Coast Guard.

And if he could laugh at the world around him, he could
laugh at himself as well. A couple of years ago on our tra-
ditional New Years Eve lobster party (He had a friend that
imported live Maine lobsters), he didn't quite take care of
them right and they died before the party...and this from a
man that took care of fish and aquariums for a living! We
howled at that for months and he always would laugh just
as hard as we did.

Jack, the world is a little sadder place without you.

Plea for Help for *OCEAN PLANET*

By Malcolm Sowers

Some of you are on Bruce Schwab's email list & following
the progress and misadventures and gear failures of
Ocean Planet.

If you can break open your piggy banks I know he would
appreciate even the smallest contributions for his grand
adventure **Racing Around the World Alone** if he is going
to be able to compete on the next (third) leg from the Cape
of Good Hope across some pretty rough water.

You may remember we had a presentation by the boat's
designer at a recent Club meeting. I increased my donation
with thanks for his good services to me in Svendsen's Rig-
ging Shop. (They found a defect that could have easily
brought my mast down

Send your TAX DEDUCTIBLE checks to:
Made in America Foundation
3135 64th Ave
Oakland, CA 94605

P.S. You can check out Ocean Planet's progress at www.oceanplanet.org. Some amazing stories and photographs!

MAINSHEET

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

Board **M**eeting at IYC Clubhouse
October 16, at 1830 hours.

Upcoming Dates to Remember

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- Oct 26    General Meeting and DINNER**  
~ Hallowe'en Party! ~  
~ Guest Speaker: Transpac'er Tony Carr ~
  
- Nov 2     Jack 'n Jill Plus One**  
**Woman Skippered Race in the Estuary**
  
- Nov 16    Commodore's Cup and**  
**2nd Annual IYC Chili Cookoff !**