



ISLAND YACHT CLUB'S MAINSHEET

Alameda Marina Volume 32 Issue Seven
July 2003

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DON'T FORGET !

Jul 26—General Meeting/Dinner 1830 hrs
Slide Show and Book Signing
with Sailor / Author Ben Wells

Aug 01—Friday Night Races 1825 hrs
Summer Series Begins!

Aug 05—Board Meeting 1830 hrs

Aug 15—Friday Night Race #2 1825 hrs

Aug 23—Auction / PIG ROAST 1600 hrs



A Brit at the Helm

By David Hand, Commodore

Our first ever Western Night went off exceptionally well with line dancing lessons and cowbuoy food, a few folks even dressed the part. It was also a privilege to have the members of "Women Aboard" to fill our ranks, and we now have a new burgee to decorate our club house. So thanks and congratulations to Shirley and Rich and their team of helpers for a job well done.

Another successful event was the Fourth of July weekend sail to Vallejo Yacht Club, a great success organized by Malcolm Sowers. Devon and I had a pleasant sail up on Friday with moderate winds and a bright sunny day. We arrived pretty much simultaneously with Malcolm in *Sinaloa* and *Diva*, I believe *Cutty Sark* was already there. We were very well received by the yacht club who put on rubber ducky races, and a first rate buffet that was out-

> *Rubber Ducky Races, page 5*

Letters from the Antipodes

By Diane Duey McClure, Vice Commodore

The July monthly meeting on the 26th will feature sailor and author Ben Wells with slides. Ben sailed his 30' Odyssey sloop for six years through the South Pacific, Indian Ocean, Cape of Good Hope, Panama Canal and home. Come to the dinner, see Ben's slides, hear about his adventures and hairy moments, and what it's like to live for six years on a 30' boat with crew.

Your interest just might be peaked enough to order or purchase a copy of his book, Letters from the Antipodes. He'll be there in person to sign your copy if you decide to purchase one.

> *Pin the *Blank* on the *Blank*, page 4*

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Cruz News

By Malcolm Sowers, Cruising Chair

STOP THE PRESSES!!!

We just found out Max and Pam have returned safely from the dreaded Bermuda Triangle. (AKA Middle Ground in the Delta.) The name *Cutty Sark* caught my wife's ear on CHANNEL 16. A one-sided conversation by the Coast Guard, four days ago, July 10th. We had just arrived back in our berth. We then tried to reach Pam & Max to find out why they "were in trouble but not in immediate danger" near Middle Ground. Alas VHS line-of-sight radios transmissions won't pass over Mt Diablo. And no cell phone listed. Evidently they were asking about the tides after finding out the cost of Vessel Assist Towing charges. We surmised they would wait for the midnight high tide. More on this below.

The whole "Vallejo and Beyond Cruise" started out innocently enough, with four boats and a scrumptious \$16 dinner at Vallejo Y.C. then we watched the fireworks up close and personal. After leaving Mare Island Straits next day, July 5th we began the BAKE & SHAKE portions of the cruise. *Jabberwock* and *Diva* turned to starboard and a shaky-bumpy ride across San Pablo with an outgoing tide opposing the usual southwesterly. A very splashy surprise to our newest club members but "moderate and to be expected" by David Hand on *Jabberwock*.

Sinaloa turned to port and wing-and-winged it, attempting to reach a friend's party at Lighthouse (nee Lindquist) Landing. With opposing tide we only got to Antioch Marina by evening but found berthing there. (\$11) Next day refueled etc and started baking in Central Valley's 100 degree temps. By the time we arrived at False River we hear from *Cutty Sark*. Max had repaired his alternator and was then passing Antioch. We dawdled so he could catch up then we led him into the narrow approaches towards Lighthouse Landing. *Cutty Sark*, drawing 6 feet to our 5'6 went aground. We had been relying on the charts, which are seriously outdated. (And the GPS Chart Plotter also relies on these old charts.) Meanwhile, after trying to convince *Sinaloa* it was really an amphibious critter just learning to come out of the estuarian seas, we threw *Cutty Sark* a line and pulled them free, churning up prodigious quantities of mud & weed as we dragged our keel in the bottom ooze.

Max turned back "to do their thing in deeper waters." We continued towards our goal and were aground ourselves not ten minutes later. Then our engine overheated - doubtless in rebellion against our efforts to convince *Sinaloa* it was amphibious. (And because of water-weeds obstructing our intake water screen.) Meanwhile IYC member Dave Tamblyn in his motorboat was buzzing about the far reaches of the Delta, exploring places like Terminus without incident. He, by contrast to our slower

> *Water Weeds in the Way, page 4*

To the Rear, March

By Peter Linehan, Rear Commodore

Once again I feel compelled to spread some news and tempting tidbits of wisdom with my fellow members.

Atomic-4s – it seems the years have finally caught up with *Hobbit's* motor. After spending a few hours last week trying to coax another season out of the rustball, I realized the spark plugs have become permanent parts of the decaying head. This was discovered only after I snapped off the first one I tried to remove. Now, that's not so bad you may say.... There are ways to remove a reluctant plug. But given the limited space overhead and the poor general condition of the rest of the motor, I have decided to shop around for a replacement. What a Pandora's box!! The options are somewhat sparse. The cost is daunting. And of course.... Everyone has an opinion on what to buy and how to install it or have it installed.

In my usual fashion, I've opted to disregard all offers of advice and have located a rebuilt atomic 4 with low hours. Old Lyme marina (that would be in Old Lyme, Conn.) has a shop dedicated to rebuilding Atomic-4s. www.oldlymemarina.com has a great photo of 5 or 6 rebuilt motors. All painted a non-original golden color. Of course getting a busy boatyard in New England to arrange for shipping and finding a place to have it sent to locally (I'm hardly ever here) is going to be challenging. Not to mention pulling the old motor out (just how heavy is an Atomic-4?) Then the real fun will begin. I'm hoping the thing will just fit right into the old footprint, the shaft

> *Hoping for An Atomic Miracle, page 4*

Nacing Rews

By Joanne McFee, Racing Co-Chair

Revisionist history by grade school kids: "Washington wrote the Dec. of Indep. during WWII." Who knew?

The interclub series is in full swing. John New's *Wuvulu* took a bullet (1st to finish, 1st corrected) in the last race. That puts him in 2nd place overall. Way to go! In Division D; better known as The IYC Division, IYC boats are 1-2-2. Dick Lotspeich's *Caffeinated* is first, and *Dulcinea* and *Dominatrix* are tied for 2nd. Ken Viaggi's *Lone Ranger* and Bill King's *Atuna Matata* are also in that division. What great showing for our club!

Mike Mathiasen and Bill Pritchard's *Dulcinea* actually missed that race and are still tied for 2nd. What made them miss that race? Why, another race. Specifically, the Admiral's Cup, part of the Lipton Regatta. Mike reports that conditions on the city front were pretty gnarly, especially on Saturday's second race. They sailed well, but couldn't correct out on the eventual winner, a shiny new Santana 22. Remember, *Dulcinea* is 27 or 28 years young. So, unfortunately, we have to give up the shiny Admiral's Cup Trophy and wait 'til next year. Huge thanks to Mike and Bill for giving so much to the club.

Delta Vacation 2003

By Pam Richardson, Historian

From Vallejo Yacht Club, after the dinner and the ooh and ahs of fire works, *Cutty Sark* went looking for *Jabberwock* to visit, couldn't find him so went looking for *Sinaloa* to play with. On toward Benicia Bridge, *Cutty Sark* looked up and he said, No way can I make it under that bridge. Got closer and they lowered the dam Train Tracks. *Cutty Sark* said, No way, it's high tide, so quickly, just before the bridge, *Cutty Sark* made a sharp right with Pam at the helm and Max said, It's okay, you can do it. The chart said there is about 73 feet. Whew!

At noontime, July 6th, *Cutty Sark* called for *Sinaloa* and she answered that she was in the False River and for *Cutty Sark* to try and find her. *Cutty Sark* kept calling, "Where are you?" *Sinaloa* answered, keep coming and you will see me along the False River. There she was in all her glory with an IYC burgee flying in the breeze.

Cutty Sark quietly asked where they could safely rendezvous. She said, "Follow me, I know a special place."

She led *Cutty Sark* into deep waters and then beckoned him on. She slowly motored around the bend then back and forth trying to decide which way to go. She had a choice of going in the back of what looked like the end of a long row of boat sheds. She made up her mind and went down the left side. *Cutty Sark* was nervous. Should he follow her? Is she a tease? Well *Sinaloa* was getting out of sight, so *Cutty Sark* made his move and went after *Sinaloa*.

Not so bad. The water is warm and ten feet deep. What a surprise. *Sinaloa* was getting away. She now was out of sight and *Cutty Sark* wanted to find her. Did she go straight or around the curve to the right? There she is. Where is she going? The water isn't getting deeper. Oh no! I'm stuck! Quick, get the horn. Signal her that I'm stuck. Oh good. She heard the horn.

She came back and tied a rope around *Cutty Sark* and pulled with all her might. She kept pulling until finally "*Cutty*" was afloat in five and a half feet of water. *Cutty Sark* told *Sinaloa* he couldn't follow her past Holland River Resort any more and for her to go on and meet her friends.

Cutty Sark was sad, yet knew he would meet up again with her in deeper water, some day. *Cutty Sark* went looking for another friend in Potato Slough, also known as FIG ISLAND. He went across shallow water and his owners do not remember five feet of water in the area.

The sailboat before *Cutty Sark*, is called *Scoot Coot* and she is parked in the side yard of Max and Pam's place. *Scoot Coot* had been in that area years ago and never thought of how deep the water was. She didn't need to be concerned as she only needed two feet of water with the drop keel up. *Cutty* went across where *Scoot Coot*

used to hang out on the branches and be rafted up to other sailboats.

Now years ago there were so many sailboats that the teenagers used to go "boat hopping" and were able to travel from one boat all the way down to the end, the length of a football field. People would play water volleyball, African Safari, have water gun fights and row away and hide behind the boats anchored out.

Do you remember the spinnaker flights? Do you remember everyone rowing over to a large sailboat and having hors'd'oeuvres and drinks of choice? Do you remember Stan Cole, yelling at everyone who approached the area to get the lines out and fenders ready before even thinking about approaching him? Kirby and Joan Brock might have been there. Paul and Sally Fredericks were their and their daughters and Chuck and Elaine Wright's daughter would join in the fun. Renee was too young to join in the fun. She was able to Spinnaker Fly, because she was so light.

Time has passed and now there were only a few boats tied up to the shore. *Cutty Sark* wanted to visit the Antioch Marina, so made a call and got the OK for C Dock.

Jean and Al helped tie up *Cutty* and got the treat of cool watermelon later on. While sitting on their boat, I looked up and saw George Kavorkian sailing on a small Santana toward Jean and Al. When he got on the dock he was surprised to see us (Max and Pam). He asked if we told any stories about him. I told him that his stories were for him to tell and not me. He kissed me on top of my head and hugged my shoulders. George went on racing and more time went by. From there we went to the Martinez Marina and had to wait for high tide to get back out, as they haven't dredged all the slips.

We stayed at VYC for about nine hours and then headed out to the end of the channel. The motor quit, again so I sailed "*Cutty*" while Max worked on the engine. With just the Genoa reefed I was able to sail him by myself from the Rodeo area all the way to the San Rafael channel area. It was great not having to change my tack. The motor ran again near Richmond, as the wind quit.

We motor/sailed all the way to the entrance of the Emeryville Cove Marina and the motor quit, again. As I sailed *Cutty Sark* down the channel, I suggested Max get the bow anchor ready. At the end, I needed to turn south and *Cutty* couldn't make it in so Max dropped the anchor about fifteen feet from the entrance. He kept looking at the motor and didn't fine anything amiss. He tapped on the tank and the tank was empty, even though the gage read half full. With diesel in the tank we were able to get in our berth. The sad thing was we missed out on Janet Frankel's Birthday Celebration at the Island Yacht Club.

Next day we cleaned the boat and got home late in the afternoon July 13th.

—Pamela

Water Weeds in the Way

(Continued from page 2)

progress, had gone all the way up in 12 hours and returned with the tide to his berth in Alameda in 8. The far reaches of the Delta, with the tides, changing shoals and summer breezes blowing up-river, are indeed more suitable for motor boats. Our next cruise? Coyote Point?

Cutty Sark? They did float free from the shoals near Middle Ground - with its tricky and confusing markers - at 2300; tacked their way to Martinez Harbor, then waited for the next high tide to sail back to Emeryville, continuing to be plagued by "gruelin'-fuelin'" problems with their engine.

—Malcolm

Pin the *Blank* on the *Blank*

(Continued from page 1)

We have future events planned. August will feature the annual Pig Roast and Auction; in September we will have a program yet to be determined, and for October, I'm thinking of traditional Halloween games with a nautical theme. I think that Pin-the-Boom-on-the-Sailboat while blindfolded would be good for a lot of hearty laughs! Combine games, prizes, optional costumes, a good meal, and you'll have an evening of fun.

While you have your calendar out, be sure to mark the first Saturday of December for the Change-of-Watch dinner.

—Diane

Women's Sailing Seminar

By Pam Krawiec, WSS Chair

Attention IYC Members and anyone else reading this:

Mark the date October 11 and 12 for the annual Northern California Women's Sailing Seminar held at IYC. We will need lots of volunteers to help with EVERYTHING, including clean-up, so please contact me, Pam Krawiec 2003 Chair, at 510-339-9451. Anything you can do to make this our usual success will be greatly appreciated. Give me a call~!

—Pam

Hoping for An Atomic Miracle

(Continued from page 2)

will line up, the fuel lines will reach the new electric fuel pump, and the exhaust elbow? Who knows what sort of fun that's gonna be? Anyway, the lure of a fresh golden painted motor is strong. Wish me luck.

Ok, now on to the next place on my cruising list of places to go. San Clemente Island, located about 25

> *A Secluded Anchoring Spot, page 5*

Portside

By Shirley Ahlf, Port Captain

Well Western night has come and gone. If you missed it, you missed a good time. Excellent food, good fellowship, and wild dancing. Really though, it was a great night with lots of fun.

The next general meeting is on July 26th. The info on the speaker and his subject appears in Diane's article (beginning on Page 1). Joanne McFee is planning yet another of her delectable cuisine (I'm not at liberty to reveal her menu, but I'm sure, as always, it'll be great.)

Next up is the Pig Out and auction to be held August 23rd. Bring your articles for auction to the club starting at 1000 hours Saturday the 23rd. If you have a minimum price for your item put the price on a tag (they will be available at the club) The auction will begin 1730 to be followed by dinner. Please make your reservations, for the pig will only be around 80 lbs. Please call me 925-672-2514. Actually in retrospect if you could get your stuff, I mean articles, to the club Friday night, that would be great. Please be sure your name, name of your article and if you have a minimal price on a tag that will be at the club, if I'm not there. And make your reservations early. The auction starts at 1530, dinner 1900, and the price \$20.00, all same as last year.

July 12th, another fun night at IYC. Janet Frankel (Staff Commodore 2001) celebrated her big 40 and allowed us the privilege of joining in on the festivities. It was a great party with the usual fabulous Pot Luck. I agree with Janet who said IYC puts on the best pot lucks around. Best wishes Janet and we'll be glad to help you celebrate anything your little ole heart desires. Well, that about does it for this time. Please remember our free ticket for galley clean up (except Crab Feed, Pig Roast, Change Of Watch). As always, I'm looking for help in the galley. Please give me a call if you can help, and also for reservations for the Pig Roast. See you on the water!

—Shirley

A View from the Bar

By Joan Wetherell, Bar Manager

Business is good. A very special thank-you to Diane McClure, who has become my *de facto* back-up, and has been a lifesaver at recent events. Another very special thank-you to John Logan, who has: waited at the club for 5 ½ hours for a delivery of beer (the "window" delivery time was 1-3 p.m.; it arrived, by special courier, at 6:30!); met the guy who cleans the tap (he comes only on Tuesday afternoons, when I cannot be at the club); "helped" me defrost the beer keg refrigerator, including finding the circuit breaker to turn it off so the ice could melt; bringing a portable heater to speed the process, and hacking the ice off and dumping it in the sink. What did I do, you ask? I watched and learned. "They also serve, ..."

> *Get Behind that Bar!, page 5*

PICYA Report

By George Kavorkian, PICYA Representative

July's meeting was at the Stockton Yacht Club. The Stockton Yacht Club has lots of dock space. It hosts a pumping out station, water and electricity. The people there are super and the harbor master is really a great guy; I met him, he's very helpful. Phone # is (209) 946-9259. Here are the highlights of the July Meeting:

- * Next year's PICYA yearbook will go up in price and include more on homeland security. Price through the internet will be \$21.50 plus tax.
- * Linda Newland has been ill so we should send a get well message. Linda does a lot for IYC and PICYA.
- * It was mentioned that IYC does not have its burgees at many of the delta clubs. Perhaps IYC would like to get some burgees dispatched to other clubs.
- * On July 19, the Ebony Yacht Club will host a wine get-away on Saturday from 1 - 5. They have made dock spaces available. It promises to be an affair worth going to. I encourage you to go as they are great people who are doing a lot for PICYA.
- * The Wheelchair Regatta is scheduled for September 21. Volunteers are needed to supply boats willing to take disabled people. Vets posters are up advertising the event. Let's participate and show that we care.
- * The Edwin H. Wilder award for PICYA present and past delegates is coming up. I suggest that IYC nominate Lou and Ted to show our appreciation for their hard work.
- * Also there is an award for the best newsletter. To be eligible we must send three copies of past *Mainsheets* plus the Editor's name. The Commodore must sign our recommendation. We have the perfect candidate in Janet who spends countless hours informing us.
- * PWC and power boaters are becoming more aware of rules of the road. Let's show them all we love and respect the delta and enjoy sharing it with them. A lot of X-pats from the Bay Area are becoming more familiar with rules of the Road in the delta.
- * PICYA will have a list of delta summer activities on their internet. Advice given for traveling in the delta -- bring good maps, working depth sounder and go slow. It is a whole new world with 10,000 miles of water.

Until I write my next report -- I will enjoy serving you all. ROBC greatly appreciated our donation.

—George

Get Behind that Bar!

(Continued from page 4)

I really need additional volunteers to help at the bar. Please call or email me if you can volunteer any time. 925 837-9408, or joanwetherell@earthlink.net.

Also, if there is anything you would especially like to have the bar carry, let me know. We are a small bar, and can not afford to carry a large inventory of beverages which do not sell, so there are some things which we might not have; but if someone will buy it, I will sell it!

Rubber Ducky Races

(Continued from page 1)

standing even if the line was a bit long. Later we drank wine in our cockpit and watched the fireworks at Mare Island. The following day we had a brisk sail back to Angel Island where, after a relaxing walk around the island, the fun really began when we tried to pick up a mooring buoy. After dropping both the boat hook and the mooring line in the water, our friendly neighbourhood sailmaker Rui Luis came gently motoring up in his inflatable and picked up the line and quickly secured us stern first to the offending buoy. But folks he wasn't finished yet, he then went round to the bow and motored out with our anchor to form a secure kedje, thanks Rui!

Next weekend is our Silver Eagle Race and I am sure that with all the work Joanne and Ben put in (not to mention Gisela on the computer figuring out the handicaps) I am sure it too will be another resounding success. On August 1st we restart our Friday night beer can races so come along folks if not for the racing for Island Yacht Club's world famous burgers. I believe our next cruise is to Half Moon Bay at the end of August; Labor Day weekend if I am not mistaken. We went last year and had a great time. Drank Guinness at Half Moon Bay Yacht Club, and ate fresh albacore bought at the dock and barbecued in our cockpit.

Also of course don't forget our upcoming dinner meetings. On the 26th of this month it's prime rib, which should be a hell of a deal, and I believe Diane has arranged a speaker who has actually written a book.

The following month is our annual pig roast and auction and Pam Richardson has graciously offered to be auctioneer. So scour through your dock boxes and lazarettes and come along and see what the other folks have thrown out.

—I can't walk on water but I can run on Guinness
David

A Secluded Anchoring Spot

(Continued from page 4)

miles past Santa Catalina Island and some 50 miles offshore of Newport Beach. The island is owned by the US government and is used by the navy for training exercises, including naval gunnery practice. For obvious reasons, nobody is allowed on shore but the 50 or so servicemen and women stationed at the small base clustered on the northern tip.

However, the coves and inlets around the island provide some secluded anchoring spots. The fishing is outstanding and one could expect a peaceful stay except when the navy is using the area. Then it gets a little loud.

—Peter

MAINSHEET

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

Next Board Meeting:

August 5, 2003

1830 hours at the Clubhouse

Upcoming Dates to Remember

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- July 26**    **General Meeting and Dinner**  
**(Prime Rib! and only \$10 per person)**  
**Plus: Slide Show and Book Signing**  
**with Author and Odyssey 30 Sailor Ben Wells**
- Aug 01**    **Friday Night Race #6 (Begin of Summer Series)**
- Aug 15**    **Friday Night Race #7**
- Aug 23**    **Annual AUCTION and PIG ROAST!**