

Internet: <http://www.iyc.org>

ISLAND YACHT CLUB'S

MAINSHEET

Issue Ten

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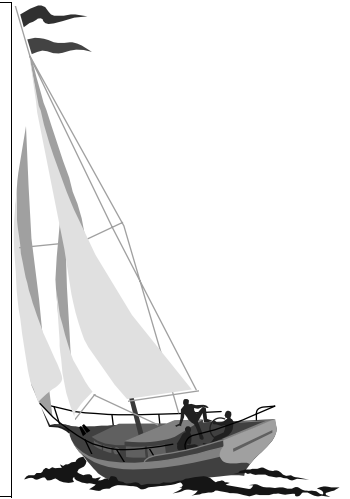
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DON'T FORGET !

- | | | |
|---------------|--|-----------------|
| Oct 25 | General Meeting
Halloween Party and
Oktoberfest | 1830 hrs |
| Nov 01 | Jack 'n Jill + 1
Woman-skippered
Estuary race | 1230 hrs |
| Nov 16 | Commodore's Cup
and Chili Challenge | 1200 hrs |
| Dec 06 | Change of Watch | 1800 hrs |



A Brit at the Helm

By David Hand, Commodore

Probably our biggest event of the year, the veritable Women's Sailing Seminar went off without a hitch thanks to the first rate planning of Pam Krawiec backed up by the efforts of other numerous IYC members of either gender. This year they actually let me out on the water (twice) once to practice "crew overboard" drills and once to see the Blue Angels. The Saturday session with our former commodore Janet falling overboard, not once, but twice in the space of only a few minutes. This exercise proved very enlightening and well demonstrated the difficulties getting a soggy wet person back on to a boat from the water, and up the three feet to the gunwale. However with the aid of a "liflesling" and a spare halyard the task was accomplished in only a few minutes.

> First Rate Racing, page 3

From Knoxville to Pineapples

By Janet Frankel on behalf of Diane Duey McClure, Vice Commodore

Diane wrote from Virginia, en route to Knoxville Tennessee for a reunion with a friend, to let me know that this month our General Meeting will "transform IYC into a *biergarten*, and an authentic biergarten menu will be featured. German beer will be on special. Dinner will be \$10 per person." I also am pleased to report that Diane herself will be coming, so it really will be a party!

Diane also had the following "disclaimer" regarding Malcolm Sowers' report last month about Diane's "trouble" with her jib on the cruise. Let me see if I can get this right: Pineapple Sails made Diane and Ron's sails, and Diane wanted to clarify that the sails are great and they didn't cause the trouble.

> Nuts and Bolts All Better Now, page 3

Look Inside:

Page

<i>Cruz News</i>	2
<i>Nacing Rews</i>	2
<i>Living Wet and Well</i>	2
<i>Ben & Gisela Win a Trophy</i>	3
<i>Want Ads</i>	3 and 4
<i>11th Annual WSS</i>	4
<i>Portside - A Sea of Red</i>	4Where is
<i>Yerba Buena Now?</i>	5
<i>RBOC Call to Arms</i>	6
<i>Membership Application</i>	7

Cruz News

By Malcolm Sowers, Cruising Chair

Guess we were all tired after the long and active cruising season 2003. Also Helen was right, a good many of us were busy preparing plans and projects for the Women's Sailing Seminar. In spite of my having worked on a project most of the previous week, including the time scheduled for the Benicia Cruise Oct 4-5, as it turned out I was barely able to prepare two of four teaching panels for Saturday, the 11th. Glued the final parts together at 11:30 Friday night the 10th.

Called Benicia Harbormaster who confirmed my suspicion that **Nobody** from IYC went on the Benicia Cruise.

Had planned to write in this month's column a brief story about when the Pillar Point Recreational District built the inner breakwater and the recreational docks. (In the 80s as I recall.) Jotted notes and dates on the back of something after talking to a very large assistant Harbormaster who wouldn't admit he was who he was until he found out why I'd said I was looking for him. Now, under pressure of a deadline, I can't find my notes.

Helen and I will be in Thailand for the 1st two weeks of next month. Might send a report for the November CRUZ NUZ about sailing in Phuket - or arrange for a report by Susan Meckly, who is cruising on her boat, destination Phuket, to be the West Marine representative there.

Another thought, how about some new member becoming active in the club by volunteering as 2004 Cruise Chairman?

--Malcolm Sowers, IYC Cruise Chairman

Living Wet and Well

The REAL 1st Year, By John Huetter, aboard S/V *Quo Vadis*

May 20, 2003, currently Ponce, Puerto Rico (the First of Several Parts):

* Checking the log, I didn't actually move on board 'til 23 April 2002.

I'm smoking a 12¢ cigar from the pack purchased in the Dom. Rep. And listening to the "Romantico" quartet sounds coming across the water – whether you want them or not – playing on the "Malecon": the Boardwalk on "La Guanacha," The harbor district of Ponce. It's a purely commercial/ industrial place. This might be the coal dock for the AES Guayama Plant, Bob, though I suspect there's a pier at the plant, no? You guys wouldn't be so inefficient as to double-handle solid fuels? And, despite being invited again, Meredith is not here to dance the "Gaviota" with me – which is what you dance to the aforementioned tunes. "Q.V." is staying put in 25 kts with 190' of scope after dragging this afternoon in 35 kts with only 120' out. This is only the 2nd time ever! But first time alone. You'll just have to believe my clever seamanship, which I wouldn't have had to dis-

Nacing Rews

By Joanne McFee, Racing Co-Chair

Dust off those sailing gloves! It's time again for the Jack and Jill+1. There is no race like it on the Bay! You'll need a woman driver, one male crew, and one "other" crew, male or female. There must be three of you. The race is on the Estuary on November 1. Entry forms are available on the website at www.iyc.org, or call Joanne at 925-254-5384.

Don't forget the Commodore's Cup and Chili cook-off November 16!! Get your name on that perpetual trophy.

Is there a lonely refrigerator in your garage, perhaps holding a few cans of soda or beer? The galley fridge is gasping and could use a long rest. Call Shirley at 925-672-2514.

I'd like to thank Paul Skabo with *Spindrifter*, Ben Mewes with *Mirage*, John New with *Wuvulu* and their crews. They spent October 11 trying to win the Wallace cup, sponsored by Oakland Yacht Club. It's a spectacular trophy that's been around for over a hundred years. Unfortunately, we didn't win it, but hats off to the guys who were out there trying! Wait til next year!

--Joanne

Dancing the Gaviota

play if I'd gotten more scope out in the first place. I've enjoyed a dinner of fresh, local tomatoes – a "new world" food considered poisonous by British-American colonials well into the 19th Century, Caldo Gallego (sort of a Galician stew), corn tortillas: Aztec creations – but hispanilized in the last 500 years. And drinking "Castillero del Diablo," because it's the last white in the reefer. And, inevitably, still listening to the battle of the Puerto Rican Bands, which would actually be OK if they competed serially rather than in parallel. The "Romantico" group went home. Since we chased the remnants of Spanish colonials out in 1898 to take this place over, it surprises me that some Puerto Ricans still wax nostalgic about the days of "The Spanish Crown," as they say.... I know, most mainlanders' attitude is either "Huh?" or "So what?" I'll be sure to pass that on at the Ponce YC – after I get fuel, and wind tower welded back on ... and rewired. Maybe.

The first 2 weeks of April '03, I crossed the palms of Kyle and Katis to encourage them to remember Q.V. (Then docked at Turtle Cove) and was carried north by the great silver bird to participate in Meredith's 60th birthday celebration, in and about the greater D.C. area. If I've sent you any snapshots lately, you'll know that 60 never looked so good, or 50, or 40. OK, I may have seen some 30 yr-olds as toned up as Mer. Other shoreside events included a swell day hosted by my goddaughter, Elika Hemphill. Too

> *Day Charters, with Snorkeling, page 3*

First Rate Racing

(Continued from page 1)

Our last Friday night race was on the 19th of September and thanks are due here to Ben and Joanne for a very well run season of first rate racing. Not forgetting of course that we still have the Jack and Jill Plus One and the Commodore's Cup to come.

Our next and last General Meeting of the year before the Change Of Watch dinner is in a week or so, and is billed as a Halloween Party although I have heard rumblings about changing it to an October Fest. But perhaps we can make it both, and wear vicar's and tart's costumes too. One final thing don't forget to practice your chili cooking skills for our second annual chili cook-off on the 16th November, the same day as and right after the Commodore's Cup.

David

Nuts and Bolts All Better Now

(Continued from page 1)

Diane clarified that the real trouble was with the Harken furler. Then, Diane further clarified that the Harken furler is great too and that it didn't cause the problem; the real trouble was that the Harken furler was improperly installed. At any rate, it seems that the nut or bolt that was improperly placed or loose or missing has been found or tightened or loosened and all is good now.

See, Diane, it's always much better if you write your own article because then you stand a fighting chance that it will make SENSE!

--Janet

Day Charters - w/Snorkeling

(Continued from page 2)

bad she and Rich are decidedly not interested in cruising on Q.V. – still have a chance, guys: Spanish, U.S. and British Virgins are coming up next. We can arrange day charters – with snorkeling ... or not. I also discovered that "River Rat" was not going to be available to help me get down to the Dom. Rep. But he did return my chart and personalized PFD. You sailing types will recognize that as a classy move on his part. But no crew.

So I'm lugging \$850 in boat parts back in my carry-on duffel, including a replacement set of Yanmar Diesel injectors. They are my talisman. If they are on board; they won't be needed. Still not sure how to get down to Luperón, D.R., since I am highly confident I can't stay awake for 2 overnight passages and don't really want to go alone, anyhow. Then came Brian and Aynsley, looking like a couple from a Tommy Hilfiger ad, only Brian was letting his beard grow.)

> Triggerfish for Dinner, page 4

Ben & Gisela Win a Trophy

By Gisela Linder, Race Committee Volunteer

Ben signed us up for the San Leandro Yacht Club invitational race last month. We took out Mirage. The Sailing Instructions said that one could take the course either way, clockwise or anti-clockwise. Ben agonized about the direction of our endeavor. "The other boats have all done this race before and they probably know better, but I think the other way around would be better." Well, by the time the race started, everybody went one way and we went the other.

It was a great day on the Bay, the sun was shining, it was nice and balmy, and the wind was steady. We impressed some of the other boats at the start by flying past them (Mirage can do that very nicely, thank you!). Had a bit of anxiety finding the first mark but it was there eventually (Ha!) and on we went. We met the other boats coming around the second mark and again we wondered whether we had chosen the correct course.

After hunting for the next to last mark for a while, we thought that we had really blown it. But running before the wind is one of Mirage's good points. This was a non-spinnaker race but it would have been so sweet if we could have hoisted that sail. At times we were flying at about 10 knots, yipeeeeeee! Even without the spinnaker.

The finishing mark was the first marker for the channel leading into San Leandro Yacht Harbor. We could not see any of the other boats and yet again agonized over whether they had already finished, Ben saying that they were most likely already in the harbor and sitting at the bar having a good time.

The sailing instructions called for a call-in of our finish time at the first marker to the channel. We tried but the race committee did not answer so we jotted it down to report when we got in. We were almost in the harbor when one of the other boats hailed the club and reported their time of entrance into the channel.

What do you know? We were 11 whole minutes ahead of the entire fleet. What a rush!! We won the perpetual trophy, which will be displayed at IYC shortly.

To quote Capt. Ahab, "It was a fine day, Mr. Starbuck."

The end.

WANT ADS

Elaine Wright still has foul weather gear for sale:

Description: Yellow pants, yellow and white jacket, West Marine brand. Size: small

Condition: Excellent (worn only about 5 times).

Price: \$50.00

Call Elaine at 925-933-6463, leave a message!

11th Annual WSS

By Pam Krawiec, WSS 2003 Chair

For those who possibly might not know, on October 11th and 12th Island Yacht Club put on the 11th annual Northern California Women's Sailing Seminar. I, the intrepid chairman for this year, would like to give heartfelt thanks to all the wonderful IYC members who helped make this a very wonderful event: John and Joyce Logan, Betty Sleeth, Glen Krawiec, Rich and Shirley Ahlf, Dawn Chesney, Veronica Cocksedge, Portia Polner, Linda Newland (weather class), Jim and Mary Tantillo, Joan Wetherell, Scott Tipper and Janice Greenberg, Heather Oberg and the Sea Scouts and Malcolm Sowers for his wind direction invention. We all had fun playing with that! Special thanks go to Sally Richards and Janet Frankel who were in lock-step with me all the way, thank God. And thanks to the queen of telephone calling, Joanne McFee who carried a lot of that burden.

Our Sunday, Oct. 12th outing was well-attended for either racing or cruising. Thanks to IYC's Scott Tipper for participating in racing and Ben Mewes and David and Devon for taking out the cruisers. Everyone had a fabulous time.

I deeply appreciate all your support.

Pam Krawiec

Triggerfish for Dinner

(Continued from page 3)

Aynsley, on the other hand, shaved regularly. Mostly her legs, though.) Would I really trust my home to them? They docked next to me on the ketch *Alcyone* during a 6-month voyage doing a direct-to-video documentary on cruisers and cruising, along with Jon (skipper of said craft) and 'Becca. After reciprocal dinners on board (I grilled triggerfish for the Q.V. dinner. Tasty but sticks to the bone), we agreed that B & A would crew.

On Q.V. down to Luperón, which is as far as *Alcyone* planned to go but not for a couple of weeks. They were going to hang around TCI and meet family. All sounding familiar? After further discussion and sundowners, B & A allowed as how they'd stay on board 'til St. Thomas. Easter Sunday was "prepping-for-the-voyage day" including jerry-jugging diesel, oil and filter change, water tank fill and treatment, you know, the usual household chores. I had sailed the northern, deep water route but we figured that going south across the Caicos Banks would save a day. Some sources of info flatly stated the "leeward going through" was a serious misnomer, because it was impassable. Local boat guide and local guy were both saying the "LGT" was not a problem, with 4 1/2 ft. of water after the conch farm. Local computer guy, John Lawson, showed a route on the chart and allowed as how we'd "be laughing all the way." I see a lot of "1⁰" places on the chart, which is

> *A Little Drama ...*, page 5

Portside - A Sea of Red

By Shirley Ahlf, Port Captain

If you happened to be in the marina this weekend and you suddenly saw waves of red, there is nothing wrong with your eyes. The red shirts were being worn by women from the Women's Sailing Seminar. Yep! It 's that time of the year again...and it seems they just keep getting better and better. We had perfect weather Saturday when they had their classes and the raffles and Oh, such good food. I declare, Peter just keeps getting better and better with his culinary skills. Everyone enjoyed the fruits of his labor, except yours truly who just wasn't fast enough. But from all the Oohs and Ahhs it must have been pretty good. By the smiles on their faces I think all the gals had a good day! Sunday, another made to order day, was race day. That was so exciting for the novice races and the ole hands seemed to be having a pretty good time themselves. I watched from the club house and if I didn't know it was their first time, I would have thought we were having Friday Night races on Sunday. As I said before, it was a good weekend and a good time was had by all.

All this talk about such a good time and not a word about who was responsible. Our very own Pam Krawiec! Yep, Pam was the Coordinator for the WSS this year and what a job she did. Goodness knows how long she's been working on this, but it all came together beautifully. She did a good job selecting her instructors and other worker bees. One thing that impressed me was the fact that the people knew what they were supposed to be doing and went about their way "doing their thing." A big THANK YOU to Pam and everyone who helped make this such a success.

It seems like just a few months ago this year began and now we hear talk about the Change of Watch. It doesn't seem possible the year is coming to a close pretty soon. We still have one more General Meeting this month, no meeting in November and then the big night. I hope you'all have had a good time this year, I know I have. They just get on getting better. As we've said before, Don't keep all this fun for yourself! We still need new members, so keep your eyes and ears open for perspective new members. The membership special is in effect...anyone who joins now is a member for the rest of this year and for all of next year.

Well, that just about does it for this time. There's still good weather out there so I'll see ya on the water.

--Shirley

WANTED

New Members!

Tell a Friend—Tell a Boat Neighbor—Annual Membership Special! New Members save initiation fees, get the balance of 2003 and all of 2004 for \$240. A Membership Application is supplied here in your *Mainsheet*.

Thank you!

A Little Drama ...

(Continued from page 4)

39", cruising draft of Q.V. But, decide to try it on the high tide. We're off to South Caicos, as the first stop en route to Luperón, clearing the reef through Sellar's cut with breakers on both sides due to the north swell. Thinking we would cleverly catch high tide 1 ½ hrs later coming back in through the leeward cut, we did, with big reef break on both sides but the cautious captain surfed Q.V. in with those young keen eyes on the foredeck checking for sandbars and coral heads. So far, Caroline (and Beth) can totally relate to this, having done it. Well, I was so skilled at surfing the north shore that we ran aground in the inside bar at leeward cut in 2.5 ft. We had all mistaken it for the outside bar which has a channel through it, as Caroline pointed out. No excuses, but – the channel had shifted and it wasn't quite high tide. This was a good thing, as I worked Q.V. off using power on the small waves with a rising tide. Six inches really does matter. Now, with this little drama resolved, an interested situation posed itself. Do we continue or go back out and try to make the only anchorage on the northern route before dark? We press on, partly because the already north swell is still building. As also noted, some guides say this is not do-able. They're almost right. After feeling our way through the "leeward maybe going," we ran the strangely named "ship channel" in indicated depths down to 2.3 ft. on the fathometer. Do I need to point out we never saw another ship? It was a tense 10 hrs on a tight, shallow route across 50 miles of banks. I was on the foredeck, with Brian at the helm most of the time, which was good because if I'd seen the indicated depths he later reported I would have been freaked. I'd already run aground that morning in 2.5 ft. Perhaps bur-nished by the glowing patina of success, the passage was strangely beautiful as sky, sea, and sandbar merged, hopefully not under the hulls, and all the critters were no more than 3-4 ft. away. Why this route is even on the charts I can't figure. The only way I can explain Q.V. not being hard aground is the depth transponder is at the top of the skeg, which extends about 18". When it was reading 2.3', I guess we had 9" under the hulls. We made it to the dock at "Se View Marina" before dark. The marina owner couldn't find us when we told him (Ch. 16) we're approaching, as he was looking at the harbor entrance and we were skimming over the impassable sand flats to the west. Docking was free, possibly because the dock was a concrete slab with trash piled on it. With a sense of relief, we were in 7' of depth, not wanting to make that passage again or anything remotely like it. After the captain recomposed, dinner reward was Aynsley's excellent salad, sourdough, sautéed grouper fillets by Chef J. and a 2000 Greenvale Chardonnay Brian had liberated during his recent gig as tasting room manager at that winery. First time I'd tasted Rhode Island Chardonnay. It was just fine.

TUNE IN NEXT MONTH FOR PART TWO!

Where IS Yerba Buena Now?

By Janet Frankel, Publications Chair

OK I suppose I owe you, Dear Reader. I haven't reported on the whereabouts of that clever little island for some time now. I admit, I moved to a larger office in the same suite and now I have to rise from my chair to check up on Yerba Buena. All pause as I do so. (Tick, tock. Tick, tock.)

The report is rather grim. It's 2100 hours and neither the sun nor the moon can confirm that Yerba Buena is actually there, although I do see blinking street lights. What's that you say, Dear Reader? If the street lights are there, then the island must be underneath them? Ah, you are so trusting. It's sweet, really. Naïve, but sweet.

I also owe you an update about a Thing which sold at our auction, which shall remain anonymous. ("What shall remain anonymous?" you ask in great frustration. "The Thing? The Bidder?" Ah, an excellent question....) Apparently my Thing of great – but ephemeral – charm twinkled its way into the heart of a bidder. Once safely ensconced in the bidder's garage, however, the Thing efficiently turned OFF the charm and was transformed from a THING OF BEAUTY into a – a – well, you get the picture.

Finally, I can tell you a little bit about the Women's Sailing Seminar, starting with my experience as the twice-dipped human delicacy in the Lifesling class. David Hand did a marvelous job teaching the women aboard *Jabberwock* how to rescue "Bob," the horseshoe-shaped life ring, from the drink. Everyone got a chance to boat-hook "Bob" by the neck, so to speak, and get him back aboard. David carefully pointed out that one should avoid hooking actual people by the neck. I stood by, occasionally interjecting extremely insightful, useful, instructive comments. Then, the women practice with the Lifesling, and I edged to the bow of the boat and "got clumsy" right when they most expected it. I was rescued within 6 minutes! Impressive. Then, when they didn't expect it, I "fell" overboard again, and I was back aboard in under 10 minutes. Great job!

I can also tell you about our WSS Chair this year, Pam Krawiec, how she never stopped smiling and being gracious as she dealt with the inevitable confusion and problems and chaos generated by the seminar. She managed to look happy all day long. And you know, I think she really did enjoy it! Great job, Pam.

I should tell you that while Diane Duey McClure was talking with her girlfriend for three days straight in Knoxville, Tony and I were in Chattanooga, Tennessee, with his family! And I now can personally confirm the passion of the South for conversation. We had a fabulous time and talked it up! The town of Lynchburg, TN, where Jack Daniels is made, is about the smallest town I've ever seen. I pretty much felt like I was in a John Wayne movie, or that maybe Clint Eastwood would show up. So, well, I look forward to seeing y'all at our Halloween/Oktoberfest party.
--Janet

RBOC Call to Arms

From John Chalfant, PICYA Administrative Secretary/Treasurer

The Department of Parks and Recreation [DPR] is pursuing a merger of the Department of Boating and Waterways [DBW] into DPR with the new administration of Governor-elect Arnold Schwarzenegger.

Recreational Boaters of California (RBOC) is issuing a "call-to-arms" to generate opposition from boaters throughout the state as soon as possible, so that Arnold Schwarzenegger hears from as many boaters as possible, as soon as possible.

Earlier this year, when a DPR/DBW merger proposal surfaced, the dedicated efforts of many boaters and clubs created thousands of letters of opposition. This time, it could be important to generate even more letters and communications than ever before.

This e-mail and sample letter which follows should be distributed as widely as possible among boaters and boat clubs. Please reproduce it, post it and disseminate it to all recreational boaters in your areas.

Thanks!

John A. Chalfant, Admin Secretary/Treasurer
Pacific Inter-Club Yacht Association
530 Alameda del Prado, PMB200
Novato, CA 94949 415/823-6633

Please snip off the the letter, below, and sign and send it to RBOC a.s.a.p by fax to 916-441-3520, by or re-type and send by e-mail to rboc@rboc.org, or by mail to RBOC, 925 L Street, Suite 220, Sacramento, CA 95814

California Governor-Elect Arnold Schwarzenegger
Schwarzenegger Transition Office
831 L Street
Sacramento, CA 95814

Dear Governor-elect Schwarzenegger,

I urge you not to propose the merger of the Department of Boating and Waterways [DBW] into the Department of Parks and Recreation [DPR].

DBW and its vital, boater-funded programs are critical to:

- * Safety on the waterways for over 3 million boating enthusiasts.
- * Environmental protection for the state waterways.
- * Stimulation of the state's economy through loans and grants for boating facility construction.

DBW does not receive monies from the state's General Fund. Boater-generated fuel tax dollars, and interest earned from loans of those funds, support DBW activities.

Boaters are already contributing to DPR. For several years, the state's boaters have been supplying over \$11 million per year in boater fuel tax dollars for a total exceeding \$100 million, to DPR. In the current fiscal year, the amount is \$26 million. It is also quite important that this state's more than 3 million boating enthusiasts, who support a \$17 billion per year boating industry, continue to have the leadership, accountability and dedication that are ensured by a boating department with a director whose principal focus is boating. Since becoming a department in 1967, DBW has proven to be an effective, efficient and model department.

Please decide not to propose a merger of DBW into DPR.

Sincerely,

name

street

city/state/zip

First Race Racing

Ben & Gisela Win a Trophy

By Gisela Linder, Race Committee Volunteer

Nuts and Bolts All Better Now

Day Charters - w/Snorkeling



Next Board Meeting:
November 4, 2003 — 1830 hours

Upcoming Dates to Remember

- Oct 25 General Meeting and Halloween Party
and Oktoberfest Dinner

- Nov 1 Jack 'n Jill Plus One Woman-Skippered Race

- Nov 16 Commodore's Cup and Chili Challenge