



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

ISLAND YACHT CLUB'S

MAINSHEET

Issue Seven

Volume 33

Alameda Marina

July 2004

COMMODORE

Diane McClure
(831) 689-9141

VICE COMMODORE

Peter Linehan (415) 552-8386

REAR COMMODORE

Shirley Ahlf (925) 672-2514

STAFF COMMODORE

David Hand (925) 820-5637

PORT CAPTAIN

Glen Krawiec (510) 339-9451

SECRETARY

Heidi Schmidt (510) 654-7301

TREASURER

Rich Ahlf (925) 672-2514

RACING CO-CHAIRS

Ben Mewes (510) 352-4863 and
Joanne McFee (925) 254-5384

CRUISE CHAIR

Russ Otto (510) 537-9905

MEMBERSHIP

Ron McClure (831) 689-9141

PUBLICATIONS

Janet Frankel (415) 387-5807

BAR MANAGER

Joan Wetherell (925) 837-9408

HISTORIAN

Pam Richardson (510) 724-1371

ASSN. LIASON

Ted Crum (510) 654-7301

SHIPS STORE

Betty Sleeth (408) 279-2863

Remember these Dates!

- | | | |
|----------------------------|---|-----------------|
| Jul 24 | AUCTION !! | 1700 hrs |
| | Huge Annual Sale
Dinner & General Meeting
Bring your items for sale to
IYC from 1200 and 1400 hrs. | |
| Jul 24 | BOARD MEETING !! | After
dinner |
| Jul 30 | Friday Night Races | 1825 hrs |
| | First Summer series—BBQ! | |
| Aug 13
& 27 | Friday Night Races | 1825 hrs |
| | Second race and third
races—and BBQs! | |
| Aug 28 | PIG ROAST !! | 1830 hrs |
| | and Awards Ceremony
for the Silver Eagle | |



Special Thanks from Diane

By Diane Duey, Commodore

Thanks to all of you who sent cards, and special thanks to those who came all the way to Fremont to attend the celebration of Ron's life.

I have been keeping busy moving into our new home and taking care of necessary paperwork. I have not been able to think about IYC, although I will fulfill my obligation to see the club through 2004. I will complete Ron's duties of membership chairperson as well.

I plan to attend the July 24 general meeting, auction, and dinner, and I look forward to seeing friends of many years at the club.

I owned the *Misty* before I met and married Ron, but he changed my life in many ways, and it will never be the same without him. When I'm ready, I'll be looking for crew, and *Misty* may again be a women's boat.

Thanks to Peter for taking over commodore's duties in my absence. I owe you a major favor, and I know the club appreciates all you do.

--Diane Duey

Look Inside:

Page

<i>Finally in Costa Rica</i>	2
<i>Nacing Rew's</i>	2
<i>Cruise News</i>	2
<i>IYC's Famous Yearly Auction</i>	2
<i>Staying Dry & Comfortable</i>	3
<i>PICYA Yachting Yearbooks for Sale</i>	3
<i>Ships Store Goes 24/7</i>	4
<i>Pink Flamingos & Croquet?</i>	4
<i>Special Announcement</i>	6

Finally in Costa Rica! (July 6)

By Frank & Ellen Atteberry
Cruisers

Finally, we are in Costa Rica. We are moored, bow and stern, to buoys at the Costa Rica Yacht Club just outside of Puntarenas on the Gulf of Nicoya. Again, we are in a river estuary with some strong in and out currents with the tidal changes; at the current full moon phase, we are having a 12 ft tidal change. Crocodiles and Caimans are in the wa-

> *Caimans Cruising for Snacks, page 4*

Cruise News

By Russ Otto, Cruise Chair

The June 5th and 6th Angel Island raftup produced fabulous weather for lounging on the boat as well as hiking on the island. T-shirt and shorts were the uniform of the day in Ayala Cove, and a good wind for the trip home made for a very satisfactory weekend.

Catherine and I on *Fainche* sailed over on Friday to secure mooring bouys, which are often hard to come by on weekends. Malcolm and Helen Sowers on *Sinaloa* arrived Saturday afternoon and Max and Pam Richardson on *Cutty Sark* joined the group later that night. We had already hit the sack and didn't hear them tie up to our stern bouy and drop an anchor off the beach. So, I suppose you could call it a two and a half boat raft-up.

The July 4th plans to Half Moon Bay were curtailed by a cranky transmission and prop problem on *Fainche*, which is hauled out and in the repair, bottom paint, survey process as we speak.

The Port Captain for Pittsburg YC requested a head count for the August IYC cruise-in, but since no heads signed up for the trip I reluctantly had to cancel. The PYC has a wonderful facility and the members are very accommodating, so if anyone is in their neighborhood stop by and check it out.

I am having a torn meniscus repaired (knee surgery) this month and hopefully I will be ready to rock 'n roll by the end of August. Just in time for the cruise to historic China Camp, Sept. 4th and 5th. So get your ground tackle in order for an overnight anchor and day tour of the last authentic Chinese shrimp fishing camp in San Pablo Bay.

FYI—Angel Island fees have take a quantum leap as of July 1st---\$10 to dock and \$20 for an overnight stay on the buoys. The Governator strikes again!!!

Russ

IYC's FAMOUS YEARLY AUCTION

Clear out those dock boxes and garages!

Auction July 24th
Drop off your goodies for sale
between 1200 and 1400 hrs
No submissions after 1600 hrs
Auction at 1700 hrs

Dinner and General Meeting After
For more info call Joanne McFee
925-254-5384

Nacing Rews

By Joanne McFee, Racing Co-Chair

We ran a race on Jun 26 at the St. Francis YC. I'd forgotten several things – how comfortable their race deck is, how far it is out to the start line, how demanding HAD races are. And we forgot binoculars. So silver tongued Janet was checking in boats on the radio and Shirley and Devon were spotting boats

outside on the deck. We were having a terrible time reading numbers. So how did Janet get boats checked in by radio and also manage to get them all visually as well? She finally let us in on her secret – yes, she has pretty good eyes, but she was also looking through glare-proof glass. I checked both spots and boy, did it make a difference! Devon found her binoculars, and they made a difference too. The mast we use to pull the flags up and down is VERY tall, so we had to practice with that.

After a nice lunch at the Grill (one of the perks of being at StFYC) we went back and began finishing boats. It was a typical summer bay day – WINDY. Unfortunately, one boat dismasted (no one was hurt) and the Red and White Ferry called to notify us and stood by the make sure they were okay. One of the racers stood by also. Then there were the usual spinnaker disasters that happen on windy days on the cityfront. Great entertainment for the race committee.

If the right courses get chosen for handicap races, everyone comes in fairly close together. It's one thing on a Friday night, when we're fairly close to the boats and pretty well know them by sight. It's entirely another when there are fifty or so whose numbers you can't read. Thanks to excellent spotting, timing and recording we only got one time wrong! And that one was easy to correct.

On July 10 we switched to Golden Gate YC to run an ocean race. With fewer boats and only one course it was much calmer. The interesting part was watching boats come under the gate, hit the wind line and fall down.

I can't thank our hard working race committees enough. Giving up whole Saturdays (or even part of one) for IYC is service above and beyond. Of course we have good company and get to go to pretty places, but I hope everyone who helps knows how much they are appreciated.

They're even more appreciated because July 16 is the big one the Silver Eagle, again at GGYC. It used to be that the race committee was there all night leaving at 10AM the following morning. But with faster boats and one shorter course, things are a little different now. Last year the last boat finished at 11:15PM, much more civilized. As I'm writing this I'm fielding last minute entries for the race.

> *Dawn Chesney Flies to Hawaii, page 3*

Staying Dry and Comfortable

By Malcolm Sowers, Explorer.

BAY SAILING 101 - THE PERFECT DAY SAIL. LATITUDE July 04, p 138-139) We enjoyed the recent article on how to plan to take out-of-towners sailing. I agree a counter-clockwise route is best to minimize the rough and splashy "ebb chop" that we locals endure when racing; and often take for granted when cruising. Surely it was a typo when they closed a paragraph with the phrase "go clockwise for comfort?" I've had years of experience doing the counter-clockwise way in my Islander 30, AND taking into account tide and wind, thus never needing to wear foul weather gear.

If space had permitted, I'd like to have seen LATITUDE put more emphasis on skippers consulting the tide charts before a day-sail. As was said, 6 knots boat speed against a 5 knot current nets you one knot over the bottom. Alternatively, going with the tide and returning after the turn of the tide can MARKEDLY extend the range of the "tour".

I've suggested to LATITUDE they might want to expand on this article I'm writing for *THE MAINSHEET*, Island Yacht Club's bulletin, which also tells of a quaint little harbor off the beaten track. (Pictures of Eric Johnson, Owner / developer, and his resourceful family and their further travails with red tape might be of general interest to their readers. In addition the former owners, a couple of lawyers in their 90s, are interesting characters.)

A DAY-CRUISE of *SINALOA*. Friday, July 2nd, 2004. Max Flood 4.7 knots @ 11:35 Slack @ 14:14 Max Ebb 2.4 knots @ 17:12. Departing Emeryville harbor about 11 A.M. Tide NOT favorable for going west to S.F., Angel Island, Sausalito or Golden Gate. Flood tide favorable to head SOUTH: To Clipper Cove, or past, to Oakland Estuary, Ballena Bay or South Bay harbors. Or NORTH, towards Paradise Cove, San Rafael, Richmond, China Beach or San Pablo Strait. My crew du jour, Veronica, opted to let the sweep of the tide take us to San Pablo Strait, where a turn to starboard would allow us explore the shallow approach to tiny San Pablo Yacht Harbor.

A bit of a stretch, but we could do it if we worked the tides right, and used the motor whenever the wind was light or fluky. Arrival at San Pablo Harbor ETA 13:30 at high water. (ON THE APPROACH, STAY TO STARBOARD OF THE PAIR OF WHITE MARKERS INDICATING A SUNKEN WRECK.)

I'd understood two years ago San Pablo Harbor was soon to be dredged. Thank goodness for high water, (4.8 @ 1400.) because, on our arrival, we learned from the owner / developer, Eric Johnson, it still hasn't been dredged. In the last two and a half years he'd hauled away 19 tons of junk. (And re-named San Pablo Harbor, "Pirates' Harbor" in his vow to keep its quaint and simple aspects a place for ordinary folks.) In the interim he has been beset by stacks of paperwork. (Permits from multiple agencies,

> *Dredging: High Costs, Red Tape, next column*

Dawn Chesney Flies to Hawaii

(Continued from page 2)

We'll be sharing the race deck this year with PICYA's Lipton Regatta. Unfortunately we don't have an entry this year, but we've done well in the past. It should be busy, interesting day.

Mewes Sighting: According to the web site, Ben & Lucie finished the Pacific Cup at 2PM Tuesday July 13. I'm assuming that's Hawaiian time. I'm sure they'll tell us stories when they get back. Dawn Chesney flew to Hawaii to be there to greet them. *Mirage* will come back on a freighter, Ben and Lucie on a plane.

Just a quick note, Heidi, Ted and Janet sailed *Dominatrix* to a first in class at the July 10 Interclub race.

Until next time, sail fast, steer small.

—Joanne

Dredging: High Costs, Red Tape

(Continued from previous column)

legal fees, testing for toxics in mud, and where to put it, et al.) To the tune of \$230,000 and still counting. BCDC will require Eric build and maintain a bay-access trail with overlooks, parking, and benches. (Some of it on other people's property.) The Corps of Engineers has proposed to dredge 60,000 cubic yards for another \$670,000. Incredible. Think about the costs and red tape for the recent dredging of the much larger harbors such as Coyote Point, Benicia, Emeryville City, Emory Cove and San Rafael!

Fortunately, Eric states, he and his family are resourceful do-it-yourself people from a farming background in the Central Valley. His wife became a skilled welder at the age of 15. Their son, now age 15, is a skilled and careful backhoe operator. Eric rather touchingly states their faith sustains them in this Herculean project. To which I silently add a prayer: "Please, God, help those who help themselves."

After lunch, we motored through the remains of the incoming current in the strait, then angled over to the Marin

> *Reef Early for the "Slot", page 4*

PICYA Yachting Yearbooks

STILL on Sale at IYC

Purchase your very own at the Bar! \$10/pop.

The PICYA Yachting Yearbook has everything about all the boating and sailing clubs in the Bay Area. Members' names, boat names, berth locations, club memberships, and more. You need this book, oh yes.

The books are available for sale now, at the Bar. And, if you come to club when the Bar is not open, use the honors system: Put your money in an envelope and drop it in the Honor Bar slot behind the Bar.

—Ted Crum, PICYA Liaison

Reef Early for the "Slot"

(Continued from page 3)

Shore, to catch the beginnings of the ebb which forms first along the shores. Essentially a counter clockwise circle for our return to Emeryville. Motor through the fluky wind behind Angel Island. Prepare to reef before the rough and gnarly waters in the "slot" - an area that extends from the Golden Gate to Berkeley on summer afternoons. Then steer 90 degree course downwind from Point Blunt, taking the waves on the starboard (rear) quarter, leaving Berkley Pier to port as we head for Emeryville at slack water. Ditto on a course to the Estuary, a course of about 100 degrees, but still relatively dry.

Not anticipating the increased wind strength in the "slot" is a common mistake. It has a way of looking calmer from a distance! Reef early in the gentle winds in lee of Angel Island. If guests ask why we are reefing, I reply: "You'll find out in five Minutes." They do.

Malcolm Sowers
SINALOA
I 30 Mk II
July 5, 04

Caimans Cruising for Snacks

(Continued from page 2)

ter cruising for snacks. The Yacht Club supplies a water taxi service, 24 hrs a day; so, we keep the dinghy out of the water. The Puntareanas peninsula is only about 100 yds wide at the narrowest point and a little bit wider downtown. There are buses every few minutes into town for the Central Mercado, super market, banks, and other stores needed by cruisers. The main method of transportation here is bicycle, so there are lots of bicycle marked roads alongside the main road; about 50% of the bikes have more than one passenger. There are lots of Chinese restaurants in town. This was the main port for sugar cane and coffee for many years, long before the Panama Canal; so the ships would load up and go around the Horn of South America and up to Europe and New York. The Chinese were a big part of the business here and we noticed several Chinese flagged fishing boats in the estuary as we came in. The shipping port has relocated a few miles south of here and you can see the ships at anchor waiting to get into the docks for container cargo and bulk.

We left Bahia del Sol in El Salvador about 3 days after our planned departure; the waves were too big and close together to get across the bar without a major wash over. Collete and Murray led us over without a single breaker on our bow. On the Sunday before our departure they gave us a great tour of the estuary and tributaries through the jungle all the way to the great Rio Limpia (largest river in Central America); we had dinner at a place on bamboo stilts

> First Stop: Gulf of Fonseca, Costa Rica, page 5

Ships Store Goes 24/7

By Betty Sleeth, Ships Store Chair

You have been heard and now you can have it all. IYC now has a direct link to the Embroidery Factory where you can order directly from any on line computer. Your order will be sent to you so you can be in style when you arrive at the club. A credit card will be required to place orders and shipping instructions provided.

Go to our web site, www.IYC.org, where you will find a direct link to the Embroidery Factory. I found the web site easy to navigate and was excited to see choice we could never offer at the Club. Customize your order with our burgee, your and your boat name. Take a look at catalogue categories: [Accessories](#), [Fleece](#), [Hats / Caps](#), [Jerseys](#), [Ladies](#), [Outerwear](#), [Polo Shirts](#), [Sports Shirts](#), [Sweaters](#), [T-Shirts](#), [Tanks / Shorts](#), [Turtlenecks](#), [Youths](#).

Check it out and if you have any questions or comments email at, bsleeth@telis.org. We will still continue to carry a small inventory of shirts, caps and specialty items in the ships store. If you have a special order in mind and are less than comfortable ordering on line let me know, I'll place the order and you can pick up at the club.

Pink Flamingos & Croquet?

By Janet Frankel, Publications Chair

Winning the race isn't everything, they say. Good sportsmanship is important too, and having a good time is of course a worthy goal. But I have to say, the whole point of *racing* is to *win*. I don't think my drive to win is as finely honed (read: crazed) as that of, say, Karen Faber ... but, it's there. Lurking.

And so, last weekend I had the pleasure of crewing on *Dominatrix*, Heidi Schmidt's Santana 22. Ted brought coffee so thick I considered using a spoon, yet it was sweet and delicious even sans milk. He brought an amazing spread for lunch, and a variety of beverages. *And* he leapt about on the foredeck (to Heidi's sometimes consternation), setting us up for two perfect spinnaker runs. *And*, we won our division! Now *that* was a satisfying day on the Bay.

This was my first Interclub race, so I have to thank Heidi and Ted once again for a fabulous afternoon. As it turned out, Ted's coffee was **so** strong that I was caffeinated for days, and have temporarily sworn off coffee until the caffeine wears off. I'm still waiting.

This past weekend Tony took this still-caffeine-infused person up to Tahoe for a weekend of hiking, beaching, croquet and golf. I highly recommend such a getaway. I learned that croquet looks to be a lot more fun for those who *win*, but Yours Truly had a good time nonetheless. To be honest, the game played as originally intended seems not that much different from the famous croquet game in Alice in Wonderland. What's that, Dear Reader? You don't recall the croquet game described by Lewis Carroll? I highly recommend a re-read of Alice in Wonderland. --Janet

First Stop: Gulf of Fonseca, Costa Rica

(Continued from page 4)

over the water with table and chairs on the horizontal sticks with hammocks to use while waiting for dinner with a cerveza. The only food served was whole fish, fried or sautéed with almost no grease, steamed rice and veggies, and only about US 4 for the whole meal and beer.

First stop was the Gulf of Fonseca to meet up with our friends on Calypso. We anchored in a small cove on Isla Meanguero, officially in El Salvador. In the Gulf there are ports for Ecuador, El Salvador and Nicaragua. After two nights we departed for the coast of Nicaragua and south to Costa Rica. We needed to get to Puntarenas by June 28 when our son and family would arrive for a visit, so we headed south hoping the winds would subside. During the last two weeks of June there was a 1026-1028 mb high ridge stationary over the gulf coast of Texas to Florida; we were sitting in a 1009 mb zone along the Nicaragua coast. The pressure difference created a strong flow from the E - NE up to 35 knots, especially over the flat plateaus around the huge lake in Nicaragua. Mainly, we were double reefed with only 6 ft of jib unrolled, doing 8 knots when we were close to shore and out of the big seas. After getting laid over in a major rain squall just south of Corinto, our only stop was "no name" cove, about 30 miles north of San Juan del Sur, Nicaragua. We stayed two nights to do some repairs and sailed in one day into Costa Rica, Bahia Salinas, the northernmost bay. Our wind indicator has a Max wind speed recorder, and it now shows 99.9 knots (the max recordable) after the knock down in the rain squall. That is hard to believe, but I did get rain shots into my eyeballs that took a couple of days to recover. As usual, the boat can take much more bad weather than the humans on board; we are slower to learn. Sailing into No Name, a panga led us to a good protected anchorage and then offered to sell us some lobster: 6 for US5, so that was dinner on the BBQ before we crashed for many hours of sleep.

Into Bahia de Salinas in Costa Rica, we caught a Dorada and a Bonita: more good food and rest. Next day we sailed around the point into Bahia de Cuajiniquil. Great anchorage with a mercado, about 2 km from the fish boat landing for vegies. The fishermen sold us two Pargo (small red snapper) for about US1.25 each, which we BBQ'd whole with the fresh veges. Next day we sailed around Punta Santa Eleana into the Gulf of Papagayo for the check in, visas, etc. in Playa del Cocos. This was a great little village with one main street, nice supermarket, restaurants and howler monkeys in the tree tops. We spent two days there using a taxi to the gas station for diesel in the jerry cans. This was the first time we had to load full jerry cans in the surf into the dinghy; another great learning experience. Next was a 36 hour over night sail around Cabo Blanco into the Gulf of Nicoya and up to Puntarenas. Along the way, we caught a big Trevally, so more dinner on the BBQ and a left over fish stew. We arrived at low tide, so we anchored 3 miles from the point in a cove at Isla San Carlos (formerly a Penal Colony). Next day, we

motored up the estuary to the Yacht Club at high tide.

Our son and family arrived on Tuesday, Jun 29, for a great reunion after 1.5 years. We drove up to Santa Elena in the Monteverde Rain Forest; about 5,000 ft. elevation. It was in the 50's most of the time; so really cool for us. Matt, Denise, and six yr old Ethan went on the Canopy Tour, ripping along on the cables, crossing 19 platforms. Ethan was hooked onto the cable with a guide who ensured his safety. All of us, including the 2 yr old Dylan, went on the Sky Walk across 8 suspension bridges in the Rain Forest, and it was raining softly, but nice for walking. In Santa Elena, we stayed at the Hotel Las Orquideas (Orchids); a really beautiful place for US\$30 per night. Danilo and Nidia, the owners, were so helpful with directions, restaurant recommendations, etc. They are Costa Rican, but lived in Mississippi for 29 yrs and have quite a southern accent. In Puntarenas, Matt and Denise stayed in one of the Yacht Club hotel rooms with A/C, US\$25 per night. The restaurant at the Yacht Club is very, very inexpensive. Huge Chef Salad for about US 2.00, etc. We also drove down to Jaco and spent some time on the beach while Matt surfed.

A lot of folks say Costa Rica is expensive, but it does not need to be if you know where to go. The Tico Times, local English newspaper has classified ads for SUV rentals from Canadians or Americans living here for about US130 per week, no mileage charge, just insurance of about US 4 per day. The majority of SUV's down here are Troopers, about 90%. I guess the Izuzu holds up well to the rocky, dirt roads and they have lots of cargo room.

We are finally going to take it easy, do some boat projects long overdue, and visit all the anchorages in the Gulf of Nicoya before going round to Golfito in the Gulf of Dulce. It would be nice to sail out to Cocos Island where all the treasure is buried; the government was allowing hunting on a 50/50 share basis, but no longer. Cocos was the island in the Jurassic Park movie, and really does have some strange species of animals and reptiles. This is the home to the great Hammerhead shark; some reported to have a head width of over 2 meters.

Unfortunately, we missed seeing a really good friend, Yvonne Brown, who came down to Costa Rica just before we arrived. In Puerto Vallarta, we just missed seeing Laura Lyons and family, she arrived as we were leaving. We are going to stay in Costa Rica for almost a year, so let us know if you are coming down here and we can be tour guides, etc. If you do not give us advance warning, find any sailboat cruiser and just ask about Hot Ice. No one knows our last name, and usually does not remember our first names, but they do remember the boat name from Ham Nets, etc. I think it is cheaper to fly from California to Costa Rica than it is to fly to Denver. We met some folks at the lodge in Monteverde from Miami; it is less than US200 RT to fly from there. It is humid and warm; folks

> The Tropics are Beautiful, page 6

The Tropics are Beautiful

(Continued from page 5)

tend to never dry after a shower or dip in the water, but the tropics are beautiful.

Love, Frank and Ellen, *Hot Ice*
N 09 58.933, W084 47.825

[From the Editor:] Frank sent me this note:

"Our article is in the August issue of SAIL and is even mentioned on the cover "Hurricane Preparedness." We have not seen it yet, but a friend in Colorado saw it. We still do not know the name of the second magazine SAIL owns, but some our stuff is in it, a "fixit type" of magazine; or at least they paid me for it."

Check it out!

Special Announcement!

By Janet Frankel, Accommodating Editor

I have received many interesting letters regarding this last page of our newsletter from Readers who receive the *Mainsheet* online. The suggestion has been made, ever so sweetly, that perhaps that I might take this little section and turn it "right side up" - which is, to my tri-folded mind, upside down.

My favorite remark came from Sally Richards of Pineapple Sails, who said, "Couldn't decide whether to print it or to stand on my head for that last little bit to be folded over."

While the vision of our Dear Readers performing acrobatics in order to read the *Mainsheet* online is very entertaining, I can maintain that vision and still accommodate. Voila!



Board Meeting

Jul 24, 2004—after dinner

Upcoming Dates to Remember

- | | |
|------------------------|--|
| <u>July 24</u> | IYC's Annual Auction! Plus Dinner & General Meeting. |
| <u>July 30</u> | Friday Night Summer Series—Race #1 |
| <u>Aug 13 & 27</u> | Friday Night Summer Series—Races #1 & 2 |
| <u>Aug 28</u> | PIG ROAST! And, Silver Eagle Awards Ceremony. |