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ISLAND YACHT CLUB'S

MAINSHEET

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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!

Aug 27 Friday Night Races 1825 hrs
Third estuary race
—and BBQs!

Aug 28 PIG ROAST !!
Board Meeting _____ 1700 hrs
Happy Hour _____ 1800 hrs
Awards Ceremony
for the Silver Eagle _____ 1830 hrs
Piggy Roast _____ 1930 hrs

Sep 4-5 CRUISE to China Camp!
Anchor out & dinghy ashore
to visit the last remaining Chinese
shrimp fishery buildings in the Bay.
**Call Russ Otto, Cruise Chair,
at 510-537-9905 for
more information.**



Commodore's Corner

By Diane Duey, Commodore

We have the Pig Roast coming up on August 28th! And, before the Roast, we will have a board meeting. Lots of other action happening at the Pig Roast too; Silver Eagle Awards, Ben and Lucie Mewes speaking about their ocean sailing adventure to Hawaii, and who knows what else....!

Please RSVP to Shirley or Rich for the Pig Roast at 925-672-2514.

My Aptos home is still a work-in-progress:

The kitchen was completed yesterday (almost - there is still a small chip in the counter which arrived during installation that has to be fixed.) The final inspection was finished. I am still unpacking. I need some shelves — rather a few — in the garage, and I have one room that still needs to be painted and baseboards are needed in two bedrooms. The front yard isn't landscaped yet, so dirt gets blown and tracked in etc. And, I still have a full storage unit in Fremont — it goes on and on!

It's not a pretty picture quite yet, but I am concentrating on doing one thing at a time. Wish me luck!

—Diane

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Chinese Food in Costa Rica

By Frank & Ellen Atteberry, Cruisers

Friends and Family,

We are still moored at the Costa Rica Yacht Club in Puntarenas, but we are having fun and getting a lot done. Our new canvas, dodger, bimini, and connector panels should finally be complete this week. The local canvas guy said it would take two weeks back around the first week of July; so, with all the supposed improvements over Mexico, timing and scheduling are still iffy. A teak folding cockpit table should also be completed this week; the carpenter works very vigorously, but had a problem getting the right hinges for the table sides. I ordered them from West Marine, who responded and shipped very quickly, but the Costa Rica Customs entry process is not as advertised. We had new alternator brackets made at the local machine shop, that could literally manufacture a new diesel engine, if I had the specs. I have never seen such a collection of metal machining and working equipment, anywhere.

After being in Puntarenas for over a month, we have discovered that almost all the hardware stores, marine parts stores, some of the grocery stores, and the majority of the restaurants are owned and managed by Chinese. Quite a surprise, here is the heart of Central America, but they do an excellent job running businesses and the local Costa Ricans appreciate the efficiency. The Chinese restaurants are the best we have visited since San Francisco.

We have been to San Jose a few times and now understand the layout and the address system. There are almost no house numbers, and addresses are advertised or listed on business cards and the "yellow pages" as X meters north of Plaza Espanol, or next to Banco San Jose in Escazu Centro. It works the same with taxi drivers; if we want to go to a small hotel at the intersection of Calle 9 and Avenida 9, they do not have a clue, so we have learned to identify the local landmark buildings or parks and explain the location as X meters from the Cultural Institute, etc. Taxi's are cheap and mainly quite honest; the nice directo bus from Puntarenas to San Jose (75 Km) is only \$2.50 per person and takes about two hours. The only "bandito" taxis we have found are at the Airport, where they greatly exaggerate rates until you confront them with times and Km, waving your arms in the air so other potential customers are getting the message.

This past March, Costa Rica implemented a new law whereby each person (residency not required) can import goods including transportation and handling, duty and tax free up to \$500 every six months. However, the main carriers such as DHL are not aware of this law and have not set up procedures as yet to handle the paperwork. During the past month I have had two shipments come in via DHL: after much talking to upper levels with

> Frank Causes a Ruckus, page 4

Nacing Rews

By Joanne McFee, Racing Co-Chair

Philosophical Waxings

Janet may monitor Yerba Buena from her office window, but I listen to deer, I'm in my room listening to the little pitter patter of little deer feet in my neighbor's garden (they ate mine long ago). My new neighbors spent lots of money on landscaping and deer fencing, but deer don't always listen when gardeners say "the deer won't eat it"! They come by after sunset and check out the local smorgasbord. This used to be country and the critters still think so. I've seen coyotes and foxes. Hawks swoop down and carry off baby doves. Owls hoot in the wee small hours. Raccoons aren't seen too often, leave footprints on decks, dig for bugs. And raid garbage cans. I waged a six-month long war with a raccoon who removed multiple bungee cords from the garbage can. Unfortunately, skunks and possums are often "found on road dead". When skunks are amorous, closed doors and windows are mandatory. I live near Lafayette Reservoir, so a mountain lion or bobcat wouldn't surprise me.

I saw a mountain lion once, in the Gold Country. It was a tawny flash in front of the truck, long tail with a black tip, disappearing into thick brush. We stopped and looked, but all we saw were paw prints. I'm unsure how to segue this into sailboat racing, but we also see nature in all her glory in the Bay and ocean. Sea lions, harbor seals, we shouldn't take them for granted. It's always a treat when a slightly confused whale makes its way into the Bay. Pelicans skin the waves and dive for fish with the terns. Cool.

Boating stuff

So, after a looong dry spell, I returned to the race course on Jeff Blower's new (to him) Olsen 30 *Nu Dame* (Naked Lady) for YRA's second half opener! I was supposed to go as tactician, advisor, alternate adviser, wise old lady – I ended up running the main to Point Bonita and back to EYC. Jeff is a wonderfully patient skipper, Brian Grainger is calm, competent and patient with sometimes immovable objects (me). Our middeck and foredeck were great, overcoming a *Hob-bitesque* spinnaker wrap as we came under the Gate trying to avoid a tanker. Most everyone came into the Estuary under white sails. We watched lots of spinnaker disasters. Bottom line, it was really fun out the gate, sailing truly is like riding a bicycle, I hurt like hell but I had a wonderful time. Jeff is very brave, it was only the third time he'd had the boat out (and we didn't finish last!). My adrenaline rush is still wearing off. I may have to go again.

Don't miss the Pig Roast on August 28. In addition to tall the marvelous food, it will be the awards presentation for July's Silver Eagle Race. If that isn't enough, Ben and Lucie will regale us with takes of their honeymoon race to Hawaii in the Pacific Cup. Information for reservations and times are elsewhere in this Mainsheet or online. I'll see you there.

Three boats from IYC ventured into the wilds of the South Bay August 14th for EYC's Gracie and George Regatta. Gracie drives and George crews. The race ends at EYC.

> IYC does EYC's Gracie & George, page 4

The Tale of a Green *Hobbit*

By Peter Linehan, Vice Commodore

Ahoy vey, is that a pig that you're roasting....?

As of my last writing *Hobbit* was laid up with a bent rudder. The victim of yet another run-in with a buoy. Sitting in Svens yard waiting for a replacement to be made, I thought I might kill some time and do some cosmetic sprucing up.

A trip to the ever helpful store just across the parking lot and I was loaded with all sorts of rubbing compounds and cleaners and wax. This will be easy, just buff out the aging gelcoat and apply some wax ... the hull would shine like new. Yep, after 30 minutes of working on the same 3 or 4 sq ft, and I was back at Svens seeking something less labor (mine) intensive.

Paint!! What a great thing. The first coat was promising, it laid on nice and thin. *Hobbit* looked like a big marbled green avocado. Some hand sanding seemed like the next step so I returned to the store and picked up some 180 and 220 sandpaper. *Hobbit* seemed to like the attention, as I scuffed up the new paint and sanded off the little drips and brush marks from my enthusiastic first coat. The 2nd layer went on just as easy and looked much better as the color took control over the white gelcoat. Hmmm, I guess you have to sand after every coat of paint. So the hand sanding started again. Three coats should do it I thought, as I rolled and brushed. This is the most approved of method for painting the hull without spraying (which is banned by Sven, unless you pay the yard to do it....); you roll out a small area, then come back and brush out the little bubbles and stuff. Anyway, the 3rd coat seemed less than perfect so I started sanding again.

7 coats total, that's when I finally made myself stop. There are still some less than perfect areas... but now I just don't see them. *Hobbit* also enjoyed a little filling and fairing of the keel and shaping up the line of the bow (see previous buoy encounter). And now is happily floating again in her home slip.

A strange little community develops in the boatyard. People come and go, some just out for the weekend and a quick bottom job. Others in for the long haul. Everyone talks, sharing advice and horror stories. Working on your own boat seems to be a very therapeutic undertaking. Some folks live aboard and in the boatyard too. Some drive in after work. I think the Club would benefit from extending invitations to dinner to the ever present boatyard dwellers on race nights and monthly meetings.... (PIG ROAST ...)

They'd add a little diversity and most would welcome an IYC home-cooked meal. So, go and clean your boat. You'll feel better and your boat will love it.

—Peter

Summer Still Going Strong!

By Shirley Ahlf, Rear Commodore

Well, it looks like summer is coming to a close, if you believe the calendar, however, not according to IYC's calendar. The second 1/2 of the Friday Night Beer cans are still going strong. If you haven't been, it's not too late to race, serve on race committee, or just enjoy a great BBQ after the race. As I've said, "Where else can you get steak dinner with all the trimmings for only 10 bucks?"

Speaking of food, another IYC tradition is on the August calendar. Yep, you guessed it. The PIG FEED. It's on August 28th, Happy Hour 1800, Feed starts 1930, \$20.00 per person and PLEASE RSVP to Shirley (me) or Rich Ahlf (925-672-2514). It makes it soooo much easier when you do. You might be able to stretch spaghetti, but you can't make a 90lb. pig any larger!

The Pig is only one of the events for the evening. We have the pleasure of having two of our members giving us a first hand account of the recent Pacific Cup Race: Ben and Lucie Mewes will be our guest Speakers. I for one am looking forward to hearing them. Also, the awards for the recently run Silver Eagle and Eaglet race will be presented. All in all it sounds like a pretty fun day. If you would like to help in any way, please give me a call at the above number. Also, if for any reason you can't eat pig, call me and I'll see what we can work out.

I guess that will do it for now. Hope to hear from you so y'all come OK? See Ya Soon,
—Shirley

Pig Roast

August 28th

Bar opens at 1800 hrs—Price: \$20.00

- ◆ **Roasted Pig** served with "all the fixins," including bread, beans, cole slaw, dessert, and salad. (Chicken or Veggie available by advance request.)
- ◆ **Ben and Lucie Mewes** will speak about their Pacific Cup adventure.
- ◆ **Silver Eagle awards ceremony** at 1830.

Dawn Chesney and Brian Grainger crew with skipper Jeff Blowers' aboard Jeff's Olson 30, *Nu Dame*.



George & Molly Send Regards

A Letter from Tom Swarengen, Member with Burgee

[Editor's Note: This letter was sent to our Commodore.]

Dear Diane,

On a recent cruise up to the Delta, Nancy and I had the good fortune to tie up at Pittsburg YC when our oil pressure sensor switch gave up. While contemplating our next step (it was day 2 of the cruise, on the way up), who should come marching down the dock to greet us but George Kavorkian, introducing himself as a former long-time IYC member. (Naturally we were flying our IYC burgee.)

Not only did he invite us to join Molly and him for supper at PYC, but he also introduced us to another member who was a diesel mechanic, and he came over to our boat the next morning and had the problem fixed w/in an hour!

George especially asked me to send his regards to you and all others at IYC to whom he'd like to be remembered. —Fond regards, Tom Swarengen

"God does not deduct from our allotted life span the time spent sailing."

—Anonymous

Frank Causes a Ruckus

(Continued from page 2)

the first shipment they said it was too late as they had already paid Customs and there is no way to back up that step. I had the second shipment directed to a bonded warehouse and they transferred the documents over to me. After two days of going in circles, but establishing a relationship with the Customs agents, I cleared my own shipment and no taxes or duties were paid; however, I had to pay for storage and handling at the warehouse which came to \$22. I was ahead because the duties and taxes would have been almost \$60 and I am still trying to convince Ellen it was the best thing to do; she was sure I was going to jail for causing a ruckus. Now, I have written a procedure for personal imports and mailed it to the head person at DHL Costa Rica and offered to conduct training for their people with a small fee. The side benefit was buying some pirated DVDs of some really recent US movies on the front dock at the Customs House in Santa Maria; there were also Italian name brand ladies' purses and a few other items. One of the Customs agents came outside and vouched for the quality of the DVDs, so how could I go wrong. When Customs confiscated the goods, it was a "photo-op" with the US Embassy; now, they sell the stuff to cover "overtime" costs at the Customs House where only Customs Brokers and Customs employees are around. During the process, I also became friends with the Customs Courier who handles the documents between the bonded warehouse and the Custom House. The agent at

> *Wardrobe Tips for Frank, page 5*

IYC Does EYC's Gracie & George

(Continued from page 2)

Ben and Lucie Mewes were first to finish on *Georgia*, Brian Grainger and I were last to finish on *Kristine* (Ranger 26). Hey, I blew the start. Margaret Fago runs the race, and places equal emphasis on first and last to finish, so Lucie and I both won prizes. Heidi and Ted were third in their division, as were Ben and Lucie. They won prints of Margaret's watercolors. Brian won a prize as a first time "George." The overall winner of the perpetual trophy was a Columbia 5.5.

This is a fun, competitive race for women skippers. There's lots of reaching and no spinnakers until the mouth

> *White Sails Wise Choice, page 5*

Postcard from the Edge?

By Janet Frankel, Publications Chair

Consider this a confession.

The bright sunlight of our wintry San Francisco summer caused me to lower my window blinds. As a result, that crafty Yerba Buena Island snuck out of sight, never to be seen again. I believe she ran off with Treasure Island. I admit, it is entirely my fault; had I not been guilty of inattention this never would have happened.

Yes, the sad truth is that now driving across the Bay Bridge is quite an adventure; in the middle of the bridge, it sags into the Bay. If you listen carefully during those few seconds you have to float in your automobile from one bridge pier to the next, you can hear the BART trains running below. Fortunately the BART trains are much deeper than the sagging, soggy bridge.

Much more crucial is the impact on boating. The shipping channels all had to be redirected; I think plans for a new channel to be dredged through San Francisco are in the works. Probably it will run from just west of Fisherman's Wharf to just south of PacBell Park (or whatever that dang baseball park's name is now). Sailors have had to change cruising plans; the resting and lunching point once provided by Clipper Cove is gone. It's a bit more work to dart across "The Slot" to get to the lee side of Angel Island for a break; and, as you know, Dear Reader, Angel Island sometimes has no lee side at all.

Fortunately, if your boat is not too big, it can still squeeze under the ends of the bridge by hugging the Oakland or San Francisco shore.

I hope Yerba Buena is enjoying herself. I hope Treasure Island went willingly, at least, and was not forcibly kidnapped. I worry about these things. Maybe soon we will receive a postcard. In any event, I will be working very hard at rubbing this egg off my face so that I can look clean and fresh when I see you next, Dear Reader, at our Piggy Roast on August 28th.

--Janet

Wardrobe Tips for Frank

(Continued from page 4)

the warehouse said I could ride with the Courier to the Customs House since he supposedly could not speak English or Spanish; he was an Indigenous Indian of Mayan descent from Guanacaste Province and had been working for Customs for 22 years (he could speak some Spanish, but did not want his boss to know). I assume he had a Driver's License and he did get off the freeway just in time to dodge the Toll booth and then returned to the freeway. None of the taxi drivers knew this trick.

The famous Opera, Rigoletto, came to San Jose at the National Theatre the end of July, so we went into town and stayed at a great little hotel in an old mansion owned by a Canadian couple, about 17 rooms, The Hemingway Inn. We had dinner at the Gran Costa Rica Hotel across the plaza from the Theatre; the menu said their famous guests had been John Wayne, JF Kennedy, Jimmy Carter and Harry Truman along with several past Presidents of some South American countries. No mention of Marilyn. The Opera was sung in Italian and there were subtitles displayed in Spanish on a screen at the top of the stage. We were able to get two of the best seats (\$23 each) right next to the Orchestra (the National Orchestra). All of it was superb, the costumes were like just tailored in wool with intricate detail and the Orchestra with Conductor was the best we have ever seen. The Conductor really had a workout, but I guess that is normal for Opera. The receptionist at the Yacht Club made the reservations for us and gave me explicit instructions: no shorts, no Levi's, wear underwear, socks and shoes, no jacket required, wear long sleeved dark shirt. She said Ellen would need no instructions. Since San Jose is about 4500 ft elevation and cool, it was comfortable.

My boss emailed me and said the August article produced a lot of great feedback, and he wants more words, words. I found a new digital camera in San Jose, 6.2 Mega pixels, so he should also be happy about my new pictures.

Not much sailing adventure these past few weeks, just a little bit about the cruising life in port.

Love, Frank and Ellen
Hot Ice
Puntarenas, Costa Rica

White Sails Wise Choice

(Continued from page 4)

of the estuary. We elected not to fly a chute, and after watching a boat with a chute trying to kiss the rocks, it was probably wise.

More boats next year? Hello *Hobbit*.
—Joanne

Port of Stockton Sued

From The Log.com

STOCKTON (AP) - Environmental groups sued the Port of Stockton, arguing its proposed expansion would bring more ship traffic, noise, and the pollution of water and air in the Delta.



The lawsuit - filed July 23 in San Joaquin County Superior Court by Stockton-based DeltaKeeper, the Natural Resources Defense Council and several neighborhood associations - alleges that the port commissioners didn't consider the environmental impact of increased traffic. The port's expansion plan estimates that the number of ships coming to the port could go from 20/yr to about 150.

"The bottom line, I feel it's not appropriate to bring in heavy commercial shipping so close to established residences," said Ann Chargin, who lives in Riviera Cliffs, near the proposed expansion.

Documents show that the port plans to spend \$190 million on the 1,400-acre island, which was once a naval-supply base and communications center. The project would create 40,000 jobs.

The port director said residents' concerns were considered. The commissioners have taken measures to reduce reliance on noisy generators and are also working with ship and boat companies to limit the amount of diesel exhaust expelled in the area. "We're still interested in being able to do a development there and still want to be sensitive to the communities living near this project," Port Director Richard Aschieris said.

Port Commissioner Steve Herum said that the environmental reviews done before the project was approved on June 23 were among the most complete he had ever seen. He also said residents were more concerned about the value of their homes than about any damage to the environment.

The litigants disagree. Clean-water advocates said they're worried about the impact of the sevenfold increase of commercial traffic on the health of Delta's plant and animal life. "Our environment, public health, and quality of life cannot be sacrificed just because the port wishes to expand. The law requires adverse impacts to be acknowledged and mitigated," said Bill Jennings of DeltaKeeper.

This is the second suit the Natural Resources Defense Council has brought against a port. The first one, against the port of Los Angeles, resulted in a recent \$60 million settlement that requires the port to take several measures to lessen the impact of ship traffic on the environment, said Julie Masters, NRDC's leading attorney on the case.

Now a ship docking at the Port of Los Angeles can get its power from shore, instead of running its diesel engines for days, and some shipyard equipment will run on alternative fuels, instead of the dirtier diesel, Masters said.

12th ANNUAL NORTHERN CALIFORNIA WOMEN'S SAILING SEMINAR

By Pam Krawiec, WSS Chair

IYC's 12th Annual Northern California Women's Sailing Seminar will be held the weekend of October 9th and 10th. This is a very well-received event and one in which Island Yacht Club can take great pride.

We will begin the day of the 9th with a continental breakfast, guest speaker, classroom and on-the-water classes, lunch, more classes and end with a fun cocktail party. Sunday is optional racing on the Estuary or cruising on the Bay.

We're getting the word out to women sailors and "want to become sailors" through posters and emails and, of course, with the help of all members of the club. Please

let your women friends know what an enriching and fun day the 9th will be, and the 10th too!

The registration form can be downloaded from the IYC.org website and any questions can be referred to me:
Pam Krawiec, 2004 Chair
Tel: 510-339-9451, Email: pkrawiec@aol.com.

This is an entire club event which means volunteers are needed to make sure the day is a total success. Members have been so generous in volunteering their time in the past, and I know I can look forward to the same this year.

—Pam Krawiec



Board Meeting

August 28th—Before dinner (Pig Roast).

Upcoming Dates to Remember

Aug 27

Friday Night Summer Series—Race #3

Aug 28

PIG ROAST! And, Silver Eagle Awards Ceremony.

Sep 4-5

CRUISE to China Camp (shrimp fishery excursion!)

Oct 9-10

IYC's 12th Annual Women's Sailing Seminar