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## IYC "Floats" Through Alameda in the Nation's Longest July 4th Parade!



Island Yacht Club got some more mileage (four miles, to be exact) out of parts of our award-winning Opening Day decorated boat by creating a float for the Alameda Mayor's Fourth of July Parade, generally acknowledged to be the longest in the country. While some Club members were partying at the Benicia Cruise-Out, these enterprising and creative folks designed, built and paraded through the Island City.

**In the above photo:** David Ross, Thorn Mantooth, Nancy Hird, Oopsie (a.k.a. Joycie Brack), Jane Brown, Bob Naber, Dawn Chesney and John New.



**At left:** John New, Steve Bayles, George Lythcott and Jane Brown begin attaching the huge fish to the IYC float. (Unlike Opening Day, the July 4 float had to look good from both sides.)



**At right:** Kathe Welch and Heather Piazza break out those primary colors for the Club Burgees to grace the sides of the float.

**IN THIS ISSUE:**

**Commodore's Corner** by Dawn Chesney  
**Great News for IYC!** by Dawn Chesney  
**By-Laws Review Committee Update** by Cindy Wagner  
**Officer of the Day: An Idea Whose Time Has Come?** by Dick Vandenberg  
**From the Editor's Desk —**  
**July Membership Dinner: Blind Sailing** by Dave Bloch  
**July Cruiseout:**  
**Wonderful People — Great Time!** by Cindy Wagner  
**Racing Report** by John New  
**IYC Silver Eagle Race** by Dawn Chesney  
**Historical Haze —**  
**Organization of IYC** by Helen and Malcolm Sowers  
**Voice From the Rear** by David Ross  
**5 Reasons to Join a Yacht Club** by Laird Durham  
**Silver Eagle Race from the Papillon** by Drew Scott

**AUGUST EVENTS CALENDAR**

NOTE: Aug 1-2 Cruise-Out **cancelled**

Tue Aug 11 Board Meeting  
 Fri Aug 14 *Island Nights* Summer Series #3  
 Fri Aug 28 *Island Nights* Summer Series #4  
 Sat Aug 29 Membership Dinner with the Hobie Fleet

**PEEK AHEAD:**

Sept 5-7 Labor Day Weekend  
**Cruise-Out to Half Moon Bay!**  
 Sept 19 Talk Like a Pirate Day (*Arrgh!*)

**Birthday Party Announcement!**

Arrr, e'eryone is in'ited t' help **Cap'n JT** celebrate his big **6-Ohhh** at the Club on August 15th startin' around 18:00. Brin' a dish t' share and and yer dancin' shoes — li'e music by the local band **Bumpy Ride!**

**AUGUST 29 2009**

**Membership Dinner!**  
**ANNUAL PIG ROAST! Combined event with the Hobie Fleet Regatta!**  
**NOTE THE DATE! A week later than usual.**

Bar Opens: 6:00 pm Dinner: 7:00 pm

**COMMODORE'S COLUMN**

By Dawn Chesney

Nemo, Dori, Marlin, and now...a Pig!

The 4th of July weekend offered something for everyone! For those looking for a week or so away there was the **Delta Doo Dah**, which Ben & Lucie enjoyed aboard *Georgia*. For those looking for a nice long weekend away, I am told the Cruise-out to Benecia was delightful.

If you weren't able to get away, there were options closer to home. The morning of July 4th IYC entered the **Alameda 4th of July Parade** with Nemo and his friends. Even Oopsie the Clown joined us. It was wonderful to hear the kids as our float approached. "WOW, there's Nemo, it's Nemo and Dori and they have bubbles too!" was heard over and over again; really made you smile to hear their awe. For the adults, we handed out over 1,000 postcards telling about IYC and our **Women's Sailing Seminar**. That was quite a day in itself, and it wasn't over yet.

Next up was **Ted's Big 60th Birthday Party** with a South of the border flair. La Pinata catered the event and Margaritas were made to their specific recipe....YUM!!!! Ted had a wonderful band, Cuban in nature I believe, lovely music and so danceable that Lilia Celhay led us in a conga line. Several IYCers we haven't seen for awhile attended....Porsche Polner, Marilyn Bruner, Veronica Cocksedge. I sprained my ankle right before the parade that morning so was not allowed to dance and sat icing my ankle throughout the event, but it was still fun to sit back and enjoy everyone's delight.

Racing continues strong at IYC with the **Silver Eagle** and **Island Nights** races. All the Silver Eagle racers either completed the race or let us know they were not finishing...Whew, always good to know everyone is accounted for. I say Whew, because a boat that competed in our Silver Eagle race was destroyed along the Marin Coast West of the Golden Gate just two weeks later while racing in the Second Half Opener. Fortunately, the crew was safely rescued, but the boat was destroyed. For more info go to <http://tinyurl.com/nlozkb>.

Have you ever done the **Poker Run** put together by **Ballena Bay Yacht Club**? Well, neither have I, but John and I did tend the IYC bar and serve up some food for those going round the Island. We had a good time just meeting people from other YCs who stopped in to get their official stamp, sit and have a drink and some food before moving on to the next destination. The entry fee is split among the best 5 poker hands at the end of the day...I believe first place won over \$400! And, they didn't have to travel

*Continued on next page*

**Commodore's Column** *continued*

to a big tournament somewhere, just sail around the Island and meet people at other Yacht Clubs; what a nice way to spend the day!

One of the more memorable events last month was our **Member dinner** where the crew of *California One* joined us to tell of their race competitions around the world. Did I mention two of the sailors are legally blind and they are the only ones allowed to touch the tiller and the lines? Dave has written more in his article, I just want to say I am thrilled that the *California One* team is going to use our J/24, *Dire Straits*, for practice prior to leaving for their next regatta. And, they are going to let each of the owners be on board as rail meat...I can't wait! Their regatta will be sailed in J/22s, so practicing on our J/24 should make the transition to a J/22 much easier. We wish them the best and look forward to hearing their tales after the regatta.

Speaking of races....George Lythcott just left to do the **Race to Nowhere**. Also known as the **Single Handed Sailing Society's Long Pac**, a race that must be completed in order to participate in next summer's SSS single-handed race to Hawaii. It also turns out that this is when the machinery at our Club has decided to misbehave...i.e., break!!! Fortunately, George was able to make most of the arrangements before he left and we will have a working garbage disposal and bar coolers by the time he returns. (See Lucie Mewes' photo of George on the next page, just minutes before leaving for the race!)

August is turning to be a quieter month than expected as far as IYC activities go, but that all changes on August 29th. The **Hobie Fleet** has their annual **Around Treasure Island Race** weekend and it draws a BIG crowd. After the race, the crews will beach their Hobies on Alameda's Crown Beach and then will head over to IYC to join us for our annual **Pig Roast** dinner. Joel Sailer plans to be in charge of the very literal "pig roast", Rich Ahlf will also be bringing his expertise in pig roasting. Stay tuned for more details, but I have no doubt, joining these two clubs together is going to be a blast!

Many of you who have been around IYC for awhile will remember Chuck and Martha McMahon, long time IYC members who left to go cruising many years ago. I am sad to say that Chuck passed away recently after several years of declining health. I hear that Martha will be coming to CA for a visit soon. I also understand that Bob Baker (a past IYC member) has written a special article about Chuck; I hope we will have that to print in next month's *Mainsheet*. I met Chuck and Martha after Ben talked me into running the Women's Sailing Seminar back in 1996. Little did I know I would go through one of the most grueling interviews of my life, with Chuck and Martha taking the lead. Talk about taking the Club's interest to heart, they wanted to make darn sure the event was in good hands! Fortunately, they did approve when the event was complete....Whew!

Let's have some fun and enjoy the year together! 



*Kit Wiegman's daughter Yvonne & Nemo, all ready to go on the Fourth of July*



*The big Ted Crum 60th Birthday Bash. (Dawn waves from the couch as she ices her ankle)*



*Malcolm Sowers and musicians at the Party*



IYC Port Captain George Lythcott, a few minutes before sailing out the Gate on TAZ!! to qualify for the 2010 Singlehanded TransPac. (Story previous page.) Follow his progress at <http://tinyurl.com/kvj7kk>

## GREAT NEWS FOR IYC!!!

By Dawn Chesney, Commodore

I have received (well in advance, as requested) our building lease contract for 2010! This is terrific news to know that our lease will continue under the same terms as we have enjoyed for so long, with only a couple of minor modifications.

One modification added to the contract is that if our electrical usage is deemed abusive we will be required to start paying for electricity in addition to our monthly rent. We are the only building in the Marina where the monthly rent includes the electrical expense. Let's be sure to pay attention and turn off whatever appliances/lights that are not necessary.

The other addition requests our assistance in checking in large numbers of visitors when they get backed up at Gate 7 and down Clement after hours. I wasn't given an example of when this happened, so Harbor Master Rich Warner will monitor this situation going forward. I imagine it was during the rush to get to our Island Nights BBQ after a race. Once again, we are the only building in the Marina that causes this situation, so we'll see how the rest of this race season goes.

**Thanks to Harbor Master Rich Warner** for his continued support of IYC remaining an active entity in the Alameda Marina.



## By-Laws Review Committee Update

By Cindy Wagner, Membership Chair / By-laws Committee Chair

As mentioned in a previous Mainsheet, the IYC by-laws review project is well underway. Our current by-laws were extremely well drafted and have served us well for many years. However, the Board felt that a periodic review of our by-laws would be of value.

The **By-Laws Review Committee** has been meeting regularly and is diligently looking at every word and sentence of IYC's by-laws to ensure the wording and intent of our by-laws reflect IYC's current and anticipated future practices.

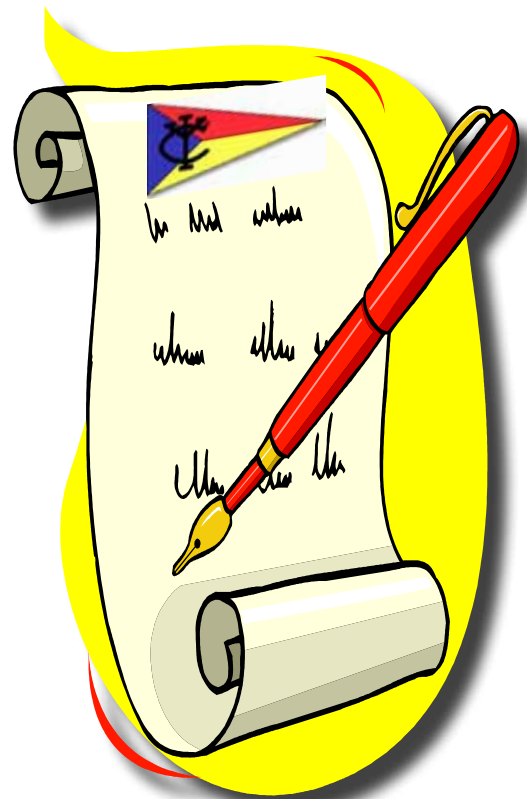
Once the Committee completes its review and the recommended changes are identified, each club member will receive an Email clearly presenting the proposed by-laws changes to be voted upon at a specified future regular or annual membership meeting. Proposed amendment changes will also be posted on the IYC bulletin board at least 30 days prior to the meeting.

Your By-Laws Review Committee is:

Cindy Wagner, Committee Chair and IYC Membership Chair  
 Dave Bloch, Committee Secretary and Mainsheet Editor  
 Dick Vandenberg, IYC Vice Commodore  
 Ted Crum, Association Liaison Committee Chair  
 John Ratto, IYC Membership Representative

Suggestions have been received from the Board and further suggestions regarding possible by-laws changes from IYC's membership are welcome. Please feel free to contact any committee member or any IYC board member with your thoughts. You may also Email the Committee at

**IYCMembership@Yahoo.com** . 



## Officer of the Day: An Idea Whose Time has Come?

By Dick Vandenberg, Vice Commodore

Attend an event at many yacht clubs and you will see a member clearly supervising the volunteers who help everyone have a great time. Often, that person is an *Officer of the Day*, a duty given to each regular member. The Officer of the Day is the direct representative of the Commodore for that event, and has the authority to make all the necessary decisions to make it a success. At the July Board meeting, a proposal was made that the IYC do something similar.

Here's how it would work: each Club member (one per family membership) would be responsible for Club supervision during an event on one day each year. Typically, we have 3 to 5 events each month (Friday night races, mem-



*There are always lots of jobs to do that make IYC events enjoyable and fun for everyone!*

bership dinners, etc.), each requiring a supervisor. Multiplying this by twelve and you can see the job would employ the good efforts of most of our membership.

Why is this a good idea? The galley, bar and cashiering functions all need oversight and support, and the Officer can also fill in while volunteers take breaks. Decisions have to be made that speak for the club, using the authority of the Commodore. Moreover, all members need to be introduced to club procedures and the rewards of volunteering. Working as Officer of the Day will do a lot to get members to meet and socialize, forming lasting sailing bonds. Lastly, our current volunteers and Board members, who have given so selflessly, can really use your help. They can use the respite, allowing increased service in other areas—membership recruitment and providing robust racing and cruising programs.

Would everyone have to do this? Generally, we think yes, but we do envision consideration for people who are ill, out-of-town, or have a very good reason. Application for relief would be made to our Volunteer Coordinator.

Would training be available for new or inexperienced members? Yes, a short training would be given by a board member as to their bar, galley, and cashier responsibilities.

One last proposal is for board members and others well-versed in club procedures, to participate in the planning for their days of watch. Where needed, they would receive guidance from the Volunteer Coordinator or one of the commodores.

Well, this is the proposal. The Board is interested in your response and wants to hear objections and “work around” solutions as much as your enthusiasm. Please **call or email a board member today** and tell him/her what you think. 🚩

## The 2009 Interclub Race Series Continues! — RACE DATES STILL AHEAD: Aug 15 Sept 12

Open to members of: Aeolian YC, Alameda YC, Catalina 34 Fleet I, Encinal YC, Island YC, Oakland YC, Treasure Island YC, and BAMA.

**Questions?** Email Island YC's Interclub Representative Ted Crum [tedcrum@socrates.berkeley.edu](mailto:tedcrum@socrates.berkeley.edu) or call one of the reps listed on the Notice of Race.

You can see the Notice of Race, sign up and get your Sailing Instructions at <http://www.sfbayraces.com/IC000.php>

Note that the Sailing Instructions are DRAFT due to uncertainties created by Bay Bridge Construction - which will be resolved before the start.

Island Yacht Club presents the:

## 17th Annual Northern California Women's Sailing Seminar©

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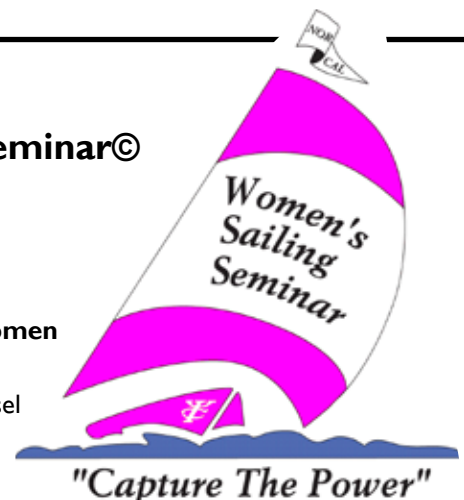
**October 10 and 11, 2009**

**2009 Seminar and Course Information - Coming Soon**

**Two full days of workshops and hands-on sailing for beginners and all women who would like to learn more about sailing from other women.**

**Examples from 2008:** Boat Speak, Knots, Sail Trim, Navigation, Intro to Racing, Diesel Care & Feeding, Anchoring, Crew Overboard, Spinnakers, Shorthanded Sailing

For information visit <http://www.iyc.org/wss.htm>



## July Membership Dinner: Blind Sailing

By Dave Bloch, Mainsheet Editor

*"The walls close in on you until they're a foot away from you. OR you get involved in something like sailing."*

That statement about losing the sense of sight came from Walt Raineri, Helmsman of *California One*, the racing boat of Marin Sailing School's Blind Sailing Program. Walt came with program founder, instructor, and tactician Al Spector and fellow team member Philip Kum to be our special dinner speakers at the IYC Clubhouse on July 25.

Along with Danette Davis, his co-instructor, Al runs the Marin Sailing School Program for the Blind as a totally hands-on experience. Guided by the textbook *Facing the Wind: A Manual for Teaching Blind and Visually Impaired Persons to Sail* and his own experience, Al has now taught about thirty students and hopes to add twelve to fifteen new ones each year. He and the other three members of the racing team are now involved in the tasks of public awareness and outreach, which is what brought them to IYC.

I have never seen our members so silent as when they were listening to Al, Walt and Phil describe the experience of learning to sail, and competing in national and international blind sailing events. They explained how a team of four (also including co-instructor Danette Davis) crews a boat in competition: the Helmsman and Crew must both be visually impaired. The tactician is sighted; s/he tells the helmsman what's going on and where s/he needs to go, but may not operate any of the equipment on the boat. (The Marin team does this even when leaving the dock.) The lookout (Danette) is out on the foredeck and is permitted to give minimal assistance (for example, clearing a stuck jib sheet). But there is no doubt: the two blind sailors are the ones sailing this race!

Walt explained how much of sailing, whether for a blind sailor or a sighted one, is actually done by feel. He can feel the angle of the wind on his face, and turning his head back and forth can narrow that angle with great accuracy. The process takes great concentration. "The one thing that I can't do, is I can't see. But you tell me where the other boat is and I'll go around it."

Does this experience go beyond sailing? Phil explained "...This experience gives someone the confidence to try something new and different."

The Marin team's first official competition was the 2008 US National Blind Sailing Championships in Newport, RI last August, and they are currently training for the 2009 Nationals coming up in just a few weeks.

In March 2009, the team participated in the World Blind Sailing Championships in New Zealand. 78 athletes in 19 teams from 10 countries competed for the coveted Squadron Cup in blind sailing's most prestigious regatta.

There was far more information presented by Al, Walt and Phil than I can include here! Get more details and follow these talented sailors at Al's blog via <http://tinyurl.com/nwnzh4> and learn much more about the sport at Blind Sailing International

<http://blindsailing.org> . 



(From left) Phil, Walt and Al from the Marin Sailing School Blind Sailing Program speak to IYC. On the screen: participants in the 2009 Blind World Sailing Championships in New Zealand.



On the water in the World Championships.



Phil, Walt, Danette and Al in New Zealand.

## Wonderful People—Great Time!

By Cindy Wagner, Membership Chair

The very fact that Ward and I made the Benicia cruise was remarkable given my dodgy back. However, I was determined to sail to Benicia for the first time and to participate in my first IYC cruise-out. Ward, of course, is an old pro at this and easily single-hands *Sugar Magnolia* so my active crewing was not essential to the success of the trip.

We had cheerfully planned to depart the dock in Ballena Bay at 8:00 Friday morning but not surprisingly finally got underway about 9:30. After all, why not have a good time while getting ready to have a good time!

It was a beautiful sail up. Just as we were wondering where our fellow IYC cruisers were, we discovered ourselves crossing jibes with Speranza, Dave and Dick Vandenberg on *Dream Catcher* near The Brothers. The rest of the trip was made in lightening winds but it allowed me a leisurely examination of Glen Cove and the Carquinez Strait.


We arrived in plenty of time to host friends from Benicia on the boat who enjoyed meeting the rest of the IYC group. The evening concluded with dinner at Benicia Yacht Club and the "Sharing of the Chalice" ceremony. In her usual wonderful volunteer spirit, Kathy Pickup participated in the ceremony twice, once with us on behalf of IYC and once on behalf of Berkeley Yacht Club.

After visiting with Angelo, Melinda and their friends, Bill and Bev Copeland, on *Ramblin Rose* and then with Kathy and Chuck on their boat in the Berkeley Yacht Club raft-up Saturday morning, David, Dick, Speranza, Dave, Ward and I walked into the charming town of Benicia where we enjoyed lunch, meandered through the town and checked out the July 4th festivities in the park. No Saturday afternoon of a sailing trip would be totally complete without a visit to the patio of a wonderful little Mexican restaurant. David, Dick, Ward and I shared a few beers and pitchers of Margaritas while swapping tales, exchanging ideas and solving the problems of the world.

One of the rabbits David Shea pulled out of his hat that weekend was sunset reservations at Captain Blyther's right on the water. We enjoyed fine dining and good companionship. The sun setting through the bridges afforded the ideal prelude to the evening's fireworks. This sense was heightened by the stroll back to the boats through the waterfront throngs.

We watched the fireworks from *Ramblin Rose* and *Sugar Magnolia* to the strains of John Philip Sousa from the boat's CD player. From this vantage point, following the Benicia fireworks we were treated to another half hour of pyrotechnics from Martinez and from Concord! A perfect Fourth of July!

Leaving the marina Sunday after various cooperative docking exercises we found shifty winds and strong currents, so each boat found her own way home by sailing and motorsailing.

A huge thanks to David Shea for putting together an unforgettable weekend! 



Saturday Night Dinner in Benicia



Watching the Benicia fireworks. (Then we all turned around and enjoyed the show from Martinez and Concord.)



Trip organizer David Shea single-hands is way back home.

## Racing Report

By John New, Racing Chair

Hi Race fans...


The first race of the **Island Nights Summer Series** was well attended. We started the Non-Spinnaker Class D boats first so they'd have a fighting chance to get to the club in time to get a beer and dinner. The only problem was the Farr 40 and J-120 hitting the start at 18:35 with some of the non-spins still trying to get to the line... maybe we should start them at 18:25 to get them a little further down the course. We also added two shorter courses to the mix for those light wind nights.

I had a scare last week after the race; couldn't find the leeward mark and thought it had drifted off or was rescued by some boater (during the race) like happened in the spring series. But there it was the next morning, waiting to be picked up. You know, it's really dark out there after the races sometimes!

David and Devon Hand are taking a vacation to Glacier Park so we'll have Glen Krawiec do the PRO duties for the next Friday race. Thank you David, Devon, Glen, Thom, Joan and everyone else who make the races possible by helping out as Race Committee. Thanks also to David Ross who puts the marks out for each race.

One of the tasks of the Race Chair is trophies and awards. For the Island Nights series we ordered pint glasses with the IYC burgee and "Island Nights" logo for the divisions winners. These were very well received at the first summer race. We plan to have the framed photo trophies for the series winners so Heather Pizaza, professional artist and framer, will be taking photos from the crash boat.

The **Silver Eagle Race** awards will be on the 29th of August during our Pig Roast event; we have also invited the Hobie fleet to join us (they are having their annual Around TI Race event that weekend). The Rear Commodore and I are working on the individual trophies and plaques for the perpetual trophy.

We continue to work on the creation of the Double Handed Lightship Perpetual Trophy. I've asked Malcolm and Helen Sowers, our club historians, to help with researching past winners of the Double Handed Lightship race to put on our new Perpetual Trophy. 



THANKS to Silver Eagle Race Committee John New, Dawn Chesney, David Hand, Kristen Soetebier, Loretta Sheridan, Devon Hand

## The Silver Eagle Race (from the Papillon)

By Drew Scott

Well, as usual the Silver Eagle was a race of ups and downs.

We were in a good place for the start, inshore of the rest of the fleet, out of the scrum and with clear air for when we tacked over to port. However, we blew our first tack and went into irons. This meant that instead of leading the first upwind leg due to being out of the current and in good air, we were just catching people and getting crunched as boats came across us on starboard. We hoped to cross in front of the *Falcon* the second time this happened, didn't make it, and tacked late enough to foul them. So we had to do a 360, which you can see on the track just past Blackaller's (there were lots of boats around prior to that, including fishing vessels all around the mark).

Downwind went pretty well, but we chose the wrong side of Alcatraz and lost a lot of time on the *Peregrine Falcon* as we had to go too deep to get to Blossom. From then on we had downwind speed issues, mostly due to the fact that I was driving the boat more like a monohull and trying to go too deep all of the time. So, you can see a big gap open up between us and the *Falcon* as we go to Petaluma. Also, we had four people on the boat, which probably hurt in the light air downwind.

But, when we were heading back upwind, those four people helped as we were able to sheet in and traveler up. Around the Sisters we were able to make some good calls on wind-versus-current and make some real time on the *Falcon* and on *Native*. We decided to go west of Red Rock in the end, and I think that that was a mistake as we did not escape the departing oil tanker like the *Azzura* and the lead Flying Tiger. We ended up parked for about 10 minutes waiting for the tanker to come out. *Native* tried to scoot across the channel and go "Oh so close!" before the wind died; they had to turn on their engine to escape. So, we had a restart with the *Falcon*.

We went above TI and they went below. We ran into some NASTY winds and chop and were completely overpowered. Our leeward shroud was slack (a BIG ACK in an F-27); our main was luffing and spray was everywhere. When we tried to ease the jib to head down to the Bay Bridge we got an override, and in fixing that tore the leach of the jib. I think that it had gotten worn during the slating in the Farallons race and was just waiting for an excuse to give way.

Once under the Bay Bridge the wind died down, we set the chute and headed straight for the mark. The beating that we took by going above TI meant that we did not have to escape the TI hole, as the *Falcon* did. So, we got a nice lead, but had a torn jib. Numerous repair attempts were made, none of which were working. We headed back upwind under just the main, and at last got some duct tape to stick (forget the fancy, expensive sail tape we had been trying). The *Falcon* overtook us, and after a little we were able to raise the jib.

The race was back on, we were slowly catching back up, and just had enough room left to catch them at the line.

*Falcon* ran a great race and is a lot faster downwind. We obviously have a lot of work to do in that department. It was too bad about *Native* having to drop out. A fun day out on the bay with all of the different types of sailing that it can dish out.



## Island Yacht Club Silver Eagle Race 7/11/09

By Dawn Chesney, Commodore

We had a terrific day as Race Committee. As usual, **Golden Gate Yacht Club** was gracious and accommodating while letting us use their race deck, flags and radio.

GGYC was hosting a wedding in the afternoon/evening so we were only able to give the traditional gun/horn sounds to the first 2 finishers (they didn't want a shotgun wedding) and we needed to be off the race deck. For the rest of the finishers, we (RC) did our best to imitate a gun (bang) and horn (sounded more like a wounded duck) over the radio. The racers seemed to enjoy the surprise finish acknowledgement.

All the boats started, all but one called in for the mandatory late afternoon check-in, and any boat that didn't finish called to let us know. Nice, no need to go home wondering if anyone was still out there.

The SIs said Race Committee would be at GGYC until 19:00, and boats finishing between 19:00 and 24:00 should take their own time. We stayed on though and did finish the last boat at 20:06. We were rewarded not only by very happy and enthusiastic Thank You's as boats finished, but also three rainbow touchdowns followed by an awesome sunset.


*Native*, a Newick 38 Tri owned by Stephen Marco, was the first to DNF at 16:00. Stephen said they were becalmed returning from the North Bay at the San Rafael Bridge when a freighter decided to leave the Bay. According to John Lymberg (*Savage Beauty*) they heard 15 blasts. Stephen had to turn his engine on to get out of the way. To make this even more difficult, Stephen came all the way from Reno, was tied for second place in the BAMA series coming into this race and was in the lead at the time this happened. OUCH!

*Crazy Rhythm*, a Santa Cruz 27 owned by John Simpson, was the next to DNF at 16:55. He was also without wind and being set into the Bay Bridge abutment, so had to start his engine to avoid the collision.

*Savage Beauty*, a Flying Tiger owned by John Lymberg, DNF'd at 17:54 while caught in their second large windhole behind Angel Island.

*Tesa*, a Catalina 42 owned by Steve Haas, was the last boat to retire (DNF) at 20:20. They were near AT&T Ballpark in a dead-calm and didn't see how they could finish the race.

The first boat to finish was *Outsider*, the Azzura 310 owned by Greg Nelsen, made even more impressive by the fact he started late. Greg got a "real" gun, and then came the hard question. "Did you radio in with your position between 16:30 & 17:00?" I asked. "No" replied Greg. This was followed by a long silence and heavy hearts. The SIs state a mandatory check-in advising the RC of the boat's position, or they are scored DNF. With such a long race around the Bay, we want to know that all boats are sailing safely after 6 hours on the water. Understandably, no one was happy about this situation.

The most exciting finish came between the F-27s *Papillon* and *Peregrine Falcon*. After more than 47 miles, they finished 14 seconds apart with a final starboard tack giving *Papillon* the win in that duel! Approaching the finish, Bill Gardner of *Peregrine Falcon* was on a port tack, *Papillon* was on starboard. Bill's crew told him he would be clear ahead and win this duel, but caution prevailed and Bill tacked to starboard, thereby assuring *Papillon* of finishing first. In hindsight Bill said he was fine with his decision, he'd rather give the win to *Papillon* than see a hole in either boat! 



Dawn Chesney, Devon and David Hand, and Loretta Sheridan prepare for the SE start



Silver Eagle Race Committee stayed way later than required, but were rewarded with rainbows and an incredible Golden Gate sunset.

### Member Advertising in the Mainsheet:

The IYC Board is discussing some policies to allow members to place free classified-style ads in *Mainsheet*. Possible requirements are that they be boating related and have a maximum size in either column inches or words. We'll also warn advertisers that, because *Mainsheet* is published to the Web, your contact information can and may be captured by search engines and other Internet-scanning robots.

Please send any comments or suggestions (but not ads yet) to the *Mainsheet* Editor, dave@virtualameda.com.

Our first trial ad (Yes, it's a real one) is below.

#### MEMBER AD:

#### Partner Wanted for Santana 525.

1/3 to 1/2 equity to share expenses.  
Call R.Vandenberg at 510-790-2145,  
Email ravandenberg1@sbcglobal.net or inquire at Island Yacht Club.

## HISTORICAL HAZE

By Helen and Malcolm Sowers

### Organization of Island Yacht Club

The Island Yacht Club was organized in February of 1970 with an initial membership of 77. In 1982, a committee consisting of Dick Heckman, Jim Hodges (past Commodores), and Rod Lorimer (Treasurer) was appointed to develop a long range plan. To help their endeavor, this committee wrote a historical perspective of Island Yacht Club, as follows:

Island Yacht Club was formed in 1970 by a group of sailors who primarily berthed their boats at Alameda Marina. The desire of the founding group was to develop a fraternity of primarily sailors (but welcoming power boats) who actively used their boats, and who found that most of the other yacht clubs in the East Bay had developed extensive shore facilities and staffs with the resultant high costs associated with such operation. They wanted a simpler operation.

It was believed that costs could be minimized by the use of volunteer labor from the membership. Only minimal shore facilities would be necessary. It would be cheaper to rent such facilities without the problems associated with buying them. The yachting milieu was different in those days. A rather messy and unfortunate incident had recently occurred over the attempt of a minority sailor to race on San Francisco Bay. His inability to do so because no club would admit him had left a bad taste in the mouths of many sailors. In addition we had seen financial crises arise in several east Bay Yacht Clubs over inability to meet the mortgage payments associated with extensive shore facilities.

Thus, the initial group felt that you would have to own a boat to join Island; would not need any sponsors; and we should rent rather than attempt to buy a club house. We were proud of the fact that in those days Island was the least expensive Club on the bay to join and whose Club membership then allowed the sailor to race in the YRA.


Another important point to recognize is that the initial group of sailors were young, with young children and therefore had modest size boats. In fact, for many of those early members, it was their first keelboat. The first Board recognized that as the members grew older, they would move on to larger boats and become interested in a yacht club with more shoreside amenities. We therefore anticipated that as the older members moved on, the beginning sailors would be attracted by our low fees. Remember, it was a different time: you could buy a used keel boat for \$1,800 to \$2,500 and with 6% interest rates and \$0.60 per foot berthing rates, the resulting low monthly payments put sailboating in the picture for many young families.

The initial Constitution reflected the desire to break away from the more traditional yacht club organization. After much discussion, it was agreed to call the executive head of the organization Commodore, rather than President. But rather than a succession of chairs, there were only

activity chairmen, e.g., Keelboat Racing Chairman, Centerboard Racing Chairman, Cruising Chairman, Junior Activities Chairman, etc. The major problem that the Club faced because of this novel leadership organization was a lack of continuity from year to year. There was, it seems, a very practical reason for the offices of Rear and Vice Commodore in a yacht club. Thus the Constitution slowly evolved to meet the needs of the Club.

John Beery was very active in the initial formation and indeed served on the first Board of Directors. Jim Rhoda was elected the first Commodore of the Club. Dick Heckman served as the Keelboat Racing Chairman. From the outset, the Club emphasized racing activities. A Friday night series was born, as well as special weekend race activities.

Cruising was recognized as an important Club activity from the outset as well. The initial idea was to provide training activities through short cruises around the Bay. As skippers and crew developed skills and the resultant confidence in their own abilities, the Cruising program final test was an October sail to Half Moon Bay and return with the MORA fleet.

One of the goals of the first Board was to achieve recognition with the YRA of San Francisco Bay. The first Board was successful in achieving that goal at the Fall meeting of the YRA delegates in 1970. In 1971 the Club began sponsorship of the MORA Drakes Bay race. Island was fast becoming known as a group of competent Bay, Ocean and long distance racers very early in its history. 



*Photos: Helen and Malcolm Sowers, taken by John New at the Ted Crum birthday party*

**Voice From the Rear**

By David Ross, Rear Commodore

“How much distance do we have to maintain to that bridge pier, dear?”

“Oh, I remember reading that we have to clear them by at least 100 yds.”

“But on the chart the piers are only 180 yds apart!”

“Prepare to jibe!”

OK, the above conversation only took place in my head, but it was inspired by recent questions brought up when preparing the Sailing Instructions for this year’s **IYC Silver Eagle** race that took place on July 11. A little background on the Silver Eagle follows at the conclusion of this segment.

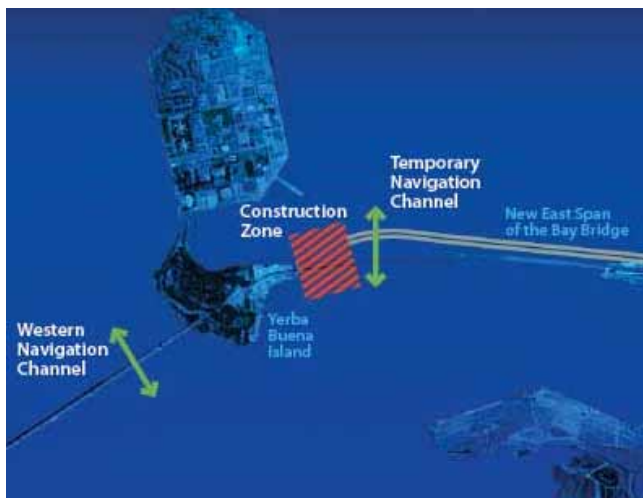


**United States Coast Guard**  
U.S. Department of Homeland Security

Turns out that just about everyone asked in my admittedly small statistical sample had a different answer to the question raised at the beginning of this article. So here’s an attempt to clear up some misconceptions about **US Coast Guard Security Zones** related to the situations we are most likely to come across as Bay sailors. All information below was collected from a USCG Press Release dated March 11, 2008 and can be read in its entirety at, <http://www.piersystem.com/go/doc/823/194812/>

**Bridges**

A 25-yard security zone is in place around all bridge abutments and piers for both the Golden Gate Bridge and the Oakland Bay Bridge.



**Airports**

These security zones, marked by buoys, encompass 200 yards around San Francisco (SFO) and Oakland (OAK) International Airports in the navigable waters of the bay.

**Coast Guard Island**

The security zone encompasses the waters surrounding the pier and extends out to the edge of the channel.



**Cruise Ships and Tank Vessels**


A 100-yard security zone is in place surrounding all cruise ships and tank vessels within the San Francisco, Monterey and Humboldt Bays. This security zone is in place both while the ship is in transit and while it is at the pier.



**Naval Vessels**

A security zone is in place around all U.S. Naval Vessels greater than 100-feet in length. This permanent protection zone extends 500-yards around all Naval Vessels and any vessels under contract with the Navy. All mariners must operate at minimum speed necessary and must stay out of the way. Military action will be taken if any mariner gets within 100 yards of any Naval Vessel.

**Silver Eagle Background**

And now, for some background on the Silver Eagle. The Silver Eagle is roughly a 48-mile course run over the central bay, San Pablo Bay, and south bay, finishing up back at the Golden Gate Yacht Club (who typically donate their fabulous race deck for this and our Double Handed Lightship offshore races). The annual race started out as a celebration of our country’s bicentennial in 1976 and was 75 miles long. Recently, the addition of a shorter course, called the Eaglet, of about 31 miles running in the central and south bays has made the event more popular with the “fashionably slower” boats who carry triple digit PHRF ratings. 

# Five Good Reasons to Join a Yacht Club

By Laird Durham, SF Boating Examiner  
Used by permission of the author.

It matters not whether your boat is a mega yacht or a canoe, you will have more fun with it if you join a yacht club. There are more than 100 yacht clubs in the San Francisco Bay and Sacramento Delta system. You surely can find one to match your interests.

Here are five reasons why joining a yacht club can enhance your boating experience, not in any order of importance. What is most important to one person may not be as important to you. But in one way or another, all five apply.

**1. It enlarges your world.** By belonging to a yacht club you gain friends and opportunities for sporting and social activities that widen and enrich your life. Though most members have boats, and some require it, is not unusual for a yacht club to have members who have no boat at all, but who like to be around people who do, for the stories they tell, and for the group activities, such as travel charters, the clubs organize. Boaters are more adventurous and intrepid than most other folks. Maybe it rubs off.

**2. Cruising.** Most yacht clubs have what they call "Cruise outs" 5 to 10 times during the year. Cruise outs are visits by a fleet of club boats to other yacht clubs in the Bay Area, a fun way to visit other sailing areas with congenial people. For every cruise "out" there is a cruise "in", when fleets of boaters from other clubs come visiting. It's a chance to swap tales with fresh ears. In addition to home water cruises, many clubs organize bare boat charter cruises for groups of members to the best cruising areas of the world: the Caribbean, the South Pacific, Mexico, and the Mediterranean. As one veteran cruise puts it, "It's a fabulous way to travel."

**3. Racing.** You must belong to a yacht club to participate in organized sailboat racing under the auspices of the Pacific Inter-Club Yacht Association. Although sailing races are the most visible racing activities on the Bay, most clubs also have power boat races such as poker runs and over-the-

bottom regattas. Some clubs have their own racing programs, perhaps on Tuesday or Friday nights, and during the winter when the PICYA season is over. One club hosted a contest using Geocaches reachable only by water. Crews are always needed, so skippers always are on the lookout for handy hands.

**4. Reciprocity.** As a member of a yacht club, you have guest privileges at all yacht clubs everywhere in the world that have reciprocity agreements with yours. That gives you friends in every port to contact for advice whenever you travel, on land or water.

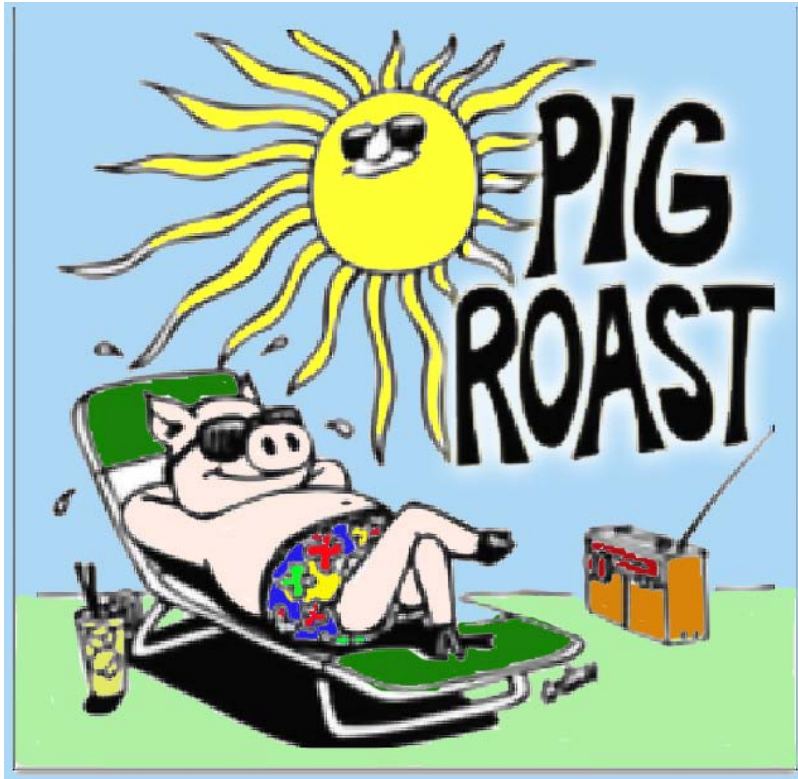
**5. Youth Programs.** Many yacht clubs have programs for young people that teach sailing and seamanship, and, through those activities, leadership. Your own kids and grandkids benefit from those programs, and so do many from disadvantaged homes who are sponsored by the clubs.

Most people have more than enough things to do. Adding the activities of a yacht club membership might seem easy to put aside under the pressures of work and family. You may consider your boat expensive enough without adding the overhead of a yacht club. Only you can decide whether a yacht club membership has enough value to justify the time and cost. For most boaters, and hopeful boaters, it does.

When you are ready, ask a friend who is a member to sponsor you. If you do not know anyone that is a member, contact the membership chair. Every club has one. Karin Knowles, Membership Chair of the Richmond Yacht Club, says that her standard response to a person who doesn't know any RYC members is to refer the prospective member to the committee that runs RYC regattas so the prospect can volunteer to provide race support. "Volunteering is a great way to make contacts and show a real interest in membership," she says.

For a list of yacht clubs in the Bay Area, visit the Yacht Club Guide at: <http://tinyurl.com/kj7o3s> . Visit my own page at <http://tinyurl.com/ddnace> .

**island yacht club Annual Pig Roast**  
will be joined by the  
Hobie Fleet, after their Annual *Around TI* Race



Join members and friends of Island Yacht Club, Saturday, August 29<sup>th</sup> for our Annual Pig Roast. Racers from the Hobie Fleet who are participating in their annual Around TI Race will gather with us for the Party.

Highlights of the Pig Roast will include: sparkling conversation with fun energized sailors, your choice of lively beverages, sumptuous appetizers, a variety of salads & side dishes, mouth-watering desserts and PIG (yes, the whole pig on a spit for 18 hours!)

The Details: Saturday, August 29<sup>th</sup>, appetizers 18:00, dinner 19:00  
Island Yacht Club  
1853 Clement, Building 14  
Alameda Marina

Reservations required by Monday, August 24<sup>th</sup>; email [IslandYCEvents@yahoo.com](mailto:IslandYCEvents@yahoo.com) or call Vice Commodore Dick Vandenberg 510-790-2145