



Sierra Point Yacht Club



**Weekly
Summer
Sailing
Races**

**Club
Social
Events**

**Cruise outs
& Cruise ins**

**Monthly
Dinners**

**Club Managed
by Volunteers**



Website: www.sierrapointyc.org

January 2018 Edition

Table of Contents

1. Editor's Update
2. Commodores Commentary for October
3. Club General Update
4. Events Calendar
5. Cruise-Outs/Ins Update
6. Racing Update for July
7. Bulletin Board
8. Tech Tips/Items for Sale
9. Building the Spritsail Skiff - Chapter 5 and 6 - Lawrence Ives

1. Editor's Update

I am late with this month's edition because I am one of those unfortunate buggers who was struck down with the dreaded Flu (possibly the Australian strain - those bloody Aussies, should stick to Bondi beach. I am now only just back up on my feet and starting to get back to normal. I hope everyone had a great Christmas and new year celebrations - a group of SPYC party animals certainly did down in the wild town of Hollister. Anissa and Craig, Irene and Ted, and yours truly enjoyed the great hospitality of Ted and Irene and saw the new year in at the leal winery dinner and dance - a great time was had by all...well of what we could remember of it the next morning.



Anissa's eyes have LED features

I returned from the UK on December 29th after spending 3 weeks in the UK - Isle of wight, working on my house there, but most importantly to launch my trusty scow Chuffles after some wood Renovation work at my friend Lionel's classic boat workshop. The Scow is a small dingy class of sailing boat that is very popular in sailing clubs in the southern parts of the UK and especially so on the Isle of wight. Most sailing clubs have a fleet of scows that regularly race and our club - The Brading Haven Yacht Club (BHYC) is no exception. For the first time ever I entered Chuffles in the handicap 'Frostbite winter racing series'. Now it is not very warm in the UK at this time of the year and so multiple layers of seafaring clothes were required to avoid the sensitive bits from freezing up, and the thought of a capsized into the UK winter waters did not bear thinking about.



Anyone wanna buy some land?

Well, I started last across the line - there is a lot of skill required to maneuver a small sail boat amongst a fleet to be the first over the line during a 5 minute start sequence, a club talk or discussion on that one maybe a good discussion topic. Anyhow it was a good race and I finished somewhere in the middle of a fleet of 15 boats.



Ok, on to the rest of this edition. Not much to report, and PLEASE submit articles for the newsletter as well as BOD general updates to the club members, otherwise it may not be worthwhile me continuing to be editor as it is getting quite frustrating. I commend Lawrence for his enthusiasm for submitting his wonderful account of the building of his skiff and welcome Chapter's 5 and 6 in this edition. I wish more members had this enthusiasm for writing articles for Spyglass.

2. Commodore's Commentary for October

I hope that everyone's holiday season was pleasant and productive, and, I wish you all a happy and successful New Year.

It is definitely the winter sailing / boating season. Light winds, calm water, maybe a bit chilly – but we all have our summer-in-San-Francisco layers so it can actually be quite enjoyable. We took a group of six out a few days after Christmas and had a great time: it was so quiet the loudest noise was the water splashing along our hull. Go boating!

The bar reconstruction project has been delayed a few weeks, now to begin at the end of February and be complete in April. This means that there will be a club monthly dinner in February but we will cancel the March dinner. If you are planning to schedule a private party or other reserved use of the Club let us know so we can work with you on the exact dates.

Quincy Bragg
commodore@sierrapointyc.org

3. Club General Update

No updates have been reported to me for the December edition from neither members nor the board.

4. Events Calendar

Monthly Dinner

This month's dinner is an exciting CHILI COOK OFF. All entrants will receive a commemorative apron as well as getting their dinner for free. Make sure you enter the competition by emailing ASarahFitz@gmail.com. Each person at the dinner will taste and vote on the offerings.

Please put this on your New Year resolution list. If you are coming to the dinner, please remember to register before hand, as early as possible. We will charge a \$5 surcharge for walk ins. It makes my job considerably less stressful, and decreases waste of resources for your club.



January 20th
Appetizers : 6 pm : Dinner : 7 pm : Music : 8 pm

Chefs : Kathy McCormac
and Terry O'Connell

Menu
appetizers
chili
salad
corn bread
Dessert

CHILI COOK OFF

To enter the competition
email Sarah : ASarahFitz@gmail.com
your meal will be free and you will receive a
commemorative apron
Prepare your best chili recipe, a pot about the
size you would bring to potluck.
Those present will taste and vote on the
fabulous concoctions
Many prizes will be awarded.

**Music by Jim Lawrie
and the Roadrunners**

Cost : Adult - \$20 : Child - \$12
(12 and under) \$5 surcharge for walk-ins

Please register before noon on the day of the event. You may register on the website
(<http://www.SierraPointe.org/calendar>) and clicking on the event, by sending an email
(ASarahFitz@gmail.com), or a telephone message (415 412 7510). Please get the info to me
somehow. There will be a \$5 surcharge each if you are not registered

BREAKFAST AT SPYC

Sunday brunch is now on the winter schedule, which is the first Sunday of each month until May 2018 when it will revert to a summer weekly Sunday schedule.
from 9 to 11 a.m.

Brunch is from 9am to 11am and is the best deal in town: Eggs, sausage, bacon, vegetables, fruit and waffles with choice of coffee or tea.

All are welcome - members \$7, and guests \$10

Jim and Terry are still looking for volunteers for the Sunday breakfast program: folks to take responsibility for one of the Sunday breakfasts for the foreseeable future. Jim and Terry will take responsibility for ensuring you have the basic grocery supplies you need, as well as coordinating bar staff via Patrick, and set-up/clean-up support via Diane. Please contact Jim at: jklawrie@att.net or Terry at: mountainterry@yahoo.com

5. Cruise-Outs/Ins Update

No new updates for this month, but I will be working with our energetic Fleet Captain on some exciting new cruise out activities for next year....how about a few days on the Delta? It is warm and we can swim and have a water volley ball contest...just seeding some ideas.

2018 program to be developed and to be posted in Spyglass as soon as available.

For information on our cruising calendar please go to our web site cruising section on www.sierrapointyc.org/cruising where you can find detailed info and sign up procedures. You can also contact our Fleet Captain Kathy Stern on: fleet_captain@sierrapointyc.org

Happy Cruising!
Kathy Stern, Fleet Captain

6. Racing Update

Tis the winter break
Quincy Bragg
racing@sierrapointyc.org

7. Bulletin Board

No input for this month

8. Tech Tips. Items for Sale

No input received for this month's edition

9. Building the Sprintsail Skiff - Chapter 5 and 6

Sprintsail Skiff Chapter 5

SPLASH! We dropped the boat into the water the day after Thanksgiving. It's still not totally finished, but I needed to get it off my deck and onto a trailer. Consequently, we also purchased a trailer using Craig's List. The trailer is a little bit overkill (designed for a bigger boat), but it works very well for the skiff. I only needed to adjust the middle roller and the pads that support the hull.

We live on Mariner's Lagoon, and the water level was dropped one foot on November 1st and will drop again on December 1st. After the second level drop, my dock is so slanted that likely wouldn't be able to launch the boat...at least without damage. If I couldn't get the boat launched, I'd have to wait until the water level comes up again in April. Consequently, I focused on getting it in the water, which meant sealing everything and getting at least a primer coat of paint on everything. I successfully accomplished the second task, but slightly missed the mark on getting the boat totally sealed. After we dropped it into the lagoon, water began leaking into the boat through several gaps in the caulk around the centerboard box. Fortunately, a little plumber's putty was sufficient to slow the leak, so we could tow it the 200-300 yards to the boat ramp.



Getting the boat in the water was easier than I anticipated. I have these wheeled carts I use to move and launch my laser and row boat. I used my lifting straps to raise the boat, placed the cart underneath, then lowered the boat onto it. I could then roll the boat around the deck and dock. As you can see from the second photo, there's a trailer roller mounted on the edge of the dock. I place the boat's keel in the roller, then push the boat off the cart and into the water.



I still need to finish sealing and painting the boat, but I'm now focusing on finishing the spars. After discussing the sails with Joe at Leading Edge, we decided it would be better to finish the spars before cutting the sails. I'll take the spars to his loft, so we can lay them out on his floor. Then we can be sure the sails are cut at the appropriate angles. I'm making the spars from red cedar planks that I'm laminating with epoxy.

Once I finish the spars and get Joe started on the sails, I'll get back to work on the boat. I need to do a little more sanding, then paint the inside and outer sides of the hull. Marie and I added a second coat of bottom paint before launching, so that's totally done. Once the hull is all finished and painted, I'll start on the centerboard, rudder, and tiller. I also need to make a cover. By the way, I received the title to the boat today from the DMV. I'll need to engrave the hull number somewhere. Now I have to pay for the registration each year.



Spritsail Skiff Chapter 6

Even though the boat was seaworthy (more or less), there were still a number of things to complete. Most important, of course, was sealing all the leaks discovered when the boat hit the water in November. This was much easier to do now that the boat was on the trailer. I partially filled the boat with water, then crawled under the trailer to locate the leaks, and they were all around the centerboard box. From underneath, it was pretty easy to see gaps in the caulking and seal them up. It took a couple of iterations to get them all, but the boat is pretty well sealed now.

The rest of the work centered on the “accessories,” primarily the fairleads and cleats. These were made and shaped from Alaskan cedar and screwed and epoxied along the rails. I also completed the hatch for the back deck. The interior of the boat is finished now, except for the final painting. This has been delayed by the cold weather, and now rain is moving in.

I actually spent most of my time working on the spars. I started with laminated lengths of red cedar cut into rectangular cross section. I had to laminate three lengths of cedar to get sufficient thickness for the mast and two lengths for the top mast and sprit. The topsail boom was made from a single length of cedar.

This took a while. First I planed the spars into more or less octagonal shapes using my electric hand planer. Then I moved to my electric belt sander with a very course (40) grit paper to remove most of the remainder of the wood to get the spars round and to the correct diameter all along the lengths. These dimensions are all specified in the drawings. Once I got these as close as I could, I used the belt sander with a 120 grit paper to smooth the surface and get a nice finish. This was followed by hand sanding with a sanding block and squares of sandpaper to finish everything off. Remarkably, the spars are pretty uniformly round and straight. I'm pretty pleased with how they turned out.

The final step was adding the finish, which was Epifanes high gloss clear varnish. I was astounded at how the wood color jumped out as the finish was applied. This was really magical.



If you look at the second photo, you can compare the color of the wood block in the lower left with the color of the spars. The change is quite dramatic.

The final photo shows the mast mounted in the boat before I applied the finish. It took a few iterations to get the fit correct, but it fits well and is actually vertical in the boat. This is important, since the mast is self supporting without stays or shrouds.

I'll be taking the spars to Joe at Leading Edge Sails so he can match the sails to the spars. I'm hoping he can have these finished in the next few weeks, though it's not actually a good season for sailing.

I'm now working on the centerboard, rudder and tiller. The centerboard is made from sections of 1 inch thick fir epoxied together with stainless steel rods across the joints. These are called "drifts" and provide added strength. This is new to me, but is specified in the drawing and was fairly easy to implement. I'm hoping to have the boat completely finished by the end of January, including the final coats of paint, name, and numbers. I'm not sure what I'm going to do next. This project has kept be busy nights and weekends since last April. I guess I'll have to get back to our cutter at the marina. I've really neglected it while working on the skiff. Hopefully we can spend more time on the water this summer. We now have more options for boats.

Lawrence Ives

From the Editor: She is looking superb Lawrence. It is fantastic to think there is still enthusiasm for small classic wood built boats today. I treasure my two - Chuffles the scow, and Frolic the swan.

