



Sierra Point Yacht Club



Spyglass Newsletter

**Weekly
Summer
Sailing
Races**

**Club
Social
Events**

**Cruise outs
& Cruise ins**

**Monthly
Dinners**

**Club Managed
by Volunteers**



August 2018 Edition

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1. Editor's Update

I am back in the US and looks like I missed the height of the heat wave that is ravaging Europe. And, so sad to see the fires that are also decimating large tracts of northern California...perhaps we should have a fund raising event at the club to help those who have lost their houses and belongings. Latest I hear is that over 1,000 houses have been burnt to the ground...terrible.

First order of business on my return was to get my good ship Haven in shape for our cruise out to South Beach Marina (good article on the cruise out by our fleet maiden in the cruise out section). It is a tough job managing our cruise out schedule (almost as tough as being Spyglass editor). So, I encourage our yacht owners and other members to support kathy more to make our future cruise outs successful. Please sign up early and try to avoid cancellations as this makes it harder for Kathy to manage.

There is a very good article in this edition by Allen Edwards (sorry I did not publish earlier Allen) regarding mold on boats and ways to fix and prevent.

And our dear Katie writes about her experiences last beer can racing season... we must get her out sailing again soon when the cold winds have abated and a gin and tonic can be held without spilling due to 'tiltin'.

The Spyglass editor is hankering after a bigger boat with more 'home comforts' now that he has turned 70 (gulp), and have been looking at Catalina 350 and 387 models. Haven has been my pal for 30 years now and so not sure whether to keep her or sell her to someone who can take care of her - I am torn over this.

I am still asking for members to submit articles to make Spyglass successful and starting to receive more input. I do need our members to try to submit input to my email address before the beginning of each Spyglass publishing month, wether it is articles, tech tips, boating items for sale - send em in.

The Spyglass editor.

nigelbaker10@yahoo.com



2. Commodore's Commentary for August

The Club will be open with food and children's activities for the Brisbane Kite Festival on Saturday August 5th. Hours are 11:00 a.m. to 5:00 p.m. The City will have free kites if you don't have one to bring.

There will be a maintenance work day on Saturday August 11th. Please sign up or contact Ed Wilkinson to see how you can help. If you miss this one I'm sure there will be another soon.

Check the Club calendar – in August we have the last four Beer Can races of the season and Sunday breakfasts, among other things. And of course, going out in your boat to escape the tedium of being on land.

Quincy Bragg

commodore@sierrapointyc.org

3. Club General Updates

no club general updates for this month

4. Events Calendar

Monthly Dinner - July 21st

Dinner this month will be a week later than usual on August 25th as the Star City Festival will be occupying many of members on the 18th. Patrice and Lou are cooking a wonderful Italian feast while a mandolin and guitar duo serenade us.

To avoid possible embarrassment, I would like to remind everybody that our liquor license does not permit that members bring their own booze to drink at the club. If you are having a cocktail on your boat prior to coming to dinner,



August 25th
Appetizers : 6 pm : Dinner : 7 pm

**ROMANTIC ITALIAN
EVENING**
WITH
MANDOLIN &
GUITAR DUO

Chefs : Patrice and
Lou Haggerty

Menu
appetizers

Beef Lasagna
Vegetable Lasagne
Caesar Salad
Garlic Bread

Tiramisu

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

please drink up before you join us. The only exception is a bottle of wine, for which you should pay \$5 corkage at the bar.

Don't forget registration is required by midnight on Wednesday before the dinner to ensure a booking within our seating limits. After that please call or email me to check if there is space.

There will be a \$5 late registration fee

Sarah FitzGerald
Event Panjandrum
ASarahFitz@gmail.com
415 412 7510

BREAKFAST AT SPYC -bi weekly

Breakfasts at SPYC are on the summer schedule and are held on the first and third Sunday of each month. Prices are \$9.00 for members and \$12.00 for guests.

Quincy has initiated a \$9.00 dollar race day dinner coupon where you buy 9 coupons and get the 10th free. Since the breakfasts now are priced at \$9.00, the coupons will be honored for breakfast payments.

Jim is constantly on the lookout for volunteers for the Sunday breakfast program: folks to take responsibility for one of the Sunday breakfasts for the foreseeable future. Jim 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

BEST BREAKFAST IN TOWN SIERRA POINT YACHT CLUB

1st and 3rd Sunday
May through September
SPYC will serve breakfast
from 9am to 11am
Varied menu: Specials
bar



Members \$9
Non Members \$12
no registration required
pay at the bar

5. Cruise-Outs/Ins Update

Following an unusually long lull in cruising activity due, in part, to your fleet captain's overbooked travel schedule this season, "Sea Fever" set out for South Beach Harbor on July 27th. Along with Cap'n Jack and me came your devoted editor Nigel Baker on "Haven", his cozy and reliable Bristol 32. At South Beach we were greeted at the A dock by the Gallighers, Russells and Ewings who were all settled in and enjoying the beautiful afternoon sunshine.

As happens more often than not, at this time of year, around 5:00 the sun gave way to fog and clouds, and gale-force winds (it seemed) brought on a terrible chill for the rest of the evening. But undaunted, we hardy cruisers pulled together a happy hour hosted by the Ewings on "Everything Good" followed by a pot luck on the Russell's Ranger Tug, "Grey Pelican". Patrick and Nancy Lydon, who berth on B dock at South Beach joined in along with Kathy McCormac, Pat Crowe, and Terry O'Connell who arrived by land. The ever-thoughtful Shirley Russell pulled out a delicious cake and I was treated to a beautiful rendition of "Happy Birthday To You" by the group in honor of my July 23rd Big Day. Thank you, Shirley & Jay, for always adding that special something and for so generously hosting many of our cruise out gatherings. After things had all but died down, we were perked up by the arrival of Jim Lawrie and his boys who had braved the night winds and swells for an arduous trip up the Bay after a full day of work. There was plenty of food left to restore their strength and they were then able to unwind and enjoy a few beers on Lobo del Mar until the wee hours of the morning.

On Saturday we took the unusual step of signing up for a catered sit-down dinner in the South Beach Yacht Club and all 17 diners were impressed with the quality of the food served in an atmosphere that could not be beaten. It proved to be an opportunity for some of us to invite a few "City" friends to join us for this fun event.



Dinner on Saturday night at SBYC, a very good dinner it was too



The other group table at the club

The next official cruise will be Sausalito, Sept 21st to 23rd. There's still room to sign on but space is limited this year so don't hesitate too long.

The final cruise will be to St. Francis Yacht Club November 2nd to 4th. Watch your Inbox for more on both of these events. Labor Day weekend offers two adventuresome options for you to participate in on your own: Half Moon Bay (go to <http://www.hmbyc.org/events/6270-2> for details) or join the crew members from Sausalito-based Bounty to cruise up The Delta Sept 4th to 12th. If you're interested in the Delta please contact me for more details.

I invite our newer members to join the cruise-out craze. If you enjoy spending time on your boat and visiting some of the many beautiful yacht clubs around the bay contact me to learn more and to share your experience and knowledge. I hope you'll also consider volunteering to work on planning and organizing one or two yourself!

Join the Fun!

Kathy Stern, Fleet Captain



Well! it was thirsty work. Captain Jack and editor imbibing.

Watch for details via email on the festivities at HALF MOON BAY over Labor Day weekend; or go on their website: <https://halfmoonbayyachtclub.wildapricot.org/event-2774571>

Dates for the DELTA cruise, joining with the Bounty crew from Sausalito, are now Sept 3rd to 11th. Sadly, Jack and I can't make it for these extended dates but, anyone interested should contact me and I'll put you in touch with their coordinator, Dan Adamis, so you can navigate the tricky course with them if you would like.

Schoonmakers in SAUSALITO is confirmed for Sept 21st to 23rd but space is limited. See the website for updates and to sign up if you want to go.

St. FRANCIS YC is confirmed for Nov 2nd to 4th.

Watch your emails and the SPYC webpage and cruise out calendar for changes or additions. Please sign up for any cruise outs you want to join as soon as possible after checking your calendar for prior commitments.

If you have a connection or contact at another interesting yacht club in the Bay and want to volunteer to coordinate a cruise out please let me know and I'll guide you through the process.

**VOLUNTEERS ARE NEEDED AND WELCOME IN ANY AND ALL FUNCTION OF OUR YACHT CLUB SO PLEASE CONSIDER STEPPING UP. USE YOUR SKILLS AND YOUR CONTACTS, AND HELP SPYC BE THE VIBRANT AND RELEVANT BOATING CLUB IT'S MEANT TO BE!
JOIN THE FUN!**

Sept 3rd to 8th We are planning to join some of the Sausalito-based Bounty crew for this longer cruise out up into THE DELTA.

Nigel Baker, who crews on Bounty is coordinating with them on our behalf. The return date is flexible and further details will be posted as we have them but reserve the dates if you're interested. There won't be a formal cruise-out to Half Moon Bay this Labor Day weekend but usually a group finds their way there so ask around if you want to go. So take your pick for an early September adventure!

Update on this potential cruise out from the editor:

Dan Adamis, one of the bounty crew is managing the Delta cruise out and he is delighted to have us join the fleet heading up to the Delta. I will be providing more information in due course.

Sept 21st – 23rd SCHOONMAKERS IN SAUSALITO!

Sign up for our annual trek to beautiful Sausalito. Always a favorite, we backed out last year when the Santa Rosa fire and winds made it unhealthy to be there. Sign up early for this one to insure a space with the group on the guest dock. Always accommodating, Bill and Mike will find a spot for everyone, but you may be away from the spontaneous happenings with the rest of the group. For this cruise Jack and I will collect your payments in advance and hand you your keys when you arrive. We will be the "point people" with the harbormaster. For more information about Schoonmakers go to: <http://www.schoonmakermarina.com/> and for goings-on in Sausalito that weekend here's one of several sites to check out: <https://www.oursausalito.com/calendar-of-events.html> .

Nov 2nd - 4th St Francis Yacht Club

This cruise out to St Francis is probably one of the best as we are right in the heart of the marina district. We are booked now for these dates so please book

early to ensure a space. The Friday evening buffet at the St Francis Yacht Club is not to be missed. More to come on this one

There's more to come so check the SPYC website regularly; bring me all of our constructive suggestions, and VOLUNTEER to help with cruise-outs and any other club activities that appeal to you. The more you participate the more fun you'll have and solid friendships will result. If you're shy you can quietly approach any board member with your offer to volunteer and we'll hopefully steer you in the right direction

Kathy Stern, Fleet Captain
Fleet_captain@sierrapointyc.org

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

6. Beer Can Racing Update

Only four (4) more races left this season but it's not too late to give our Beer Can Races a try. We've had pretty good conditions this year, perhaps a little more wind than last but nothing our Bay sailors haven't been able to handle. And they always come in for dinner after the race smiling. We must be doing something right!



Mark your calendars for Saturday September 15th when we have our Racing Awards dinner. Good food and good fun for all.

I want to thank all the volunteers who have made the race season work so well this year: Dylan, Sarah, Terry, Michele, Kathy, Martin, Tom, Melissa (and all her bartenders), and Renee (and all her chefs). Thank you all for the work you have put in!

We are now posting the results of races online. They can be found on the Latest News Page – click Racing then Latest News. Usually we'll have it the day after the race although sometimes it may not be up until Thursday. We always need bartenders. If you would like to volunteer for the bar contact Melissa Vivas at: rear_commodore@sierrapointyc.org

If you would like to help in the galley with the dinners contact Renee Olson Hartig - svtekin@gmail.com

If you would like to be a bartender contact Melissa Vivas - melissamvivas@gmail.com.

If you would like to help with the race committee contact me.
Quincy Bragg
racing@sierrapointyc.org

7. Bulletin Board

Please read this important club notice:

It is Club policy that during a scheduled official SPYC event, the galley, the bar and the grills shall not be shared with walk-ins, whether members or not, nor shall members be permitted to have separate events in the Club at these times

MAINTENANCE DAY AT THE CLUB

Club maintenance doesn't just happen. It takes volunteers to maintain what other members have already built. Come volunteer to keep the club looking good!!! Food and drinks will be provided for your time. Tools and personal protection will be provided.



SPYC Clubhouse Maintenance Day

Interior/exterior club maintenance.

Interior - kitchen, bathrooms, bar and deck.

Exterior - weed whacking, hedge trimming, pruning and raking.

FOOD and DRINKS will be served.

Date: 08/11/2018 (Sat.)

Time: 9:00am - 1:00pm PDT

Location: Sierra Point Yacht Club

Please click the link below to sign up, so we have a count of people coming.

<https://www.signupgenius.com/go/60B054BAEAE2FA3FA7-spyc1>

SIERRA POINT WEB PAGE CHANGES

When you visit the Sierra Point Yacht Club website there will be a slight change to the URL that you see in your browser's address bar. When you visit our website using WWW.SIERRAPOINTYC.ORG you will notice that the address changes to SPYC.CLUBEXPRESS.COM and from unsecure http:// to https:// secure. This provides a secure connection whether you are a logged in member or just visiting. This has always been the case for members logging in, but now is the case for visitors.

This is just informational for the sharp-eyed; there is nothing you need to change. Feel free to contact me if you have any questions.

Regards,

Frank Gurnee

webmaster@sierrapointyc.org

8. Tech Tips. Items for Sale

Hmmm! Perhaps keeping an umbrella onboard as part of your maintenance 'toolkit' maybe a brolly good idea as this use of an umbrella for maintenance activity shows. Submitted by:

Diane Hayford - skylinedesignstudio.net



9. Controlling mold growth on your boat

A few years ago I ran a series of experiments to find a way to control the mold on Papoose, my 36 foot wood sloop. The mold was so bad it was literally eating the hats I hung up below. When I opened hatches, water would be dripping from the cover. The boat was wet. Below is the shortened version of what I found. The longer version is on my website:

<http://L-36.com/humidity.php>

First thing was to get rid of the mold. I literally brought a hose below and hosed off everything, and I mean everything. Then I donned a gas mask and sprayed a diluted bleach solution on all the hull surfaces, then washed that down. That got rid of the mold on the hull. Next was figuring out how to keep it gone.

Probably the worst thing you can do is seal the boat up and heat the air, which I tried as one of my experiments and what some people apparently are doing

according to Dave. Hot air holds more moisture than cold air and mold loves hot air. There is a theory of sealed spaces that says basically they will suck moisture out of the outside air until the inside air is at 100% humidity unless they are hermetically sealed, which is impossible on a boat. I can't explain that theory but basically it leads to two solutions to keeping moisture out of the boat.

The most effective thing you can do is seal the boat up and run a dehumidifier. That will remove the moisture from the air and with a hose to the sink, get it out of the boat. That is not what I did. This is probably the only solution if you live in somewhere like Florida where it is hot and humid but we don't.

The next best thing you can do is keep the moisture in the boat air no higher than it is outside and keep moisture from condensing on the cold hull. You do this by ventilating the boat. Open hatches an inch, open cabinets, run solar fans, just basically allow air to flow inside the boat. In addition, you need to keep air circulating in the boat so that it will not condense. An effective way to do that is with a Caframo Stor-Dry. It has a 75 watt heater and a fan. It is not trying to heat your boat but rather to create convection currents that move the air around so you don't get condensation on the cold hull.

It was almost 8 years ago since I did my experiments and I am pleased with the results. My electric bill runs around \$1 a month and the Stor-Dry is running all the time as is a battery charger.

Here is a link to a Stor-Dry on Amazon. It should cost \$60-65:

<https://amzn.to/2JnFKqR>

Home dehumidifiers cost about \$200 but I don't personally feel comfortable running a home product on a boat and marine grade ones are more than twice the price.

Allen Edwards
L-36 #5

Note from the editor: Allen has a very detailed and technical overview of boat mold growth, measurement and repair/prevention on his website link above.

10. Learning How to Sail: A New Vocabulary of Its Own

Learning how to sail is a process.

It is not something that happens overnight, but rather is learned by immersing oneself... hopefully in the process, not in the water! It is not learned solely by reading a book or manual, but rather by doing: applying what one reads in those manuals, as well as listening to the sound advice from fellow sailors, and going through the motions time and time again until it finally just clicks and becomes something of intuition rather than of thought.

For some it is easier to pick up than for others. I am one of the others.

For me the word “sailing” soon became synonymous with words like freaking out, panic, and “tilting”. Whether I was to have a positive sailing experience simply depended on whether the boat I was on “tilted” while we were out, as well as how much it tilted. (Of course I would later learn that the correct sailing term for this “tilting” is “heeling”... Though in my brain it was “keeling” since the boat TILTS on its KEEL! But of course nothing about sailing is what I would call logical.)

Before I ever set foot on the deck of a sailboat, I used to picture only one thing in regards to sailing, which is the more pleasant phrase “smooth sailing”. Since I had never sailed before, I couldn’t fathom that there was any other kind of sailing! Then in about 2014, I stepped foot on a harmless little 14’ Vagabond with brilliant rainbow colored sails and took her out in the waters of Marina del Rey, CA. And this is where I very quickly learned the ominously accurate term “BOOM”... which was the sound the boom made when it whacked me on my head... three times.

Of course learning to sail in Marina del Rey is equivalent to the bunny slopes of skiing, while learning how to sail in the San Francisco Bay would be the black diamond slopes. Learning in the San Francisco Bay is a whole different beast of its own. Very fortunately for me, I met a quiet & kind-natured man named Tom Munroe at the yacht club. I remember it well, he was standing at the bar at SPYC and somehow we got chatting - small-talk stuff that people gab about at yacht clubs, namely boats and sailing. This somewhat mundane conversation somehow turned into me inviting myself to crew with this man (whom I had only just met) for the 2017 Beer Can Races.

At first, I was certain that he thought I was completely out of my gourd. I obviously knew nothing of sailing and what right would I have inviting myself onto his boat to LEARN how to sail during these friendly but competitive races! It would obviously not only take the competition out of it for him and his crew, but perhaps also the fun (which was the true point of these races). Nonetheless,

perhaps so as not to offend me, Tom generously said he would think about it. We exchanged phone numbers, and to be quite honest, I totally forgot about my self-invitation altogether.

Well of course, not too long after this exchange I got a voicemail from some man named Tom, whom I couldn't even remember where I had met! :-D

I figured he was one of the pilots I had recently flown with who also has a boat, and so I ignored the phone call and didn't call back! (What kind of flight attendant would I be if I was hanging out with pilots?!) (*from the editor: Cough*). Then this poor Tom guy called me again. "Oh boy", I thought to myself, "this pilot guy is persistent. If I don't call him back, he might get offended, and what if I fly with him again?! That could be trouble." So I finally returned the call, and within a few moments I realized that Tom was not a pesty pilot, but rather the sweet man whom I had invited myself to crew with. He basically said he had thought about it, and would like me to come out and crew with him (in spite of my complete and utter lack of experience). "Poor Tom", I thought to myself, "he really doesn't know what he is getting himself into!" But then again, neither did I. So, in that sense we were in the same boat. And very soon, we would be in fact in the same boat, by the name of Duncan III.

The first race I went out on with Tom was a combination of awe, shock and panic! First off, I didn't know how long the races were going to be. I thought it would be a relatively quick and painless start-to-finish "100 meter dash" kind of deal. Not a "go out, swirl around to get ready, then anxiously wait for the start along with all of the other boats at the exact same location, get beat up by the howling winds, then a somewhat smooth stretch, then turn around only to get beat up all over again by the same howling winds, then, it's over and you have no idea who the winner might be because there is this thing called "handicap" which means you have to wait until a few hours later when the racing committee has done all of their mathematical cal..... Bla bla bla. I think you get the point! I must say (and all of the poor witnesses and friends at the club can confirm), pretty much every race I did with Tom went for me more or less the exact same way. Not at all due to anything Tom or his crew did, they were absolutely fantastic! But because of mother nature, the inevitable tiltin.... er, keeling of the boat, and just my own panic I put myself through.

Fast forward to 2018. Here we are now half way through the 2018 Beer Can Races and I have not stepped foot anywhere near a boat unless it is securely tied up to the dock and has a bed for me to sleep in! I admit I learned a whole lot last season, thanks to the ever-sweet and patient Tom Monroe. I learned a lot more about sailing than just what a "boom" is (and sounds like when cracking my skull). I also learned a whole lot about myself as well, my abilities, my fears,

my limitations. I am well aware that I have a very long way to go before I could ever fathom single-handing a boat on my own, or at the very least help crew a boat without screaming obscenities every five seconds. And looking back, I've come to realize that my idea of "smooth sailing" was perhaps what more experienced sailors would call "drifting"! Boy, I was off.

11. History of British Hovercraft - part 3

I will keep this update short this month as we have a pretty full Spyglass this month and I am not sure how many good folks will get to this last section

As described in part 2, the UK government funded a prototype hovercraft design designated the SR-N1 (Saunders Roe Nautical 1).s engine The main purpose was to develop the design and improve all characteristics of hover, control, and speed over land but mainly water. The military were especially interested in the hovercraft capabilities for sea to land military transport operations (note: the US military today have developed their versions that are used for such operations as shore landings - and very successful too).

The first version of the SR-N1 was mainly to test hover, speed and control with a design that incorporated a downdraft fan powered by a rotary gas (petrol) engine, the air being forced into a plenum chamber that provided lift air for the craft. Air was also bled off into ducts to provide forward and reverse thrust. Direction was controlled by a series of rudders. The mark 1 and 2 versions were 'skirtless' as the skirt design was just being developed and tested in the labs. The mark 1 and mark 2 versions achieved over 50 knots over calm waters and could clear 1 foot obstacles over



The mark one version undergoing hover trials on the slipway. Chief test pilot Peter lamb at the controls - I have crewed with him on other craft when working

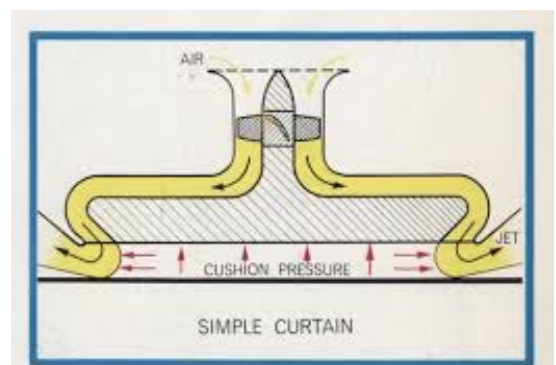


Fig. 2. Cross-section through diagrammatic craft showing air-flow.

The plenum circular air cushion design of the SR-N1

land. When the updated mark 3 was tested with a skirt, it was found that speed and control was dramatically improved and larger obstacles - up to 3 feet, could be cleared.

While these tests were ongoing with the SR-N1. The design team were turning their attention to the next design level and so the magnificent SR-N2 design was born. This craft was revolutionary for it's day. Saunders Roe was principally an aircraft design company and so advanced aircraft design ideas were incorporated into the SR-N2 for lightness and speed. This craft would be powered by gas turbines with swiveling control pylons holding variable pitch propellers. The gas turbines would link to a gearbox that would both drive the propellers and the lift fans. This principle design would apply to all future hovercraft designs and into the biggest commercial hovercraft every built - the SR-N4.

In the next installment I will talk more on the engineering design of the SR-N2, and then some details on the SR-N3, the SR-N5 and 6 and then the SR-N



The SR-N2 at speed, achieving 80 knots on calm waters and holding 75 passengers



The SR-N2 disgorging passengers during summer passenger trial operations between the Isle of Wight and the English mainland

That's all for this month dear readers.
The Editor
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