



Sierra Point Yacht Club



Spyglass Newsletter

**Weekly
Summer
Sailing
Races**

**Club
Social
Events**

**Cruise outs
& Cruise ins**

**Monthly
Dinners**

**Club Managed
by Volunteers**



July 2019 Edition

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1. Editor's Update

Well readers, I am on my travels again...this time back in one of my favorite countries - Singapore, to visit friends, lose weight (thanks to the humidity) and get fit. I really enjoy bicycling in Singapore on the special PCN (Park Connector Network) of parks and cycle paths. The ultimate goal of PCN is to link all of the parks and districts together to enable cyclists to explore the Island by bike and ultimately to cycle around the perimeter of the Island. I particularly enjoy cycling from the city business district all of the way along the coast park called East Coast Park to Changi Village and back - almost 59kms. In typical Singapore fashion, you are never far away from an eatery or liquid refreshments while on a ride and so stops are frequent - yes you can even enjoy a cool brewski at most of the stops, but for me a fresh coconut with the top hacked off to expose the delicious coconut water and meat is the best on a hot ride.



In this and future editions we will be honoring our wonderful volunteers who have done a terrific job in supporting club activities. We constantly need volunteers to step up and help run the club and I believe it is a duty for members to volunteer so come on members please get involved.

Quincy has included another article installment on his and Sarah's sailing adventures. And, don't forget - we have the Marina Kite festival this month.

As for the Editor, currently in Singapore: over the years I have been fascinated with and have researched much on the history of Singapore - especially the dark period of World War Two. I thought I would include in this edition an article about the tragic fate of two British capital warships that were sent to Singapore in December 1941 to defend Singapore from the Japanese invasion as part of Japan's expansion strategy through the Indo-China and into Singapore.



HMS Prince of Wales

AND FINALLY - Come on members - ***get those articles to me.***

Onward and upward

Spyglass editor.

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2. Commodore's Commentary for July

Welcome to the start of our new membership year. I want to remind all of you that your reciprocal card is available online. If you need a hard copy card, you will need to contact our Vice Commodore, Dylan Garrett at Vice_Commodore@SierraPointYC.org . These are printed every few weeks and are available at the club entrance. Be sure that your current dues are paid prior to requesting a card.

I'd like to thank all of our new volunteers that have been coming forward lately. Your help is invaluable and greatly appreciated. Now that our Sunday Breakfasts are back on a weekly schedule, we always have a need for more.

Lastly, a quick reminder that SPYC will be hosting the annual Brisbane Kite Festival on the afternoon of July 13th. This is a great event and I hope to see you all there.

Michael Bell
SPYC Commodore

3. Club general Updates

A big thank you to our volunteers

Many Many Thanks to our June Volunteers.

Thank you for stepping up and helping SPYC run well and amiably. It could not happen without you. There have been many volunteers January through May, and we thank you all profoundly. This is the start of a new feeling of gratitude towards our wonderful members who work for us all.

Beer Can Chefs (Renee Olson)

Anissa Brackett, Andrea Domel, Sarah FitzGerald, Charlene Larson, and Claudine Malouf.

Other Beer Can Racing Volunteers (Quincy Bragg)

Emily Balestiere, Vince Benson, Terry Berger, Sarah FitzGerald, Dylan Garrett, Vera Jacobson, Dennis Lien, Kathy McCormack, Brent Nelson, Terry O'Connell, Michele Salmon, Martin Tali and Colin Thom.

Monthly Dinner Chefs (This needs an organizer for real. Terry O'Connell is doing this on a temporary basis)

Nancy and Patrick Lydon, Lynne and Frank Gurney, Sharon Jones, and Shirley Russell.

Breakfast Chefs (Alison Crossley and Tim Kelso)

Phil and Tisha Bettney, Jason Reyes, Daria and Daiousz Wodziac.

Bartenders (Melissa Vivas)

Craig Brackett, Sarah FitzGerald, Scott Harms, Vera Jacobson, Lisa Lacasse, Kathy McCormac, Martin Tali, and Colin Thom.

Melissa wishes to acknowledge Scott Harms for being the most frequent volunteer bartender this year. Well done Scott.

Let's see some new names on the list for July. If every member volunteered once we would be well on our way to being staffed for the year. This is what you do to participate. Fill in your interests on the website directory and check your profile while you are at it. Any problems with the website contact the webmaster (Martin Tali).

On the website click "volunteering and interests", and you'll see lots of chances to be a bartender. For other participation, contact the organizer named above and let them know how you would like to join in. Alison and Tim need chefs right now, and we are short of bartenders.

4. Events Calendar

Monthly Dinner

Editors note: Many thanks to Michelle for her efforts in managing the July dinner - looks like a fun dinner this month, please register as soon as possible.

The July 20th Monthly Member Dinner will be a Middle Eastern medley!

Enjoy mezze platters, Turkish-spiced chicken, combo beef & lamb kofta burgers, baked lemon rice, Greek salad, pita bread, tzatziki, and of course, baklava. The truly special treat of the evening will be a rare night of music by Édessa. One of the most popular Balkan bands in this country, Édessa captures the passion and vitality that is at the heart of Balkan music, playing the intricate time signatures and highly ornamented modal music that is characteristic of the Balkans with authority and joy. The variety of styles that interweave melodies and improvisation with a big Balkan beat, including the ancient and mesmerizing music of the zurna and davul; the lyrical and sweet music of the Greek islands; the haunting, trance-like pentatonic music of Epirus; and — at the other end of the acoustic spectrum — the contemporary Bulgarian genre known simply as “wedding music.” Featuring George Chittenden - clarinet, guitar Ari Langer - violin Lise Liepman - santouri, accordion Sean Tergis - darabuka, defi, tupan. Michele Salmon, SPYC Member and one of the evening’s volunteer cooks says, “I am absolutely thrilled to introduce this, my favorite band, and their amazing music to everyone at the Sierra Point Yacht Club. We, Terry Berger, Kristen, and I will do our best to make a yummy Middle Eastern dinner that you will like, but I know that the music will be outstanding and I hope you love this!”



Baklava....Yummy

Please register online as soon as possible at Sierrapointyc.org. Maximum for dinner is 60 people and this dinner will be a sellout. We want accommodate Members first, but please, you must register in advance. We know many guests will want to attend, as well, because this band is very popular! See you on July 20th for the special summer Member Monthly Dinner! Details: July 20, 2019. Mezze at 6 PM, Dinner at 7ish. Music 6 to 10 PM. \$20. You must register in advance at SierraPointYC.org. Questions? Call Michele Salmon 415-377-0689

Brisbane Marina Kite Festival

Yes, it is that time of the year again where the Marina and our club hold a really fun event....The Brisbane Marina Kite Festival on July 13th. If last years event is anything to go by, then this will be fun day. The club will be open for refreshments and snacks, so come along and join the fun.



BREAKFAST AT SPYC

Alison and Tim invite you to the SPYC Sunday breakfasts, a perfect venue to enjoy a Sunday breakfast and catch up (gossip) with friends.

Mark your calendar! Come hungry! See your buddies!
Sunday Breakfast at the Sierra Point Yacht Club - now on the weekly summer schedule. We welcome members and guests to enjoy a hearty breakfast and a chat - and what a view from our deck to



add to the ambiance. The bar will be open and staffed by volunteers...what better to enjoy your favorite weekend tippie with or after a good breakfast.

If you'd like to cook this spring/summer, please contact Alison (Alisondahlcrossley@gmail.com) with dates you can cook. Dates we need people are May 5 and then weekly throughout the summer.

We're looking for groups, individuals, whoever can pitch in and make breakfast happen. If you enjoyed a delicious breakfast in the past maybe you might like to get in the kitchen. It's fun!

Thanks!
Alison Crossley and Tim Kelso

alisondahlcrossley@gmail.com
timkelsodiving@gmail.com

5. Cruise-Outs/Ins Update

June was quiet for cruise outs as the Fleet Co-Captains, Kathy & Jack, were traveling much of the month. But we're opening the month of July with a BANG! 13 vessels will head up to St. Francis Yacht Club on Thursday, July 4th to celebrate Independence Day in the heart of San Francisco. Some folks will watch the fireworks (possibly through the fog & clouds) from the boats in the marina. Others may hike over to Aquatic Park or other venue with chairs or blanket and a picnic to have a closer view while enjoying the live music provided by the City. All are welcome to come by train, car, bike or scooter and join us for any part of the weekend. We'll be there from Thursday to Sunday. Anissa Brackett and Nancy Lydon have done some research and found several fun things for us to do while we enjoy the beautiful Marina Green neighborhood and St. Francis Yacht Club. If you come, be sure to have your current SPYC membership card, effective July 1st. The yacht club will ask to see it. In response to a special request from our Commodore, the dates for cruising to Aolian Yacht Club are being changed from July 19th – 21st, to August 16 – 18th. There will be no monthly dinner at SPYC that weekend, and there WILL be special festivities in and around Aolian Yacht Club. For details check their website at <http://www.aeolianyc.org/2019-calendar.html>. We'll create the link for sign-ups soon.

We are unable to change the date for the cruise out to Richmond Yacht Club scheduled for August 9th – 11th so, even though it's only a week before the new Aolian date, we'll invite you to sign up and see if we get enough people to make it worthwhile.

For future cruise outs we're confirmed for Berkeley October 25th - 27th and Schoonmaker's in Sausalito Oct 10th -13th. Golden Gate/SF Marina Small Craft Harbor in September and South Beach in November are pending.

Many thanks to Anissa and Nancy, and all of our cruisers who make it fun to own a boat in the San Francisco Bay. We hope more of you will join the fun!

Cheers: Kathy and Jack

2019 Cruise Out Schedule:

Jul 4th, 5th, 6th
St. Francis YC

Richmond Yacht Club
Aug 9th - 11th

Aug 16th – 18th
Aeolian YC

Aug 9th -11th
Richmond YC

Oct 10th – 13th
Schoonmaker Marina (Sausalito)

Oct 25th - 27th
Berkeley YC

Planning : Golden Gate - September, South Beach - November

Log in to sign up for individual cruise outs at: <http://www.sierrapointyc.org>

Kathy Stern, Fleet Captain
Fleet_captain@sierrapointyc.org

6. Beer Can Racing Report

We've had some near floaters, but one way or another people have persevered and finished. June 25th the forecasts were calling for a blowout, but to everyone's relief the forecasters were wrong. We had mid-teens at the start and all our racers went out to #4, then down to #6 with a modest flood, and back to finish in solid but not overwhelming winds. Overall times were very good for that course and racers came in for dinner all smiles.

We had a guest, Bob Mathews of Blue Martini out of the Estuary. He was doing the "Latitude 38 Beer Can Challenge" – one beer can race per day for Monday to Friday in one week. Definitely a challenge! He was still fresh and enthusiastic since ours was day 2. And he placed 3rd in his race with us! We wished him well and look forward to hearing how he did the balance of the week.

We concluded our first Series of the season In June and you can read about that and see the winners if you go to our "Latest News" page in Racing. Congrats to all our winners



Blue Martini (on the right, gold sails) rounds the windward mark, June 25



Two racers start our Treasure Island race at the north end of the shipping channel

Saturday June 22nd was our third annual race around Treasure Island. Typical bay sailing day: afternoon breeze, 25 knots in the slot at the north end of TI, and holes in the wind (read 'chances for crews to rest') here and there. The Committee Boat was fortunate in have only one wind hole and that one only 15 minutes as we approached Yerba Buena Island from the south. We placed 4th by 8 minutes so if we had avoided that one ...

My thanks to all the volunteers who helped with the race and dinner afterwards! Renee/Charlene/Sarah produced a very good dinner, Melissa at the bar, and Kathy McCormac/Sarah on the finish line. Good fun on a summer afternoon and evening.

June 25th we had two new sign-ups for Tuesday night Beer Can Racing. Nine weeks of racing to go in July and August so it's not too late to join in. We're having fun – you can too.

Everyone is welcome to compete – see details on our website.

Go to www.sierrapointyc.org and highlight Racing, or, write to racing@sierrapointyc.org

Quincy Bragg

racing@sierrapointyc.org

7. Tech Tips. Items for Sale

Club member William Moody has a 6hp Tohatsu outboard motor for sale. The outboard starts easily and has had a recent tune-up. Asking \$800

Contact Bill on: moody_bill@msn.com

8. Going Sailing - Quincy and Sarah

Going Sailing

Sarah and I like to sail. We've been sailing in the Bay for 20 years. Sometimes winds are light, sometimes they blow ferociously, often they do both in a single outing. (Note: see my Racing post this month about the Treasure Island Race. Perfect example.) Not that I'm complaining but there are days when it's all so familiar when it should be magical. And we always come back to the same place at the end of the day.

Our antidote is to go to the Caribbean and visit our friends Lance and Susie on their Oyster 45 "Queen Emma". Every sailing day gets us to a different place than where we started the day. We help, we're crew, but the fact is it's someone

else's boat and we're along for the ride. A very relaxing state of mind. Lance and Susie like to sail, too, and they've told us over the years that we are the only regular



Les Anses d'Arlet - the prettiest seaside town we've seen

guests that also like to sail. I wonder why one would go to the Caribbean, stay on a sail boat, and not want to sail, but apparently it happens. Some of their visitors have even stayed in a hotel on shore and just come out during the day!

So, we like to sail, they like to sail – here's what we did this year:

Rodney Bay, St. Lucia to Les Anses d'Arlet, Martinique. 4 hours, mostly in the open channel between islands. Afterwards we got the green flash at sunset.

Les Anses d'Arlet to St. Pierre, Martinique. 4 hours of light winds behind the island and moderate winds across Fort de France Bay.

St. Pierre to Portsmouth, Dominica. A long day – 57 n.m. in 9 1/3 hours – but good speed. Light winds at first, 5' to 8' seas and 20 to 27 knot winds across the channel between islands, and unusually good wind in the shadow of the island.

Their boat is higher and dryer than ours but we still got the occasional splash.

Portsmouth to Rousseau, Dominica. 4 hours. The first leg of our return journey.

Leaving Portsmouth Bay winds topped out at a 42 knot gust, holding in the mid 30's. We were reefed down to half a bed sheet and a diaper and made 5 knots across the bay.

Rousseau to St. Pierre. 7 1/4 hours. Bouncy between islands, not particularly fast or pleasant.

St. Pierre to Les Anses d'Arlet. 4 hours. Low seas, moderate winds. A very pleasant day.

Les Anses d'Arlet to St. Anne, Martinique.

Into a strong current for the first hour and directly into the wind the rest of the time.

4+ hours of motoring. Boats coming the other way were zooming downwind.

St. Anne to Rodney Bay. Under 4 hours for 24 n.m. We left early because the forecast was that the wind would drop in



Portsmouth Bay from an open-air beach restaurant

the afternoon. This was the best sailing day as it was fast and smooth.

We almost always spent a day or two at our destinations, but even so we got plenty of sailing done in two weeks. We watched the island behind us fade into the mist as the one ahead of us materialized. We sailed past seaside towns and villages, some perched high above the sea and others on the shore staring at global sea level rise. Steep green mountains and scars of development.

We did not pass under any bridges. On one side there was always open sea to the horizon.

Quincy Bragg.

9. A Sea Battle that changed the strategy of war at sea

Before I start this article I want to make it clear that I bear no animosity to my Japanese friends who I find the most warm, friendly and lovely people. The period I am referring to goes back to a different era and a very different Japanese culture that sparked aggressive imperial expansion in Asia in the late 1930's. (part of the cause of this expansion, believe it or not was triggered by the sanctions imposed by the US on Japan in the late 30's). We are all aware of the attack on Pearl Harbour, but little is known globally of the fall of Malaysia and Singapore to the Japanese in late 1941 and the terrible brutality inflicted.

The British Empire was always dependent on the strength of its sea power - and where the term 'gunboat diplomacy' originated from. At one time in the 19th century, the British empire had the largest fleet of warships than any other country. It still maintained a powerful fleet of battleships and battle cruisers at the start of World War two. The majority of the fleets were engaged in the Western conflict which expanded when Japan entered the war, making it a worldwide conflict.

After Pearl Harbour Japan turned its expansion strategy towards Indo-China and British intelligence determined that a Japanese sea invasion and landing would occur on the east coast of the Malaysia peninsula late in 1941.

Singapore at that time, still a British colony, were ill prepared for a Japanese invasion from the north. It was widely believed that the Japanese would invade by sea from the south, and hence all defenses including shore batteries were located on the south shores of Singapore (note: I often visit the Labrador Park fort and old gun installations on the south shore - there is even 6 inch gun restored and mounted on it's gun platform. Even more ironic, there is a Japanese machine gun house on the lower part of the park, built after the Japanese had conquered Singapore).

With the intelligence gathered about an imminent sea invasion of the east coast of Malaysia and the vulnerability of the north coast of Singapore, it was decided to send a small fleet of capital warships to Singapore to defend the Island against sea invasion. And this is where events started that would have tragic consequences. A lot of the blame has to be shared between the British Admiralty, Winston Churchill, and the sea Captains/Admirals of the time.

It was decided to send a flotilla of three capital ships to Singapore - HMS Prince of Wales, a new and largest King George V class battleship, HMS Repulse, an aging first world war battle cruiser, and an aircraft carrier - HMS Indomitable to provide air cover. There was widespread concern that these ships ventilation and steam evaporators were not designed to operate efficiently in tropical conditions - a factor that would affect the operation



HMS Prince of Wales arriving in Singapore
Dec 2nd 1941



HMS Repulse departing Singapore for the Malaysia east coast on Dec 8th

of the ships under attack. To further complicate the situation, the Aircraft Carrier Indomitable ran aground in Jamaica on her way to the Far East and so could not continue on to Singapore - this would result in a lack of air cover at sea for the capital ships - another error that would have tragic

consequences.

The flotilla, now named force Z, arrived in Singapore on December 2nd 1941, and following intelligence reports departed Singapore on December 8th to intercept an anticipated Japanese shore landing at Kuantan on the east coast of Malaysia. On finding no Japanese ships there, Force Z decided to return to Singapore - especially being vulnerable without air cover (note: the ships admiral had denied air cover from Singapore - another tragic error). While steaming back to Singapore force Z was spotted



The Japanese 'Nell' torpedo bomber

and subsequently attacked by a force of Japanese twin engine bombers equipped with Torpedoes and bombs. I won't go into the sordid details of the attack - there were two attacks, a torpedo run, followed by a bombing run - both devastating to the two capital ships. The Prince of Wales was initially struck by a torpedo on the port aft - disabling her outer propulsion and severely impacting her inner propulsion, and causing severe flooding that effectively flooded her port engine rooms. Shortly after, three torpedoes struck her Starboard side and effectively sealed her fate and she sank within 45 minutes of the initial attack. HMS Repulse suffered a similar fate and was torpedoed and bombed and also sank in the same amount of time. 850 lives were lost that day, and many of the rest later interned in the Changi Prison Camp in Singapore after the invasion of the Island.



HMS Repulse under
bomb attack - bottom left.
HMS Prince of Wales
dodging torpedoes - top

This tragic escapade signaled the end of the battleship era in world naval strategies. The Japanese air attack on Force Z proved the lethal power of an air attack on capital ships and so the era of heavily guarded aircraft carriers with sophisticated attack aircraft and the further development of

Submarine technology superseded large Capital warships in British Naval strategy.

Many of the sailors that perished on that fateful day are buried at the Kranji war memorial in Singapore, and on every visit to Singapore I visit the cemetery to pay my respects...some of the sailors were only 18 years old at the time of the battle and they died trying to save Singapore from the Japanese invasion and should never be forgotten.



The Kranji War Memorial in North Singapore



The emblems of both ships on this commemorative medal

That's all for this month folks.
Spyglass Man
nigelbaker10@yahoo.com

