



Sierra Point Yacht Club



Spyglass Newsletter

**Weekly
Summer
Sailing
Races**

**Club
Social
Events**

**Cruise outs
& Cruise ins**

**Monthly
Dinners**

**Club Managed
by Volunteers**



Website: www.sierrapointyc.org

November 2020 Edition

Table of Contents

1. Editor's Update - the BritAmerican
2. Commodores commentary for November - Welcome Dylan
3. Club General Updates - The Board and members - lots of updates
4. From the Bilges - Scuttlebutt (nothing smutty now)
5. Events Calendar - Dinner and Breakfasts, postponed for now
6. Cruise-Outs/Ins Update - welcome Phil Bettney
7. Beer Can Racing Report. - In Winter Hibernation
8. Boat maintenance, Tech tips, Items for Sale
9. Member Articles:
 - 9.1. Oops! A broken Mast
 - 9.2. History of Sailing & its Objects - 7: The Ships Wheel

Club Officers and Board of Directors Elected for 2021

Officers:

Commodore	Dylan Garrett
Vice Commodore	Martin Tali
Rear Commodore	Melissa Vivas
Port Captain	Jack Ritter
Fleet Captain	Phil Betney
Secretary	Jim Lawrie
Treasurer	Lee Panza
Past Commodore	Michael Bell

Board of Directors:

Nigel Baker	Craig Brackett	Vera Jacobson
Charlene Larson	Kathy McCormac	Jose Membreno

1. Editor's Update

Greetings fellow SPYC members and guests. Our extended summer continues on unabated - with some pretty hot weather this last month with little wind, a good time to get boat maintenance and improvements made before winter sets in. I have been working on Haven completing 'bucket list' projects, the main one - other than painting the decks with KwiGrip deck paint - was the design and building of Lazy Jacks for Haven's new mainsail. If anyone is interested I will write an article on Lazy Jack design, build, and installation for the boat maintenance section of Spyglass in the December edition.

The election of the offered and Board of Directors has been completed and many thanks to our



members for the high voting turnout. We welcome Dylan Garret as our new Commodore and give many thanks to Michael Bell for navigating the club through the last two years - especially the strain of keeping the club going during the ongoing COVID19 crisis. As well as our new Commodore, we welcome new officer members - Martin Tali (Vice Commodore), and our brave Captain Jack has stepped up to be the new Port Captain and we thank Ed Wilkinson for his years of service as Port Captain. We have a new Fleet Captain - Phil Bettney, and we will be looking forward to some exciting Cruise Outs under Phil's steerage (pardon the pun) - many thanks go to Craig and Anissa for their efforts in managing our Cruise out program for these last two years.

And finally the club had a contested vote for treasurer between our long standing treasurer Terry O'Connell and Lee Panza who was treasurer for this past year. It was a very close vote result and, by a small margin, Lee Panza has been elected to be our treasurer for the upcoming year, I, and I am sure all of our members do too, applaud the hard work Terry has committed to the club as treasurer even through some tough personal times. And Terry, also being a damn good cook, has provided us with some real good cooking over the years...and I hope this will continue otherwise I am going to have to endure Dennis's sausages.

I have reproduced the thank you letters sent by the Board to Terry, Ed, and Michael in our club update section and the letters reflect the respect we have for their dedicated efforts in running the club these past few years.

Finally, we need to be very cognizant of the safety rules regarding COVID19. We are well into a second wave right now and it is particularly bad in Europe with the infection rate dramatically climbing, and even here in California we are seeing an uptick in infections. So our COVID committee is continuing to focus on keeping the club running within the legal allowances,

I constantly require articles from our members to make our Spyglass a true members input newsletter, any story will do - land or sea - ***so come on members - get those articles to me.***

Onward and upward
Spyglass editor.
nigelbaker10@yahoo.com

2. Commodore's Commentary for October

First of all I would like to say thanks to all the members who voted. This year we have one of the highest vote counts in a long time. 106 members voted. Secondly I would like to thank the board members who have left.

Terry O'Connell who spent 8 years on the board as Treasurer. No only did she balance the books, but she consistently organized and cooked many dinners for the club and helped out on race nights. She has been a mentor to me and many others and her dedication to the club is outstanding.

Ed Wilkinson who has served on the board as Port Captain has done a copious amount of projects to improve the club. Most recently the kitchen. He was always a phone call away when things broke down. Thanks Ed for your service and happy sailing.

Finally I would like to thank the members of the board who were elected and have filled an important role for this club. Especially the new members to the board Jose, Charlene, and Vera. I think they all will add important opinions and ideas to the board. I think we have a strong team and even through this pandemic we will continue making improvements to the club and make it a safe place for all.

As for me, my focus is to bring all of our members back together as soon as it's safe and create open paths of communication where all members feel like they have a voice. Remember that all members have equal ownership of this club and the opportunity to use it. That is what makes this club special. As I sit at the



bar of the yacht club writing this report I am reminded that this bar was built by members. So many people have given this club their time to make it what it is today and I hope there will be new members that can follow in their footsteps. I hope to facilitate open discussion between the board and also members so that we can all bring ideas and solutions to the table. As I said before this is your club. Help shape it the way you want it to be.

Officers

<u>Position</u>	<u>Name</u>	<u>Votes</u>	<u>Elected</u>
Commodore	Dylan Garrett	101	Yes
	Jack Ritter	2	No
	Terrence Berger	1	No
Vice Commodore	Martin Tali	100	No
	Ed Wilkinson	1	No
Rear Commodore	Melissa Vivas	98	Yes
Port Captain	Jack Ritter	99	Yes
	Patrick Lydon	1	No
Fleet Captain	Phil Bettney	96	Yes
Secretary	Jim Laurie	98	Yes
Treasurer	Lee Panza	60	Yes
	Terry O'Connell	46	No

Directors:

Charlene Larson	85	Yes
Craig Brackett	91	Yes
Jose Menbreno	88	Yes
Kathy McCormac	89	Yes
Nigel Baker	90	Yes
Vera Jacobson	88	Yes
Shirley Russell	1	No
Scott wall's dinghy	1	No

3. Club general Updates

The club election process has been completed and our officer and BOD listing is now on our website and included here in Spyglass. The letters of appreciation for our outgoing Officer and BOD members are reproduced below:

October 22, 2020

Dear Michael,

The Board of the Sierra Point Yacht Club would like to take this opportunity to thank you for your many years of service to our club and especially in your role as Commodore and Vice-Commodore for the past four years. Your presence on the Board was invaluable.

We all know the job at the top can be thankless. You had all the responsibility for complaints and no credit for what is done well. You were always a calm hand on the wheel steering us through what became uncharted waters this year. It is impossible to keep everyone happy, but our membership grew and became much more active during your tenure. New people have gotten involved thanks to your efforts and support.

You guided the board this past year through the unexpected pandemic balancing the needs of all the members with input from the Board. We cannot imagine a tougher year and appreciate your untiring work and responsiveness to our member's concerns.

We are all grateful for your leadership. We wish you calm waters and smooth sailing ahead.

Dear Ed,

The Board of the Sierra Point Yacht Club would like to take this opportunity to thank you for your many years of service to our club as Port Captain. You have left big shoes to fill! We are all aware that often the Port Captain is only recognized when something is broken at the club, but that is not the only recognition you deserve.

Gratefully you anticipated necessary maintenance and kept the club in tip top shape. Your most visible accomplishment is our beautiful kitchen remodel. It is a pleasure to cook in our kitchen now thanks to your efforts. We all look forward to enjoying it for many years to come.

There were so many unnoticed upgrades that you made, but the new lock system was one that will keep us safe for years. We also appreciate your work as sous chef with Carla, making those unforgettable ribs.

We will miss you on the Board and are all grateful for your years of service. We wish you calm seas and safe sailing ahead.

Dear Terry,

The Board of the Sierra Point Yacht Club would like to take this opportunity to thank you for your many years of service to our club as Treasurer and Director. Your presence on the Board was invaluable.

While you were Treasurer the club prospered and grew. Our members could rely on quick reimbursement and you had a clear understanding of the overview of the club's financial situation.

Your volunteer efforts are unmatched and often unnoticed. From the simple to the most difficult, you made sure the trash went out, the club stayed clean and we all had fabulous food. At our Friday Potlucks members walked in with one question, "what is Terry making". You took charge of the monthly dinners and were always there to help a new volunteer be successful. When you cook a meal for the members the event sells out! You looked at the club as a place for new and old friends to gather in comfort. To help with the comfort the addition of the outdoor fire pit and heaters were your ideas.

The SPYC racing program is deeply in your debt. Your voice on the radio and "We'll tell you when you cross" are the words every racer is thrilled to hear.

We will miss you on the Board and are all grateful for your years of service. We wish you wonderful travels ahead.

Very Truly Yours,

SPYC 2020 Board

SPYC Board of Directors

Club COVID Committee Updates

The Club Reopening Committee updates the SPYC rules given the current San Mateo County status and contacts with ABC and local enforcement agencies. We are happy that SPYC can continue to stay open and want to make sure our members are as safe as possible at the club. At this time giving the limitations of deck space allow members only to use the club.

The rules allow for outdoor dining on the deck and bar service only with food.

The club has purchased a number of single service food items for purchase to

eat at the club. We have a variety of sandwiches and salads. We are open to other suggestions from members.

We want all our members to work with us on continued education of safe practices at the club. Masks must be worn when members are not seated and not eating or drinking. The mask rule is to be followed inside and on the deck. As with everywhere we go these days please try to maintain social distancing of six feet when moving about the club. The Officer of the Day's name is on the white board in the lobby and that is the go to person if you have concerns about practices by members at the club related to safe practices. There is a list of OOD duties on the Board.

The SPYC Board appreciates the continued input as we navigate these waters. Stay safe!

The SPYC COVID committee is reviewing the latest San Mateo guidelines and will update changes to club operating procedure in due course

Family Gathering awareness and guidelines:

Limit Family Gatherings During COVID-19

You may think it's harmless to have family gatherings now, but here's why you should think twice:

- 1 Family Gathers Increase Person-to-Person Contact.**
Most often, the virus is spread with close contact. At a gathering, everyone's risk goes up.
- 2 Protect Your Loved Ones!**
Family elders and those with health conditions are more likely to get very sick or need to be hospitalized if they get COVID-19. Everyone can help protect them.
- 3 Better to Be Safe than Sorry.**
Even people who look healthy can be infected and spread the virus. That's why it's important to stay away from people outside of your household, even if they don't look sick.
- 4 Your Household is Only Those You Live With.**
Limit gatherings to people who live in your home. To be safest, other family and guests should not visit for any reason.

We may be apart, but we can still connect. We can be social, just in different ways. With phone calls or video chat, we can support each other, laugh together, and check on our loved ones.




www.smcgov.org
#ComeTogetherSMC
@SMC_CommAffairs

4. From the Bilges

No smut submitted for this month.

5. Events Calendar

Due to COVID -19 restrictions, our monthly dinners and our Sunday breakfasts are postponed until further notice.

6. Cruise-Outs/Ins Update

Welcome to Phil Bettney, our new Fleet Captain. Phil will be updating our 2021Cruise schedule in upcoming editions of Spyglass.

Check out the club calendar for future cruise outs that become definite: Sign up before they fill up.

Log in to monitor the Club cruising planning for 2020/21 and sign up for individual cruise outs at: <http://www.sierrapointyc.org>

Then open the cruising link in the left hand menu.

The Cruise-out chart will be updated once an initial schedule of cruise-out events have been identified

2020 Cruise Out Schedule -based on COVID19 status			
Jan No Cruise Outs Planned	Feb No Cruise Outs Planned	Mar 13-15 Aeolian YC Cancelled	Apr 3-5 Oakland YC Cancelled
Cancelled	Cancelled	Cancelled	Cancelled
Cancelled	Cancelled	Nov No Cruise Outs Planned	Dec No Cruise Outs Planned

7. Beer Can Racing Report

The Beer Can racing program is now in Winter hibernation, resuming for the 2021 season in May. Let's hope, to keep us sane, we can organize some fun weekend races out in the Bay during the winter break.

8. Boat maintenance, Tech tips, Items for Sale

After returning from 3 months in the UK and attempting to clean the ash from my boat it was evident that some ash stains were ingrained into the white gelcoat and would not come out. So, I am asking my fellow club members if there are any cleaners on the market that would remove these stains without damaging woodwork and deck fittings. If you do could you send me details to: nigelbaker10@yahoo.com

9. Member Articles

9.1. Oops!

You don't want to go where I've been. I certainly don't want to go there again... and I don't intend to.

It was a beautiful, sunny day as my friend Jeff and I sailed Wings straight out from the marina. Wind was 10-15 from west and there was a slight, outgoing tide. As we leisurely sailed out, we heard a splash to leeward. The masthead Windex had fallen into the water. It was an omen of things to come. We sailed about three miles on starboard tack then turned back toward the marina on port tack. The boat was heeling about 5 degrees and sailing smoothly, when we heard a snap from above. We watched in shock as the mast above the lower spreader tilted to leeward and crashed into the Bay. I could see the port top shroud turnbuckle swinging in the breeze, and the boat slowed to a stop.

It only took a moment before we sprang into action. After we confirmed that all lines were out of the way, we started the engine and began motoring ahead just enough to maintain steerage. I grabbed spare lines and began lashing the top of the mast to the starboard toe rail and available cleats. I got a line around the jib and hauled as much of it out of the water as I could. Once we'd secured things as much as practical, we began slowly motoring toward the marina at a couple

of knots. Fortunately, it was a relatively calm day. Jeff and I were both extremely grateful that we were with each other rather than with our wives. That would have been a real disaster.

It took about an hour to get into the marina and approach our slip. Michael, my slip mate, saw us coming, and he and others rushed to help us get Wings tied to the dock. Then we set to work.

First, we removed the mainsail from the mast by cutting the sail slides from the nylon straps securing them to the luff. This only took a few minutes, and we had the mainsail securely on-board. Getting the jib off the roller furler was more challenging, as the foil was bent in several places. We disconnected it from the mast top and the deck and moved everything to the dock. We slowly worked the sail luff through the bent sections of the foil and eventually got it free. I was lucky that neither sail suffered any serious damage. Unfortunately, the roller furler system was a total loss.

After we'd dismantled and secured most everything, I began assessing the damage. The mast had snapped cleanly at a splice above the spreader. The aluminum sleeve inside the mast had sheared apart, but both mast sections were undamaged. The top and lower spreaders were destroyed, and everything mounted at the mast top, including the Lopolight, weather station, and radio antenna was lost.

This was totally caused by my failure to properly inspect and maintain the rigging. Many times I had the rigging at the top of the mast inspected, but I never bothered to properly inspect the deck hardware. I assumed any serious issues would be obvious. I saw a little rust on the outside of the turnbuckle, but I never imagined the interior was totally corroded.

I beat myself up pretty hard for the first few days about this. I finally came to realize that there are things I do well and things I don't. I've built a successful business because of the things I do well, including hiring others to take care of



the things I don't do well. I'm thinking maybe I need to partner with someone with Wings who can take care of things I don't do well.

Wings is a pretty nice boat considering it's forty years old. I've completely replaced the electronics with a NMEA 2000 network and rewired the 12 V system and installed a state of the art breaker panel. There are things I like to do on the boat and things I don't. It's one of the things I don't like to do that caught me this time.

I would have been lost without Michael Lael's assistance. He helped me get the boat squared away, arranged for the mast removal, and set me up with South Beach riggers to repair the mast and replace all the rigging. While the mast, boom, and rigging were off the boat, I had the deck house, deck, and cockpit repainted (Caching \$\$, caching \$\$). I replaced all the rope clutches and upgraded the masthead instruments.

Wings now looks better than it has in years, certainly since I bought it in 2006. All the standing rigging is new, as well as much of the running rigging. There are new instruments on the mast and a new roller furler on the bow. The mast repair went well, and, with additional reinforcing at the splice, it's probably stronger than it's ever been.

This mishap resulted in considerable expense to repair the damaged mast, replace the old rigging, and repaint and upgrade the deck. Fortunately, the mast repair cost was covered by insurance, which helped considerably. Still, this has been a time consuming and costly experience. Not to mention that I lost use of the boat for pretty much the entire season. Given everything else that's happened this year (pandemic, social distancing, racial unrest, elections, etc., etc.), the year is pretty much a total loss anyway.

The message is to routinely inspect all critical systems on your boat. Things are much less expensive if you fix them before they break, and peripheral expenses can be much more than you imagine.

Lawrence Ives

9.2. History of Sailing and its Objects 7 - The Ships Wheel

Prior to around 1715, sailboat steering was accomplished using a very cumbersome device, the 'Whipstaff'. Sometimes called a whip, it is a steering device that was used on 16th- and 17th-century European sailing ships. Its development preceded the invention of the more complex ship's wheel and

followed the simple use of a tiller to control the steering of a ship underway.a diagram of one shown below.



The Whiplash (15), a steering pole with a gimbal turning ball, attached to (14) the tiller, attached to the rudder (13)

Note the 'ballast' in the bilge, and the rum barrels...."yo ho ho and a barrel of Rum"

The Royal Navy is credited with devising the 'ships wheel' around 1715. Initially, the wheels were sited behind the mizzenmast which obstructed the helmsman's view, with wheels designed for two man operation in heavy weather. To gain more power for steering, two wheels were devised on one axis/rope drum, allowing four man operation. See photo to the right.

Early wheel systems suffered under lack of constant tension in the rope wound around the steering drum and controlling the rudder. In 1771 Pollard, the master boatbuilder in the Royal Navy's Portsmouth Dockyard solved that problem by using a system known as 'sweeps and rowles', a system for keeping the ship centered. This system became a standard in the Navy in 1775



A traditional ship's wheel, of polished wood with brass trimmings on a sailing ship

Captain Jack

Thats all for this month Folks - Stay safe out there

Nigel the Spyglass Man
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