



# Sierra Point Yacht Club



**Established in 1984**

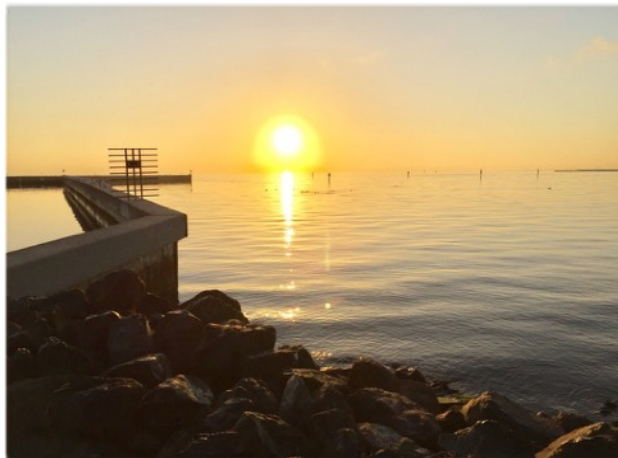
**Weekly  
Summer  
Sailing  
Races**

**Club  
Social  
Events**

**Cruise-outs  
Cruise-ins**

**Monthly  
Dinners**

**Club Managed  
by Volunteers**



**Website: [www.sierrapointyc.org](http://www.sierrapointyc.org)**

**May 2017 Edition**

## Table of Contents

1. Editors Update
2. Commodores Commentary
3. Club General Update
4. Events Calendar
5. Cruise-Outs/Ins Update
6. Beer Can Racing Update
7. Bulletin Board (New)
8. Tech Tips/Items for Sale
9. The Largest Sea Battle
10. Brit Expression of the Month

# 1. Editors Update

It has been a busy month between the April edition of Spyglass and this week where, as usual, I am up against the wall to release the May edition - it is like doing your taxes, especially if you owe money - leave it to the last bloody minute. Anyhow, it has been a good month for the Club. We held a very fun and successful open house that attracted several new members to the club, and of course the monthly dinner which featured a soul night theme with music supplied by Keta Bill and a superb steak dinner prepared by Chef Toeti Taylor Weber.

And what about Captain Jack's 90th birthday party, what a blowout fun party that was, and I am still tasting that delicious Salmon aperitifs with special sauce. The month was rounded off with our first cruise out of the season with a very successful and fun cruise out to the St Francis Yacht club this last weekend. As for myself, my good ship Haven has been out of the water at the San Francisco Boat Works (SFBW) for her two year spruce up. This involved hull cleaning, inspection and prep - luckily this year, no major blisters found, just some gelcoat repairs. The prop was cleaned, prepared and a fresh coating of Prop Speed applied - this is amazing but expensive stuff and the last application has kept my prop weed and crustacean free for the last two years (I will add info about this stuff in the tech tip section). A new zinc has also been fitted and the hull buffed and polished. While all this was going on, I sanded down my boot stripe, made it wider and painted a new boot stripe. And finally, the worse job of the lot - stripped and cleaned and re-greased my ancient bronze sea cocks (on the boat for 40 years and still going strong). Haven was launched on the Thursday and I motored round the corner to join the weekend cruise-out.



Per a request from our own Tom McDonald, Spyglass will have a new Bulletin Board section starting in this months edition. This bulletin board will replace the old physical bulletin board at the club that has not been implemented for some time.

Finally our first Cruise out of the year to the St Francis Yacht Club was a huge success with twelve boats participating, and so far we have not been banned from returning...despite Katie and Dylan's 'temporary' boat identification sign.

## 2. Commodore's Commentary

### Commodore's Commentary

The open house at the yacht club on April 2nd was a big success as we enjoyed a pleasant afternoon, good food, good music, and signed up several new members. An excellent time was had by all.

April's club dinner was a great success also. Thanks to Renee and Toeti for preparing and serving us a wonderful steak dinner. The after dinner music kept the dance going until after 10:00. It was a lot of fun!

Also debuting at the monthly dinner were new trash can containers made by Jay Russell and Tom Munro. They look great and improve the overall appearance of the main room in the club. Thanks to you both!

Be sure to check the calendar on our website to see what's coming up. With May and the beginning of the summer boating season we have more events on the schedule: Sunday Breakfasts will now be every week, Beer Can Racing will be happening every Tuesday evening, and the cruise-out season begins as well. Maybe now it will stop raining and the sun will come out for summer!

Quincy Bragg

[commodore@sierrapointyc.org](mailto:commodore@sierrapointyc.org)

## 3. Club General Update

I don't know whether it is me or....but the club and it's members seem to becoming more vibrant and integrated than ever before, now with new members joining and with great sailing and social events, I would say we are one of the best 'family' clubs around the Bay with a wonderful age mix that shares it's adventures and capabilities. I mean, take a look at our Captain Jack who has just turned 90 and still the life of the party putting us 'younger' patrons to shame.... and happily so for many years to come, a pillar for all of us to follow.

The club held a very fun and successful open day on April 2nd and a great time was had by all.

I would on behalf of all of us 'old salt' members to extend a warm welcome to all of our new members this year. Apologies if I have omitted someone (a drink on me at the bar):

Violet Sanders, Sidra Sanders, Chris Warden, Tillitt Russell, Douglas Sanders, Cristina Brown, Clint Brown, Jeff Jacobs, Ryan Jacobs, Suzanne Montes, Patricia Palomino, Lisa Lacasse, David Mudway, Donna Macedo, Doreen McDaniel, Dean McDaniel, Gunnar Lundeberg, Jessica Bartley, Vera Jacobson-Lundeberg, Cathy Morrissey, Vincent Benson, Walter Werness.

## 4. Events Calendar

### Monthly Dinner.

This month's monthly dinner is **BBQ night** and will be held on Saturday May 20th and will feature the cooking skills of Carla Deykin and Port Captain Ed Wilkinson, with music by Jimmy Leslie. Be there or be square.

### Breakfast at SPYC

The monthly breakfasts resume their weekly Sunday schedule this month. Join us for breakfast at the Club now and every Sunday for the summer season: May through to the end of August. Expertly managed by Jim Laurie and Terry Berger.

So. Join us for brunch every Sunday from 9 to 11 a.m.

This is the best deal in town: Eggs, sausage, bacon, vegetables, fruit and waffles with choice of coffee or tea.

All are welcome!

Members: \$7

Guests: \$8

Jim and Terry are still looking for volunteers for the Sunday breakfast program: folks to take responsibility for one of the Sunday breakfasts in the remainder of 2017. 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](mailto:jklawrie@att.net) or Terry at: [mountainterry@yahoo.com](mailto:mountainterry@yahoo.com)

## S.P.Y.C. May 20th Dinner BBQ NIGHT

**Chefs :**  
Carla Deykin  
and Ed Wilkinson

**Appertizers : 6pm**  
**Dinner : 7pm**  
**Music : 8pm**



### MENU Appertizers

Carla and Ed's personally  
Smoked BBQ ribs  
and Smoked Beef Tri-tip  
Coleslaw  
Cornbread  
Potatoes  
Assorted Deseerts

**Music by**  
**Jimmy Leslie**

**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.SierraPointYC.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

## 5. Cruise-Outs/Ins Update

The club held it's first cruise-out of the season over the weekend of 28th April, and I must say we lived up to our reputation of having a thoroughly enjoyable weekend with 12 boats of the fleet in attendance, and with exceptionably good North Bay weather. There was a good turnout at the St Francis Yacht Club Friday evening fish theme buffet and delicious prime rib, and...those deserts... yum. And of course the onboard 'cocktail receptions' also lived up to our high standards of drinking and debauchery. Fortunately we have not been banned from future cruise outs to the club (even with Dylan's new ship's identification tag), well at least we have not been banned yet. Let's wait until after their next committee meeting (I am actually joking because I feel they enjoy having us visit).



**The Friday evening Buffet**



**Carmen and our new  
Doggie member**



**Our famous dockside party**



**A nice welcome from  
the club**





**Destiny and Sea Fever**



**Dylan and Katie's identification board. Fantastic**

## 6. Beer Can Racing Update

### *Now is the time*

Beer Can Racing starts May 2nd! As I write this registrations are trickling in, and, I am getting inquiries from people who would like to crew on boats that are racing. If you are one of those send me an email that includes your telephone number and a brief (a few sentences) description of your experience and I will circulate the list to racing boats. Racers looking for crew should let me know, or, better yet, post a message on the racing forum; access it through the main racing page after you log in.

I will be managing the committee boat and finish line. Patrick Lydon is organizing bartenders so contact him if you would like to tend bar for us; it is a very good place to work on your skills to prep for larger event. Renee Hartig is organizing the cooks; this is great opportunity to learn how our kitchen works if you are thinking of doing a private party or monthly dinner. We have eighteen (18!) race dates so there are plenty of chances to participate.

Post-race dinners are always fun whether you race, volunteer, or just need to have dinner on Tuesday nights. You all need dinner – come around 7:30 when the boats are returning.

Give us a shot!

Quincy Bragg

[racing@sierrapointyc.org](mailto:racing@sierrapointyc.org)



## 7. Bulletin Board

Did you know that we, at the Sierra Point Yacht Club are members of the “Cooperating Group” program from BoatU.S.. What does that mean to you? If you are a BoatU.S., member you get a discount on your membership from \$24.00 to \$15.00. Membership with BoatU.S. gives you access to on the road or on the water towing services, (I speak from experience the towing service is invaluable.) I suppose you could get these services without taking a discount, but why? To receive your discount, simply write “Cooperating Group GA84752Y on your yearly renewal form and get your \$9.00 discount. Easy right. Any questions, just ask. Cheers, Tom Munro

### ***Our Katie needs a car:***

#### **CAR WANTED!**

Hi yachtees! I have decided to start looking for a used car. So I thought I'd ask you all first if you have one or know of one that someone might be looking to get rid of. I really don't have any specific car I'm looking for, just something affordable. I prefer something lower to the ground so I can use it to take my grandma around, but I'm open to all makes, models & sizes. I do prefer something reliable & in working condition!

Thank you,  
Katie Harrison  
(310) 739-8787

## 8. Tech Tips. Items for Sale

### ***Propspeed***

I was persuaded to try applying Propspeed to my propellor two years ago at my last hall-out and reluctantly I spent the 270 bucks to have this done at the yard ( cost included complete cleaning of the prop and retaining nut, fine sanding and application of Propspeed, and a new zinc). Well, on my latest hall-out, the prop was almost as clean as when Haven was launched two years ago, and so I am very happy with this product.

### ***Blurb from the manufacturer:***

Propspeed is a foul release coating system designed and proven to prevent marine growth from bonding to metal surfaces below the water line. The Propspeed system is made up of a two component etching primer, which bonds to the metal substrate and a clear coat, which provides an ultra-smooth outer layer. Combined they provide an integrated foul release system that stays firmly adhered to the props and running gear, dramatically reducing the ability for fouling to occur. This makes the Propspeed System one of the most effective and longest lasting propeller and running gear coating systems available on the market today.

Website: [www.propspeed.com](http://www.propspeed.com)

### ***Le Tonkinois***

This product was recommended to me by 'Dennis the carver' as an alternative to varnishes and other teak treatments when I finally decided to sand down my deteriorating teak work after my Cetol coatings pretty much peeled away.

Le Tonkinois (Lay-TON-kin-wah) is an all natural, environmentally friendly tung oil and linseed oil based varnish oil. It produces a rich, deep varnish finish that is strong and durable, yet it is very easy to apply and maintain.

Only a light sanding after the first coat is required... between subsequent coats, just wipe down with a water dampened rag. Very user friendly, no complicated thinning or mixing, use right out of the can.

Le Tonkinois does not get brittle like synthetic varnishes, it does not crack, peel or blister. Rather, it moves with the wood, while at the same time preserving a durable, water resistant finish.

I must say, I am impressed with this treatment. I did make some mistakes on application but since sorted, this teak treatment works well for me.

To order:

[www.tarsmell.com](http://www.tarsmell.com). or call 1 877 965 1800

## **9. The Largest Sea Battle**

Some could argue that the largest sea battle between nations would have been Admiral Nelson and the battle of Waterloo, or the sea battle's fought between Japan and the US in the WW2. But in my mind, the greatest gathering of warships and the clash of the Iron Giants happened in the **Battle of Jutland** in



WW1. I have been fascinated with this period of Naval History for many years and have and still do carry out research on this period of Naval architecture and deployment. I think it is a period worth an article split into two parts over two Spyglass editions - the first article will focus on Naval architectural developments leading up to the Naval superpower might of the UK and Germany prior to the start of WW1, and the second article will cover the actual battle. So here goes:

Sail power was still prevalent in the world Navies right up to the 1850's, even though steam was starting to be used in commercial ships in hybrid steam/sail applications. It is interesting to note that there was a general reluctance to put all trust in steam engine propulsion where constant breakdowns and boiler explosions occurred. The Navies at that time just could not put their trust into a totally steam powered warship and were very slow to evolve. Eventually though, hybrid warships started to appear in 1820 onwards using a combination of steam and sail power, and fortified by iron plates attached to inner wooden hulls. This generation of warships were referred to as ***Ironclads***.

There is a wonderfully restored example of this generation of warship in the Portsmouth Naval Dockyard in the UK (conveniently just across the water from the Isle of Wight). She is called ***HMS Warrior*** and is a fully restored ship that is open to the public.

HMS Warrior entered service in August 1862 and with her advanced technology, including innovative steam propulsion using a novel horizontal



**HMS Warrior under sail**



**HMS Warrior fully restored**

steam engine design, advanced steam boiler design and the forerunner of today's propellor rather than paddle wheels or screws. She was a formidable warship that immediately obsoleted previous sail only and hybrid ship designs. It would not be long of course that other world navies would compete with Warrior's design. And so warship designs started to evolve using thicker armour and ever more powerful guns. Steam engines became increasingly efficient (less boiler explosions) and, with coaling stations, and later oil, being established in many ports throughout the world, more trust was put into steam only applications and so sails soon became obsolete. In only ten years, Warrior, once at the peak of Victorian technology was herself overtaken by

progress. She was no longer a fearsome deterrent.

Engineering and warship design technology advanced rapidly from the 1870's onwards - sails disappeared altogether replaced by triple and quadruple



**HMS Ramillies battleship**

expansion steam power, masses of boilers to feed the engines, huge coal bunkers to feed the boilers, and the disappearance of wooden hulls, replaced with riveted iron plate hulls with internal iron/steel keels, beams and ribs. Armament technology also advanced - guns grew bigger and more efficient with the swivel turret designs to accommodate breech type big guns up to 12 inch bore. As one could imagine these warships were huge, heavy, and somewhat slow being driven by oil spattering massive steam reciprocating engines

(note here: the triple and quadruple steam engines were huge monsters - up to 40 feet high that would shake and vibrate and so only drive a shaft at around 70 rpm's giving a ship speed of anywhere between 12 to 15 knots depending on ship design and weight. They also burnt copious amounts of coal and needed massive coal bunkers as well as up to twenty plus boilers to feed steam into these engines.

In 1904 the First Sea Lord of the British Admiralty - Jackie Fisher saw the need for a more advanced warship design and so put together a team of navel architects and engineers to design and build a radical new type of warship. She would be driven by turbine technology developed by Charles Parsons. Parsons first exhibited his turbine technology applied to ships at the 1897 International Naval review in the solent with Parsons piloting his famous unannounced speed run on his turbine powered boat Turbinia straight through the line of battleships from several nations attending the review.

This outrageous display of turbine powered speed shocked and fascinated the admirals present at the review and it was not long before Parsons turbines



**Turbinia at Speed**



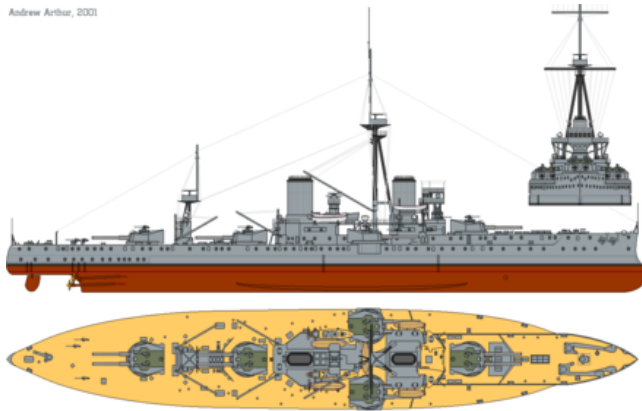
**Turbinia on her cheeky speed run at the Solent naval review**

started to be investigated to power new British and foreign warships: it was Parson's turbines that would power this new class of British battleship.

Instead of coal fired boilers, the new warship would use new oil firing technology for the boilers to augment coal. and would drive 4 sets of turbines to 4 propeller shafts giving an astounding and unheard of at the time speed of 21.5

knots. Most ships of the time had a hard job maintaining 12 knots. The ship was built in one year, launched in 1905 and was named HMS Dreadnought. HMS Dreadnought shocked the Naval powers of the time and immediately obsoleted the battleships of the past. She had three in line twin barrel 12 inch super firing gun turrets with two more on the port and starboard beams. The ship also introduced fire control using analogue

Andrew Arthur, 2001



computers buried deep inside the ship to calculate range and rate of change of range of the enemy ships. From this time on, all old technology battleships built before HMS dreadnought were called Pre-Dreadnoughts (this is an important fact to remember in the battle of Jutland). HMS Dreadnought triggered a warship arms race of the early 1900's, especially the UK and Germany, and also starting the rise of the US Naval power. By the start of WW1 the UK had well over 300 warships divided into various fleets around the World. The main fleet, the Grand Fleet was formed in 1914 and was based in Scapa Flow in the Orkney Islands. Also during the period 1907 to 1914, Germany assembled a powerful modern Navy and its main fleet was called the High Seas Fleet based on the Elbe river in Germany. These two powerful fleets would clash in the Battle of Jutland off the North Sea coast of Denmark's Jutland peninsular between May 31st and the 1st June 1916.

Next month: The actual Battle.

## 10. Brit Expression of the Month

### ***“Get Stuffed”***

If we're annoyed with someone, but not quite annoyed enough to tell them to f\*\*\* off, we might suggested they do this instead. It's unclear who should perform the stuffing or what materials they should use. Still, it sounds unpleasant enough for the person on the receiving end to get the idea.



