



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

August 2017 Edition

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1. Editor's Update

I am still on the Isle of Wight and keeping very busy over here with activities at our twinned sailing club - The Brading Haven Yacht Club (BHYC) here in Bembridge Harbour. I have been doing duty on safety boat and race committee boat as well as sailing my SWAN class wooden sailing boat Frolic. The Club is very active with summer sailing races, cadet training, regattas, evening and weekend events (we even have a summer Ball), as well as cruise-outs with our yacht fleet.

Just as I was 'steered' into being Spyglass editor, the same applied to BHYC where I was 'steered' into more intensive volunteering to helm



We do like to have fun at the club

and crew our safety boat RIBs, and doing racing committee boat duty for our summer sailing races, and so I have been very busy in this area.

We also have a resident goose in the harbour called Gertrude or Gertie for short. She and her Canadian Goose boyfriend (she has a had a few, naughty girl) live in a little floating house in the Harbor built for her by the locals. Gertie spends a large portion of the day strolling on our pontoons, on our club deck and has even poked her beak into the clubhouse looking for treats.

In this issue, I am including an article that covers a typical summer series race in the Solent - just outside of Bembridge harbour. Also in this month's edition, Lawrence Ives gives a fascinating account of building a Carolina Spritsail Skiff. Please dear members, I would appreciate more article submissions for our monthly newsletter to keep the publication interesting and informative.



Gertrude - our resident Goose

Please submit to me by the end of each Calendar month. I have decided to give 'Brit expression of the month' a break for now. If members have ideas for a fun section - let me know.

Nigel Baker

Spyglass Editor

nigelbaker10@yahoo.com

2. Commodore's Commentary

The summer boating season keeps on keeping on – we have cruise-outs, sailboat racing, and just plain great weather. In the clubhouse we'll be having Sunday Breakfasts and the monthly dinner on the 19th. Check the calendar on our website. If you have requested a membership card once it has been printed it will be put into round wood bowl on the counter at the badge board. If you still need one let me or Michael Bell know, or, there is a list in the club on the left side of the computer monitor. Remember, it takes about a week to have them made.

Quincy Bragg

commodore@sierrapointyc.org

3. Club General Update

Take a GOOD look at the photo - taken as evidence that someone or group just dumped used used crockery and utensils in the sink and did not wash them or put into the dish washer. This is a reoccurring problem in our club kitchen and so I urge our members and guests to PLEASE, when you have used the kitchen to clean up after you,

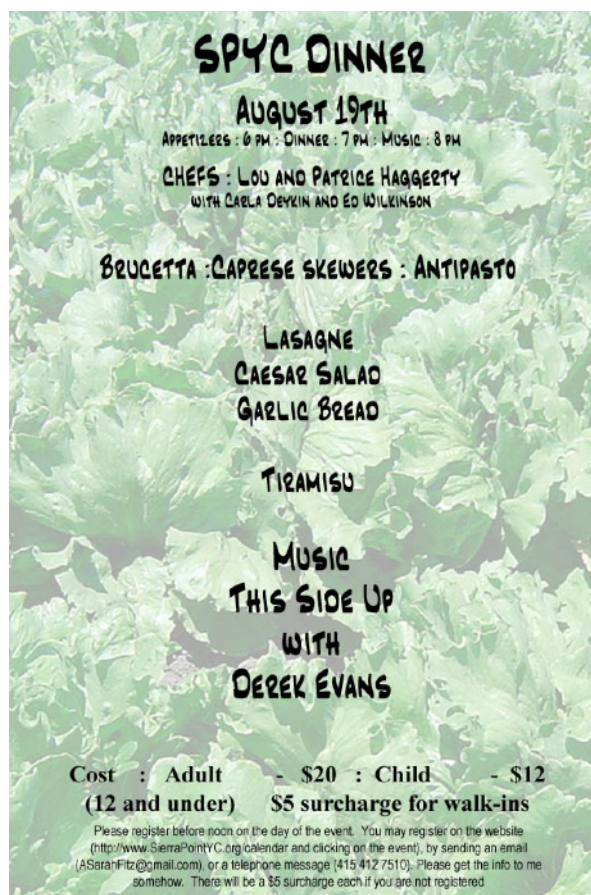


wash or put used crockery and utensils into the dishwasher. Thank you for your consideration.

4. Events Calendar

Monthly Dinner

The August dinner will feature an Italian menu and will be held on Saturday August 19th. Music will Be provided by the band This Side Up with Derek Evans



Breakfast at SPYC

The monthly breakfasts are on a summer weekly schedule until the end of August, so please join us for breakfast at the Club now and support our breakfast get-togethers every Sunday for the summer season and 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, and 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 or Terry at: mountainterry@yahoo.com

5. Cruise-Outs/Ins Update for July

July was a busy month for SPYC Cruisers starting with a lonnggg 4th of July weekend at South Beach Yacht Club hosted by Patrick and Nancy Lydon. Jack and I arrived Friday afternoon and headed over to the Lydon's lovely condo in the Mission district where we had "Pot Luck North" with several other club members who cruised up for the weekend or drove in just for the evening. Saturday some of us found our way up to the Fillmore district for their lively annual Jazz Festival. Back at South Beach in the evening we had a big group dining from the yacht club menu and enjoying the beautiful view of the harbor from the deck. Sunday and Monday the cruisers went their own way. We were fortunate, along with the Lydons, to be invited on Monday to tour the 425 Market building – the 3rd biggest office building in San Francisco with Brian Russell, the handsome and smart-as-a-whip son of Jay and Shirley – who is chief engineer of the building. The 3 guys had lots of questions and recommendations 😊 for Brian while we women had our phone cameras clicking. That evening we bounced between Sea Note (Davis's) and Day Tripper (Bracketts) for a delicious, authentic Puerto Rican dinner with pork, chicken, plantains, rice, salad and much more all cooked up by Evelyn & Gary Essenwanger their delightful guests and capable crew members. The spontaneous song and dance performances in the galley over after-dinner rum drinks was caught on film but only censored clips have been shared. LOL!!

Jack and I set out for home early Tuesday but a few hardy souls stayed for the birds-eye view of fireworks around the Bay that evening. We continue to be awed and grateful for the wonderful people of the SPYC family for their generosity and gracious hospitality. Not only the Lydons and Russells, but Craig and Anissa Brackett and Ted and Irene Davis, all of whom opened their beautiful

cruising yachts to all of us for morning coffee, happy hours, and dinners during our visit. Great People make for a Great Yacht Club! Craig, Jay and Gary even hopped on Sea Note to be sure the 55' vessel safely docked in high winds back in Brisbane on Tuesday morning, then "Ubered" back to re-join the group. You know, it's just what we do here.

7 vessels made their way to the beautiful Richmond harbor and yacht club on July 21st and gathered in the bar for happy hour. Dan and Carmel delighted us all with the story of how they came to own their new 32' Bayliner, Crew's Inn. To celebrate they generously popped for the delicious dinner prepared by Mike Catalli, Richmond's capable chef / food and beverage manager. The new yacht club, financed by several members – turned – investors is one of the most beautiful on the Bay and as friendly as ours. Their sailing school and racing program contribute to their 1000 member-strong community. We had a great weekend there.

Saturday a few of us "Ubered" in to the little town of Point Richmond. Jack and I walked back, stopping by the Model Railroad Museum for a delightful tour. For our "pot luck" the Russells hosted cocktail hour on Grey Pelican before we moved next door to Crew's Inn for dinner. Carmel is not only a gracious hostess but maker of limoncello, Kalua, and oat meal cookies that melt in your mouth. She delighted us with stories of growing up, the youngest of 12, in her native Ireland while Dan filled in with his own quips now and then.

Since it was my birthday on Sunday Cap'n Jack and I sailed through 30 knot winds over to South Beach where we had reserved a slip for a night in the city. I had a perfect day doing what I love with the one I love; sailing on the Bay, exploring an urban neighborhood (North Beach) and dinner at Original Joe's with a night cap at the Top of the Mark.

Our next cruise is to Sequoia in Redwood City where Jason and Michelle Fox keep their floating home and will join us for more SPYC fun. Check the calendar for future cruises to Marin and Sausalito and sign up to join the fun.

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 for July



Hot racing News!

Hot! That's what we had for summer weather in July. Overall above normal which has given us some iffy wind and weather patterns for racing – all for the best, however. Part of the goal is to give racers a chance to practice and improve their skills. A few windy Tuesdays, one or two evenings of light air practice. No cancellations so far this year and we are hoping to have this the first year in many that allow us to run all the races scheduled. Our second five race series ended on July 11 with a three way tie in the first race group among Lackerli, Outrageous, and Sparky. In the second race Papoose was first and then Yunona and Nessie tied for second. Congratulations to all.

Notices are up in the club and on the docks for the ***second Treasure Island Race. Sunday August 13th.*** The first one back in June was a big success so we decided to do it again. Come to breakfast then go for a relaxed outing on the Bay! Details are posted on the Racing page at our website

Tuesday night racing continues until the end of the month. Last race on August 29th. Don't miss a one

Quincy Bragg
racing@sierrapointyc.org



RACE TO TREASURE ISLAND
AGAIN!!!!
AUGUST 13TH

Sierra Point Yacht Club Beer Can Races
have added a second sailboat race
from Brisbane to Treasure Island and back

Have Sunday Breakfast with us at the club
Captains meeting : 10.45 am
Race start Noon

Everyone is welcome to compete

see details on our website
Go to www.SierraPointYC.org and highlight "racing"
or write to Racing@SierraPointYC.org

7. Bulletin Board

No new bulletin submitted to post this month

8. Tech Tips. Items for Sale

No input submitted for this month's edition

9. Building a Carolina Spritsail Skiff

About twenty five years ago I bought the kit to build a model of the Henry Morgan, an 18th century whaling ship. The kit consisted of more than a thousand parts, including miniature planks and tackle for more than 300 lines. It took me six years to build, and it sits in a glass case on my stairway landing. When I finished, it occurred to me that I could build a real boat in the time it took me to build the model, and then I'd have a boat I could use. I visited the Maritime Museum in my hometown of Beaufort, NC and purchased blueprints for a 12 foot sailing dinghy called an Essex, designed in England in the 1930s.

It soon became apparent I was way over my head. I contacted the director of the Watercraft Center at the Maritime Museum, and he told me I'd selected a very difficult boat. He recommended I select another one, but I told him I'd already purchased the lumber. For the next three years, he guided me as I built the boat. I'd email him photos of what I'd done, and he'd email me back telling me I'd done it wrong, take it apart, and do it this way. When I asked where to buy eight inch bolts for the stem, he told me to buy silicon bronze rod and make them myself. I built a steam box with an old propane tank as the boiler heated on a gas grill. I designed a fixture to install more than a thousand copper rivets. Built from



Figure 1. Carolina spritsail

Alaskan cedar, mahogany, and oak, it is a thing of beauty and a source of great pride. I sail it in Mariners Lagoon all the time.

I wanted to work with teak, so I looked for a boat rebuild, as I wasn't ready to build another boat from blue prints. While bike riding my bike in Alviso, I came across a derelict boat sitting on a rusty trailer. Nineteen hundred dollars later I was the owner of Star 4663 built in 1964. The cedar hull was in good shape, but the deck was toast. I ripped it off, refinished the hull (inside and out) and installed a teak deck. There are more than 10,000 Stars in the world, but this is the only one with a teak deck. Paul Cayard, who got his start on Stars, called it "Cool!"

I kept the Star at Treasure Island for many years, but eventually the \$90 per month rent got to me, especially since I rarely got up to sail it. I brought it home to San Mateo, where it sat for more than ten years. I couldn't sail it, because it's a fixed keel boat, and I needed a crane to launch it. For most of those years I spent my spare time working on my boats at Brisbane Marina, Wings and Explorer.

Eventually the building bug got to me again. I decided to sell the Star and build a boat I could launch at boat ramps. I sold the Star in two days, and a week later a truck towed it to Michigan, where it was featured in a classic Star boat show.

The Carolina spritsail skiff was a classic work boat in the sounds of North Carolina for more than 100 years. While significantly larger than my sailing dinghy, it is much easier to build. It's a hard chine boat that can be built without steaming the planks or frames. It's become a very popular boat in my home town of Beaufort, NC. It will be a boat I can use on the lagoon, nearby lakes, and the south Bay.

After receiving the blueprints, I lofted the boat using two 4' by 12' rolls of paper from Staples taped together. The lofting shows the



Figure 2. Support frame with transom in place

frames and components full size. The San Francisco Maritime Museum put me in contact with Jackel Enterprises in Watsonville, a supplier of marine lumber. I selected different wood than called for in the plans, since juniper and soft pine aren't readily available on the West Coast. I'm building the boat with Alaskan yellow cedar, red cedar, and Douglas fir.

I'm building the boat on a deck below my house, and the first task was to assemble the framework to build the boat bottom up. The frame supports the stem, transom, and cross braces that position the frames. I'm taking a lot of care to get everything square and level to ensure the boat is straight and true. There are ten "stations" where frames are located. Next up were the frames themselves, which are cut from red cedar. The side frames were cut from 1 1/2 x 6 inch boards, and the bottom frames from 1 1/2 x 10 inch planks. Figure 3 shows the pieces on the floor of my garage, and Figure 4 shows the assembled frames. Figure 5 shows the frames mounted on the support structure.



Figure 3. Red cedar sections for the frames



Figure 4. Assembled framers

I've made a few mistakes, but these usually become apparent pretty quickly. One of the side frames did not line up because I accidentally set the width an inch too short. It took me a day to disassemble the screwed and glued frame, modify the parts, and screw and glue things in place again. After I'd mounted the first plank on each side, I discovered that several of the stern frames did not match the contour of the keel. I'd mounted these frames 1/2 to 1 inch too low. I had to cut away the side planks, chisel the wood glued to the frames, and sand the

frames back to bare wood. This cost me several days and two 20' pieces of Alaskan cedar (Ouch!).

I have two of the three side planks installed, the keel, and two of the bottom planks. Planking is a two-person job, so my wife Marie's support (including her moral support) has been critical. By the time you read this, I should have all the hull planks on the boat. I need to install a bow section from laminated planks, then plug the countersunk screws and sand the hull. I'll probably apply a coat of primer to the hull before I flip the boat right side up. I haven't quite figured out how I'm going to do that yet, but I have a few options in mind.

There will still be a lot to do. I have to build and install the centerboard trunk, build the centerboard and rudder, install the thwarts, the stern deck, cleats, mast step, and tiller. Once that's done, I'll start on the spars, but first I have to find a supplier for 10 – 20 lengths of spruce. Sailrite sells kits for the sails, but I'll probably have those professionally made.



Figure 5. Frames mounted on the support framework



Figure 6. Side and bottom planks installed, as well as the keel

That worked out very well for the sailing dinghy I built. I'm much better with woodworking tools than I am with a sewing machine.

For those interested in following my progress, I've set up a blog at:

<https://spritsailcraft.wordpress.com>

If you go to the site, you should see a button on the bottom right that says “Follow.” This will take you to another page where you can sign up to receive emails of blog postings. I’ll also update progress in the next Spyglass.

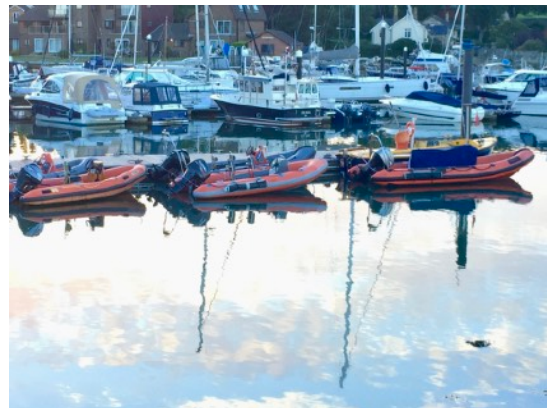
Lawrence Ives

10. Summer Sailing at the Brading Haven Yacht Club

As mentioned in the Editor’s update, BHYC is busy with the summer racing series, cadet training, Regattas and other events.

To support our racing and training program, we maintain 4 RIB’s, our ‘chugger’ which is an open wooden boat called Goshawk, and our race committee boat - Wight Rose. We rely mostly on volunteers to support our racing, but also employ a sailing instructor/boatman to manage the general club activities and maintenance. To support the safety crew and race officer requirements for each race, a volunteer ‘Dutyman’ maintains a calendar for volunteer safety crew and race officer support, much like our own volunteer system at SPYC, and so safety and race officer crews volunteer to be put on the Dutyman list in advance so that racing and training is well covered. In my case for instance I have volunteered for both safety boat and race officer duties by putting my name on the Dutyman list and so one day I would be on safety boat duty, helming one of the RIB’s, and the next day I would be assigned assistant race officer on Wight Rose.

The race officer will design a course based on fixed and inflatable markers and will hold a pre-race meeting in the club

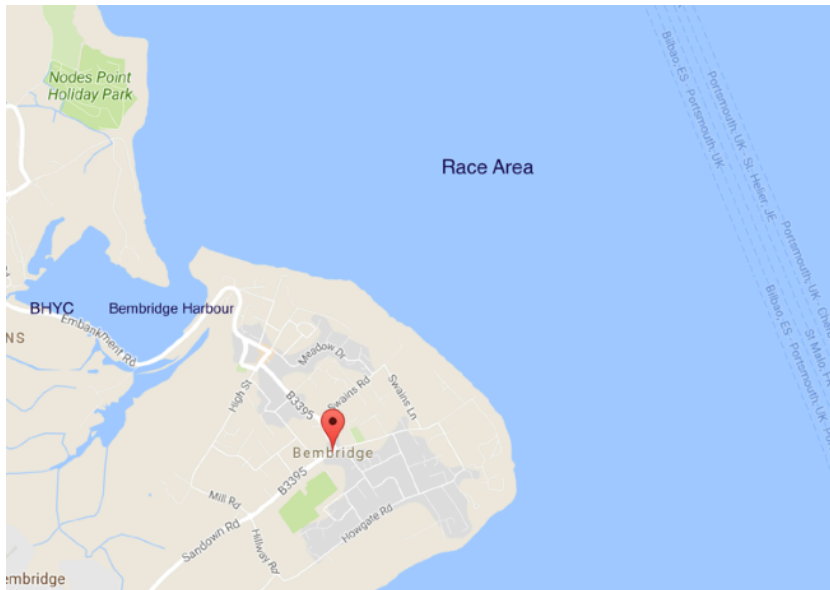


Our support RIBs and the ‘thumper’ Goshawk at the Pontoon



Wight Rose, our committee race boat. Note the race marker board holder and flag holder assembly

race office. Once at sea, a set of colored boards are inserted into the board holder of Wight Rose that identifies the course markers (yellow fixed buoys and deployed inflatable markers). The boards are also colored Red (port) or green (starboard) to indicate a port or starboard passing of each marker. Before each race the committee boat will anchor at the start line and a tip marker will be deployed and anchored to form the start and finish line of the race



The eastern tip of the Isle of Wight. BHYC is at the top end of the harbor with a navigation channel to open waters

Most of our races occur within a mile or two radius just outside of the harbor in the waters of the Solent using a race area dotted with fixed yellow marked buoys. We also deploy inflatable wing markers to 'make the courses more interesting'.

Before each race, the race officer designs a course that encompasses upwind,

beam, running, tacking and Gybing where sailing crews must use their utmost skills and tactics to win. We typically will have three starts in 5 minute intervals, the first will be for special class (very fast), the second will be for fast, and the third will be for slow depending on boat class and speed. Start sequence is traditional:

5 minutes before start - the class flag is raised and 1 sound on the horn

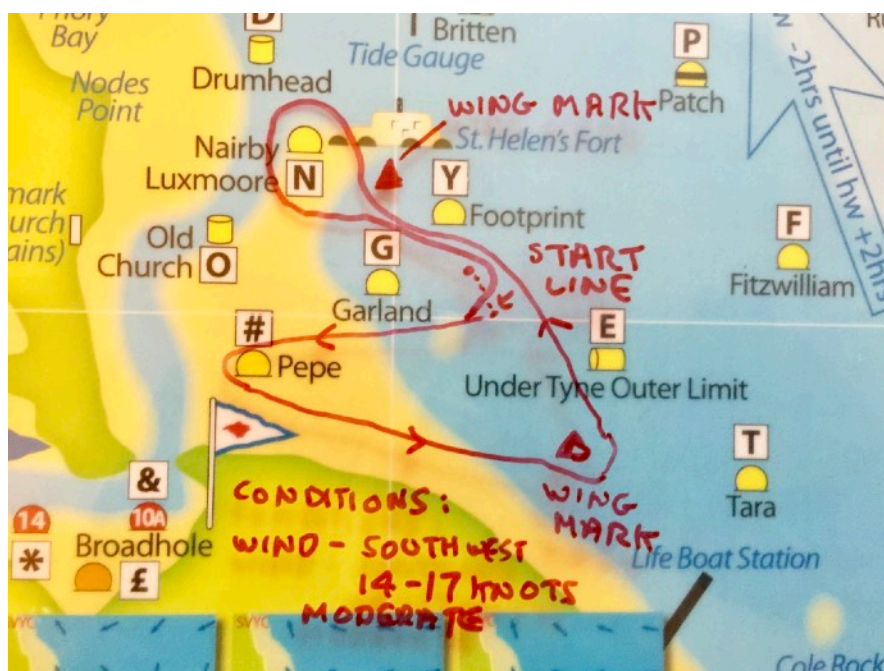
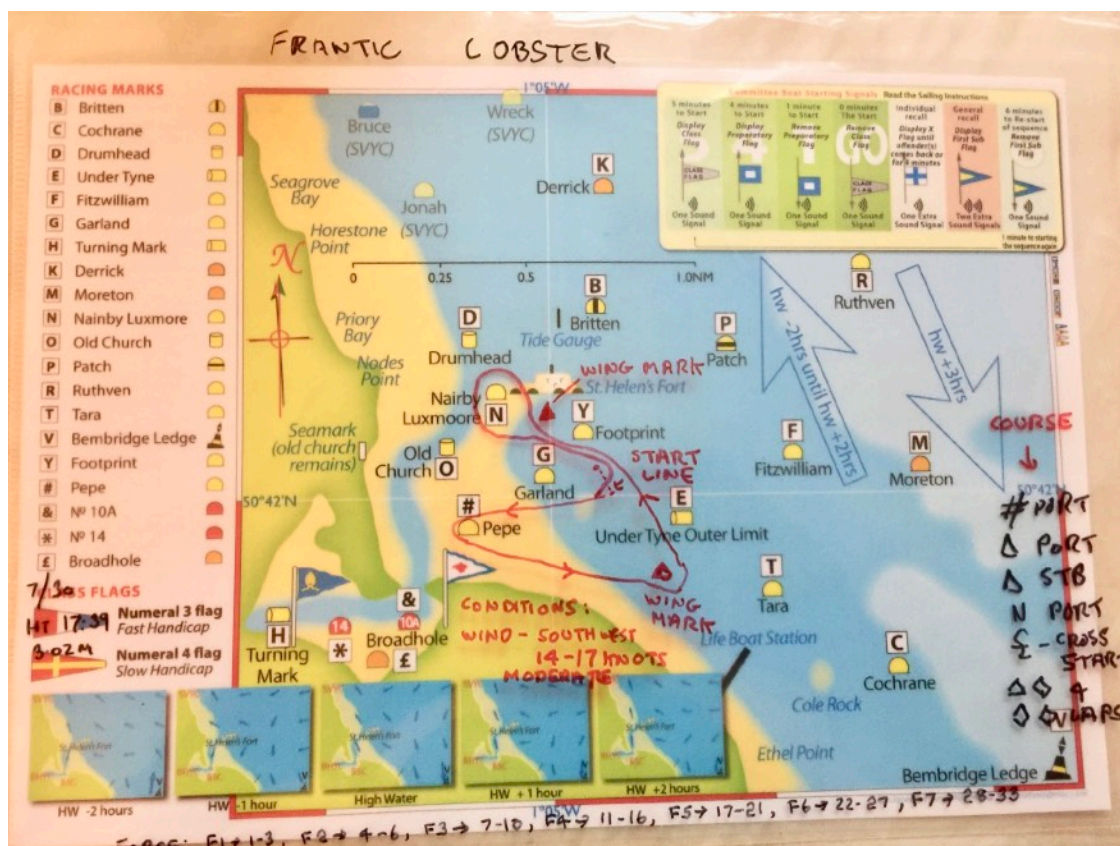
4 minutes before start - the preparatory flag is raised and 1 sound on the horn

1 minute before start - the preparatory flag is lowered and 1 sound on the horn

Race start - the class flag is lowered and 1 sound on the horn

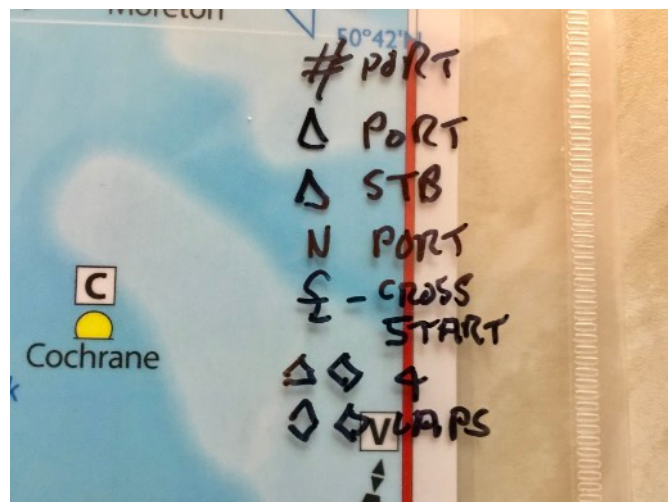
There may be one or several laps in the race. This indication will be displayed in the sequence of boards in the board holder. Below is my course and condition markings on my map for a race last weekend, and the course board identifications. The board holder and the race boards, and flags on the stern of Wight Rose will indicate to the class boats positioning for a race what course will followed and how many laps for the race.

The map shows the general layout of the race area and all permanent yellow race marker buoys. The red triangles are our inflatable wing markers. The start and finish line is between the race committee boat and a deployed tip marker. Frantic and Lobster are our two safety RIBs for the race; we are all connected by VHF radio.



Below is the race board descriptors displayed in the race board holder on Wight Rose, written down on my map:

From the start/finish line: a beat to the Pepe buoy (#), round the marker to port. Then starboard beam reach to the beam inflatable wing maker, round the marker to port. Then a downwind leg to another inflatable wing marker, round the marker to starboard. Continue downwind to yellow marker N, round the marker to port. Then a reach to the start/finish line. Cross the line and repeat the course for three more laps to complete the race.



The Pound sign board indicates boats must cross the start finish line as part of a multi lap race. The 4 diamonds board indicates number of laps for this race - in this particular race - 4 laps.

Depending on tide and weather conditions, some races will start and finish at a clubhouse start/finish line within the harbour. The course boards and flags will be displayed on our external race room wall and flag pole much the same as on the committee boat at sea. The races will exit the harbor after start, complete a course much as above and finish back at the start/finish line at the club.

That's all for this month folks.

