

**SAN FRANCISCO MODEL YACHT CLUB**

**NAUTICAL NEWS**

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San Francisco Model Yacht Club,  
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**San Francisco Model Yacht Club**



Spreckels Lake

Established 1898

Golden Gate Park

**July 2024 Schedule (preview)**

06	Saturday		Open (4 <sup>th</sup> July weekend)
07	Sunday	1300	36 R Class (4 <sup>th</sup> July weekend)
09	Tuesday	1200	ODOM Class
13	Saturday	0930	Board / General Meeting
		1300	All Radio Sailing Fleets fun sail day
14	Sunday	1300	Infinity 54 class
17	Wednesday	1200	Victoria Class
20	Saturday	1300	Freesail X class Virgil Cup
21	Sunday	1300	Santa Barbara Medley Cup
27	Saturday	1300	(Open) SFM
28	Sunday	1300	(Open) SFM

**Red=RC sailing, Green=Freesailing, Blue=Powerboat sailing**

**Check the SFMYC webpage for the complete updated PDF 2024 calendar. [www.SFMYC.org](http://www.SFMYC.org)**

*Advise us of your new address when moving! [sfmycnauticalnews@gmail.com](mailto:sfmycnauticalnews@gmail.com)  
For input to the Calendar, contact Ryan Schofield at [rssailor@yahoo.com](mailto:rssailor@yahoo.com)*

**August 2024 Schedule (preview)**

<b>03</b>	<b>Saturday</b>	<b>1300</b>	<b>36 R Class</b>
<b>04</b>	<b>Sunday</b>	<b>1300</b>	<b>Wheeler Class</b>
<b>10</b>	<b>Saturday</b>		<b>(Outside Lands)</b>
<b>11</b>	<b>Sunday</b>		<b>(Outside Lands)</b>
		<b>0930</b>	<b>Casual Steam Up</b>
<b>13</b>	<b>Tuesday</b>	<b>1200</b>	<b>ODOM class</b>
<b>17</b>	<b>Saturday</b>		<b>(Park Event)</b>
<b>18</b>	<b>Sunday</b>	<b>1300</b>	<b>10 Rater class</b>
<b>21</b>	<b>Wednesday</b>	<b>1200</b>	<b>Victoria class</b>
<b>24</b>	<b>Saturday</b>	<b>1300</b>	<b>Freesail M Class</b>
<b>25</b>	<b>Sunday</b>	<b>1300</b>	<b>Santa Barbara class</b>
<b>31</b>	<b>Saturday</b>		<b>(Open – Labor Day Weekend)</b>



# Nautical News

**SAN FRANCISCO MODEL YACHT CLUB**

Spreckels Lake - Established 1898 - Golden Gate Park

Volume 126

July, 2024

Number 7

## 2024 OFFICERS

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Gene Erickson, Wally  
Wahlander

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(The deadline for items for the Nautical News is the 25<sup>th</sup> of each month. Send copy to our editor [EdSFMYC@sonic.net](mailto:EdSFMYC@sonic.net) & CC: [sfmycnauticalnews@gmail.com](mailto:sfmycnauticalnews@gmail.com) We reserve the right to edit submissions, based on space available. See new Ad posting requirements in "For Sail"

## Commodore's Corner

by Rob Weaver, Commodore

On July 4<sup>th</sup> we celebrate much more than a radical group of activists who formed a new nation with a unique and untested form of government. In the backwaters of the world, in an area more akin to a wilderness than a vibrant intellectual center, a few brave people declared their independence from one of the most powerful countries in the world. In the ensuing War of Independence, the nascent nation that was to become the United States of America would suffer 70,000 combat and related deaths. To put that in perspective, the total population of the 13 former colonies was only 2.5 million at the time. The death rate was 2.8% of the population. If the nation suffered the same death rate today, the deaths would exceed 9.5 million citizens! We often only think about grilling hamburgers, drinking beer and watching fireworks on this holiday, but take a moment this year to reflect on the enormity and cost of the event that led to the freedoms we now have. The sacrifices of the founders who fought for freedom should not be forgotten in the wake of backyard parties, fireworks and a long weekend.

**PAINTING AND GARDENING:** The club has been primed and painting will start before the July 4<sup>th</sup> holiday. That is the schedule that the painters have given to us. Hopefully no emergencies or delays will disrupt the schedule and we will have a beautiful clubhouse by the next meeting. Plus, the good news is that Rec & Parks has rejected the yellow and purple color palette suggested by Carl Brosius and opted to keep the colors unchanged.

**LAKESIDE WALKWAY/LAKE REPAIR:** Unfortunately, Colleen and I have nothing to report concerning the much needed repair to the sidewalk at the East end of the lake or the repair to the edge of the lake. We are assured by Dave Iribarne (superintendent of Golden Gate Park) that he continues to push for inclusion of the work in the park's budget. Both he and Phil Ginsberg (general manager of Rec & Parks) are well aware of the problems and the potential for serious injuries on the sidewalk. Colleen and I make both matters the highest priorities in our quarterly meetings with Dave, and directly advise him of all falls and injuries suffered by members and citizens using the sidewalk.

He is aware that one serious injury could expose the City to liability that greatly exceeds the cost of sidewalk repair.

One of the impediments to actual action being taken is the fact that the SF budget is in crises. This year the projected deficit is \$254 million. Next fiscal year the deficit is expected to rise by an additional \$554 million. Mayor Breed has requested that all departments reduce their budgets by 10%, which leaves little money for large projects. Even smaller projects are unreasonably delayed. Personally, I feel that the deficit numbers are pretty optimistic. In light of businesses abandoning SF and commercial buildings remaining unsold and underutilized, tax revenues will certainly decrease even more than projected. Payroll, property and real estate transfer taxes are all in a freefall. Faced with deficits, Rec & Parks has even raised berthing fees at the Marina Yacht Harbor and proposed a \$5 reservation fee for city operated tennis courts. One thing that I intend to bring up at the next Board and General Meetings is a proposal that we infuse some club funds into a project to get the sidewalk at the East end of the lake repaired. I do not know whether this will be accepted by the membership, or whether Rec & Parks will move forward if we contribute to the expense, but I think it is worth a try. By my rough calculations, the cost of repaving could exceed \$19,000. I'm thinking about proposing a significant contribution of up to 1/3 of the cost, not to exceed \$7,000. I think it is a reasonable amount to spend to make the area safe.

**CLEANING:** In my absence from the last Board and General Meeting the proposal was put forth that each squadron and fleet organize a "monthly" cleaning event to keep areas used by each group clean and organized. This was optimistic, and not quite what I wanted to be presented to the members. I would like each squadron and fleet to organize a cleaning day for their areas. This can be done before or after an event, and need not be a massive ordeal. It likely only entails moving boats to clean floors, dust/clean boats in each fleet, dust and clean power boat cases, etc. Three or four people should be able to clean their areas in less than an hour. If you are a squadron officer, fleet captain or just a member who wants to have a clean and well maintained club, organize a day to clean a specific area. Last month I got a head start on this by cleaning the area behind the Board table, washing the flags, dusting the freestanding trophies and waxing the Board table. One person – one hour. It is our club. Take some pride in it and clean your area. As my mother use to tell me, "make your bed and put your clothes away." Be careful or I'll call your mothers and have them order you to behave!

## ***Power Squadron Report*** **Tug Fest/Fun Float Day June 23**

text & photos by Ken Knipmeyer, PSO

Turnout was strong and spirits high at the Tug Day/Fun Float on June 23<sup>rd</sup>. 28 captains attended along with 4 First Mates.

The day started with cold temperatures and fog rolling in. Mark Twain was right about SF summer weather. Luckily, as the day wore on, we got some clearing and partial sun. Until that point, blankets and gloves were spotted on some skippers.

The atmosphere was festive as boaters ran their craft, talked with friends, and chowed down on sandwiches and cookies. Club friend John Blackburn brought his killer Jane's Cape Cod Beach B\*\*\*\* Bash cookies and took great photos for all.



John Blackburn's Special Cookies

Champagne was toasted to another maiden launch by Blaine Russell. His Panama tug was sprinkled with some bubbly and hit the water for the first time.

Celebrating the Maiden Launch



Blaine Russell & just completed Panama Tug

Other Maidens of a sort were Don Savage running after a 43 year hiatus, and Rick Weiss' relaunch of an adopted steamer.

Rick piloted the incredible steam warship that he had adopted and brought back to life.

He previously made friends at the Berkeley Live Steam railroad club as they reviewed the intricate engineering and gave some pointers. The boat weighs about 40 pounds and we weren't

sure if it would sink. It steamed well, only listing a bit to starboard. A minor adjustment of batteries and ballast should fix it.

Jim Harrold assists captain Rick Weiss



Dave Gallagher's friend Tony Wheeler ran a beautiful steam launch.

Tony Wheeler's beautiful launch

Tony Wheeler's launch under steam

And tugs everywhere! But also steam launches, sailboats, mahogany power boats.

Friends, boats, food, and fun.



Some of the other amazing boats that participated:



One of many beautiful tugs



Gerry Bowen's Tug Fleet

Cameron Wilder's plank on  
frame Star 45





Randy Smith's Tug Working the Water

Shipworkers at the Dock (occasionally, affectionately known as "warfrats")



Bob Heacock & the Frances C.





Rich Rosales steams up



Your PSO Having Fun

## Power Squadron Goings On

Gene Ericksen and Ken Knipmeyer will replace the buoys on the west side of the lake in the power boat area.

Dennis Hodges and Ken will huddle on July 7<sup>th</sup> at the Club Open House and talk about hosting a builder event later this summer where power and sail builders can compare notes, help each other, and talk shop.

The power squadron is also happy about growing its ranks, as several boaters at the Tug Fest said they would re-enlist in the Club as they like what's been happening.

## Model Boats on Parade, September 15, Sails Ahead

The Club's Model Boats on Parade event is cruising ahead. We're going to put on a memorable show that showcases all aspects of the SFMYC.



Show the Flag!

The primary focus now is:

- Recruiting exhibitors
- Promoting the event to the public
- Filling out our volunteer team including some display tables

Outreach has started to West Coast model

boat clubs. We're sending our flyer and event invitation to sail clubs, power clubs, static model clubs, and steamers. Postings have been put into RC Groups under several model boat forums, and the SSMA journal has had a large ad the last two issues.

A recent email to all club members contains the MBOP flyer and an event writeup. This makes it easy for you to **then forward this to any other boaters you know who might exhibit, or to any of the public that might want to attend the event.** This is a powerful way to get the word out. The public is interested! I am continually surprised at the reaction when folks see the event flyer. Our hobby is very compelling and people's eyes light up to hear about such an event.

The flyer is also available on our website to view or download: [www.sfmvc.org/mbop](http://www.sfmvc.org/mbop)

Here's a work in progress layout for the day



### Volunteers Needed

We'll need help from many people to stage a great event. Initial volunteer response has been good with over 18 volunteers stepping up. We especially need volunteers for the areas listed below.

### Exhibit Tables

- SFMYC: Who We Are: Club overview, history, calendar of events
- What is Sail Racing? How it works, how to get started
- RC Sail Class Examples: One or more types of each RC Class we race

### Other Activities

- Have A Go! (Need volunteers to help public run a Springer Tug or similar)
- Raffle (Need kits/equipment/boat donations from members for raffle)
- Setup, Takedown, Registration

Click here for volunteer signup:

### [Volunteer Sign Up](#)

Or contact me directly:

[knip@knipmeyer.net](mailto:knip@knipmeyer.net) 415.500.1371

## ***Freesail Squadron Reports*** (see 'Late Breaking New's for Bernards report) **M Class Freesail Invitational Race**

by David Sands, Fleet Captain, photos by Mike Stobbe

It was about the same weather as the last M race, with light winds at the west end, and whitecaps at the east end. Again seven sailors vied for brass. This race was not completely dominated by the Stobbe clan, as I managed third place by winning both ways on the last board. Colleen, Stephen, Jason, and Rick were out there battling the elements.



There were a few minor collisions, and as usual visits to the dreaded south shore. The lower lake level was not kind to our keels, nor was the damaged area, preventing bounce tacks. Nonetheless, everyone had a good time.

Jason Spiller works downwind. It was a lovely cool day.

Rick Weiss, in a calm period. The wind was highly variable.



Colleen Stobbe's boat, beating beautifully along the north shore.

Mike Stobbe stays near the north shore as Stephen Ma and Jason Spiller head for Motorboat Bay.



Results as follows;

- First Place-Jeff Stobbe-22 points
- Second Place-Mike Stobbe-21 points
- Third Place-Dave Sands-19 points
- Fourth Place-Colleen Stobbe-16 points
- Fifth Place-Stephen Ma-14 points
- Sixth Place-Jason Spiller-10 points
- Seventh Place-Rick Weiss-3 points

Next M Race, August 24, Race No. 4.

### 36R-CLASS JEFF & MIKE STOBBE INVITATIONAL, 6-08-24

text & photos by Mike Stobbe, Fleet Reporter

We welcomed a new freesailor at the 36R Invitational as our PSO Ken Knipmeyer decided to find out what freesailing is all about.

Colleen Stobbe shows the freesail adjustments to Ken Knipmeyer.



Together with the regulars, 8 skippers turned out on a cool overcast day with strong winds. The winds were from the usual west and south, but quite gusty and variable, here one moment and gone the next, light at the west end and heavy at the east. Heartbreak Harbor was troublesome for everybody at times.



Colleen Stobbe didn't sail. She loaned her boat to Ken and coached him from the sidelines.

Ken Knipmeyer confirms that freesailing is a walk in the park.

Jeff Stobbe's boat, *Yard Sail*, wasn't a new one, but was one he hadn't raced before. Utilizing three-boat starts, there were quite a few initial collisions in Heartbreak Harbor, some of which were consequential. Mary Rose Cassa tangled with Mike Stobbe, whose vane was deflected 180 degrees, resulting in aimless drifting until long after the other two sailors had finished the board.



Dave Sands and Mary Rose Cassa had a knock-down drag-out beat as far as the cypress tree, at which point Dave pulled ahead for the win.

Most struggled upwind, as everyone was over-canvased for the day's wind, especially at the east end of the lake. Jeff really couldn't get *Yard Sail* to perform as he would have liked, and the boat couldn't be properly tuned under such gusty fitful conditions. Bernard Price's *Batteries Not Included*, normally a good heavy weather

performer, also didn't do well to weather, nor Mary Rose Cassa's *Manzanita*, which did well on the runs but lost every beat. Jason Spiller, Dave Sands, Jeff Stobbe, and Ken Knipmeyer all did middling well, but Mike Stobbe and Stephen Ma were the only two that best handled the challenging conditions.

Jason, Ken, and Mary Rose prepare for the start as Colleen and Marlee watch.  
Photo by Mike Stobbe.



In the end, the regatta was literally decided by a photo-finish on their beat. Too close to call, a careful examination of the picture determined that Stephen won by inches. Congratulations Stephen! Ken Knipmeyer enjoyed himself. We encouraged him to try the X and M classes as well.



Careful analysis confirms that at the moment the picture was taken, Mike Stobbe (distant) had 40" to go, while Stephen Ma had 38" to go. Stephen Ma won the regatta by a one-point margin.

The complete results are:

1st Stephen Ma, 36R-37, *White*  
2nd Mike Stobbe, 36R-48, *Judy*  
3rd Ken Knipmeyer, 36R-31, *Grace*  
4th Jeff Stobbe, 36R-67, *Yard Sail*

5th Dave Sands, 36R-47, *Kami Kaze*  
6th Jason Spiller, 36R-55, *Warp Speed*  
7th Bernard Price, 36R-61, *Batteries Not Included*  
8th Mary Rose Cassa, 36R-28, *Manzanita*

## Bruce Ettinger Bottle Yacht Regatta Recap

text & photos by Kate Ettinger, Colleen Stobbe & the Bottle Class

Commodore Weaver kicked off the 4th Annual Bruce Ettinger Bottle Yacht Regatta-- a fun day at Spreckels Lake for the bottle class sailors, family & friends, regatta supporters, and passersby.



Freesail Race Director Mike Stobbe started the downwind freesail race on the North Shore with sailors lined up youngest to oldest.

All boats released at the same time. The race was handily won by Russell Sui skippering a Schoenstein Family bottle boat.



Another Schoenstein Family bottle boat sailed by Daniel Crosby looked destined for 2nd until a strong wind collided it into our rescue tug, Lil Scoop.

A Schoenstein Family boat sailed by Daniel Crosby.

That snafu left an opening for 2nd place and a comeback moment for the TJaxMaxx sailed by Henry Li; the boat originally built by Jaxon and Tania Riss was repaired for this regatta by Henry and his Dad, Peter Li.

Nina Manzo's viking ship, Raske Flask, placed 3rd. Bruce Teng repaired his multi hull and sailed unchallenged for 1st place.

**Schoenstein Freesail Race:**

Henry Li,  
Russell Sui,  
Daniel Crosby,  
Nina Manzo,  
Bruce Teng



### Spiller Basic RC Race:



Ethan Li, Ethan Chui, Rosey/Sophia, and Theo Ayers-Lee

Four new bottle boats competed in the beginner RC race. Race Director Jason Spiller also started this downwind race along the North Shore. Theo Ayers-Lee came in 1st, Ethan Chui sailing the adorable Snoopy bottle boat came in 2nd, and 3rd went to Rosey, our youngest skipper, who sailed the Sophia built by her sister, Sophia. A strong wind snapped the rig on Ethan Li's boat, which had a difficult race.



### Wahlander Advanced RC Race:



Wally Wahlander, Laura Ramseyer, Kiran Wadhwa, Adlai Manzo, Simon Li, Trevor Choy, Daniel Crosby



Race Director Jason Spiller had the Advanced RC sailors race an abbreviated standard course. Strong winds battered these light boats from the start- the wind snapped Laura's rig; a gust of wind collided Daniel and Wally's boats damaging both boats, and Simon's boat took on water interfering with the controls.



Those who navigated through the tempest around the buoy found smoother sailing upwind to the finish. In his 3rd regatta sailing his DHBB, Trevor Choy came in 1st place! Trevor was the first junior sailor to build a Dick Hunter Bottle Boat model ("DHBB"); he is the RC mentor. Adlai came in 2nd, and new bottle sailors Kiran came in 3rd.



**2024 BRUCE ETTINGER BOTTLE YACHT REGATTA  
BOTTLE CLASS**

Our bottle yacht fun is possible thanks to our mentors: Ed Shoenstein, Norman Tuck, and Wally Wahlander joined this year by our new mentors: Melissa Choy (Advanced RC DHBB), Trevor Choy (RC), and Nina Manzo (Beginner boats). Congratulations to all of our sailors!

### **Learn to Sail**

After the regatta, novices and passersby had a chance to Learn to Sail an RC model yacht with a mentor. We look forward to seeing these folks at future bottle building sessions.



A novice passerby learns to sail.

Thanks to SFMYC for supporting the Regatta and Bottle Class activities and to our regatta volunteers: photographers (Paul Frankenstein, Keely Stevenson, Jay Manzo), information table (Masha Geller and Kathy Harvey), race directors (Mike Stobbe and Jason Spiller), and race coaches/Learn to Sail mentors/regatta supporters (Ed Schoenstein, Jim Harvey, Stephen Ma, Commodore Weaver, Jim Harrold, Dave Sands)

## *RC Sailing*

### **Victoria Fleet -- Outgoing Victoria Fleet Captain Michael Fischer**

by Michael Fischer & David Green, photos by Michael Fischer

In the shade under the trees on a warm day at Spreckels, David Green and Michael Fischer formally shook hands to execute our agreement to pass the baton of leadership. Michael will write some of this message, David will add to it and send it along to you all.

First, let me say that I, Michael, ain't going anywhere. I look forward to sailing with you all every Wednesday and plan to continue to do so. On our third-Wednesday "race for points" day, Dick and I will continue to collaborate as race director & scorekeeper/line watcher.

Michel,

#### **From new Fleet Captain David Green:**

As the new Victoria Fleet Captain, I will do my best to support the fleet.

The recap of last Wednesday's racing from Michael appears below. But first I would like to report that SFMYC Club Secretary Colleen Stobbe asked the Victoria fleet to assist with last year's hosting of a summer camp group of teenagers and supervising adults with a tour of the clubhouse followed by a Victoria demonstration sail. I suggested Wednesday June 26 on our usual practice sailing day.

I am hoping that some Victoria sailors can join me in showing the kids around the clubhouse, demonstrating how to sail a Victoria, and providing hands on sailing under supervision. I plan to verify that the two club Silver Victorias are ready to use for this event. Those willing to trust their own boats to interested teenagers are welcome to do so.

Please let me know if you are interested. Jim Forbes said he would help and I hope others will. I will provide more details after coordinating with the summer camp group leader

See you next Wednesday for more fun sailing. Here's a recap of last Wednesday's sail from Michael:

There were 13 of us gathered on a warm, breezy day. Shirtsleeve weather at Spreckels and blistering in Marin and down the Peninsula. But it was JUST on the edge of shirtsleeve weather.



Here you see Mike Fischer, in shorts + tee shirt, & his oldest grandson Scott in a puffy parka (and shorts!)



Jon Ely scanning the lake with his canny eye



Most of the gang of skippers: Jim Forbes, Dick Powell, David Green, Dave Powell, Dave Klinger, Jon Ely, John Blackburn, Bob Heacock, Mike Kelly, Wally Wahlander, Mac Lowery, Jack Hockel and me.

And, Hey: Rob Weaver, our Commodore and the builder of Dave Klinger's SOS (AKA 505) stopped by to chat about the aerator fountains that will (someday) be installed in the lake to, hopefully, make a positive difference in the water quality. To use Rob's word, Spreckel's water is toxic. Yuck. That's a long way of saying that we should all wash our hands well before putting an Oreo in our mouths. Yeah, right.

There was little call for the Oreos today because John Blackburn. brought a plastic tub of his marvelous cookies with chocolate chips and coconut! Fabulous and VERY thoughtful, friend John. Thank you, indeed.

We were visited by Jonathon the Patient Seagull. Patient he was. As soon as his rowdy gang flew away, I rewarded his patience with several pieces of Oreo; after scooping them up, he resumed his fixed stare at me, but no begging.

Here, for your close examination, is a series of seven photographs taken about 5-10 seconds apart, beginning with one of the race's start. Pay attention especially to Dick Hunter's #89:



The fleet lined up several seconds before the starting gong.

About 5 seconds later, shows the fleet has all tacked to port to head upwind to Mark 4.



Another 5 seconds later, shows #89 still on port tack and well up front, as usual.



It was about this point that I noticed Dick Powell wasn't looking at his boat at all. Instead, he was looking well up the course, studying it for at least 5 seconds (in other words, a long time--not just a glance;)

Sure 'nough, about 5 seconds later, Dick tacked to starboard, losing, it appeared, several boat lengths at least & putting three boats in front of him;



Dick still heading south with port-tacked boats still heading up the ladder of the course, while he is going sideways along one of the ladder's rungs

Dick has now gone far enough south to avoid The Dreaded Vortex and he's beginning his tack back to port.



He's now skirting the edge of The Vortex which snagged and slowed those fast port-tack leaders so that Dick could regain the lead with a good lay line to Mark 4.

Sometimes, you just need to go behind in order to get ahead. A parallel lesson to our experience with RRS 18, Mark-room. Sometimes you have to go wide around the mark, losing time and distance, in order to avoid the trap of a crowd of boats hugging the mark. Having done so, you've got clear sailing with the wind on your beam and the other boats in your lee.

And here's a bonus AI produced iCloud slide-show:

[https://www.icloud.com/attachment/?u=https%3A%2F%2Fevws.icloud-content.com%2FB%2FAfcn5B9NJHarB0KJPCb2JnnaaER\\_Abey82hT4b98\\_KXPSZN0ZAaBZXxX%2F%24%7Bf%7D%3Fo%3DApy5SgOdXncjPA244NdEgeboxOOoi5bgFccisbD4O7ND%26v%3D1%26x%3D3%26a%3DCAog3\\_5O2u-7qkFKNNka63sdfN62oRNffDVvFY07DIDgg8YSdhCms\\_uVhTIYpsP26Y4yIgEAKgkC6AMA\\_y5lj4BSBNpoRH9aBIFlfFdqJQ5iD1yVY4IPeW8HGYYZJb1YTD4Q0i9sTEUfludkz0O4\\_iwHS2pyJZPEJXe2-5HLbr3ed1vnODLnKccNM\\_Bux5r8DQNrgazqB8l5ido%26e%3D1721967157%26fl%3D%26r%3D284FAE93-F6BE-4B55-8E15-593F91AD340A-1%26k%3D%24%7Buk%7D%26ckc%3Dcom.apple.largeattachment%26ckz%3DA597F77F-955E-413E-A20B-2B04D66F6D16%26p%3D71%26s%3DQkPcNHieghT3oJ0FsyGs4UDZxg0&uk=5XSh5VLOCFAxiN4TgVnnpA&f=Golden%20Gate%20Park%20-%20Sep%206%2C%202023.mov&sz=60872949](https://www.icloud.com/attachment/?u=https%3A%2F%2Fevws.icloud-content.com%2FB%2FAfcn5B9NJHarB0KJPCb2JnnaaER_Abey82hT4b98_KXPSZN0ZAaBZXxX%2F%24%7Bf%7D%3Fo%3DApy5SgOdXncjPA244NdEgeboxOOoi5bgFccisbD4O7ND%26v%3D1%26x%3D3%26a%3DCAog3_5O2u-7qkFKNNka63sdfN62oRNffDVvFY07DIDgg8YSdhCms_uVhTIYpsP26Y4yIgEAKgkC6AMA_y5lj4BSBNpoRH9aBIFlfFdqJQ5iD1yVY4IPeW8HGYYZJb1YTD4Q0i9sTEUfludkz0O4_iwHS2pyJZPEJXe2-5HLbr3ed1vnODLnKccNM_Bux5r8DQNrgazqB8l5ido%26e%3D1721967157%26fl%3D%26r%3D284FAE93-F6BE-4B55-8E15-593F91AD340A-1%26k%3D%24%7Buk%7D%26ckc%3Dcom.apple.largeattachment%26ckz%3DA597F77F-955E-413E-A20B-2B04D66F6D16%26p%3D71%26s%3DQkPcNHieghT3oJ0FsyGs4UDZxg0&uk=5XSh5VLOCFAxiN4TgVnnpA&f=Golden%20Gate%20Park%20-%20Sep%206%2C%202023.mov&sz=60872949)

## **Thank you, David, for taking on the Fleet Captain roll**

I just learned today that our friend Charlie Roskosz suffered a major stroke two months ago. He's confined to a wheelchair; his ability to move on his own again is progressing slowly with physical therapy.

For at least five years, Charlie would drive up from Santa Cruz with his Victoria almost every Wednesday to sail with us. Not only that—as a US Sailing Race Officer and National Judge, he led us in annual seminars to familiarize us with the Racing Rules and he served on Race committees for the regional and national championship regattas that were sponsored by our Model Yacht Club. Ask Charlie for help or advice? He never says “no.”

He is also quite a well-recognized big boat sailor, especially since he was (until recently) one of the principal organizers for the biennial TransPac (California to Honolulu) sailboat race. <https://transpacyc.com/> With that position, he was able to score great deals for us on fancy trophies for the winners of our regattas.

But all those things are just details. Charlie is one of the most charming, friendly, dignified, gracious and astute men I have ever had the pleasure of meeting. And to be able to call him “friend?” What an honor. He personifies the old adage, “still water runs deep.”

Those of us who remember sailing with Charlie might consider sending him a card or email. Here's his address: 191 Frederick Street #E, Santa Cruz CA 95062. [clroskosz@me.com](mailto:clroskosz@me.com) Cards or letters would be best; he says that the stroke caused his grasp of email to “fly the coop.”

## *San Francisco City Kids-Campers at the Clubhouse*

text & photos by David Green, Victoria Fleet Captain

At 11am today Jim Forbes, Norman Tuck, Mac Lowry, Ken Knipmeyer and Jerry Pugh joined me in hosting SF City Kids Campers at the clubhouse. Thanks to all for making the event a great success.



Kids-Campers in the Clubhouse.

14 kids between 7-11, 4 teenager monitors, and one camp supervisor joined us in the clubhouse and were treated to Jim Forbes short history of the SFMYC, Spreckels Lake, and model sailboats.

We answered their questions, showed them the boats, and gave a short demonstration on how to use the radios. We then crossed the street and the campers took turns sailing the two club

silver Victorias joined by Jerry Norm Mac and Jim with their boats along the west shore. The kids were really into it and managed to avoid any major collisions or capsizes!

Campers watching Jim Forbes.

Afterwards we moved to the race course and joined Dave Sands, Mike Kelly, Jon Ely, Bob Heacock and John Blackburn for munching on John's cookies, solving the problems of the day, and of course racing. Sadly I am finding it difficult to combine hosting and sailing with photography but did manage to take a few shots of those relaxing on the benches etc.



Although winds above 15 were predicted but they did not materialize, the sun came out and only a few out of control spinouts and round downs occurred. As usual most races were won by the first boat to the weather mark. Getting a good start and navigating the shifts and lulls on the beat west to buoy 4 is the key. I managed to do that once, but the other times was too far back in the fleet to know how most races ended.

Next Wednesday is July 3. Unless you are out of town join us for fun in the sun (possibly above the marine layer)

# *SFMYC History*

## Spreckels Lake 11 Years Ago

From Michael Fischer



Only half-drained, looking miserable...

## *Late Breaking News*

### Freesail Squadron Report – Skipper’s Cup

by Bernard Price, FSO, photos by Mike Stobbe

On Sunday June 23<sup>rd</sup>, San Francisco may have been one of the coolest places in the country not just for the weather, which was mild but also for the running of the Skipper’s Cup, our Freesail handicap race where X, M and 36R yachts line up to find out which is the best of the best.



Wally Wahlander (36R) starts his run while Rick Weiss (M) and Bernard Price (M) hold for their 60 seconds handicap.

The Skipper’s Cup inaugurated in 2004, was originally sailed as a friendly rivalry between X and M boats with no handicap applied. The 36R fleet was just getting established in the SFMYC at the time and would begin participating in the Skipper’s Cup sometime later when handicaps between the fleets



were developed making the racing more interesting. Based on years of observation of relative performance between the boats, we settled on sequential starts- the 36Rs first followed by the M boats 60 seconds later- with X boats being last to start, 30 seconds after the M boats. As this handicap is applied at the start, first to the finish line wins the race. ...*And have some of those finishes been close and exciting!*

Mike Stobbe's X-34 charged past Mary Rose Cassa's 36R-28 and Wally Wahlander's 36R-31, only to fall into light air before the finish line and be passed by both.



For many years X and M boats dominated the results and we wondered if a 36R would ever win the Cup. This question was

answered once in the recent past and again in this edition of the Skipper's Cup- both times, by Mary Rose Cassa sailing her 36R "Manzanita" to a decisive victory having nearly a perfect score save one beat! Another 36R also took second place for the day sailed by newcomer to

Freesailing, Wally Wahlander!

Bernard Price checks his stopwatch as Jason Spiller and Dave Sands wait for the "Go" signal. Wind at the east end was often very strong.



A total of 9 skippers participated with five M boats, three 36Rs and a lone X boat comprising the day's racing fleet. As mentioned before, the temperature was a comfortable 58 degrees, a welcome relief from the heat elsewhere, some places in the Central Valley topping 100. The winds were especially challenging, coming from most points on the

compass, light to moderate on the west end of the lake with strong westerly and southwesterly gusts featured on the east side of the lake. These conditions caused some havoc with 3 DNFs- one caused by a torn jib, another by a standing rigging failure and the third by a skipper going overboard for a short swim while turning his boat. Check for a fresh signature on the life-ring hanging in the clubhouse to find out who that may have been!

Those who finished enjoyed close racing and a fun time was had by all!

Regatta winner Mary Rose Cassa cruises to victory with a near-perfect score, losing only one beat. Here she is ahead of Rick Weiss (waiting out his 60-second handicap as Bernard times him), however, it was Rick who stole the beat from her.



Thanks to Mike Stobbe for providing the pictures!

- |   |  |
|---|--|
| 1st Mary Rose Cassa, 36R-28, <i>Manzanita</i> | 6th Jason Spiller, M-55, <i>Useless</i>          |
| 2nd Wally Wahlander, 36R-31, <i>Grace</i>     | 7th DNF Dave Sands, M-11, <i>Ciao</i>            |
| 3rd Mike Stobbe, X-34, <i>Spearmint</i>       | 8th DNF Stephen Ma, M-43, <i>Dart</i>            |
| 4th Rick Weiss, M-145, <i>Lucky</i>           | 9th DNF Jeff Stobbe, 36R-71, <i>Mostly Feral</i> |
| 5th Bernard Price, M-27, <i>Windsplay</i>     |  |

Looking forward to July, we have a 36R Race 3 on Sunday July 7th and the X Boats will be sailing for the Virgil Cup on Saturday July 20th.

## Rules Clarification for M and X Boats

The SFMYC has a unique fleet of Freesail X and M class yachts. These are “developmental classes” offering creative freedom to designers and builders so long as the resulting boats comply with their respective rules. The rules governing our Freesail X and M Boats are maintained by the SFMYC and largely follow Model Yacht Racing Association of America (MYRAA) rules that were in effect through approximately the late 1960s. The intention behind ‘freezing’ the rules at a point in time has been to keep the significant number of historical boats in our Club competitive and to maintain a vintage visual esthetic. These rules do not apply to X or M class yachts sailing outside of SFMYC sanctioned Freesail events.

Two aspects of the rules have recently been brought to our attention for clarification.

1. M Boats in particular - prognathous keels, are they allowed?
2. Affecting both X and M Boats – Headboard specifications for the main and jib sails and conflict with current commercial sail making practices.

A discussion about these questions occurred at the SFMYC clubhouse during the afternoon following the Skipper’s Cup on June 23, 2024. Eight Freesail skippers participated in the conversation, reaching the following consensus:

### **M Boats: Prognathous keels, are they allowed?**

It is generally understood by the Freesail community in the Club that “prognathous keels”- keels with ballast projecting beyond the leading edge of the keel appendage are prohibited on Freesail

M Boats (and X Boats). It is acknowledged that there is currently a disconnect between this understanding and the documented rules for M Boats as available on the SFMYC website. The documented rule shows the prohibition on prognathous keels “struck through” (effectively removed). This is an error. To our knowledge, no boats that are intended to compete in SFMYC (X & M) Freesail events have yet been constructed with a prognathous keel. Therefore, the documented rule will be updated to reflect that **prognathous keels are prohibited** consistent with long held understanding and intention of SFMYC rules.

### **X and M Boat Sails: Headboards**

X and M boat rules contain specifications (limitations) that define what they are. A limitation on maximum sail area is one of those specifications. The methodology for calculating sail area according to the rule is relatively simple with well-defined measurement reference points. One of these reference points is the headboard, found at the top of the sail which is itself, well defined in the rules with a set of specifications. An informal survey of sails for X and M boats recently produced by commercial sailmakers show that headboards on these sails generally do not comply with the rules. This may be due to various factors including lack of awareness by sailmakers of obsolete (MYRAA) rules regarding headboards, sailmaker preference on headboard construction and customer communication regarding the rule.

Headboards that don't comply with the rule make measurement of sail area ambiguous as they provide a key measurement datum.

Of those sails surveyed, there is no evidence that non-complying headboards were utilized to gain advantage from a measurement standpoint over sails that fully comply. Sail dimensions and plan forms are conventional. Sail area does not appear to exceed maximum allowed.

Given the above, it was decided that **sails with non-compliant headboards produced prior to July 31, 2024 will be “grandfathered” as acceptable so long as the use of a non-complaint headboard does not provide any advantage over fully compliant sails. For sails produced August 1, 2024 and later, headboards must comply with the rules applicable to SFMYC X and M Boats. Please ensure that headboard specifications called out in the SFMYC rules are communicated to your sailmaker as a requirement when you provide your sail measurements.**

**This shall apply to commercially produced as well as homemade sails.**

### ***Wanted / For “Sail”***

Due to the overwhelming popularity of this section of the News, it is necessary to reduce the number of dedicated ads & pages. All ads are limited to 2 issues and 2 ads per member. For more long term advertising, we suggest that you move your ads to one of the online free forums or the SFMYC web site ‘For Sale’ page. If your ad hasn't been posted for three consecutive issues of the News, it can be posted again for 2 more issues.

Please do send your ‘wanted’ or ‘for sale’ ad(s) with 2 lines only, one photo that will get edited and sized down to fit, and include your email or contact info.

## For Sale

-- More free Boats -- Two boats were found in front of the clubhouse, in various states. Any member is welcome to take them! Contact Vice Commodore Carl Brosius at [cbfuture@aol.com](mailto:cbfuture@aol.com)

-- 5 boats for sail - Star 45-fiberglas hull, wood deck-needs new sail servo. No electronics.

- Bristol Bay Trawler-complete with transmitter, receiver.

- IOM-needs new sail servo-no electronics.

- River Patrol Boat-extra parts-manual-no receiver, transmitter.

- Dumas American River Towboat-New in Box Kit.

No reasonable offer refused-contact David Sands [sandsdavid1935@gmail.com](mailto:sandsdavid1935@gmail.com)



-- Two 36Rs, Midge & Emperor Norton, both Jeff Stobbe built, w/ Stobbe vanes. Free!

Contact Dick Hunter at [rhunter4@gmail.com](mailto:rhunter4@gmail.com)

