



Nautical News

SAN FRANCISCO MODEL YACHT CLUB

January, 2013

Spreckels Lake - Established 1898 - Golden Gate Park

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COMMODORE'S CORNER

As you know, the club has agreed to host the National Championship Regatta for the Santa Barbara Class Radio Control Sail Boats in 2013. We have already started to plan for the event. The regatta will be held on Monday the 9th, Tuesday the 10th and Wednesday the 11th of September 2013. John Super has agreed to be the race director, and I will be the regatta director.

In the past we have scheduled such events on a Friday, Saturday and Sunday. In 2013 San Francisco will be the host location for America's Cup. The first two days of races will be Saturday, September 7th, and Sunday, September 8th. Scheduling the Santa Barbara Regatta the way we did gives participants and volunteers an opportunity to observe some of the America's Cup races. Our thought was that the first two America's Cup races are a certainty, barring unforeseen circumstances, whereas later races may be problematic.

Shortly John will publish the notice of race. If he is able to make the appropriate arrangements, John will include in the NOR, details of how participants can be on the bay during the first two races of the America's Cup.

All the club's major events provide us with the opportunity to further our reputation as one of the premier clubs anywhere. In order for us to successfully conduct this event, we will need volunteers. Two thousand five was the last time we held the National Championship Regatta for the Santa Barbara Class. That year we also hosted the Wheeler and ODOM NCRs. We could not have done so were it not for the volunteers from the Power Squadron and the Free Sail Fleet. In talking with the volunteers from other fleets and squadrons after the events, they were unanimous in their assessments of a good time being had by all, and the experience having been quite educational. Perhaps most importantly, the experience helped build camaraderie between various fleets and squadrons within the club.

We have decided to simplify the food and drink function by simply providing box lunches for all three days. Dinners will be no host affairs. We can make reservations for a separate room for them at a local restaurant.

We want to provide the opportunity for as many of our own Santa Barbara sailors to participate. Understandably they will not be asked to do double duty by volunteering.

The deadline for items for the Nautical News is the 20th of each month. Send to Jim Harvey (ja_harvey@yahoo.com). The editor reserves the right to edit submissions, based on space available.

Having previously participated in this type of event as a volunteer myself, I can guarantee doing so is fun and not a burden. If you can assist, contact John or me.

I look forward to serving as your Commodore again. I thank you for placing that trust and confidence in me. Happy New Year to you and your families and 2013, let's continue the extremely successful precedents set up by Bob Heacock, Commodore Emeritus and his Board of Directors.

Jim Forbes, Commodore

Power Squadron Report

As the new Power Squadron Officer, I would like to thank the membership for putting their confidence in me and appointing me to this post. I would also like to give a serious callout to my predecessor, PSO Bernard Price who left me some very huge shoes to fill – talk about a hard act to follow! Thank you for all you have done for the over the last few years Bernard, at least now you can compete a bit in power as well as chasing Freesailers up and back on sunny afternoons.

For those of you who do not know me, I first joined the Club in (I think) 1971. My first model boat was a Lindberg Sport Fisherman a few years earlier. After joining the Club, I built a Graupner 'DACHS' Fast Patrol Boat and sailed Santa Barbara with the Sail Squadron. I remained active until I went to University in Washington, DC for four years though I was active only over the summers. On my return I once more began sailing my Santa Barbara (though not necessarily very competitively) and became the newsletter editor for a couple of years while my wife became Club Secretary.

We both dropped out due to acrimony and dirty politics within the Club various cliques. No need to rehash old fights other than to say boat speeds had something to do with it.

Long story short, Lee Duvall caught me taking pictures at one of the Sub Committee Mare Island's events at the casting ponds a number of years ago and began twisting my arm to bring me back into the fold. Was not easy, but he did it. Now here I am.

Looking forward to our first event come February with the Ragtop / Stinkpot. Get your winter maintenance done and get spiffy for the 2013 season.

Speeding on the Lake Buoy

While the Sub-Committee on the Board continues to work on its mandate, one of the things happening is we (the Club) are implementing the 1990 Recreation and Parks Department (R&P) mandate restricting gas boats from certain areas of the Lake.

The R&P directive created a no-go zone excluding nitro and gas internal combustion(I/C, in those days synonymous with fast) boats stretching from a point 75 feet north of the shore in the southern pit area to the middle of 'Guano Point' on the western side of the Lake. This area has now been marked with white and red buoys at 20-foot intervals along the diagonal between Guano Point and the orange ball buoy that is the 75-foot marker, and a yellow buoy as the 50-foot marker. Speed within this 'protected area' will be restricted to the equivalent of 'walking speed'

This arrangement gives slower, scale powered R/C watercraft a protected area within which to operate and remain safe from the fast gas, nitro, and electric powered boats. This does not preclude a boat of fast design and capability from entering the area; it just means they must throttle back to a much more moderate pace. 'No-wake' should be a good rule of thumb.

The reason for the number of buoys is to ensure a clear demarcation of the speed restricted area and two, by using the tightly spaced placement of the buoys, to prevent 'go-fasties' of any type transiting the area any faster than walking speed. Intended for commercial fishery duties, these buoys are foam and quite sturdy and robust as one fast boat has already discovered when the 75-foot marker was allegedly hit soon after the buoys was placed in the Lake. My understanding of the rumor mill is that the deck split away from the hull on impact. Simply by being there, the buoys create obstacles that must be avoided which should, in turn, greatly reduce the speed of any boat within the cordoned zone.

Thank you and appreciation

I would like to extend a personal thank you to everyone who has worked on the buoy issue. The Board Subcommittee on Speed who came out to help with the placement, Robert Heacock, Lee Duvall, but especially the wet crew who helped place the buoys, Don Cuicci, Gary Kettwig and Gerry Bowen.

Sharing

Given some of the feedback I have received, I have to address the following: Spreckels Lake is a public lake and must be shared with other people who wish to run any form of model watercraft upon it without obstruction by Club members. The Club does not have any exclusive right to the waters of the Lake nor does it have the right to enforce our rules on any member of the public. We may ask, we may attempt to educate or persuade, but we may not order.

Interfering with, verbally or acoustically assaulting, or in any way attempting to intimidate members of the public who are lawfully using the Lake will not be tolerated. This was and is the essence of the Club's Open Water Policy as adopted by the Board of Directors and then Commodore Bob Heacock.

This specifically pertains to those few who cannot comprehend that as much as they may personally despise fast electrics and hold them responsible for the entire decline of usage of the Lake, fast electric watercraft ARE LEGAL AND WITHIN THE GOVERNING LAW UPON THE LAKE. Nor are they solely to blame for the current situation.

Craig Carter, PSO

Freesail Report

Boat Maintenance

The following is a reprint from last year, but worth repeating.

As we relax during this off-season, I suggest that all intending to compete this spring take the time to check over your boats for a thorough inspection, perhaps even a full refinish. Remember, there's no risk of losing your storage space in the clubhouse if you take your boat home to work on it. Your space is secure. Freesail yachts endure a high degree of bumping and grinding, so it's important to make sure everything is in working order before Opening Day on March 9. Maintenance work in the clubhouse is limited to rigging and fitting work, and the touching up of scuffs and scratches. No work resulting in appreciable sawdust or paint fumes is permitted. Please take your boat home for refinishing.

The first thing to check, and of the most vital importance, is to make sure that the rudder swings freely, with no trace of friction or binding. This can't be emphasized too strongly. Take great care that no paint or varnish has gotten down into the rudder tube. Lube the bearing points with a touch of Vaseline. A free swing is required for only about 30 degrees in each direction. Make sure that the tiller clamp screw is effective. Some makers overbuild their tiller blocks (I don't want to mention any names, but I will say he is related to me!). These are so rigid that when the clamp screw is tightened, the tiller block hasn't deformed enough to really grip the rudder shaft. If you find this is the case, remove the tiller and grind or file down one side of the tiller block until the remaining metal is thin enough (1/32") to allow the clamp screw to do its job. Lastly, ensure that the rudder/tiller assembly is accurately set in the straight-ahead position. This can be done with two pieces of straight wood placed to simultaneously lie on either side of both the keel fin and the rudder, keeping them in line. If your boat is wood planked, check it carefully for splits or cracks especially in the garboard area and just behind the keel fin. Cracks are easily repaired using penetrating epoxy. Refer to my article "How to Repair a Split Plank" on the club website. The crack must be fully dry, however, before repairing.

Check all running rigging for frayed lines, replacing any that are in the least suspect. If your sheet lines end with a hook, use a pair of pliers to squeeze the hook just to the point that a little push is needed to force it onto its fairlead or eye. Loose sheet hooks have lost many a race. Personally, I prefer the safety pin type clips as sold in fishing stores.

Check that your vane is in good working order, particularly in that it doesn't have any friction or sticking points, and is properly balanced. Refer to my articles on vane set-up and use, which are posted on the club's website. Renew all elastic cords (found at sewing stores).

Check the condition of the bow bumper. If it's done its job, it's probably pretty well beaten up. For solid foam bumpers conforming to the hull lines, I've found a durable foam shape can be cut out of the soles of ladies flip-flop thongs, which can be found in platform styles at Goodwill for \$3.00. Protect several inches of the bow of the boat with three layers of masking tape, while temporarily attaching the rubber with double-stick Scotch tape. Shave it closely with a long, sharp knife, and finish-sand it with a palm sander using very light pressure and fresh new sandpaper. Renew the masking tape if necessary. After you are done working on the hull, affix the bumper permanently with rubber contact cement.

Lastly, if you are going to refinish the entire deck, do take the trouble to remove all of the deck fittings. Not only will this facilitate the inspection of each fitting and its fasteners, it will also make for a much better finish job. Be sure to put varnish down each screw hole. Failure to seal the internal surfaces of the screw holes will eventually lead to permanent black streaks bleeding into the wood grain. Also, note that under working loads, the screws on most deck fittings are in tension. Thus, it is best not to tighten them very much. The stresses placed on the wooden "threads" when a screw is tightened are also tension, and thus are added to the working load stresses. Tightening the screw beyond "just snug" will only increase the risk that it will strip out under a sudden load (i.e. hitting the bank at full speed). Be sure to use sheet metal screws, not wood screws. Sheet metal screws have no shank: they are threaded full length for maximum resistance to pulling out. Do not use brass screws with aluminum fittings. Brass and aluminum should never be in contact with each other for marine use or else galvanic corrosion will result. The aluminum will self-destruct.

Oh, I almost forgot: if you refinish the hull, be sure to give yourself plenty of time for the paint to harden before replacing it on its boat stand, or else the felt padding may leave an impression on the paint. I'd leave it upside down for a week, at least.

Boat Storage and Leasing

Remember to turn in new 2013 Boat Storage Agreements with your membership renewals, if you have a boat in the clubhouse. Boat Storage Agreements must be renewed each year. If you have more than one boat in the clubhouse, you can list them all on a single form. If you are interested in leasing a club-owned boat for 2013, let me know and I will send you a lease form. If you've never tried freesailing, I urge you to try it out; see what you've been missing. If you're not sure you want to commit yourself for a full season, check with me and we can arrange for you to borrow a private boat for a single race (or more); no experience necessary! I expect to be placing the annual water-soluble stamps on all stored boats in January. These are intended to drop off upon the first usage, but if you find that it doesn't, please feel free to peel it off.

2013 Regatta Calendar

The 2013 regatta calendar (for both Freesail as well as RC sail) will be posted in February's newsletter, as well as on the website and on the clubhouse bulletin board. It will be similar to last year except as explained below. Opening day will be March 9th, followed by the X-Class's Dickie Cup on the 10th. Dan McCormick will be trying to rustle up interest for an informal classic 36" race on Opening Day, right after the Rag Top - Stink Pot fun race. These are not 36Rs, but are 36" long, classically styled, with less displacement and a small sail plan. We know there's several hiding out there!

Again this season, Classic X races will be run concurrently with X-Class races. Classic X, X, Ms, 36Rs, Santa Barbaras, Infinity 54s, and Star 45s will continue to be raced on weekends, ODOMs on Tuesdays, and RXs on Thursdays as before. Notable dates to keep in mind:

San Diego will host the 36R National Championships this year, on April 20th.

The US/UK Challenge Cup for 36Rs will be held in England this year. Plan on a June 5th arrival if possible. The regattas will be raced on June 8, 9 at Gosport (Portsmouth), and June 15, 16 at Llandudno, Wales.

The SFMYC will be hosting the Santa Barbara Nationals at Spreckels Lake this year. The dates will be September 7th and 8th.

Mike Stobbe, FSO

Recognition

I wish to use The Nautical News to call attention to the work that Drew Marshall has been doing to clean and organize the Clubhouse. Many of us take his work for granted. As you know I have been bringing up the idea along with others that we need "**volunteers**" not only to lend a hand, but to take on specific roles such as event organizer, Clubhouse cleaning and maintenance, or whatever needs doing. When we attend the next meeting I hope to see the Clubhouse in the same condition which Drew has worked so hard to establish! We all should be thankful and inspired by Drew's efforts.

Senior Member David Sands

Crow's Nest

Donation to Club Library

A rare volume that popularized the Marblehead Class is now available to Club members.

Yachting with Models - How to Build a Champion M-Class Model Yacht by John 'Jock' Black, the book that helped popularize the Marblehead model yacht class during the Second Golden Age of model yachting, was donated to the Club's library by the newly elected Power Squadron Officer, Craig Carter, at the December general meeting.

The rebound book, its new blue cloth cover imprinted with the seal of the Club on the front and spine, was repaired, the spine and binding re-glued and re-stitched by Herring and Robinson Bookbinders of Brisbane, California. The repairs were necessary for the book to remain available for Club members and in good, readable condition for the years to come as well as fix the wear and tear of the years since 1939. A paper envelope added to the inside rear cover to store any notes or drawings added by members in the future.

The book, PSO Carter noted, 'is a must for any model yachting library,' being one of the seminal American books about the hobby and sport of model yachting in the States. The book details techniques and building methods in depth that Carter fears are being lost as "manual arts" are no longer taught and the older generation of free-sailors who were hand and scratch builders is passing without being able to pass on their skills.

Craig Carter also noted the historical importance of the book as it popularized the M-Class freesail model yacht and was written by Black, a member of the Marblehead Model Yacht Club of Marblehead, Massachusetts, just northeast of Boston. As an ex-navy man, 'industrial arts' educator, President of the International Model Yacht Racing Union (IMYRU), Treasurer of the Model Yacht Racing Association of America (MYRAA), a prodigious builder, winning designer and racer, and a major 'popularize' of the hobby during model yachting's Second Golden Age between the World Wars and after, Black's depth of knowledge and experience was particularly suited to write a 'How-to' book on building and sailing model yachts. Black's writing and approach to yachting had a major impact on the sport through not only Yachting with Models, but many articles appearing in popular magazines as well. This text also mentions the San Francisco Model Yacht Club.

The book is more than just a 'how-to' for building a model, Carter says. It also details the rules covering racing during the 1930s, taking the measure of a boat, how races were conducted and gives a look into the culture of model yachting at the time the book was written.

When asked how the seal imprints were done, Carter noted that he redid the seal graphics used for the website and photo-overlays in black and white so that metal dies could be made by the bookbinders. He said that the onetime fees involved with creating the dies were also a donation to the Club. This way future when the Club needs book repairs or has other donations to the library are made, the books can be taken to the bindery and have the Club seal imprinted on the covers without having to pay for a new dies. The seals now are a permanent part of the bindery's catalog. (See following photos of book)

The book will be available to Club members to research at the Clubhouse immediately. See Freesail Squadron Officer (FSSO) Michael Stobbe for more information.

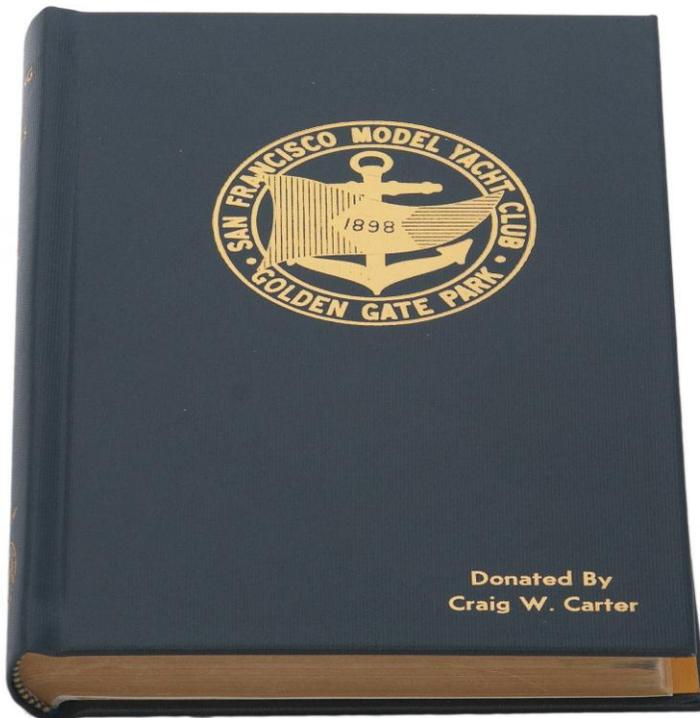
On another topic, I am very impressed to have received by mail the personalized Membership Renewal and Boat Storage Agreement from Jeff Brooks. Thank you Jeff for all your hard work in making every member feel welcomed by the Club.

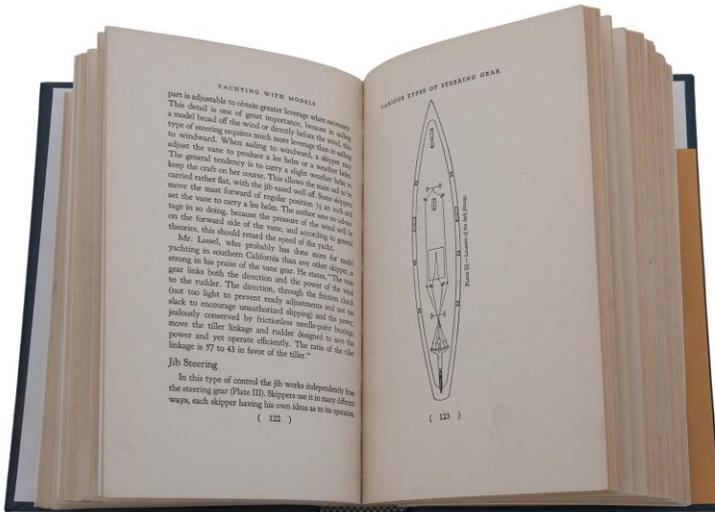
Also Senior Member Dan McCormick would like to direct our attention to the Wikipedia section on boat modeling. Superb section!

http://en.wikipedia.org/wiki/Ship_model

And finally, when you see them at the Lake, be sure to thank all outgoing and present Club officers for the hard work they do for you and the SFMYC.

Jim Harvey, Editor





YACHTING WITH MODELS
 This detail is one of great importance, because its whole type of steering requires much more leverage than is usually adjusted the vane to produce a lee helm or a weather helm. The general tendency is to carry a slight weather helm to keep the craft on her course. This allows the main sail to be carried rather flat, with the jib used well off. Some designers move the mast forward of regular position. It is an inch or two in so doing, because the pressure of the wind will lift on the forward side of the vane, and according to general theories, this should retard the speed of the yacht.

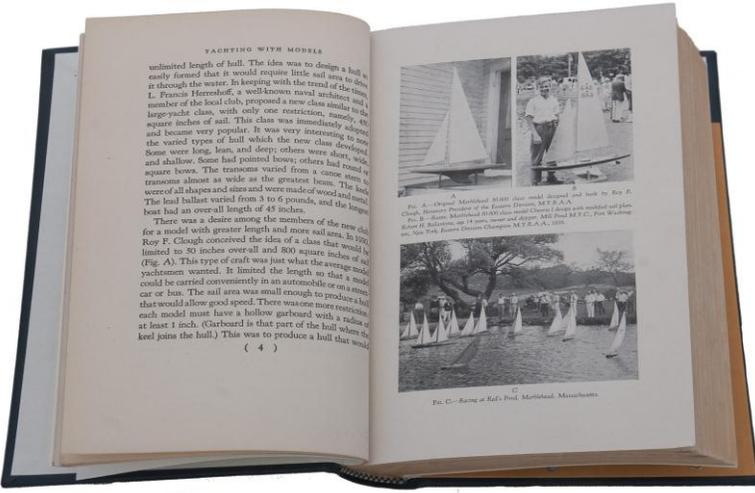
Mr. Lassel, who probably has done more for model yachting in southern California than any other skipper, is strong in his praise of the vane gear. He states: "The vane gear links both the direction and the power of the wind to the rudder. The direction, through the action of the wind (not too light to prevent ready adjustments and as too slack to encourage unassisted slipping) and the power judiciously conserved by frictionless modification bearings, move the tiller linkage and rudder designed to save the power and yet operate efficiently. The ratio of the tiller linkage is 97 to 43 in favor of the tiller."

VARIOUS TYPES OF STEERING GEAR



Jib Steering

In this type of control the jib works independently from the steering gear (Plate III). Skipper use it in many different ways, each skipper having his own ideas as to its operation.



YACHTING WITH MODELS
 unlimited length of hull. The idea was to design a hull that would require little sail area to drive it through the water. In keeping with the trend of the times, L. Francis Herreshoff, a well-known naval architect and a member of the local club, proposed a new class similar to the large-yacht class, with only one restriction, namely, 400 square inches of sail. This class was immediately adopted and became very popular. It was very interesting to compare the varied types of hull which the new class developed, some were long, lean, and deep; others were short, wide, and shallow. Some had pointed bows; others had round, wide, square bows. The transoms varied from a curve, straight, or transoms almost as wide as the greatest beam. The hulls were of all shapes and sizes and were made of wood and metal. The lead ballast varied from 3 to 6 pounds, and the longest boat had an overall length of 45 inches.

There was a desire among the members of the new club for a model with greater length and more sail area. In 1900 Roy F. Clough conceived the idea of a class that would be limited to 50 inches overall and 800 square inches of sail (Fig. A). This type of craft was just what the average modeler could be carried conveniently in an automobile or on a motor car or bus. The sail area was small enough to produce a hull that would allow good speed. There were more restrictions; each model must have a hollow garboard with a radius of at least 1 inch. (Garboard is that part of the hull where the keel joins the hull.) This was to produce a hull that would



Fig. A.—Original Modelboat 4000 class model designed and built by Roy F. Clough, Honorary President of the Eastern District M.Y.C.A., 1900.



Fig. C.—Racing at Ref's Pond, Montserrat, Massachusetts.

Western Warship Combat Club Invitation

You are hereby invited to attend the WWCC annual Fleet Meeting & Awards Luncheon, to be held at the **Basque Cultural Center** in SSF on Sunday, January 13th, from noon until 1600.

In addition to great food, the meeting is an opportunity for us all to get together with our families and friends in a fun environment, to do some show and tell of projects we're working on, whether WWCC or SFMYC, to (hopefully) synchronize event schedules for the coming year, and to recognize folks for outstanding achievement during the season just ended. **Rumor has it that two SFMYC members are among the honorees.**

To top it off, we will hold a raffle and silent auction to raise funds for our club. It would mean a lot to us if you could make the luncheon.

Please fill out the info requested below, and email it back to me ASAP at rwood@hypergold.com so I can have a head count. The restaurant requires that we place the order by January 4th. Please mail a check or money order payable to WWCC to John Fox, 3379 Saint Mary's Place, Santa Clara, CA, 95051.

Meal type: A sit-down Meal: \$25 per adult (flat fee, includes tax and gratuity), and \$11.50 for attendees 12 or younger. Iced tea, ice water and coffee will be provided at each table. Soft drinks, mixed drinks and beer are available at the bar, but are not provided in the \$25 flat fee. If you could indicate the number of the following that you want to order, I'd appreciate it. Each entree is served with soup or salad, as well as bread and butter, and ice cream for dessert.

Please indicate number of adult meals, @\$25 each:

- _____ Roast New York Strip
with vegetables and french fries
- _____ 1/2 Roast Chicken
with roasted garlic potatoes and vegetables
- _____ Salmon with Champagne Sauce
with rice and vegetables
- _____ Penne Pasta with Sausage
- _____ Penne Pasta Vegetarian Basquaise

Please indicate number of young person meals, @\$11.50 each:

- _____ Roast New York Strip
with vegetables and french fries
- _____ 1/2 Roast Chicken
with roasted garlic potatoes and vegetables
- _____ Salmon with Champagne Sauce
with rice and vegetables
- _____ Penne Pasta with Sausage
- _____ Penne Pasta Vegetarian Basquaise

Total cost _____

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