



# SIERRA POINT YACHT CLUB

## SPYGLASS NEWSLETTER

**COMMODORE:** Jason Fox **VICE COMMODORE:** Kathy McCormac **REAR COMMODORE:** Tom Bezzina **PORT CAPTAIN:** Sam Colvin **TREASURER:** Terry OConnell **SECRETARY:** John Gunther **FLEET CAPTAIN:** Kathy Stern  
**PAST COMMODORE:** Mitch Cohen **RACING DIRECTOR:** Quincy Bragg **DIRECTORS:** David Byers, Tony Corrollo, Chris Northcutt, Fernando Oliveira & Ozzie Orozco **WEBMASTER:** Frank Gurnee **SPYGLASS EDITOR:** Laura Lara-Brady

### VICE COMMODORE

We are modernizing to a Virtual Card with our renewals for 2015. Your new card will be available on-line from your profile page on the SPYC Web site. If you want a printed card you can do so from the site. If you want to put your card on your smart phone the new cards will be enabled to have electronic access. For members who cannot print their cards, but want a hard copy, please let me know and I can print and mail your card to you.

Sunday Breakfast: The May breakfasts were a big success with wonderful and creative volunteers. A BIG THANKS TO:



Michele Salmon  
 Dave Byers  
 Terry Berger  
 Kathy Stern  
 Jack Ritter

We need volunteers to make it a success and provide a variety of menu choices.

Kathy McCormac  
 Vice Commodore  
[kmccormac@sbcglobal.net](mailto:kmccormac@sbcglobal.net)



### Calendar of Events

*Sunday Breakfast*  
*Sundays*  
 9:00 am -11:00 am

*Beer Can Racing*  
*Tuesdays*  
 5:00 pm

*Grill Lunch*  
*Wednesdays*  
 12:00 -2:00 pm

*Weekly Potluck*  
*Fridays 6:00 pm*

*Monthly Dinner*  
*Saturday June 20th*



# SPYGLASS NEWSLETTER

## 2015 MASTER MARINERS REGATTA L-36 CLASS RACE

There were three L-36s signed up for this years Master Mariners but only two showed up on the starting line. The two that showed up were Papoose, my boat, and Leda, the only other L-36 that has won besides Papoose since the L-36 class started racing one design. It really doesn't matter how many show up, it is a match race between Papoose and Leda. When the others do show up, they usually finish 1/2 hour back.

Last year we sailed our plan which was to stay along the city front for current relief. We were way ahead coming out of the second mark, went in toward shore, then noticed Leda did not come in toward shore as expected. That was a smart move and they gained 2 1/2 minutes on us because they were in 25 knots of wind and we were in 12. We got current relief but it wasn't enough to overcome the added wind they had. We should have covered as we lost the race by 30 seconds. We were faster on every leg except that one.

This year our plan was go get ahead on the first leg and cover them. To

get ahead we would start mid line so they could not cover us as they always start at the left end. My analysis said that the line was

approximately true this year. Which end of the line is favored depends on the current, not on the wind and usually one end or the other is favored. This was the first year that my calculations said that you could start anywhere on the line and not be disadvantaged.

There were two other interesting and atypical aspects of this years plan that came into play if the wind was more from the south than typical. And this year the wind was more from the south. The second leg goes from Little Harding near Angle Island to Blackaller bouy near the south tower of the GG Bridge. The plan, a computer optimization I



wrote five years ago, said with a south wind we should sail toward Yellow Bluff, near the north tower, before tacking. The reason is that with a south wind you needed to tack to make the mark and there is what is called a persistent shift in the wind along that leg. That means that tacking west initially takes you in a much more southerly direction that tacking west at the other end of the leg. Tacking mid leg is suicide because of the flood current. A similar situation existed with a persistent shift for the leg between Southampton Shoal and the last mark called R "4" on the charts.

*Continue on Page 4...*

### Sunday Breakfast

*Don't forget to swing by from 9:00 am -11:00 am every Sunday of each month for some delicious breakfast! Just make sure to ask for a waffle and you'll be hooked! This is the best deal in town: eggs, sausage, bacon, vegetables, fruit, and waffles with choice of coffee or tea.*

*Bring your friends and family along, breakfast is only \$7 for members and \$9 for the public.*





# SPYGLASS NEWSLETTER

## OFF TO THE RACES!

May is the beginning of Beer Can Racing season at Sierra Point and we have had a good start this year. There has been good early season attendance including an increase in boats for the first race. This is due in part to several new racers having signed up as well as a change in the handicap division between the two races. Race 2 on May 12 was cancelled due to high winds but otherwise conditions have been good. Race 3 on May 26 had fabulous conditions with winds in the middle teens and flat water.

All members are invited to dinner after the races on Tuesday nights. Best time to come, if you are not racing, is around 7:00 so you can watch the racers finish and enjoy dinner afterwards.

I've talked about the need to understand and respect the right-of-way rules. Take a look at the Volvo Ocean Race in-port race held about two weeks ago in Newport. Start at minute 16 and

watch the first leg – it's the most interesting for port/starboard right-of-way issues. Also, the start is close. Sure, the boats are bigger, but the starting issues are the same as we have. <https://www.youtube.com/watch?v=psbIn59ZdC8>

We also have a RaceQs site set up so you can watch replays of some of the racers in our races. In the May 26 second race four of the five racers were running the app and it makes interesting watching. <http://raceqs.com/regattas/44961> The app is not difficult to install on your home computer or smart phone so give it a try.

If you are wondering about how to enter your boat in the races or want more details send me an email.

Quincy Bragg  
Race Committee Chairman  
[racing@sierrapointyc.org](mailto:racing@sierrapointyc.org)







# SPYGLASS NEWSLETTER

*Continued from Page 2...*

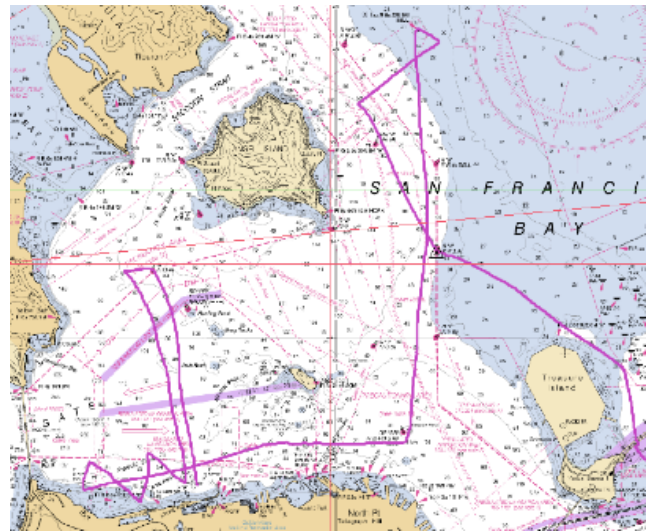
R4 is the last mark before the finish line right at the Bay Bridge. But the plan didn't matter as long as we could get ahead and cover.

Our plan worked perfectly...at first. We started right in the middle of the line and got a much better start than Leda. We were about 5 boat lengths ahead at the first mark. We rounded the mark and had to duck some other boats, too bad, but still ahead. Our plan was to tack as soon as Leda tacked and when they tacked we tacked. That was the end of things going according to plan. Leda has a new Kevlar jib and a new main. They looked beautiful and my 8 year old traditional sails were no match. Leda badly out pointed us causing us to make way more tacks along the heavily disfavored city front. You can see on the track how much more northerly the west tacks were along the city front compared to the direction we were going before we tacked to cover which actually had a southerly component. We were now 3 minutes behind.

We kept to 3 minutes behind on the next two legs. On the leg from SS to R4 we reverted to our plan for what to do if the wind was more southerly. Normally a boat can go from SS to R4 without tacking or at most a small jog tack near the mark. But with the southerly wind I knew that tacking early was an advantage. About half way down the leg Leda tacked to cover and when we came together we had erased almost all the 3 minute deficit and were now about a boat length behind.

Now things got interesting. We altered course a few degrees to head more toward the mark. Everyone assured me we would make it. This was a mistake. We should have stayed a bit higher and put a little safety margin in the bank. Leda was below us so even more disadvantaged in rounding the mark and sure enough they hit it and got stuck on it. They got free just as we approached, another boat tacked in front of us to avoid the mess at the mark, and I went down to the rail to take one last look at the mark that we were headed directly into.

Some of you may recall that several years ago in just this race one of our fleet hit Harding Rock. In that case it wasn't a mark on the course, just something to be avoided. They hit square on and then spent \$65,000 to repair the damage. I called for a tack but we blew the tack, the boat stopped, and the tide took us into the mark with a rather loud hart stopping crunch. As one of my crew later said, a very nasty sound. We got ourself free and did our penalty turn finishing one minute back from Leda, who won.



The damage to Papoose was not too bad. Some paint was scratched and the toe rail was lifted in one spot enough to put about a foot crack in the seam between the deck and the hull. The hull got a dent but did not crack. Nothing serious and nothing that will not be repaired in a week. All repairs take a week to do as there are many steps and they all need overnight to dry, but the total time spent will mostly be driving rather than working as there is just not that much to do to repair it.

That is the story of the 2015 Master Mariners L-36 One design class race.

Nigel Baker



# SPYGLASS NEWSLETTER

## S.P.Y.C. June 20th Dinner

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

Hosts Fernando and Nancy Oliveira are cooking their famous Cioppino with sourdough french bread and green salad.



In addition, Italian appertizers and biscotti and gelato for dessert.

Macy Blackman and the  
 Mighty Fines  
 Great New Orleans jazz



**Cost**  
 Adult - \$20  
 Child - \$12  
 (12 and under)

You may register for this event by visiting  
<http://www.SierraPointYC.org/calendar> and clicking on the event  
 Contact : Sarah FitzGerald : [Sarah@MandevilleGarden.com](mailto:Sarah@MandevilleGarden.com)  
 415-412-7510

## Sierra Point Yacht Club

at Brisbane Marina

**lunch every Wednesday**

**12 to 2pm**

**\$7**

**GRILL  
 ON  
 WEDNESDAY**

**Menu**  
 sausage or grilled cheese  
 coleslaw  
 potato salad  
 soda







# SPYGLASS NEWSLETTER



## FROM THE EDITOR

Time is flying and we are now approaching the middle of the year. What are your projects/goals this year? Any plans on cleaning your boat's hull or maybe you have some work to do maintaining your teak? Maybe you are getting ready for the Baja Ha-Ha? (If so, you have to tell us all about it!)

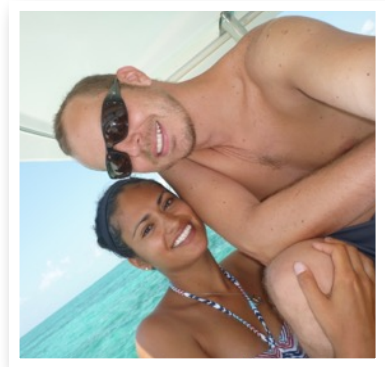
Although the weather has not been cooperating lately, Mike and I are ready to give Painkiller's deck a coat of primer. We have finally decided on the perfect shade of white (not too bright, and not too yellow), but humidity levels and windy conditions have been preventing us from getting started for the last 2 weeks. We are hoping we can really get started this weekend and make some progress. If you are near by this weekend, stop by deck 2 and say hello. We'll be tip and rolling-hopefully!

This month's Spyglass has articles on a Master Regatta on a beautiful 1950 wood boat, an update on the famous Beer Can Races, and a big thank you to the breakfast club!

A big thank you to all of our volunteers that help keep the club running every month. If you are interested in helping out, contact our Vice Commodore Kathy.

To sunny weather and calm winds -this month!

Laura Lara-Brady  
Painkiller's Deck Sanding Czar  
[LLaraBrady@gmail.com](mailto:LLaraBrady@gmail.com)



*Don't be shy!*  
**We are looking for  
articles for next  
month's newsletter**

*Boat Tours,  
Your comments on articles  
Adventures & Lessons  
Pictures at the marina and/or anything boat related!  
Email your article by the 20th of each month to:  
[spyglass@sierrapointyc.org](mailto:spyglass@sierrapointyc.org)*