

THE



PILOT

The Monthly Newsletter of the Inverness Yacht Club

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COMMODORE'S COLUMN

November 2007

Sometimes being relatively new to the area I forget just how long our history is. The IYC Clubhouse is 93 years old and requires a fairly constant stream of maintenance and renewal. Currently the rebuilding of the west deck is being completed. As with most projects it ran a little longer than we thought. But unlike most projects it looks like it will be coming in significantly under budget. We all owe the Billers, Millie and Richard, our eternal gratitude for the successful completion of this project. Their attention to detail and determination to get it right leaves us with solid and long lasting facility.

Possibly next on the list is our approximately sixteen-year-old furnace. We are in the data-gathering phase but our furnace folks believe that we should seriously consider putting the money we would spend on repairs toward a replacement furnace. Given the advances in furnace technology we would also realize some reduction in our propane consumption. We would be replacing a 79 percent efficient furnace with a 93 percent efficient one.

With the beginning of the rainy season I am suddenly recalling reports from last winter that indicated that some of the wet was straying into the building. There is always the chance that I missed the announcement that the problem was solved. The report of a possible problem always gets more attention, being something new to worry about, while the memory of a simple solution is lost in the whirl of what is next.

The good news is that great folks are continuing to step forward and pay attention to keeping things going. Even with a rather continual stream of projects to maintain and improve our facilities the club remains on a sound financial footing thanks to Win Black, our treasurer, for keeping us on track and grounded.

There are also sailboats associated with the club, some of which, I believe are contemporaries of the clubhouse. We have a healthy racing program that sees a good-sized mixed fleet at the starting line. Our largest contingent is our own Flying Scott fleet 40. For years Tom and Jan Brock have served as fleet captains for which all flying Scott sailors should give them a grateful round of applause. Although they are willing to continue a major roll in the annual banquet they are giving up their official position. As I understand it the job is to act as the contact point for the national organization. I am sure Tom or Jan would be glad to brief any one interested in the position on the finer points of the job.

Speaking of sailboats, some of our members, who are also members of the Berkeley Yacht Club, are working on some exchange sailing, possibly leading to some joint events. So we may be able to get some non-locals to liven up our races and let us see if our local knowledge is really an advantage. Interestingly, one of the skippers thinking of participating is Vivienne Fagrell who won our El Toro trophy in 1982. We may be able to get this to happen for a few boats in the Drumstick race. So mark your calendars to come down and see the fun on November 17th at 1300 hours.

John S.

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IYC@svn.net**MEXICO ON MY MIND**

By Ed Schwartz

Bambi and I like to travel in Mexico—we like everything about it—the food, culture, art—both ancient and modern—and certainly the beaches. For some reason, maybe going back to my proto-ancestors, I love swimming in the ocean.

About a month ago, we were in the throes of selling our house in San Francisco and our real estate agent/daughter, Victoria, suggested that we go to Mexico to stop worrying about all the big and little details involved in the sale. So, we decided to go to Sayulita, about an hour north of Puerto Vallarta, with a special goal of, maybe, finding a nice house on the beach to buy.

Sayulita has a lot of charm and it is a very small village—no post office, no bank, but a lot of real estate agents and a lot of excellent restaurants. It also has a lot of pelicans dive bombing into the Pacific to grab lunch. As I was watching the Pelicans dive, one of my favorite (clean) limericks came to mind: A wonderful bird is the pelican/ His mouth can hold more than is belly can/ He can keep in his beak/Enough fish for a week/ But, I frankly, don't see how the hellhecan.

If you are planning to go to Sayulita in September, be aware that it is very hot and very humid. Even the ocean water was hot and humid—I would guess about 94 degrees. Land temperature was in the high 90s. Looking for a house under these conditions is no walk in the park. But, amazingly, on the last day and the last house, we saw one we liked and we bought it. Or, at least, we are in the process of buying it. We didn't get the house on the beach, but there is a consolation. There is a small, excellent tamale stand at the end of our little street and that, for me, is a big plus.

Speaking of tamales and Mexico, there is a new restaurant in Petaluma called Tres Hombres. It just opened. The service was still not out of first gear, but the food is very promising. There's a nice outdoor space and a large indoor area. I had shrimp fajitas and I loved them. Bambi had an enchilada and like it as well. 151 Petaluma Blvd. South.

More on the Mexican adventure later, but I can't help thinking of us on that nice beach with lots of sun. Especially with all that rain on my roof today.

PILOT SUBMISSIONS: *Please submit your information by the 15th of the month, thank you.*

NOTICES

SHIP'S STORE

Ship's Store Has New Merchandise- shop for Christmas Gifts

Come and check out our new fleece jackets and fleece vests. Guaranteed to keep you warm and snugly for many winters. We also have a new selection of polo shirts – some with pockets. Don't forget an IYC apron – perfect for your holiday cooking.

If you can't make the open house, you can call Susan at 663-8585 to make a special shopping arrangement. Or you can email an order to susmary@hotmail.com.

CLUB RENTALS

Friday, November 16th	Tomales Bay Watershed Council-All Day Conference.
Saturday, November 17th	Alderdice Party
Wednesday, December 5th	Howes Party
Wednesday December 12th	Inverness Garden Club

CHRISTMAS PARTY, DEC. 8TH

Have you got a "white elephant" gift that you have been saving? If not, put on your thinking caps as we are doing the traditional gift exchange at the December Open House. We will meet at 5:30 on Sat. Dec. 8th for the Open House, which is our only social in the month. As usual, bring appetizers...but with a Holiday flair...or even Christmas cookies, and if you want to go home with a gift, bring one. The more unusual the gift the more fun! Bring your gift wrapped so it will be a surprise. The tree will be decorated, so plan to come for the party.

RACE RESULTS

110 SEASON CHAMPIONSHIP RESULTS

1. Chris Waddell: 1,1,1
2. Millie Biller: 2,2,2
3. Sam Hinckley: 3,3,3
4. Malcolm Fife: DNS, DNS, DNS
5. Steve Brock: DNS, DNS, DNS
6. Jeff Hutter: DNS, DNS, DNS

THE 110 CHAMPIONSHIP

By Malcolm Fife

After consultation with various oracles, the International Brotherhood of 110 Sailors, local 56, chose the past Saturday, September 29 as the date for their rarely held West Coast Convention. Included in the scheduled festivities was the challenge match to be held on the unforgiving waters of our beloved Tomales Bay, after which the most successful survivor of the contest, along with his (her) boat, crew, and entourage of groupies and sycophants, would be anointed Kings (Queens) of the celebratory feast, drink the traditional toast of good cheer to the congregated participants, and inscribe their names on the Olde International 110 Championship Trophy using the 40 carat diamond claimed by the victor as reward for their uncommon seamanship and bravery.

What with their vital International Business commitments and a certain amount of Intercontinental Galavantiing Around, it is a rare day when the 110'ers (or Wantons, as they are known in the ports of Manila Bay) can convene a quorum. That recent Saturday was no exception, alas, as only four boats and seven sturdy sailors (math always being a weakness in this group) appeared for the day's speed trials.

A course was decided by the fairest and most sportsmanlike of means. Watches were synchronized. Jupiter and Neptune accommodated the heroes with the most splendid weather of the year, and all assembled agreed that never before had such racing conditions been seen in these parts, except maybe the previous day.

But even as the gods provide swift winds and fair skies, so too they punish the proud. Racing had not yet begun and Malcolm Fife and Todd MacPherson had only just creased the waters with the wake of their majestic "Solar Flare", hull #418, when Jove's thunderbolt struck. The main halyard suddenly, violently parted leaving the men stranded in the middle of the vast estuary, with apparently no means of propulsion and nary a prayer. But for the ingenuity and bravery of the plucky Scottish lads, they would be afloat still, or marooned on the desperate shores of East Northern West Marin, casting messages in bottles, and hoping for time and tide to return them someday to their loved ones back home in civilized America.

Fortunately, the lads marshaled enough sail power to regain the dock safely, and with some ingenuity and cooperation, the racing teams were reconfigured to make the day a success. "Solar Flare" was marooned, but Mr. MacPherson filled the vacancy in Sam Hinckley's "Tahawas" #641 and Richard Biller graciously offered his post in Millie's "Velella" #445 to Mr. Fife. Thus, with 110 stalwart Jeff Hutter providing ballast on returning champion Chris Waddell's #463, a troika was assembled, the perfect number for fast and competitive yachting.

It has been rumored in Competitive Sailing Quarters that Malcolm Fife cooked up his accident as a plot to secure a berth for himself and his spies on each of the most dangerous rivals in the fleet. If so, the intelligence gathered that day would shock: Millie's secret to speed is to gather water gradually on the upwind leg until the boat can hold no more, then release it in a rush going downwind like a Zeppelin dumping its ballast, with a resultant neck-snapping burst of speed (thank god there are no air bags in a 110). Sam Hinckley, perfectionist and engineering savant, has lightened his boat in unprecedented ways. Winches are forbidden. The crew must hold the jib sheet firm in his bare hands, even in the fiercest gale. And Chris Waddell, as we all suspected, has nuclear-powered jets hidden in the bulb of his keel which engage at surprising moments, putting him out of reach instantly, but at what cost to our precious ecosystem?

Three races were held. Chris Waddell was victorious from start to finish in all three rounds, with Sam and Millie match-racing behind. Each time up, Sam would lead Millie to the weather mark lay line, but lose his lead to the wily Millie, Mistress of the Sea, just before turning the corner home for the downwind finish.

In the last race, Chris too was challenged by the Gods for daring to fly too high. Screaming recklessly to the finish, crossing the path of Millie and Malcolm, and hoisting every scrap of canvas, all-the-while threading the needle of doom through the treacherous moorings of Tomales Bay, Chris was attacked by a wayward puff, a veritable Simoom, striking from the North like an angry ghost. The boat swung wildly, Jeff Hutter plunged into the icy brine, the vessel tilting to weather so fiercely that the rudder was rendered an impotent, useless appendage. Careening crazily this way and that, the mighty Mr. Waddell wrestled his bronco into submission, and plucked Mr. Hutter from his certain demise in Davy Jones locker to continue the leg, and save his lead.



The 110 Fleet at the start.

The exciting sailing conditions and Corinthian spirit are evident from the loaned sails that kept rivals on the water. (Photos Ken Twining)



SHOULD YOU CARRY BOAT INSURANCE?

By Mark Darley

Insurance has been on the minds of the Board lately as we, or more specifically your Vice Commodore Peter Lassetter, has been diligently researching and purchasing more up to date coverage of the club facilities. During the same meeting, when discussing the options for insurance, self-insurance, size of deductible etc. one member exclaimed: "I hope I am not racing against uninsured boat owners!"

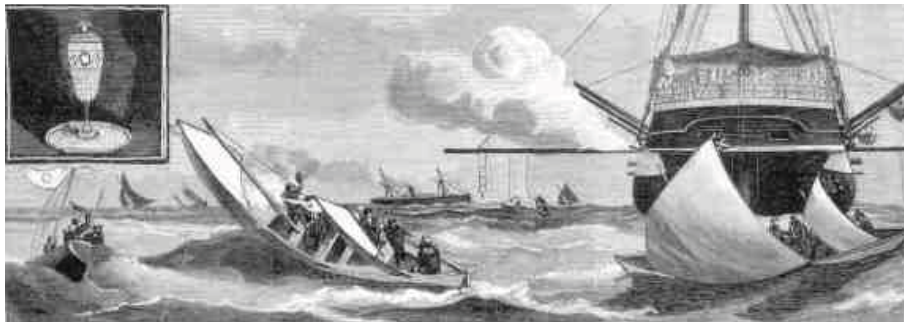
It may be that most of us feel we already have enough insurance to cover us for any event short of the cataclysmic rupturing of Tomales Bay! Indeed insurance for your boat might seem like a small concern, and I hope it is. However most yacht clubs do not permit their members to race without proof of insurance. The reason is quite simple: Collision damage between boats can range from a dismasting and sinking that Admiral Nelson would have been proud of, to something that can be settled over a beer at the bar. However, personal injury should be a very real concern. Broken bones, and lasting damage due to an over exposure to very cold water can be extremely expensive for all concerned.

We may feel that we would rather self-insure (pay directly from the wallet) for any damage to our boat or any others we may be careless enough to hit, but are you willing to pay cash for a long stay in the hospital for you, your crew, or the crew of a boat you hit?

Perhaps surprisingly, liability insurance for your boat is not as expensive as you might have thought. With a \$250 deductible, Boat US offers a Boat Saver Policy with \$100,000 per person per accident liability, \$300,000 aggregate limit liability, and medical payments of up to \$10,000 per person per accident on an eighteen foot boat such as my Johnson 18, for \$130 a year. You will probably find that the insurance company that already covers your home, cars etc. can add boat insurance to your existing policy for very little. In my case when I called my agent they informed me that as my boat is less than 25 feet, has no engine, and as I am not racing for money, I am covered. The answer may be different in your case. Check with your agent.

The kind of sailing we do in Tomales Bay is relatively low risk but 800 lbs of wind driven fiberglass, wood and steel can do a lot of damage both to boats and flesh, and those summer afternoons with 25-knot gusts remind us that we are not always in full control, (which is of course part of the fun!).

Give it some thought. When that 25 knot gust barrels over the hills turning the water black and white, would you rather be worrying about the potential cost of a collision, or enjoying getting the most from that adrenaline rush as you survive the roundup, wrestle the spinnaker back under control, narrowly avoid the competition, and leave them wallowing in your wake?



Racing between the Russian Navy and the Royal Navy in Melbourne, Australia 1882 when insurance companies were not involved!



Saturday, Nov 24th 2007

Bar opens at 6:00pm

Dinner begins at 7:00pm

Thanksgiving Leftovers
Potluck & Dancing to:
Dan Olmsted & Friends Band!!

Bring your leftover food, houseguests and family
Your leftovers can be main dish or dessert to serve
four persons per person coming

The Club will provide bread and mixed green salad
No host bar
\$10.00 per person

For reservations:
Peter & Angie Ackley packley2@comcast.net
or (415) 485-0653

Please mail checks made out to IYC to:
Peter Ackley, 20 Tappan Road, San Anselmo CA 94960

Childcare provided downstairs with pizza and videos \$5.00 per child
Reservations necessary

Please note our sales tax exemption requires that we accept payment
only from members.

EVENTS CALENDAR

Saturday, November 10th	Board Meeting		9:30 am
	Open House		5:30 pm
Saturday, November 17th	Drumstick Race		1.00pm
Saturday, November 24th	Thanksgiving Party	Drinks	6.00pm
		Dinner	7.00pm
Saturday, December 8th	Christmas Party Open House		5.30pm

BRING A FAVORITE APPETIZER
TO SHARE!

5:30 p.m. - 7:30 p.m.

OPEN HOUSE

Saturday, November 10th.

Inverness Yacht Club
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