

THE



PILOT

The Monthly Newsletter of the Inverness Yacht Club

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YOUTH SAILING

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COMMODORE'S COLUMN

July 2008

The weather has been occasionally wonderful although a little on the windy side.

I understand that the wind is doing great things for our fish population so we should not complain too loudly.

If you would like to complain about something contact your various congress critters and complain about them not yet passing Senate Bill #2766 and House Bill #5949. We need this passed and signed into law before September 30, 2008 to maintain permit exemptions for recreational boats. "If legislation does not pass by then, all of the boats that you own or sail will need a special permit, regardless of size or type. This means boat owners will be required to apply and pay for permits for Sabots, Lasers, Hobies, Mumm 30s, Cal 40s or TP52s, most likely in every state where they want to sail a boat."

US Sailing provides the following background summary: "In 2006, a U.S. District Court ruling canceled an exemption of the Clean Water Act for normal operational discharges of vessels. The original lawsuit brought against the EPA by environmental groups was focused on commercial oceangoing ships, their ballast water, and preventing the unintentional introduction of invasive species (like zebra mussels). However, the new regulations and permit requirements will adversely affect ALL vessels in the United States. The EPA is now developing the draft permits, which are expected to incorporate the water used to cool your engine, the water that crashes over your bow and exits your cockpit, grey water from sinks and showers, and clean bilge water. Existing environmental restrictions on the overboard discharge of raw sewage, plastics and garbage, and oil and fuel are not affected by the permit requirements or the proposed legislation."

On a happier note, we all owe a huge thank you to the thirty folks who showed up on work day, the eight members who returned for painting day, the obsessed several who are determined to complete the repainting of our floats and Susan Medina who supplied what many said was the best work day lunch in history. The club is looking great so come on down and take advantage of the good weather days.

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COMMODORE’S COLUMN continued:

If you haven’t been to a party lately you are missing some good ones. The Mexican Potluck proved that a lot of you are quite good at south of the border culinary expressions. Thanks to Carol Skold and company for stepping up to make this party a success. Everyone always has a great time at the (now annual) Oyster Feed, scheduled for June 28th, one of the most laid back events of the year, however please note the change of venue – at our club this year. Next month’s traditional Fourth of July Barbecue should be great fun as well. Hopefully you signed up in time, as this is one of our more popular parties. If not you can still party at the IYC in July by signing up for the Youth Sailing Fundraiser July 19th. If you can’t make the party give what you can. These folks have great plans for our donations. And don’t forget the Blessing of the Fleet noon, July 6th, hopefully we will have sea life to bless again not to mention the ever popular champagne at noon.

JohnS

I Y C A N N U A L M E E T I N G

IYC Annual Meeting and Dinner on Saturday August 30.

5:00pm cocktails, Annual Meeting 5:30-6:30, 6:30 dinner.

Follows the Hog Island Race starting at 11am.

BBQ chicken provided. Bring hors d’oeuvres or dessert.

Entertainment. \$10/person, pay at door.

Nominations for the Board of Directors will follow this Pilot in a separate mailing.

NOTICES

SHIP'S STORE NEWS

Summer's Here! Ship's Store has lots of IYC SWAG (slang for Promotional Items) so come and check out the selection of T shirts and sweatshirts for all ages, all sizes.

Don't forget that tote bags, coffee mugs, aprons, burgees and hats make GREAT hostess gifts as you travel about this summer.

For your shopping convenience, Ship's Store will be open at the Blessing of the Fleet, at open houses and on the opening and closing days of youth sailing. I can also open the store any weekend by request.

Please give me a call at 663-8585. Susan

CLUB RENTALS

Saturday July 12th 7pm (after Open House) Inverness Assoc. Annual Meeting with Robert Campbell presenting aerial photographs from his recently published book "Point Reyes and the San Andreas Fault Zone".

Friday August 15th 6pm Tomales Bay Assoc. Annual Meeting and Pot Luck.

MEMBERSHIP

Approved for Membership:

Christopher Longaker and Molly Merrill Sterling

Proposer: Jennifer Merrill

Seconders: Mark Switzer and Barbara Jay

Peter Wilson and Mary Ann Cobb

Proposer: Bill Mosely

Seconders: Robert Cardwell and Laura Mosely

Jason Hill (Junior Adult)

Proposer: Norma Wells

Seconders: Robert Cardwell and John Phelan

New postings (first reading)

Julia and Sam Thoron

Proposer: Dudley Miller

Secunder: Jackie Cardwell

Shawn Kelley

Proposers: Sam and Francis Hinckley

Seconders: Mark and Suzanne Darley

2 0 0 8 R A C I N G

FS/FD Regatta August 16 and 17.

This Regatta went out in the last Pilot (and is also posted on the web site) as a Regatta for Flying Scot/Flying Dutchmen/and also 110's. This was an error and I would like to confirm that it is only for Flying Scots and Flying Dutchmen.

How did I make such an error? I simply messed up. I used last years schedule to help me put this years together, and the schedule on the web site for last year included 110's at this event, and in automatic mode I did the same thing. I have no guilt in not remembering what actually happened nine months ago.

In another article, you will see that I am asking for help from the 110's in running the FS/FD Regatta. When you sort out a 110 Regatta date please be assured that I would be very pleased to help with race officer of the day or anything else that suits. (But I don't do food/cooking!)

Call For Volunteers on Race Days.

The Scolds' have again stepped up to the plate and volunteered their time running the flags and timing the boats for the great majority of the races this season. This, is in addition to being Social co-chair, and hosting the January Gin Fizz and May Fiesta social events. I am looking for two or three people to help out on the following races:

Saturday and Sunday 16/17 August. FS/FD Regatta. Any 110's out there who could help? More the merrier. FD's want a committee boat up the bay, and Scots may want a dock start away from them.

Saturday 30 August. Hog Island. Carol can lead the effort but needs a helper.

Saturday 20 September. Myers.

Sunday 21 September. Lake.

Saturday 1 November. Spook.

Saturday 29 November. Drumstick.

We can help train you at Skold run events, we have graphics that show what flag when, and we have an ice machine that ensures a large cooler full of lovely cold beer on a warm sunny summer afternoon. So please, help out and enjoy our gratitude. If you would like to chat through what is actually required please call me at 415-472-4010 in the evenings or weekend. If you simply want to plunge in, either call or e-mail me at peter.lassetter@comcast.net.

Thank you in anticipation.
Peter Lassetter.

a n d s u c h

How Much Water does a 110 need to launch from the Outer Dock?

Peter Lassetter

On April 9 Mike Meszaros measured the water depth at the hoist of the outer dock. He did it at 4.43 pm, which was the time of High Water at Inverness (Golden Gate plus 40 minutes).

The water depth at that time by the hoist was 37”.

The height of the tide, at Inverness, above the NOAA datum (mean lower low water – MLLW) at that time was 3.8 ft. (4.4ft at GG minus 0.6ft). 3.8 ft is 45”, and so the mud at our hoist is $45'' - 37'' = 8''$ above the MLLW datum.

Mike also measured the distance from a 110’s waterline to the bottom of its keel, and it was 36”. So for a 110 to float with minimal clearance above the mud, the height of water above MLLW, adjusted for Inverness, is $36'' + 8'' = 44''$, or 3.67 ft..

If we just use the tide heights at Golden Gate, without the Inverness adjustment, a 110 will need the following depth at GG.

Height of mud at hoist above MLLW at GG is 8” plus the Inverness adjustment of 0.6 ft which is 8” plus 7.2”, say 16”.

So at Golden Gate unadjusted heights a 110 needs $36'' + 16'' = 52''$ or 4’ – 4” or 4.33 ft.. (remember you do still need to adjust the time of high and low water for Inverness from Golden gate.

The adjustment is: High Water + 40 minutes, and Low Water + 1 hour and 24 minutes)

Please remember this is only partly a science. The actual height of water varies with barometric pressure, storm water run off, and wind strength.

You should also know that if you can lean the boat over a bit and lift up the keel Mike reports there is an extra 10” of water at the end of float.

Anyway, I have always wanted to know how our mud relates to MLLW datum, and so I hope this is of interest. I have to say, however, that my poor wife looks on with certain sadness; is this what turns him on?

Thanks to Mike for doing the measurements, and if my calculations are wrong it is obviously all his fault!

Happy sailing – let’s enjoy ourselves, try hard and have fun. It’s nearly time to go racing again!

Y A R D A N D D O C K N O T I C E

Please note that during the Junior Sailing Program and with the corresponding number of boats on the docks, and feet in the yard, common courtesy requires that we return to “high season” rules:

****Especially during the week, please do not side-tie to docks in the launching basin and on the eastern finger.***

This dock space is needed for the Junior Sailing Program dinghies and rescue boats.

****Once boats are launched, all trailers must be stored back in their yard spaces.***

****No bicycles are allowed on the pier or loading docks*** (we have a rack opposite the Bosun’s locker).

****All dogs must be on leads, as in the club by-laws,*** and owners are asked to be extremely conscious of cleaning up after their dogs. There are few things as unpleasant as cleaning dog poop off the decks of a dinghy you are about to sit in, or the clothes in which you are sailing!

Thank you.

PORT CAPTAIN’S REPORT

Work day goes on and on and on.....on

I am constantly amazed by the skill and enthusiasm that I.Y.C. members bring with them on work day. This year there was an added quality: absolute determination. With all of our best laid plans, we awoke to of all things, rain.

Rain did not stop nor even slow down our I.Y.C. volunteers who cheerfully whacked ivy, scrubbed barnacles off fenders, painted garbage enclosures, cleaned the boathouse etc.

One of our newest members, David Melcon, wired in a 220v outlet in the bosun’s locker so that now we can do welding (of trailers etc.) at the club. Pat White and Tom Hickman donned their rubber boots, rain gear, strong backs and patience and made big progress in the steel, seismic strapping of the underpinnings of the building.

Since the rain precluded much of the paintwork we anticipated, we decided to reconvene two weeks later to paint the docks. At the last minute, Richard and I had to take care of a very sick animal and could not attend. John and Suzanne Speh stepped in at a moment’s notice and organized the paint crew. It was determined that the docks needed power washing prior to painting, so they were too wet to paint that day! Another volunteer paint crew was assembled who agreed to meet mid-week to finally get the docks painted. Yesterday, Thursday, I went down to the club for a much needed swim after a very hot day. There was our dedicated and determined commodore, along with Jim Laws, on their hands and knees, carefully painting away.

We would like to express our gratitude to each and every one of you who came and worked, cooked barbecue, cleaned, painted, wired etc. Special thanks to John and Suzanne Speh, who showed up no less than four times to make our club beautiful.

Thanks,
Milly and Richard Biller



ANSWER TO MY PRAYERS

Ed Schwartz

I am not counted among the worlds deeply religious, but I have to confess a prayer of mine was finally answered. Yes, it was late in coming, but that is of small matter. What matters is, it came.

It came not at the end of a bolt of lightening or announced by a cloud of angels such as is found in a Baroque painting. It came in more pedestrian form—matter of speaking-- a 24 foot truck painted red with bright faceted stainless steel sides. It has an inglorious, but welcome name: The Chinese Chuckwagon.

Don't get me wrong, I can live without Chinese food, but I don't want to. I know most of the places on San Francisco's Clement Street. I prayed that a restaurant would be opened someday; I just didn't know it would come on wheels. And that it is only "take out," but why quibble.

The bright 24-foot long truck is parked on the side of the Western Saloon; so right away you have the nice interplay of Eastern Food and Western Saloon. I am also happy to report that the food is very good, but frankly, I would have liked it even it weren't so good. That's how desperate I was.

So, this isn't so much a review as a request to patronize The Chinese Chuckwagon, so it won't have to pull up stakes and move on and I will be standing there with tears falling on empty chopsticks.

Generally speaking, the food is very fresh, since it is all made to order. The portions are generous and there is a lot of variety, ranging from some tasty Cantonese standbys to some Hunan (read hot) specialties.

CCW offers items like pot stickers and spring rolls both are excellent. A special on a recent evening was asparagus with a choice of chicken, beef or prawns for \$12. There is a nice vegetable plate of tofu and veggies and at least two spicy dishes—princess prawns and kungpao chicken. There are 20 dishes in all for you delectation and the menu is set up on a sandwich board for easy ordering. I can also speak for the chicken stir-fry with very fresh greens.

The men behind the scenes are Alan Keady, Chef George Wan and expediter Phil Torres. I want to raise a glass of the finest rice wine in a toast to their entrepreneurship—gom bui in Cantonese. Finally, we now have the only thing this area really needed. Please pass the soy sauce.

(Photo: John Speh)

EVENTS CALENDAR

Saturday, June 28th	Oyster Feed	4.30 - 7.30pm
Saturday, July 5th	Half Hog Race IYC Fourth of July Party	2.30pm 6.00pm
Sunday, July 6th	Blessing of the Fleet Commodore's Luncheon	Noon 1.00pm
Saturday, July 12th	Board Meeting Open House	9.30am 5.30pm
Saturday, July 19th	Inverness Association Race Youth Sailing Fundraiser	2pm 6pm
Sunday, July 20th	Mason Cup Race	2.30pm
Saturday, August 2nd	Dornin Cup Race	1.00pm

“FOURTH OF JULY”
BBQ
 at 6.00 PM
 A-J: Salads
 K-Z: Hors d'oeuvres
 Club provides burgers, doggies,
 dessert, tunes, and good company.

Saturday, July 5th

Inverness Yacht Club
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