<table>
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<tr>
<th>Date</th>
<th>Day</th>
<th>Event Description</th>
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<tr>
<td>JULY 6</td>
<td>SATURDAY</td>
<td>Santa Barbara class, Col. Bart Cup</td>
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<td>JULY 7</td>
<td>SUNDAY</td>
<td>36R class, race 4</td>
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<td>JULY 9</td>
<td>TUESDAY</td>
<td>ODOM class, race 5</td>
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<tr>
<td>JULY 13</td>
<td>SATURDAY</td>
<td>0930-1100 BOARD MEETING</td>
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<td>JULY 13</td>
<td>SATURDAY</td>
<td>1100-1200 MEMBERSHIP MEETING</td>
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<td>JULY 13</td>
<td>SATURDAY</td>
<td>1300 X class, race 4, Virgil Cup</td>
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<tr>
<td>JULY 14</td>
<td>SUNDAY</td>
<td>1300 Star 45 class, race 5</td>
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<td>(AIDS Walk, 36th Ave open, RFK closed until 2pm)</td>
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<tr>
<td>JULY 17</td>
<td>WEDNESDAY</td>
<td>1300 Victoria class, race 5</td>
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<td>JULY 20</td>
<td>SATURDAY</td>
<td>1300 Wheeler class, race 3</td>
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<td>JULY 21</td>
<td>SUNDAY</td>
<td>0930 Tug Fest</td>
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<td>JULY 21</td>
<td>SUNDAY</td>
<td>1100-1300 Kids Learning To Sail</td>
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<td>JULY 21</td>
<td>SUNDAY</td>
<td>1300 10 Rater class, race 2</td>
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<td>JULY 25</td>
<td>THURSDAY</td>
<td>1300 RX class, race 5</td>
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<td>JULY 27</td>
<td>SATURDAY</td>
<td>1300 M class, race 5</td>
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<tr>
<td>JULY 28</td>
<td>SUNDAY</td>
<td>1300 Santa Barbara class, Medley Cup</td>
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Please advise us of your new address when moving!

On the Web: [Http://www.sfmvc.org/](Http://www.sfmvc.org/)

TIME CRITICAL MATERIAL - - - PLEASE FORWARD IF MOVED
THIS IS THE PROJECTED SCHEDULE OF EVENTS FOR FOLLOWING MONTHS.
PLEASE BE SURE TO CHECK OUR WEBSITE (www.sfmyc.org) FOR UPDATES.

Green=Freesail  Blue=Power Boat  Red=R/C-Sailboat  Holidays  Park Events

August  (NO MEETING IN AUGUST)
· 03 Sat.  Infinity 54 class, race 4
· 04 Sun.  36R class, race 5
· 10 Sat.  (OPEN)  (Roads Closed...Friday- Sunday)
· 11 Sun  (OPEN)  Outside Lands Concert.
· 13 Tue.  ODOM class, race 6
· 15 Thu.  10Rater, NCR
· 16 Fri.  10Rater, NCR  (36R-class, San Diego)
· 17 Sat.  10Rater, NCR  (36R-class, San Diego)
· 18 Sun  10Rater, NCR  (36R-class, San Diego)
  Fishing Boat Gambler, 0930
· 21 Wed.  Victoria class, race 6
· 22 Thu.  RX class, race 6
· 24 Sat.  Santa Barbara class, race 4
· 25 Sun.  M class, race 6 - end season.
· 31 Sat.  (OPEN)  [Labor Day weekend]

September
· 01 Sun.  (OPEN)  [Labor Day weekend]
· 07 Sat.  (OPEN)
· 08 Sun.  36R class, Jeff & Mike Stobbe Invitational
· 10 Tue.  ODOM class, race 7
· 14 Sat.  Board/General meetings
  X-class, race 5, Lyons Cup
· 15 Sun.  Infinity-54 class, race 5
· 18 Tues.  Victoria class, race 7
· 20 Fri.  M-class Nationals, practice day
· 21 Sat.  M class, Nationals
· 22 Sun.  Santa Barbara class, race 5
· 26 Thu.  RX class, race 7
· 28 Sat.  10 Rater class, race 3
· 25 Sun.  36R class, race 6 - end season
Commodore’s Corner

Happy 4th of July! It’s a festive month and the heart of the summer. One special event on our calendar this month is the Tug Fest on July 21. Model tug boat owners from near and far look forward to this annual event sponsored by the Power Squadron. It’s sure to be a great event for participants and observers alike. Along with the regular Freesail and R/C races in July, the Santa Barbara fleet has two special races, The Colonel Bart Cup and the Medley Cup, and there is always casual model boating. Something for everyone!

I’m proud that the SFMYC offers a full range of varied opportunities to its members so that each can find the type of model boating that suits their interests, that we members can challenge and hone skills, and have the chance to develop lasting friendships which heighten the quality of our time spent at the lake and in the clubhouse.

Now, thanks to the interest and initiative of Ryan Schofield, Bruce Ettinger, and Ken Shapiro, a new opportunity has been developed for kids 10-14. Check out the article that describes the first event that was held June 23. Club members have often talked about wanting to attract younger members, and these fellows have developed a set of strategies to begin doing just that. Way to go!

This month thanks also goes to Gene Ericksen for putting up a string of LED lights in the glass cabinets. The new lighting definitely shows off the contents of the cabinets very well. Thanks, Gene, for your always-ready-to-help-out attitude in getting things done around the clubhouse.

It is with a heavy heart that I end this column. We’ve recently lost two fine and long standing members of the SFMYC. Those who attended the June meeting or read the June meeting minutes learned of the passing of Yuri Sands in May. Since that time Drew Marshall has passed away. Both of these members contributed greatly to the Club and will be deeply missed. Written remembrances of Yuri and Drew follow in this issue.

Our next meeting is July 13. See you there!

REMINDER: THERE IS NO MEETING IN AUGUST.
Yuriko Sands, David Sands’ beloved wife of 50 years, was born in Japan on August 10, 1941 and passed into God’s hands on May 9, 2019. Sometime in the 1960s she was sponsored to come to the U.S., and she courageously moved here on her own. Yuri was a licensed cosmetologist in Japan and got her license here too. Before coming to California she lived and worked in New York City. In 1968 Yuri needed to take a trip to Mexico City to renew her Visa. It turns out that David was on a vacation in Mexico City staying in the same hotel as Yuri. They struck up a conversation, and soon became a couple. Yuri and David were married June 29, 1969.

Yuri joined the San Francisco Model Yacht Club, September 10, 2011, after having been a SFMYC supporter for many years alongside David. She began sailing 36R Freesail boats and before long was a brass winner with “Kamikaze”. David fondly shares that she was “always telling me how to set my vane”.

Yuri always had a smile on her face whenever she came into the clubhouse or saw you at the lake. She took pleasure in bringing sweet treats and fresh fruit, especial melon, to share with members. Yuri wanted everyone to be comfortable and personally saw to it that you were offered something to eat or drink. Yuri looked after the clubhouse too by gathering up garbage and tiding after races to be helpful and save others having to do it. Her thoughtfulness was in abundance. Three years ago the SFMYC honored Yuri with the Harry Birch Congeniality Award, a well-deserved recognition.

Yuri was busy outside of her participation in the SFMYC. She and David raised two dear sons, Michael and David. She stayed in close communication with her family in Japan with visits back and forth between them. She was active in her church, sailed on San Francisco Bay with David, made quilts, crocheted, went to guitar classes, worked in a care home and taught the elderly origami, and sang Japanese songs in a group, to name a few of her many other interests.
Our hearts are heavy with the loss of Yuri. She will be deeply missed. We hold dear memories near and always.
On June 14, 2019 we lost an inventive problem solver who could fix anything, lover of cool gadgets, and a meticulous organizer, Drew Marshall. Drew died peacefully, watched over by his loving husband, Charlie, after 34 years together. Drew was born, January 27, 1939, in Cambridge, MA to Andrew and Lee McKean Marshall. He was predeceased by both his parents and step-mother, Peggy Sayre Marshall. Drew is survived by his siblings Ford Sayre, Penny Sayre Wiederhold, Rob Sayre, Lee Marshall Strang, Ellen Marshall, and numerous nieces and nephews.

Drew spent his youth growing up in New Hampshire and graduated from Marlboro College, Vermont in 1962. Drew worked in Army intelligence in Bangkok listening for foreign language communications which he would forward to his supervisors. Following his stint in the Army, Drew returned to Boston, worked in real estate, and satisfied his natural athletic abilities by teaching skiing and by sailing his father's Concordia Yawl off the New England coast. He did long distance sailing as well, racing from New York to Bermuda. In the mid-seventies, Drew moved to San Francisco where he continued in real estate and taught sailing. His greatest loves were sailing and racing model sailboats on Spreckels Lake as a member of the San Francisco Model Yacht Club.

Drew joined the SFMYC on May 14, 1994. He began sailing Freesail M and X boats and then moved into R/C, sailing with the RX and ODOM fleets. Drew also had an Infinity 54, two Marbleheads, and a One Meter. Drew was an excellent sailor. He was always happy to share his knowledge to help sailors with boat trim, and put his inventive problem solving to work figuring out better ways of doing things, like when he designed the “Drew guying elastic” for the main to help freesailors get out of Heartbreak Harbor.
In addition to generously sharing what he knew and finding ways to improve model boating for members, Drew donated his time freely to ensure that the clubhouse was kept spic and span. He even bought a Roomba for the clubhouse to keep the floor extra clean. Drew’s generosity extended to gifting the Club with a very special family item, a French prisoner-built bone boat that is proudly displayed, and he gave away three of his R/C boats to members. In January 2018, the SFMYC proudly named the workshop in honor of Drew and his many contributions—the workshop that he kept in such good order.

We are deeply saddened by Drew’s passing and grateful for fond lasting memories. He will be deeply missed. If members would like, donations can be made in Drew’s name to Project Open Hand (openhand.org), 730 Polk St., SF, CA 94109.
The Santa Barbara class and the Wheeler Class both had races that were well attended this month.

On the fifteenth the Santa Barbara class gathered for some good sailing. Jess Atkinson attended his first class race of the year. Everyone had a good time although for some reason Jerry Turney had an electrical failure which took him out half way through the day. My boat also had an issue that prevented me from completing the last race. The Santa Barbara fleet is such a great group of guys to sail with. I’m very proud to be the fleet captain.

Next up on the twenty-second was the Wheeler fleet. Jim Harrold and I showed up early to work on the Club Wheeler. Jim fixed several things on the boat with parts from my boxes. I got to put 38 back together after major repairs and being painted. Later in the morning, there were six Wheelers in the clubhouse getting ready to sail. With good wind on the lake and sunshine, the fleet was gonna have a good day. Dave Misunas was on fire, he won the first two races by a lot. By the end of the day, he won more races than anyone else by far.

Jim Harrold sure sailed the Club Wheeler around the course very well. After several races Jim Forbes’s boat had winch issues and had to retire for the day. Also around the same time, Paul Bonaldi showed up from Sacramento with his Wheeler, and he sailed very well. For some reason or another, I could not find my way to a good start to save my life most of the day and was off the pace. Overall it was a good day of sailing for the eight Wheeler skippers who participated in the fleet’s second race day of the year.

The Star 45 fleet will be sailing on the thirtieth after the deadline for the newsletter, and should have a good turnout as Rob does his usual excellent job getting skippers to come out and sail. I’m very happy to report that the club RC sailboats are being used and helping boost participation in the Star 45, Wheeler, and Santa Barbara fleets. Members that want to check out a Club boat should contact me. If anyone has questions or needs a hand with their boat, please let me know.

There was a time when boats of wooden hulls and brass and iron steam engines plied the waters of Spreckels Lake in Golden Gate Park.

On Saturday, June 15; 2019 SFMYC members displayed and demonstrated their models powered by live miniature steam engines on the lake.
These fine examples of craftsmanship showed between 10am and 2pm.
Upcoming Power Events

Tug Fest  July 21  0930
by Lee Duvall

The Tug Fest features R/C model tugboats doing the same work as their full-sized counterparts do. This year the Tug Fest will be a two part procedure, a free-tug section to demonstrate the handling skills of the tug and skipper, and a barge section to demonstrate the moving and docking of a barge. The Judges will be assessing the operations for accuracy of steering, seamanship, and chart reading as if these were full size units. The courses will consist of various obstacles to test a Skipper's ability to operate in a seaman like manner.

The entry fee will be $10 for first tug and $5 for all others with the same skipper. Coffee and donuts will be provided in the morning. Skippers will need to bring their lunch or purchase at the hot dog stand at the lake. Bring your own table, chair, and any support equipment you will need. Extra line will be available for barge tie-up.

Bring your tug and join in! Come by to watch! It's sure to be a great event.
The 2019 SKIPPERS CUP was held June 8, after the General Membership meeting. The Skippers Cup is open to all three Freesail classes: 36R, M and X. We had 11 boats enter this year’s competition, (4)-36R, (4)-M and (3)-X.

In this unusual race, a handicap system used for starting is an attempt to compensate for the major speed differences between each class. The handicap allows for a full minute head start for a 36R over a more speedy M boat and another 30 seconds until an X boat is launched. In past years this has worked out well with the typical winds of Spreckels Lake.

On race day, the winds were very light, staying under 5MPH all day. Thus, getting off the starting line and out of Heartbreak Harbor for the run was a real challenge. Some luck was needed to catch the wind when it was coming out of the west (not while it was clocking around from south, west and north.) If you were lucky enough to get a nice start facing the typical hazards of Spreckels Lake was easier as they were all somewhat tamed down; for example the south wind was weaker and not always present.

It was a long day due to the need for 5 boards and the staggered starts. Back at the Clubhouse, more time was needed to find and correct the errors on 6 individual’s score sheets. 5:30 saw us all done for the day.

The much lighter winds favored the sailors of the lighter 36R boats who ultimately won three of first four places. Mary Rose Cassa, the eventual winner (41 points) won nine of her 10 beats, Ed Schoenstein was second with (34 points) well balanced with wins on the runs and beats, Bruce Ettinger’s M boat won all his runs (32 points), while coming in forth was another 36R sailed by Jeff Stobbe.

Over all, it was a very nice Saturday; we kept a wonderful tradition alive, we leaned to sail without the wind, and had plenty of time to socialize.

Eleven entries to Skippers Cup 2019 were:
Mary Rose Cassa, Phil Durfee, Bruce Ettinger, Adalai Manzo, Dave Misunas, Ed Schoenstein, Jason Spiller, Colleen Stobbe, Jeff Stobbe, Mike Stobbe, and Rick Weiss,

At the end of the beat, Bruce’s M trying to pass Mary Rose’s 36R---her sails filled nicely and she finished first.
Starting a run… 36R Adalai, M Colleen, X Phil…Stephan Ma giving the starts.

With near calm winds, Phil’s X 101 cozying up to Mike’s X34 just after the start of their run--- a typical scene for the day.
Staging area for the run… X101 Phil holding back for next race, Dave adjusting rudder offset for the shifty winds, Rick getting his boat turned around for the start just one minute after Adalai 55 who has already taken off. In the distance is Bruce retrieving his boat from his beat.

Three 36R’s starting, Mary Rose, Adalai, and Ed. Even in calm conditions, there was enough wind to move these little ones along.
Teaching Kids To Sail—Proof Of Concept

by Bruce Ettinger

After weeks of careful planning among the four members responsible for this event, the day, June 23, finally came. Weather was perfect with 8 mph westerly winds. Dave Gormly had checked out 3 Club Victorias and deemed them shipshape---batteries were at the ready. Ken Shapiro brought a table, ice, and drove the food and drinks to the lakeside location. Dave Sands helped carry the Victorias to the spot, and Bruce Ettinger took care of signage and bringing out 2 one foot tether boats loaned by Brian Huppi (for the kids too young to sail Victorias). And then Ed and Pat Schoenstein arrived with their three lovely grandchildren, the Hulmes, ages 9-15. Everything went remarkably smoothly!

Bruce attaching the tether line to Conrad’s boat. Explaining to Addy the way Victoria’s controls work.

From the location on the north shore just east of Heartbreak Harbor, these kids quickly learned the use of rudder to keep their boat on its easterly course during the run. Then, steering the boat to shore, they learned how the sails needed to be close hauled to manage the beat back. Of course, tacking was a challenge, but they quickly caught on. Next, they each took on the task of sailing to and around the buoy. Next, all three learned what it takes to cross a start line at the right time—not so easy! Finally, all three competed in an exciting race up and down the Lake. With only a 20 minute teaching session, we had proved that kids can pick up the fundamentals of sailing and have fun doing it.

Here’s what Addy, a 15 year old wrote:
Thank you for such a great time sailing. I really enjoyed learning what it takes to navigate around the pond! At first I struggled to control the rudder, as I often confused my lefts and rights, but after you suggested I envision myself on the boat, controlling became much easier. When we arrived at the pond I expected to have very little control of the boats and to mostly watch as they floated around. When we arrived I was pleasantly surprised at the amount of control we had over the boats. I had so much fun gaining confidence in my sailing skills and in a very short amount of time I was able to race around buoys and learn to tack. Thank you for such a positive experience, my siblings and I had a great time.
Ed observing Emily’s tacking skills. All three kids concentrating on their boats as Bruce gives the starting countdown.

Here’s what Emily, a 13 year old had to say:
Thank you for teaching me to sail—I had so much fun! When I first started I thought it would have more parts to it, but the control was actually pretty easy and your advice helped. The hardest part for me was the turning of the ship. I found several times the boat going out too far and I thought it wouldn’t come back. Sometimes when it got too far I couldn’t tell if it was turning or not so I got frustrated. Some advice I could give anyone would be to stay patient because you might not get it the first time, but if you keep trying and do your best to not get angry it can be really fun especially with all the giant fish! Thank you again and good luck!

And here’s a note from the youngest, 9 year old Conrad:
Hi sailing buddy!!!! I thought the easiest part of sailing was opening the sails and gliding with the wind. I liked when me and Addy raced from a buoy to the red mark because it was exciting. Thank you for letting me learn to sail!!!!!!

Our next Sunday Sailing for Kids will be on July 21, 11-1pm. The 11AM to 1PM window is the perfect time for good wind conditions. To encourage a bigger turnout of kids on July 21 we will again notify all our members a week prior, ask for Club volunteers and for members to spread the word, place notices on 2 neighborhood web sites with the help of Mary Rose, and will do additional community outreach.
The Workshop

Stay tuned... We expect a write-up about a newly built tug next month. Looking forward to it!

In the meantime, here is a rerun of a prior submission to the Nautical News that is Workshop-worthy.

Don’t Let a Broken Shroud Keep You Out of the Race
by Bruce Ettinger—with the generous help of Bernard Price

So many times I have watched Bernard come to the rescue of sailors whose boats had suffered a broken shroud wire or the had the shroud deck fitting pull out of the deck. Finally a few weeks ago, it was my turn to call upon him to repair my 36R’s broken shroud. I calmed my emotions sufficiently to watch him closely as he did his magical fix--- a fix which allowed me to sail the entire afternoon. Afterwards, at the Clubhouse, I took notes on the specifics of the knots he used.

The first requirement is 6 feet of line. The first knot you will tie is a bowline around the lower end of the mast--- leave a good-sized loop. Next, to replace the broken shroud, feed the free end of the line through the shroud deck plate and secure it to the upper mast connection or to the remnant of the shroud wire.
Next, bring the line down towards the deck and tie a trucker’s hitch in the mid-point. This is basically a slip knot with a return of the free end through the loop (but not yet). The free end of the line should first be looped through the existing deck plate and then passed through the existing loop of the trucker’s hitch. (see picture below)

Now by using the trucker’s hitch loop and pulling down on the free end of the line, you can build the required amount of tension. Once satisfied with that, tie 2 half hitches around the end of the trucker’s hitch to keep the tension setting.

If the deck plate is broken, start by taking the free end and securing through the opposite deck plate. Then take the free end under the hull, tying the trucker’s hitch and looping through the broken shroud end and back to the trucker’s hitch for proper tensioning and finally securing with half hitches. This photo shows tensioning—by pulling up the free end.

My thanks to Bernard for helping me understand the design of this nice fix and for reviewing this article. Thanks to Vivian Ettinger for photos.