

**SAN FRANCISCO MODEL YACHT CLUB
NAUTICAL NEWS**

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*The Nautical News is published on a monthly basis by,
and serves as the newsletter of and for the
San Francisco Model Yacht Club,
a NON-PROFIT, TAX EXEMPT CORPORATION.*



San Francisco Model Yacht Club



Spreckels Lake

Established 1898

Golden Gate Park

January 2024 Schedule (preview)

06	Saturday		(Open)
07	Sunday		(Open)
13	Saturday	0930	Board / General Meeting
		1300	Winter Series ODOM
14	Sunday		(Open)
20	Saturday	1100 -1500	Bottle Boat Builder Mentor Sessions Kickoff
21	Sunday	1300	Winter Series Wheeler
27	Saturday		(Open)
28	Sunday		(Open)

Red=RC sailing, **Green**=Freesailing, **Blue**=Powerboat sailing

*Check the SFMYC webpage for the complete updated PDF 2023 calendar. www.SFMYC.org
 Advise us of your new address when moving! sfmycnauticalnews@gmail.com
 For input to the 2023 Calendar, contact Ryan Schofield at rssailor@yahoo.com*

February 2024 Schedule (preview)

03	Saturday		(Open)
04	Sunday	1100 -1500	Bottle Boat Builder Mentor Sessions
10	Saturday	0930	Board / General Meeting
		1200	Frostbite
		1300	Winter Series Infinity 54
11	Sunday		(Open)
17	Saturday		(Open)
18	Sunday		(Open)
24	Saturday		(Open)
25	Sunday		(Open)



Volume 126

Nautical News

SAN FRANCISCO MODEL YACHT CLUB

Spreckels Lake - Established 1898 - Golden Gate Park

January, 2024

Number 1

2023 OFFICERS

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Ken Shapiro

gogiantks@aol.com

Freesail Squadron Officer

Bernard Price

R/C Sail Squadron Officer

Ryan Schofield

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Directors at Large

Gerry Bowen, Jeff Raymond,

Gene Erickson, Wally

Wahlander

Historian/Archivist

(Open Position)

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Rick Weiss

EdSFMYC@sonic.net

(The deadline for items for the Nautical News is the 25th of each month. Send copy to our editor

EdSFMYC@sonic.net & CC:

sfmynauticalnews@gmail.com We

reserve the right to edit submissions,

based on space available. See new Ad

posting requirements in "For Sail"

Commodore's Corner

Rob Weaver, Commodore

The annual awards luncheon in December went off without a hitch. We only had to perform the Heimlich maneuver on two members who ate like starving migrants. Luckily both survived and once normal breathing returned, they promptly hit the BBQ trays for seconds. Following lunch we experienced a welcome spirit of cooperation when a huge group of volunteers stuck around to clean up the club and replace boats. Thanks to all. Special thanks go out to the crews who set up the tables, moved boats and made everything ready for our decorations crew to transform the clubhouse into party central. Special thanks go to Dave Sands, Patricia Schoenfield, Ed Schoenfield and Diane Brosius for the decorations and final set up. Additional thanks go to Gerry Bowen who brought an induction stove to heat up water that worked like a charm, only to go unneeded - but it was a valuable backup in case the caterer forgot to bring hot water.

The primary focus of the luncheon is always the awards themselves. This year we had a diverse group of winners in every category, except perhaps in the Freesail fleets, where the Stobbe brothers managed to dominate once again. In the RC Squadron the awards were largely shared between Dick Hunter and Jim Harrold – but a lot of other sailors were recognized for their skills. The champions, with second and third places are in the photos of the luncheon appearing later in the Nautical News this month. Check out the metal winners and question them relentlessly to find out their secrets so that you can replace them next year.

The Power Squadron made its two primary awards for the year at the luncheon. Gerry Bowen was chosen as the 2023 Skipper of the Year. Victor Dea received the Bill Hynes Engineering Award. Unfortunately, neither was present to bask in the glory that goes with these prestigious awards. Consequently, you will have to congratulate Gerry and Victor personally the next time you see them. These are prestigious awards at the club and you should acknowledge their accomplishments by a smile, pat on the back

and expressions of awe and admiration. The most pleasurable task that the Commodore has each year is to choose the Harry Birch Congeniality Award for the person who best promotes the club and works the hardest to make it successful. This year the award went to Dave Sands, former Commodore and eager volunteer for anything club related. James Brown may have been the hardest working man in show business, but Dave Sands is the hardest working man in club business.

Before the luncheon we had the annual election of officers. By default you are all stuck with me as Commodore for one more year. Carl Brosius was elected our new Vice Commodore. Each member is advised to bring complaints, suggestions and requests to Carl next year. I'm sure he will be more effective in addressing your concerns than I could be. Plus, Carl likes nothing more than arbitrating personal disputes, petty arguments and maintenance issues. Colleen Stobbe was elected for another year as the club secretary, Dave Sands will serve again as the treasurer. The squadron officers next year are Ryan Schofield as RC Sail Squadron Officer, Ken Shapiro as Power Squadron Officer and Bernard Price as Freesail Squadron Officer. Mike Stobbe will return as the Membership Secretary. Our at-large board members will be: Gerry Bowen, Wally Wahlander, Gene Erickson and Jeff Raymond.

Onward and upwards to a successful 2024 both in the club and in our personal lives. Enjoy each day as it comes, look back with fondness and look forward with anticipation.

Membership Report, January 2024

by Mike Stobbe, Membership Secretary

We had one new member last month. Timothy Fosberg, of San Francisco. Timothy says he's long been familiar with Spreckels Lake, and would like to support the club. He doesn't yet have a boat, however, so anyone meeting Timothy must grab his elbow and steer him toward your favorite squadron. Welcome aboard, Timothy!

We have started the annual membership renewal process, and by the time you read this, you will have received a renewal invoice via email, which went out on January 1st. The annual fee schedule remains the same as for last year: Remember, the invoice email will be coming from **PayPal**, not from SFMYC, identified as "Service from PayPal.com". Open the email, click on "View Invoice", and there you have it. If you have a PayPal account, you can log in and pay the invoice with a few keystrokes. If you don't have a PayPal account, you can still pay your invoice online. PayPal accepts all major credit cards. Or, once you have your invoice on screen, you can print it out and mail it to the club's P.O. Box with your check to SFMYC. If you can't find it, see if it's in your spam folder, dated January 1st. If you still can't find it, contact me and I will resend it: mwstobbe@comcast.net, or (831) 426-0446.

As usual, the renewal invoices are customized for each member, as per member status, boats stored, lockers rented, and/or club boats leased. PayPal only accepts the exact amount shown. If you believe your amount is incorrect, contact me and I will resend an amended invoice. If you don't plan to renew, let me know and I will cancel the invoice: your membership will terminate on April 1st. Members without email will receive a paper invoice in the mail. Remember, the

grace period is three months, so there's no need to panic. Reminders will be sent on February 1st, and again on March 1st.

Awards Luncheon

Photos by Jim Harvey, text by Rob Weaver



Boats cleared for banquet

The 125th Cake



Full House as Rob tries to Get Everyone's Attention

Rob says a silent prayer that the check for all the food doesn't bounce.



First Award Goes to David Sands – 2023
Harry Birch Congeniality Award

Dave Sands discretely puts \$100 in Rob's back pocket, as promised, for the Harry Birch Congeniality Award.



Rob, Bernard and Ryan Prepare to Give Out
2023 Sailing Awards



36R Freesail Awards - Mike Stobbe 1st,
Bernard Price 2nd, Steve Ma 3rd



X Freesail - Jeff Stobbe 1st, Jason Spiller 2nd,
Mike Stobbe 3rd.



Ryan Schofield, RC Sail Officer,
Wheeler Awards to Rob Weaver 1st,
Dave Musunas 2nd (not present), Jim Forbes 3rd



I-54 awards to Jim Harrold 1st, Jason Spiller 2nd,
Rob Weaver 3rd.



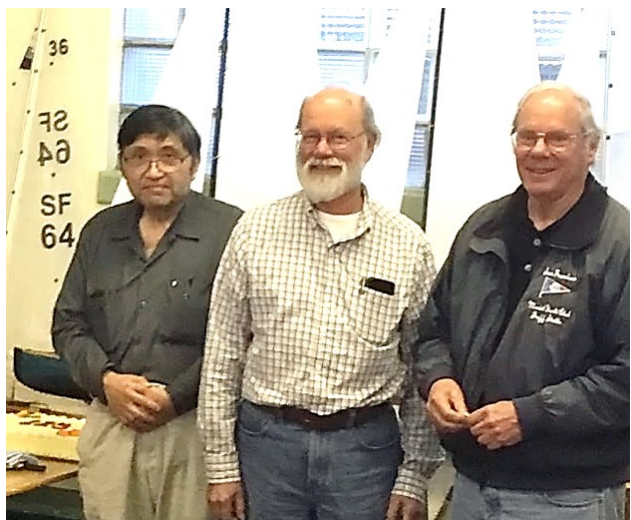
ODOM and Star 45 awards to Dick Hunter 1st,
Jim Harrold 2nd, not pictured Dave Musunas
3rd Star 45, Eric Saxon 3rd ODOM



Victoria awards to Dave Green 1st
(not present),
Jim Forbes 2nd, Wally Wahlander 3rd



Enjoying BBQ at the Awards Luncheon



M Freesail Awards - Jeff Stobbe 1st, Mike Stobbe 2nd,
Steve Ma 3rd



Santa Barbara - Jim Harrold 1st, Rob Weaver
2nd, Ryan Schofield 3rd

Events

The Frostbite Regatta is On

by Ken Shapiro

This is a fun low-key event. It will be directly after the February meeting. We will not be serving lunch, so, have a hearty breakfast or bring a sandwich to eat after the meeting. Bring any watercraft in any stage of construction or completed. You do not have to be the builder of the boat. There are six classes of awards. With first, second and third for Sail, Pleasure, Fishing, Commercial and Military and of course the coveted Best of Show.

Any boat that has won a previous award can only be shown again if it has undergone a major refit on the superstructure or deck furniture and a complete repaint with a change of color. Please bring a before photo to qualify. The voting is open to all, whether you have a boat on display or not.

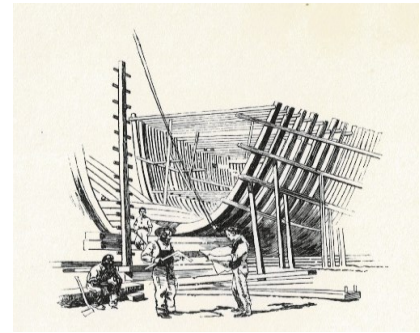
To vote just grab a packet of color-coded ballots. Boats will be numbered and color coded, so after noting the boats number, deposit your ballots in the color coded boxes. Ballots will be counted, and awards given after the tally. Masks are suggested, but at your own discretion.

The Workshop

The IKEA IOM Stand

Text & images by Rob Weaver

We have all seen Ikea furniture abandoned at the side of the road or left for Recology bulk item pick-up, and reflected on the environmental damage caused by adding Ikea trash to the landfill. My neighborhood had a special day for community wide bulk pick up of trash about a month ago and once again each corner was littered with damaged and obsolete Ikea products. One thing caught my eye, however. Abandoned Ikea bed slats seemed to be made of high-grade Baltic birch plywood (1/2" thick with 10 layers). Baltic birch is strong and light – and expensive to buy in 4x8 plywood sheets. It had to have some use other than being thrown in a chipper or going directly to landfill.



In a rare moment of inspiration, I remembered seeing an IOM boat stand prototype made by Brighton Boat Works that never seemed to go into production. The stand was a little fussy in my opinion and had the added problem of looking unstable on anything but a dead flat surface. Still, it was a clever design. It folded completely flat and appeared to be ultra-light. It had the added advantage of not only holding boats upright, but adjusted to an extreme angle for tuning sails. Here is the Brighton prototype:



Brighton Stand Folded

Brighton Stand Position 2



I figured out that if I used the Ikea slats I could use smaller dimensions because the Baltic birch is so much stronger than solid lumber. It also has the advantage of being more stable than the 3/4" thick wood used by Brighton Boat Works. I decided that I could extend the stiles (vertical pieces) so that the stand rested on four feet instead of the bottom rails (horizontal pieces). With an unreasonable amount of confidence that the slats

could be turned into something useful, I collected a handful of a neighbor's trash and embarked on an experiment to turn the proverbial sow's ear into a silk purse.



Salvaged Ikea 4 foot long slats.

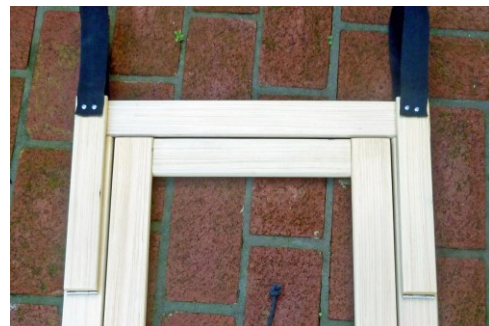
The first order of business was to cut off the canvas strapping holding the slats together and then mill each piece to 2" widths. After creating adequate stock for the project, I decided to make simple lap joints for each frame, but have the rails sit proud of the stiles to create a shadow line at each joint. Getting the half joints cut so that rounded edges on the joined pieces rose directly from the surface of the connected piece was challenging, but easy to duplicate once I got the table saw adjusted correctly.

Ikea Stand lap joint with shadow line.

As planned, I extended the stiles beyond the rails at the bottom of each frame to form feet, and fitted the second frame so that it fit in the larger frame with about 1/4" space between the two. Instead of cutting a portion of the stiles on the large frame to make arms for the cradle webbing, I opted for separate arms mounted with hinges. The top of each arm has a rare earth magnet that keeps the arms closed when not in use. Seems to be a better system than that employed by Brighton Boat Works, and definitely stronger.



Cradle arms extended.



Arms folded flat, secured with magnets.

I opted to use only two frames. By adjusted the stand with a wider angle between the frames, I retained the ability to create an extreme angle for tuning sails. Brighton Boat Works use a third frame for this, but that approach seemed to add unnecessary weight and complexity.



Ikea Stand position 3 for tuning

I made one huge design error in the project. When first assembled, the stiles were way too long, and lifted the keel on the boat at least 4" higher than necessary. To correct this mistake, I had to remove all hinges and straps and cut 4" off the bottom of each frame.

Unfortunately, the cut also took off the half lap joint for the bottom rails. It was

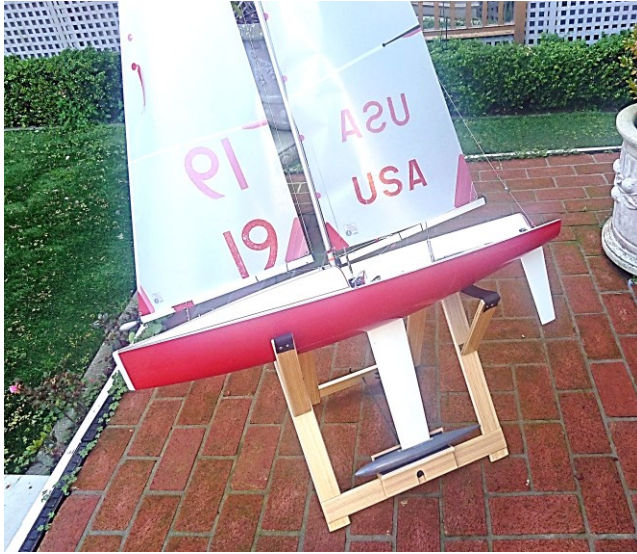
a hassle installing new bottom rails, and especially cutting the half lap joint in the stiles while the tops of the frames were still assembled. But, with a little care and a lot of hand tool work it came out OK and the excess height was removed.

After getting the height right, but before reassembly, I sanded everything and finished the frames with 3- 4 coats of gloss Arm-R-Seal topped with another 2 coats of satin Arm-R-Seal. With minimal sanding between coats, and waiting 12 hours before putting on each new coat, the finishing job was really easy, but just a little time consuming. I'm glad I was patient in finishing the stand because it now has a good natural "feel" but is protected from water and UV light.

Ikea Stand completed, position 1

As a final touch, I decided that the keel needed a special support when the boat was in the stand at an angle. I constructed a base for the keel to rest on, which slides on the bottom rail. It can be removed when the stand is folded and is easily stored vertically on a stile of the inside frame. This was tricky to not only get the fit right on the bottom rail, but also get the perfect distance from the bottom of the hull so that the boat is supported by the keel. A few adjustments of the webbing were necessary to get the distance just right.

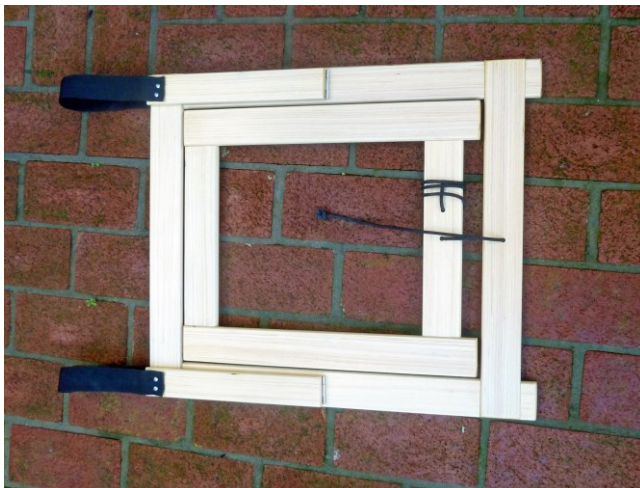




Ikea Stand position 2, keel supported.

So, with a little ingenuity and faith that someone else's trash could be transformed into a useful article, I made what I am now calling my Ikea Boat Stand. I have enough left over slats to make another one for my DF95, but will be keeping my eyes open for discarded Ikea furniture I can use for future projects. Who knows, I could soon be fighting another SFMYC member over discarded IKEA bed slats if someone else decides to follow in my footsteps turning trash into treasure.

Ikea Stand, keel support in storage position.



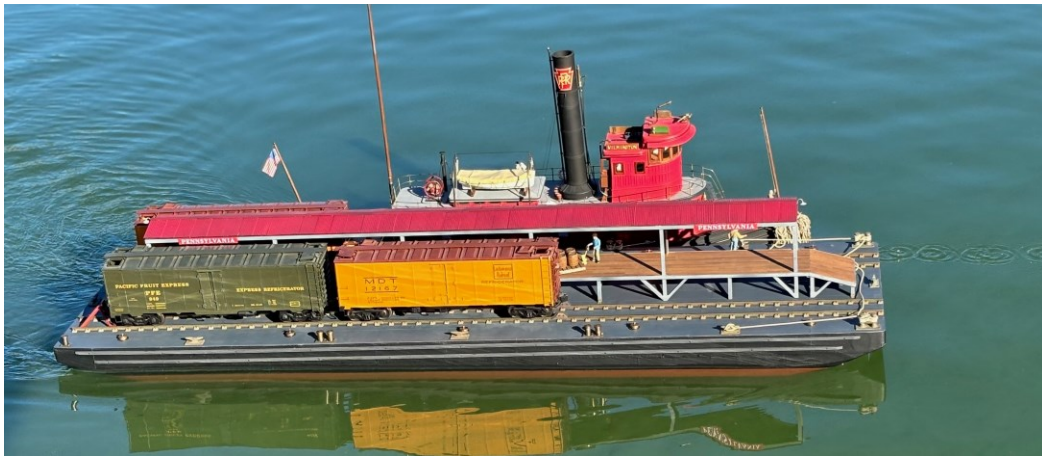
Ikea Stand folded flat for transportation.

Building a Kit-Bashed Brooklyn Tug and a Railroad Car Float

Text & photos by Ken Knipmeyer

Who doesn't like Tugs? Something about their muscular build, David pushing Goliath, full of character. And what about railroads? Steam power, the building of America, their presence in our lives. That's how this project got started. Combining tugs and railroads was a natural way to enjoy and honor both. Peanut butter and Jelly.

If you're short on time, the end of the article has links to three YouTube videos on the project.



The Brooklyn tug Wilmington with car float barge



Finished car float barge



Brooklyn tug in the shop

Here's the story of a kit-bashed Dumas Brooklyn tug with a scratch-built car float (barge) for railroad cars.

I got the Brooklyn tug kit in 1999 at a RC airplane show on the East Coast (WRAMS). At that time, I was mostly flying and building airplanes, but was interested in scale boats. What I didn't know at first was that the Brooklyn was a railroad tug, whose main job was to ferry railroad cars from one side of New York City waterways to another. In its heyday in the early 1900's there were hundreds of these tugs in the harbor. Because bridges and tunnels were in short supply, moving freight into NY City via railroad cars on floats was the way to go. Typically, they might move two car floats, each over three hundred feet long, one on each arm.



The idea was hatched to make the tug and float as one project. My building experience was mostly airplanes, but I had done one plank on frame project (Eileen fishing boat) as well as the steam powered launch Victoria. I also had a fair amount of experience in full scale woodworking.

New York Tug with two car floats "on the arm." Photo from Flagg NY Harbor Railroads book

I saw the tug and car float project as a way to expand and learn some skills in model making. I started the tug project about 6 years ago but didn't really make much progress until leaning into it more starting in 2021. We moved to California in 2019, and joining the SFMYC was just the motivation I needed to get something done.

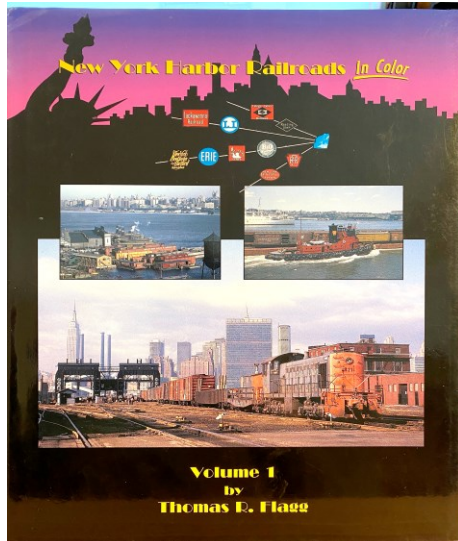
The article below lists some of the building highlights but doesn't go into a lot of detail as much of this can be seen through the YouTube videos I made documenting the launch and build of the project. But first, here are a few general learnings from the project.

Tug & Barge Staging, Spreckels Lake

Harbor Trials - The tug and barge had their maiden launch together the day of the SFMYC Holiday lunch. Both tandem and abreast towing were done. I was surprised at how easily the tug could maneuver the larger barge. The tandem towing was a bit jumpy in turns, but the abreast towing was very satisfactory. A Mobius camera was used on the tug, and an iPhone rode on the barge on a small tripod. The cameras worked well.

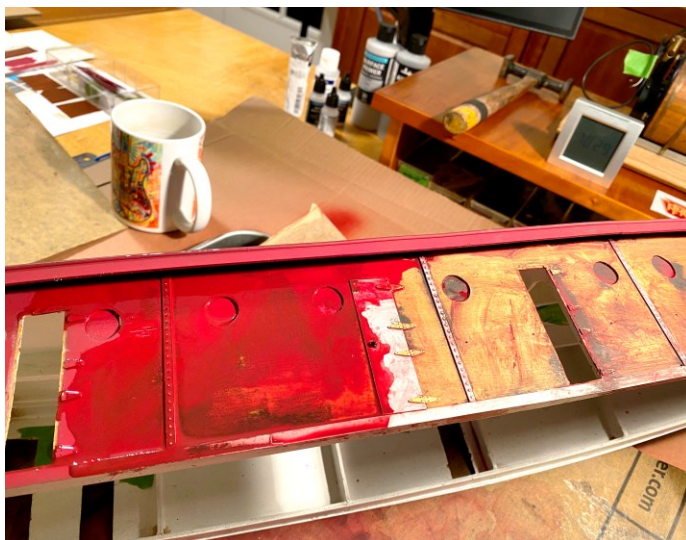


Research - I was lucky to have a lot of research material which was invaluable. It gave me confidence in some of the details and the overall look I wanted. I had visited the NY Central Steam Tug 16 in Cape Cod, our own Hercules, and had two excellent books on NY Harbor Railroads by Thomas Flagg. Google searches limiting results to “images” was also helpful.



NY Central #16 in Cape Cod

Take your Time - The project took a lot of hours over several years. Many times, I put it aside because I had hit a tough spot. Luckily things always looked better the next day or next month. Nothing like time in the “thinking chair”. But I was glad that I got things done as well as I knew how, so I felt good about a best effort. It made the time “redoing” things worth it. I also kept a logbook of the time spent each day, and any building notes as reference.



Taking the Paint Off to Start Over

Learn Something New - A good amount of time on the project was spent in learning new techniques. I made a lot of progress on my lathe and mill work abilities, airbrushing, casting fittings, and carving others from Milliput, after molding with Blue Stuff. (Blue Stuff is a reusable mold material that is easy to use).

Airbrushing was also a big learning area. I used that on most of the above the deck detail work on both the tug and car float. It gave me more control over weathering and a wider choice of colors. (Rust Oleum flat spray worked great on the hulls.



Copper Hull Plates with ponce wheel rivet heads

H Bitt under construction



Materials Make It - I spent a lot of time sourcing better materials to build with. The kit materials were adequate, but not the best. This was a major time sink. For example, it took three shipments from Rockler to get straight mahogany mast dowels. Three different rope suppliers to find what I wanted, etc.

Get Some Friends - Showing the project at various stages under construction was very helpful for me. Being stuck in your shop sometimes gives you a warped idea of what you are doing and whether anyone will really like it?

I also belong to the REMS (Redwood Empire Model Shipwrights) in Santa Rosa. Their monthly meetings always involve show and tell by all members. Bringing in the projects every month, and seeing others good work was very stimulating.



REMS Show and Tell

Building the Tug - Building the Brooklyn has been well covered before, including a SFMYC article by our esteemed Blaine Russell on building his. Blaine's work is exemplary and very inspiring to me.

My main kit bashing areas included copper hull plating, mahogany decking, glazed windows, upgrading many components, and making fittings on my Sherline lathe and mill, or by casting resin or putty.

I modeled the tug in Pennsylvania Railroad colors. The PRR tugs were more numerous than the NY Central (Brooklyn) ones. The tug was named the Wilmington after an actual PRR tug, and as a tribute to where I was born. Below are the details of kit improvements. It took about 1100 hours to do this. A good part of that time was learning new skills and experimenting.

Kit Bash Enhancements:

Systems

- Working Fire Monitor using RC airplane fuel pump
- Sound
- Smoke
- Lighting (Cabin lights, Nav lights, Pilot house and Captain Cabin)

Scratch build items of brass (Sherline lathe and mill)

- Forward and Starboard H-bitts
- Bow Tow Bitt
- Stern Flagpole mounting
- 18 Fire Buckets
- Steam Whistle

Details Added in Fabrication:

- Double Plated Copper hull plates with ponce wheel rivet heads
- Mahogany planked deck with margin planks and jogging
- Rebuilt Pilot house to have 8 windows (not 10) based on Brooklyn shipyard plans
- Pilot house & captain's cabin mahogany windows with microscope-glass glazing
- Interior of Pilot house and captain's cabin details with floor planking, wainscoting
- Skylight windows made open and glazed with microscope slide covers
- Six open doors on main Cabin
- Open mahogany door on Captain's Cabin
- Working Fire Monitor using hull intake and copper plumbing, powered by RC fuel pump
- Wilmington mahogany, pilot-house-roof signboard & wood-stamped, paint-gilded letters
- Bow Fender made of hemp with chain fastenings (Bob Pearsall technique)
- Fiberglass cloth roofing on main cabin and skylight to simulate canvas
- Interior RC components on removable shelves held in by magnets

Other improvements or replacements to kit parts:

- Lifeboat canvas fabric cover with tie down lacing through grommets
- Brass dinghy davits and bases
- Mahogany masts with brass mast hoops and pinned brass balls
- Fire hoses with brass nozzles, also fire hydrants
- Fire hose wheel
- Brass galley stack
- Stack replaced with Plexiglas, copper tubing for whistle and safety valve
- Mahogany (painted) cap rails
- Stern grating scratch built, aftermarket grill

Designing the Car Float - Most of the prototype car floats were over 300 feet long. In 1:32 scale that is 10 feet which won't fit in my car! Luckily there were also "shorties" of half that length, so that's what I went with. The 5-foot length is manageable with the tug in the back of my Outback.

Most car floats were 3 tracks and carried 6 cars on each track. Another type of car float was the "station platform" which is what I built. A station platform had two flanking tracks with a freight platform in the middle. The car float would be taken to a loading dock where freight could be moved up the platform onto the cars.



Platform Station Car Float



PRR tug moving one out

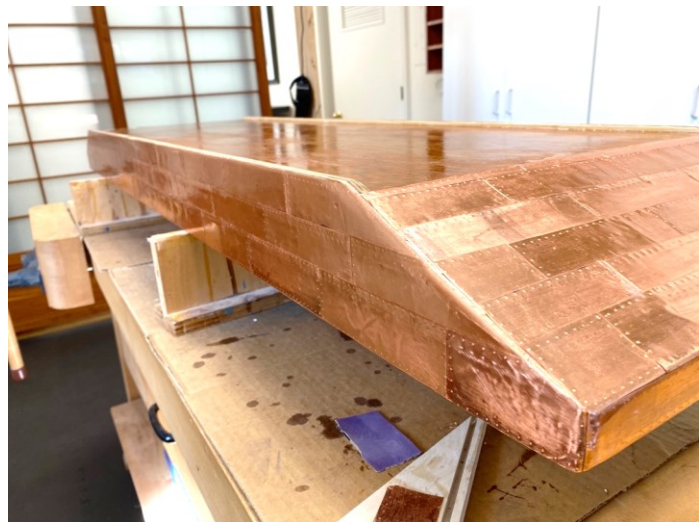
Photos from Flagg NY Harbor Tug book

Building the Car Float (about 500 hours)

The Hull is built from ½" plywood, using plans from Philadelphia Maritime Museum exhibit. The hull Sides are covered with copper plates with rivet heads and the deck is covered with copper plates

Freight platform detail:

- Corrugated roof
- Mahogany platform planking
- LED Lighting
- G scale rails attached with 240 custom rail clamp with rivet heads



Hull sides covered with copper plates

Machined Parts:

- 10 Bitts
- 10 Bulkhead inspection hatches

Cast Resin Parts:

- 2 H Bitts cast from Brooklyn masters using silicon mold Modeling
- Clay parts using Blue Stuff molds: 8 cleats

Freight:

- Cargo boxes from Matho Models paper kits
- Pallet jack from kit Freight Cars: Off the shelf 1:32 scale Accucraft



Fittings before installation with pinned posts

Watch the Videos

Launch of Tug and Car Float (3:34)

<https://youtu.be/MPNZ5HtnRF4>



Tug Build (3:11)

<https://youtu.be/BrO3p7xjxOM>



Car Float Build (2:58)

<https://youtu.be/HCd-4sgjOKI>

Power Squadron Report

Text & photos by Ken Shapiro, Power Squadron Officer

Well, I'm still housebound as I write this. I do hope I get the okay to drive at my 1/2/24 appointment. In any event, I'm sure I'll make the January meeting. If I can't drive I will UBER, or If any Board members are willing to pick me up, I would appreciate the ride.

I've had to put the Time Capsule on the back burner, but once I'm on 2 legs, it's back to work. I'm going to add some photos and a story about the 125th celebration. Anyone out there interested in writing the piece?

I have started planning for our bi-annual event "MODEL BOATS ON PARADE". It will take place on Sunday September 15, 2024. Elias Lignos has volunteered to update the flyer. I'll start advertising early in the year.

I recommend the Scale Ship Modelers Journal. Lots of construction articles and information. The dues are \$32.00 a year to the Scale Ship Modeler's Association of North America, SSMANA.ORG and you get their quarterly journal. The December issue features our member Bonnie Yip and the story of her build and maiden voyage -- Application page included.

2023 SSMANA Membership Application

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Telephone: _____ Cell: _____
Email: _____

If this is a renewal, what is your Membership Number? _____
Are you a member of a local club? Yes _____ No _____
If so, what club? _____

Please indicate what types of ships interest you (mark all that apply)

Military _____	Fast Electric _____	Pleasure _____
Coast Guard _____	Civil War _____	Submarines _____
Work Boats _____	Paddle Wheel _____	Sail _____

Type of construction you do (mark all that apply)

Kit _____ Scratch _____ Partial Kit _____ R-T-R _____

Type of power you use:

Electric _____ Steam _____ Wind _____

Dues are \$32.00 for individuals; \$35.00 for family memberships

Please make check payable to SSMANA and send to:

Mr. Heinz Ricken
SSMA Clubs/Membership Director
514 Cranford Avenue
Cranford, New Jersey 07016



Freesail Squadron Reports

By Bernard Price, FSO

Happy New Year! I'm happy to be rejoining the board, serving as your FSO for 2024 and look forward to sailing with you all this year! Thanks to Jeff Stobbe, my predecessor for his leadership of our group.

While we have no Freesailing events planned until the Club's opening day, it is never too soon to start thinking about the upcoming season- This may include study/review of some of the great resources we have on our website about conditions at our lake, Freesailing rules, etc. This is also a good time to give your boat a critical look for items needing maintenance- a well maintained boat is a happy boat!

Bottle Boat Builder Mentor Sessions

Text & images by Kate Ettinger and the Bottle Class Mentors

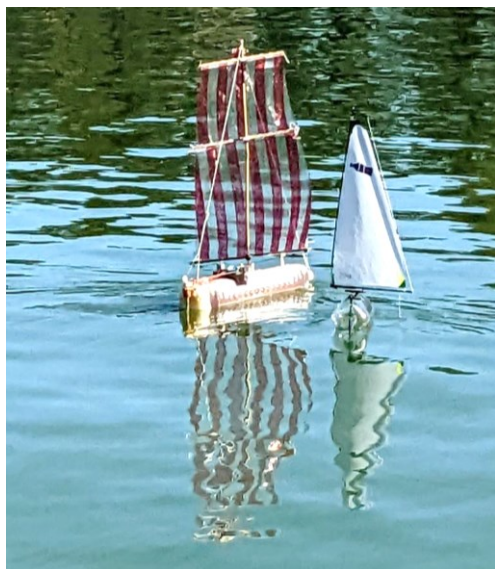
Calling new bottle boat builders to come by the SFMYC Clubhouse on Saturday, January 20 for the 2024 Bottle Builders Kickoff from 11am -12pm.



Bottle boats are homemade model yachts built from recycled, low cost materials. Bottle boats are a fun and affordable way for novices, especially youth, to experience the joy of model yacht sailing on Spreckels Lake. Bottle boats are designed to meet the requirements for one of the races in the Bruce Ettinger Bottle Yacht Regatta, which will be held on Sunday, June 9, 2024 (save the date).

Building a bottle boat is a DIY (Do-It-Yourself) project. Some general guidance is available on the Builder's Blog of our website: www.bottleyachtregatta.org We find that it takes 4-5 sessions (3+ hours) to complete a bottle boat. To date, our youngest builder was 8, and the oldest was 88.

All ages welcome to build a bottle yacht. No sailing experience needed. Some craft/maker experience can be helpful, but not required. Youth under 16 must be accompanied by an adult at all activities. One adult per youth. Each adult/youth team should be prepared to participate fully in building their boat-- a great family project!



Freesail Race 2022. Nina Manzo's & Rask Flask & Jerry Pugh's 3D Footie

Builders choose their own design or follow an existing bottle boat's design. New designs are welcome. Experimentation is encouraged. Failure is part of the learning process. During the Club's winter months (Jan/Feb), we host mentor sessions for new builders to bring in-progress bottle boats to the Clubhouse for tips

and advice from our bottle mentors. We are a learning community. Mentors are anyone who has built a bottle boat previously. We work together to problem solve. New bottle boat builders should plan to attend all mentor sessions; each session focuses on a different part of the boat.

Kickoff Schedule: (see below for dates)

11am - 12pm Meet the Bottle Fleet

Check out different bottle boats models. Based on feedback from bottle builders, for a starter bottle boat, we suggest a Freesail model, a self steering boat powered by the wind, or a Basic RC model, which has one servo to steer the boat via radio control (RC).

Option for returning bottle sailors who want to upgrade their boat and experienced model builders, building a boat for the Advanced RC race -- a standard 2 servo RC boat.

12:30ish BYO-Bag Lunch: Please bring a bag lunch. We have found that the Hot Dog Stand is not reliably at Spreckels Lake during the winter.

1-3pm Building & sailing practice: Pick up any donated starter parts available on a first come, first serve basis. Get started on your bottle boat in the workshop with the bottle mentor's assistance. Depending upon the building and weather, there may be a chance to practice sailing on a mentor's boat.



All

Bottle Class picture at the Bruce Ettinger Bottle Yacht Regatta June 2023.

Bottle Class Dates for 2024:

- Builder Mentor Sessions Kickoff 11-3pm -- Sat Jan 20, Sun Feb 4, Sat Feb 17, Sat Feb 24
- Bottle Class Practice 11 - 2ish -- May 5 (Sun)
- Bruce Ettinger Bottle Yacht Regatta 1-4pm -- June 9 (Sat)
- Bottle Class Practice 11 - 2ish -- Aug 8 (Thu)
- Bottle Class Relay with Learn to Sail -- Nov 10 (Sun)

RSVPs for the kickoff are greatly appreciated. If you are interested in stopping by or curious about the bottle boats, please email Kate with questions: bottleyachtregatta@gmail.com

RC Sailing

January Ramblings

by Ryan Schofield, RCSO

The New Year is upon us. Start of Sailing is not that far away. Take time to check your boats over thoroughly to make sure you don't have any worn lines or standing rigging that is really old and suspect. If your batteries were not holding as much charge, think about ordering new ones. If you do some basic maintenance during the off season, then once sailing starts up you will have more confidence that your boat will have a lower chance of breaking down.

Also in January there are two winter series sailing dates, ODOMs January 13 and Wheelers on January 21. Come out and sail for some informal racing and practice. Good chance to bring out new boats and work out the bugs, or bring your existing boat and keep your skills sharp. See you around the club and thanks for trusting me to do this job again in 2024. Ryan Schofield
Radio Sailing Officer

Wanted / For "Sail"

Due to the overwhelming popularity of this section of the News, it is necessary to reduce the number of dedicated ads & pages. Starting with the July News, all ads are limited to 2 issues and 2 ads. For more long term advertising, we suggest that you move your ads to one of the online free forums or the SFMYC web site 'For Sale' page. If your ad hasn't been posted for three consecutive issues of the News, it can be posted again for 2 more issues.

Please do send your 'wanted' or 'for sale' ad(s) with 2 lines only, one photo that will get edited and sized down to fit, and include your email or contact info.

For Sale

Mantua RMS Titanic, RC-capable 1/200, partially built, hull, kit intact. Originally \$1100. Price \$200. Contact Ken Lum, (South Bay Model Shipwrights):
lum40@comcast.net



IOM-No sail winch, transmitter, receiver. \$400.00
Bristol Bay RC boat w/ radio. \$300.00
American Beauty Towboat kit-new in box. \$150.00
River Patrol RC boat-complete, w/extra parts \$250.00, Contact: David Sands,
sandsdavid1935@gmail.com



*Season champion Santa Barbara "Cabin
Cruiser."*
*Hi torque, sail winch, jib twitcher & linear
back stay servo. Deluxe boat carrier. \$1,300
invested, asking \$1,075, Jim Harrold:*
J32for4@yahoo.com

