

SAN FRANCISCO MODEL YACHT CLUB

NAUTICAL NEWS

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San Francisco Model Yacht Club



Spreckels Lake

Established 1898

Golden Gate Park

Click: <https://www.sfmypc.org/wp-content/uploads/2025/06/2025SFMYP-CALENDAR-Rev-2.0-1.pdf>

***to view the latest Calendar of events, races & meet-ups, & see the SFMYC Web Page.
For input to the Calendar, contact Ryan Schofield at rssailor@yahoo.com***

Advise us of your new address when moving! [sfmynauticalnews@gmail.com](mailto:sfmypcnauticalnews@gmail.com)



Nautical News

SAN FRANCISCO MODEL YACHT CLUB

Spreckels Lake - Established 1898 - Golden Gate Park

Volume 127

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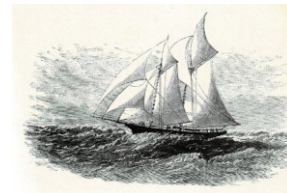
Rick Weiss

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The deadline for items for the Nautical News is the 25th of each month. Send photos & copy to our editor EdSFMYC@sonic.net & CC: sfmycnauticalnews@gmail.com. We reserve the right to edit submissions, based on space available. See new Ad posting requirements in "For Sail"

Commodore's Corner, by Colleen Stobbe

How could this year have gone by so quickly that we are now starting November? November is a month that invites us to give thanks. I'm very grateful for the opportunity to serve the club in close partnership with the Board and the terrific members of the SFMYC. Thank you all for your contributions of volunteering, of being club ambassadors when greeting the public at the lake or in the clubhouse, of helping out fellow members with sorting out a model boat issue, of greeting and encouraging our new members, of showing up to meetings and sharing in the stewardship of the club. There are so many ways that you all contribute to supporting the SFMYC and all our members to thrive. Thank you all!



Saturday, November 8 will be a Zoom meeting for the Board (8:30am-9:55am) and a Zoom meeting for Membership (10:00am-10:45am or so). I will send out a link to both meetings a few days before the November 8. As always, members can attend and listen to the Board meeting. At 10:00am I'll open the Membership Zoom. We'll start with club business briefly, then focus on the interests of members and having fun.

For our members who are new to Zoom I will be very happy to assist anyone who needs help with attending a Zoom meeting. I don't want anyone's inexperience with Zoom to be a barrier to joining in. If you'd like to arrange a practice session with me before November 8, please send me an email at colleenstobbe@gmail.com. Thanks!

Sunday, November 9 will be the 5th Annual Bruce Ettinger Bottle Yacht Regatta. It will be a great event for the participants, their families, and all of us who will attend to cheer them on as they put their bottle boats to the test in friendly competition. We celebrate the hours and hours of efforts that were put into building each of the bottle boats and the time spent practicing in preparation for the Bruce Ettinger Bottle Yacht Regatta.

FYI: The whole of the north shore of Spreckels Lake from east to west will be sectioned off for the multiple courses that are needed for the Freesail and RC bottle boats. Thanks!

For more details, find the article by Kate Ettinger and cross your fingers for sunny skies and fair winds on November 9!

Sunday, November 16, SWAP Meet. Come on out to the November 16 SWAP Meet! It's a great annual tradition that offers you the chance to bring some bits and bobs to sell and to find something you can't live without.

Doors open at 9:00am for vendors and at 10:00am for all of you searching for your next treasure. Be sure to read PSO Jeff Raymond's article to get all the details.

A few volunteers are needed, so if you can help with set up and clean up, please contact PSO Jeff Raymond at pacific_rc_marine@yahoo.com. Thanks!

Nominations Committee for 2026 Board

Since the sending of the October meetings' minutes the Nominations Committee has been established. Thanks to Lee Duvall ([Lee Duvall](#)), Mike Stobbe ([Mike Stobbe](#)), and Kate Ettinger ([bottleyachtregatta](#)) for serving on the committee. Also accomplished since the minutes went out is that we have candidates running for each of our open positions—Treasurer and Power Squadron Officer (PSO). Many thanks to Jon Ely for running for Treasurer and to Dennis Hodges for running for PSO. That being said, you too can run for any position on the Board!

Senior members in good standing for a least one year can run for any position on the Board. You are all very welcome to contact any one of the members of the Nominations Committee to let them know that you'd like to run for one of the following positions: Commodore, Vice Commodore, Secretary, Treasurer, Membership Secretary, Freesail Squadron Officer, RC Sail Squadron Officer, Power Squadron Officer, and Director at Large.

Volunteers Needed for the December 13 Annual Awards Luncheon

We need a few volunteers to help carefully move some of the boats, set up tables, decorate tables, and clean up after the event. If you can help out, please email Colleen Stobbe at colleenstobbe@gmail.com. Thanks!

Saturday, December 13, SFMYC Annual Awards and BBQ Luncheon

Our luncheon will start at about 12:30pm in the clubhouse, following the Membership meeting and Election. Presentation of the Annual Awards will follow the luncheon.

This is the SFMYC social event of the year and is for everyone! All power and sail members, the spouses, family and guests are invited.

Memphis Minnie's, a famous BBQ restaurant on Haight Street in SF, will provide us with:

BBQ Chicken

BBQ Ribs

BBQ Brisket

Coleslaw

Caesar Salad

Mac n Cheese

Cornbread

Cold drinks

Cookies

This will be absolutely delicious!!

The cost per person is \$10.00 & Pre-registration is required by December 6, 2024 at the latest!
THERE IS LIMITED SPACE IN THE CLUBHOUSE. ONLY THE FIRST 60
RESERVATIONS WILL BE HONORED. REGISTER EARLY.

To pre-register and make your reservations call or email:

Colleen Stobbe - colleenstobbe@gmail.com

Phone #: 831-475-6233

THEN:

Fill out & mail the Reservation/Registration Form below and include your payment of \$10 per person, so that it arrives no later than December 6, 2025. Make out your checks to: SFMYC. After December 6, 2025 cost will be \$30.00 per person!

Mail to:

SFMYC 2025 Annual Banquet

PO Box 16762

San Francisco, CA, 94116-3223

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Reservation/Registration Form - 2025 Annual Banquet

YOUR MEMBER NAME: _____

Total in your party: _____

Total Payment (\$10.00 per person before 12/6 -- \$30 per person after)
included: _____

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Membership Report

by Mike Stobbe, Membership Secretary

There was one new member last month. Ed Schuller, of San Rafael, is the first to try out the Club's new on-line New Member Application Form on the club's website. Ed has known of the club for years, and watched the boats on Spreckels Lake. He has finally decided to join. Ed has a Chris Craft hydro-style speedboat, and shop space and tools. It sounds like he's ready to get involved. Let's all welcome Ed Schuller to the Club.



Swap Meet Announcement

by Jeff Raymond, PSO

Hello everyone... **Sunday, November 16** is our annual Swap Meet.

Dave Sands usually hosts this event but health issues requires a reorganization and redistribution of duties.

Swap Meet guidelines:

1. Please bring any model boat and related equipment to the Swap Meet.
2. Everyone is required to bring their own tables and/or set up as personally required.
3. Our club house will be opened and seller set up will be from 09:00 to 10:00.
4. The Swap Meet will begin at approximately 10:00 provided all sellers have finished setting up.
5. Sales/Swap will begin when given the start. No pre-start sales please.

Important Note: This year we will need a little help organizing and setting up. The club does have a few extra tables if needed. Chairs can be available for those who require seating. If you would like to assist us this year please let me know. Just be there at 09:00 and volunteer as we go. We don't need miles of help just a little here and there.

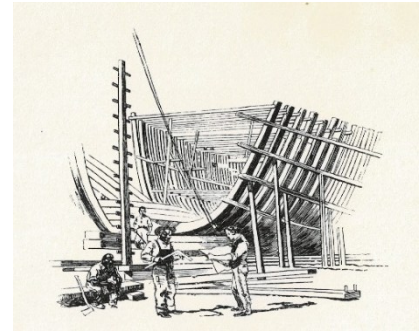
Thank you all for attention this year. - Jeff, PSO.

ps... Fun Run will follow the Swap Meet.

The Work Shop

Chessie: A Modern Version of the Colin Archer Motor Sailer – Part 1

text & photos by Bob Pearsall



Original RS-1 built in Rekkevik – Norway 1893



Last year, my good friend Blaine Russell, gifted me a hull for a Colin Archer Motor Sailer (RS No.1). The Colin Archer has always been a favorite of mine, but I hesitated building one for many years. It exceeded my building skills and I just couldn't figure out how to get past many of the challenges that this boat build would present. Over the years of boat building, solutions to the many engineering problems would arise in other models, and those solutions could be adapted to the Colin Archer! I no longer had any excuses to not do the build, and before I knew it, it was time to get started.

Let's talk about some history.

The full-scale boat was originally built in 1893 and served as a rescue vessel for 40 years for the Norwegian Sea Rescue. For the last 50 years, the boat has been owned by the Norwegian Maritime Museum in Oslo. This is a very famous boat. Over the years, many versions of the boat

have been built, and many of them had cabins on them. Having a long deck seam was a big problem for me, as I like to make it as difficult as possible for water to get into my boats.

Solution #1: For the model, I will need a cabin to move the seam off the deck, keeping the water out.... while still having access to the boat for changing batteries and doing maintenance. I really don't want to have a long seam on the deck to have to waterproof, and a cabin will solve that problem for me.

The second problem that I faced with the build was how to move the stern mounted rudder. Not only is it pretty large, but it also has a lovely curve that could potentially wreak havoc with the arc that the rudder would have to swing.

Solution #2: Five years ago, I built a model of a 1950's cabin cruiser, complete with a working outboard. The linkage that I used for controlling the outboard would also work for turning the big curved rudder on the Colin Archer. The trick would be to do a mock-up of the rudder arm to make sure that I had enough room for the rise and fall of the rudder arm and the pushrods.

Would the ball links on the servo side of the equation have enough rotation to handle the arc? The mock-up would let me experiment and figure this out.

The third problem was to figure out how to build the model so that I could still have access to large portions of it for adding ballast later on in the build.... since I was only building one model, and I would need the build to be as flexible as possible for changes. The mental note, that "Change Orders are OK", would become my mantra for this build.



Solution #3: The idea was to get a large portion of the boat built, so that I could do "Super-Secret Domestic Float Testing" (yep, in the bathtub). The driveline, motor, framework, deck, masts, rudder (and linkages/servo), sails, and standing rigging could all be built. Everything else could be placed into the hull to do the float testing to see how much keel weight she could hold.

With a solid grip on the handle of an oscillating saw, I started demolition and ended up with this as a starting point.

The design of the sails would require a little sinning, and I have come to terms with my rivet counting obsession to realize that a little sinning is OK, and I just have to learn to live with it. That translates to no overlapping sails...make them all self-tending.

Another design plan was to make the topsail and

foresail easily removeable on the chance that the winds would provide too much power on any particular sailing day. Since I'm sinning a bit, what is one more? No problem, I also made the rudder bigger below the waterline. I want to make sure that this boat turns when I ask it to.

The goal of this build was to successfully complete a boat that would be a pleasure to sail, and to do that, I would need to start this boat over, as it already had some work done on it. With a solid grip on the handle of an oscillating saw, I started demolition and ended up with this as a starting point.

The motor and prop shaft were temporarily placed in the hull and the task of drawing up a series of frames began. All of this was based on where I thought certain items (like the battery, ballast, radio gear, and electronics) should go. The guiding principle was, “if it is heavy, it needs to go down low”. The hull was marked with a permanent marker, and all of the frame locations were drawn at the deck edge. Measurements were taken from the bow of the boat to make sure that the left and right sides of the frames would be square to each other. Many times, I will take a string and tape it to the bow (at the deck edge) and use that to measure where the marks on the deck edge should be for each frame.

Once I knew where each frame would go, I made templates from cardboard and popsicle sticks.

Typical frame template



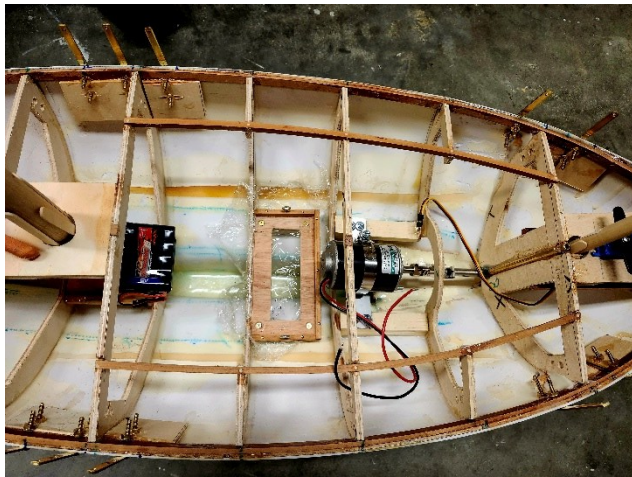
Each end of the point on the popsicle stick wood creates a point to help draw the curve. These templates are assembled in the boat at the frame locations to make sure the template is a fairly accurate mock-up of the actual frame for that location. To help maintain my sanity, I would do a couple of frames per day and place them in position on the hull. Within a week, the boat was framed out and was ready for some epoxy work to set them in place. I like to use 30-minute epoxy for doing framework, in that it has a long enough cure time to let me leisurely place frames accurately, without the fear of running out of time on the glue. The hull noticeably stiffened up as each frame came into its permanent home.



The hull & deck support

The central stringer for the deck support has been added. The string that I use to measure the deck edge locations for the frames, is still on the boat. I also use this string to make sure that my central deck stringer runs true down the center of the hull. Once the frames were in place, the deck frames and stringer were given a bit of sanding to make sure the transition from frame to frame would be smooth for sheeting the deck in plywood.

The motor, prop shaft, and below deck line handling blocks were fitted at this time.



While everything was still accessible, the removeable battery box was installed.

The battery box would need to be removeable so that the ballast could be installed later.

The rudder servo was installed and the linkages were built. The mast steps for the main and mizzen were also installed.

Chainplates to support the standing rigging were bolted in place, and the masts were carved from dowels. During this part of the build, you realize how much boat building is

like playing chess. If I do this, then what happens? What order do I want to make my moves? On many of occasions, I would find myself waking up in the middle of the night, to realize that there was something else I would need to do before the deck sheeting went on. “Oh yeah, I need to design and build the cabin next”.

This is when the chess game of model building gets interesting, and you have to start second guessing yourself to make sure that you are not building yourself into a corner. If the motor breaks, can I get it out to replace it? How will I get to the rudder servo for repair? Can I get a wrench onto the universal coupling from the deck? Did I remember to glue the mast step in? All these questions and many more start running through your head, and the interesting part of all of this, is that it never gets easier. The more you know, the more you second guess your decisions!

Did the second guesses workout? Tune in for Part 2 in the December Nautical News, featuring: cabin design, deck, planking, electronics, finishes, and sea trials.

Bottle Yacht Regatta

5th Annual Bruce Ettinger Bottle Yacht Regatta

By Kate Ettinger, Colleen Stobbe & the Bottle Class

Come join us for the 5th Annual Bruce Ettinger Bottle Yacht Regatta on **Sunday, November 9, 2025 at 1pm** at Spreckels Lake.

Bottle boats are homemade model yachts built from recycled bottles, found objects, donated model yacht supplies, and other low cost materials. Bottle yachts are a low cost way for novice sailors, especially youth, to learn the fun of model yacht sailing.



From 12:30, you can stop by and see the bottle yachts on display and meet the bottle fleet along the North Shore as our bottle class sailors prepare their boats for the regatta that begins at 1pm.

This winter, we built 12 new bottle yachts that join our existing bottle class. At this year's regatta, we will have the Freesail/Multihull (downwind only) race and the Advanced RC (2 servo-standard course). Regatta races are open to anyone who builds a bottle yacht that meets

race guidelines. Please email to register if you plan to sail a bottle yacht. For race guidelines, builder resources, and updates, please visit our website: www.bottleyachtregatta.org

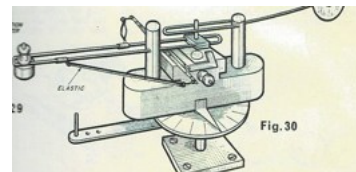
Following the regatta awards ceremony, there will be a chance to Learn to Sail with a mentor in small groups for 5-10 minutes. Learn to Sail is free and open to the public. For novices, we find this activity is best for youth >10 years old. Youth must be accompanied by an engaged adult at all bottle class activities. Learn to Sail registration will be first come, first serve at the information table on the North Shore from 1:30pm. Due to the unpredictability of winds, we don't know when Learn to Sail will begin. In past years, it has started between 2:30-3:30pm. We invite you to join us for the afternoon at Spreckels Lake- bring chairs and sun/wind protection and cheer on the bottle boats.

For questions about bottle boats or for club members who would like to volunteer at the regatta, please get in touch: bottleyachtregatta@gmail.com . Come cheer on our bottle class sailors as we celebrate the 5th year of the Bruce Ettinger Bottle Yacht Regatta, sharing the joy of model yacht sailing with a new generation!

Freesail Squadron Reports

by Bernard Price, FSO

The 2025 Freesail season ended just yesterday with the final 36R race sailed in typical late season conditions on our lake, that can be fairly described as confused. A strong turnout of 8 skippers participated, a great note to end the season on.



The M boat race that was sailed the Saturday before also featured confused conditions, though maybe less so because there was less breeze and a fair amount of heat to go with it. X boats, enjoyed fair conditions on October 11th. All in all, it was a good season for Freesailing. Total skipper count remained the same compared to 2024 with a very slightly lower participation rate seen across the classes. We did have some schedule challenges early on due to low lake levels in the spring which were mitigated, and two races canceled late in the season for logistical reasons. Through it all, fair and friendly competition remained the theme.

The Club Nominating Committee has begun their work of putting together a slate of candidates to run for board positions for 2026. I have offered to stand for Freesail Squadron Officer. If you have thought of being FSO, I encourage you to run as well- it is not too late to throw your hat into the ring! I will do my best to make periodic gaffes along the campaign trail, I will not show up to rallies where I am expected to speak, etc.— this in an effort to ensure your victory! Serving on the Board is an honor and a good experience that everyone should enjoy at some point as an active Club member.

The X Class Doyle-Ferrari Cup, October 18th

by Jeff Stobbe

George Doyle took it upon himself to restore all of the club X Class boats around 1985. He did a wonderful job and regularly raced a club boat. However, he liked Braine steering and converted many of our Vane boats to Braine boats. George Ferrari was an avid racer in the X Class with the well-known boat, “Mad Bob.”

I saw a photograph of the 1936 Olympian model yachts racing. New to me, was that M Class yachts were also raced in the Olympics. All you M Class sailors just tell people you are practicing for the Olympics when you are out on Spreckels.

The October 18 Doyle-Ferrari Cup had sunny skies and variable breezes. I can verify that when we sailed no work had been done on the lake edge because I'd managed to examine the lake edge close up while freeing my yacht from the debris that is currently our lake edge. After freeing, *Gold Rush*, I sent her on the water, then...Oops, I had trouble going to weather. Also, "Gold Rush" was tacking too quickly and occasionally luffing during a tack. I kept fooling with the Vane guy elastic and tiller elastic to no avail. It turns out I just needed to bring in the jib a bit and she found her pace. So, if you find your yacht a little headstrong, don't be shy about making adjustments to the sails, vane, or sheets.

Results of the X Class Doyle-Ferrari Cup:

First Place—Jeff Stobbe, Gold Rush, 10 points.

Second Place—Jason Spiller, Imp, 9 points

Third Place—Paul Steiger, Mary, 6 points

Fourth Place—Bernard Price, Stars & Strips, 5 points

M Class Race 6 , Saturday October 18th

by Bernard Price, photos by Mike Stobbe

We knew we were in for a tough one the moment we made our way to the starting area in Heartbreak harbor. The sun was warm, maybe too warm. The air was still.



Pocahontas ghosts along in the light breeze

What's this? a gentle puff from the east. Ugh, we would be starting what is normally a run with a beat. Reconfigure the vane with the guying elastic on the port side to ensure the boats tack back to the north shore, trim sails just so.



Jason Spiller urges his boat
Useless on as it leaves
Heartbreak Harbor

Wait! A cool gust from the
west, Yes! Maybe the
westerlies are taking over!
Reconfigure for a run! Nope!
Back to a beat!

Jason Spiller and Bernard
Price watch as their boats
slowly cross paths

Will this leg be scored as a
run or a beat? 2 points or 3
points? ...and so it went for
our 5 skippers.



Once we settled in, we
realized it was taking nearly an hour to complete one round and was only going to take longer.
As we were racing in pairs progress was slow. At the halfway point a meeting of the skippers
was called and it was unanimously decided that we would call an early finish and the scores
would be taken in place.



Stephen Ma and Dart
on their way to a
perfect score



Jeff Stobbe considers adjustments to Emmie

Stephen Ma and I shared the distinction of having perfect scores for the day. Stephen earned 10 points having won all legs he sailed and I earned exactly 0 points for doing entirely the opposite!

Another fun day at the lake!

M Class Race 6 Results:

1st Stephen Ma SF-43, *Dart*

4th Jeff Stobbe SF-73, *Emmie*

2nd Mike Stobbe SF-50 *Pocahontas*

5th Bernard Price SF-27, *Windsplay*

3rd Jason Spiller SF-55, *Useless*

36R Freesail Race 6, OCT. 25, 2025

text and photos by Mike Stobbe, Fleet Reporter

The 36R fleet closed out the 2025 season with a good turnout of eight boats, plus Dave Sands watching from the benches. Race 6 has been dedicated to the memory of Yuri Sands, who delighted in the competition whether winning or losing. She epitomized the best characterization of freesail competition.



Jason Spiller, Stephen Ma, and Mary Rose Cassa start their run in a calm. Mary Rose won, one of the few boards that had a close finish.

Saturday was cool and cloudy. It had sprinkled earlier in the day, but held off during our race. The winds were largely southerly

to southwest, very episodic, ranging from light to calm. Sometimes the breeze was there and sometimes it was gone. When it failed, boats sometimes fell back and lost ground.



Jeff Stobbe (67) leisurely
pacing Mike Stobbe (48) on the
first run. Mike won.

This year's tree removal
along the north shore has
created some really nasty
spots close to the lake edge,
where boats on the running
board encounter easterly
breezes that stop all progress.
Bernard Price found out that
quickly changing to a beating
trim is a mistake, however, as

the headwind is very localized and soon changed back to a run: too late, as Bernard's boat, quite
out of reach now, heads south across the lake.

Jim Harvey watches *Dash*
(foreground), Mike Stobbe
(middle), and Mary Rose
Cassa (furthest out).

Although light, there was
enough wind to complete
the race, unlike last week
when the M race had to be
called half way through.



Stephen Ma waits for Bernard
Price (61) to get out of the way
so he can start. Bernard's not
moving. Jeff Stobbe starts
third, having won the run.

Three-boat starts were
employed, which did result
in quite a few collisions.
But these were usually a
gentle coming together and
drifting apart, with no harm

done. It was really a day when boats had to be well balanced for the lightest zephyr, no mean
feat for a freesailor.

(From nearest) Mary rose Cassa, Jim Harvey, and Stephen Ma beating in no wind. The goose poop was horrendous.



It was also a day when blind luck played an outsized role, as anywhere on the lake one might

be doing well and then sail into hole with no wind at all. Mary Rose Cassa proved to be the unluckiest, rarely getting a break, while Mike Stobbe seemed to be charmed, coming up from behind to steal a win from a becalmed competitor over and over,



Chaos at the start, as Jason Spiller's boat (blue) short-tacks immediately after starting. Jim Harvey is away, and Jeff Stobbe hasn't started yet. Jeff won, Jason came in second, and Jim lost.

Never the reverse occurring. Mike and Jeff Stobbe claimed first and second. They were followed by a very close group with only two points

spanning third through sixth. A special note is due Jason Spiller, as today's race marks a perfect 100% attendance at every freesail race this year: X, M, and 36R classes. As usual, dinner at the Noriega Teriyaki House followed.

The final results are:

- | | |
|--|---|
| 1 st Mike Stobbe, 36R-48, <i>Judy</i> | 5 th Jim Harvey, 36R-73, <i>Dash</i> |
| 2 nd Jeff Stobbe, 36R-67, <i>Yard Sail</i> | 6 th Colleen Stobbe, 36R-31, <i>Grace</i> |
| 3 rd Bernard Price, 36R-61, <i>Batteries Not Included</i> | 7 th Jason Spiller, 36R-55, <i>Warp Speed</i> |
| 4 th Stephen Ma, 36R-37, <i>White</i> | 8 th Mary rose Cassa, 36R-28, <i>Manzanita</i> |

RC Sailing

News From the Santa Barbara Fleet - October 26, 2025

by Rob Weaver, photos by Michael Fischer (uno)

The final racing of the Santa Barbara fleet occurred under extreme conditions. Winds ranged from 9 mph with gusts as high as 19 mph as measured by Jim Harrold on his portable

anemometer. The direction of the wind was predicted to be from Southwest, but in reality it came from all points of the compass except North. Sudden gusts and unpredictable wind shifts of 45 degrees made for some interesting sailing. Ultimately racing was cancelled by the fleet captain just before the finish of the fourth race, which would have been won by Rob Weaver, followed closely by the Jim Forbes/Jim Harrold team and Jon Ely.



The usual suspects.

With just three races scored, the top three finishers were Rob Weaver with 4 points, Bob Pinotti with 6 points and the Forbes/Harrold

team with 12 points. Rob had 2 bullets and Bob had the other. The season champion for the class in 2025 is officially the Forbes/Harrold team. The Forbes/Harrold team were a formidable racing juggernaut, having secured their season position at the top of the podium before the start of the final race day.

Jim Harrold & Jim Forbes Season Champions. Photo by Rob Weaver

Racing in extreme conditions was difficult, but not impossible. As with large sailboats, when the wind comes up, let the sails out! Rob, Bob, Jon Ely and the Forbes/Harrold team figured this out at various times during the day. Letting out the main and jib one or two “clicks” made the boat manageable. When pointing was at a premium, the jib twitcher could be used to ease in the jib to sail higher. When wind pressure suddenly dropped, both sails could be brought to their “normal” positions temporarily.

The following photo shows how two of the top competitors during the day managed the high winds. The two boats leading the fleet clearly have their sails adjusted out and are sailing faster and higher than the rest of the fleet (who all have their sails trimmed fully in). Speed, hull shape and keel shape are lifting the first two boats so that they can sail as high as fully trimmed in sails, but they do so under control and at a much greater speed. The two boats with their sails out are being sailed by Rob and Jon, who cleared the first mark and left the rest of the fleet far behind them.





Sailing in high wind.

One of the big problems in sailing in high wind is rounding a mark. This is especially tricky with the Santa Barbara, which responds to the rudder slowly in the best of conditions. Most safe mark roundings were done by avoiding other boats and not trying to cut corners too closely. It is always better to leave too much room around a mark than to make contact with the mark or another boat. Notice how orderly the windward mark rounding is when everyone leaves a lot of space between themselves, the mark and the other boats.



Mark rounding in high wind.

The end of the season doesn't mean the end of Santa Barbara sailing in 2025. Continuing with the program started by Michael Fischer last year, the Santa Barbara fleet will hold Casual Sunday Santa Barbara sailing on the third Sunday of each month beginning November 23 and continuing until opening day in 2026. If you do not have a Santa Barbara, remember that the

club has a Santa Barbara that you can sail. The club Santa Barbara is a fast boat, as Bob Pinotti can attest, having sailed it into second place last weekend.



Second beat in
Race 2.

ODOM 2025 Season Finale

by Tom MacDonald, Race results & standings by Bob Gallagher & Dick Hunter, Race results & final season standings compiled by Bob Gallagher & Dick Hunter

The 2025 SFMYC ODOM points series concluded with Race # 8 on Tuesday October 14. Fifteen ODOM sailors turned out to compete in the last official race of the season. Seven of the day's eight races were won by Dick Hunter, capping off his season-long domination of the ODOM fleet and sealing his fourth straight championship in the club ODOM series. Rich Ludt garnered several second and third place finishes to claim second place on the day. Jim Harrold managed one race win and finished in third place on the day.

Second place behind Dick in the final ODOM season standing went to Dave Misunas, who also handled the duties of ODOM Fleet Captain during the season. Jim Wondolleck rounded out the podium in the season standings in third place. In all, 22 SFMYC ODOM sailors participated in



SAN FRANCISCO MODEL YACHT CLUB 2025 ODOM FLEET



Race Day # 8
10/14/25

Position	Sail #	Skipper	Score	R1	R2	R3	R4	R5	R6	R7	R8
1	705	Dick Hunter	7	1	1	1	1	1	1	1	4
2	580	Richard Ludt	26	2	2	16dnf	10	3	4	3	2
3	28	Jim Harrold	27	3	4	3	12	5	7	4	1
4	799	Jim Wondolleck	29	5	8	5	2	6	2	2	7
5	21	Dave Misunas	30	8	10	2	3	2	5	7	3
6	213	Dave Green	33	6	6	4	4	4	3	8	6
7	42	Jason Spiller	46	7	5	7	5	9	8	16dns	5
8	2	Jon Ely	54	11	9	8	9	8	6	6	8
8	798	Bob Gallagher	54	4	7	9	14	7	12	5	10
10	64	Tom MacDonald	67	9	3	6	11	14	14	12	12
11	650	Bob Pinotti	71	14	12	12	6	12	10	10	9
12	1	Joe Steiner	73	13	14	10	8	10	9	9	14
13	102	Nick Mulford	76	10	11	16dnf	7	11	11	13	13
14	98	Mary Rose Cassa	84	12	13	11	13	13	13	11	11
15	5	Ed Schoenstein	112	16dnf	15	16dns	16dns	16dns	17dns	16dns	17dns

Number of races held: 8
Number of discards: 1
Discards highlighted in gray

The ODOM fleet will continue to meet every Tuesday at noon for friendly competition. Likewise, the Victoria fleet will continue to meet every Wednesday (rain or shine) for their own friendly competition.

The ODOM fleet is in great shape, fielding 15 or more boats every Tuesday--thanks to fleet leader Dick Hunter. The Victoria fleet is actively recruiting new members—the relatively light winds of winter provide an excellent opportunity for new skippers to get the hang of it. Please join us!



Santa Barbaras on winter waters.

Other classes—especially the Santa Barbara fleet—will meet once a month on the third Sunday. Boathouse at noon, on the water at 1300. All other fleets are welcome to join in. Wear your wintertime clothes, prepare for drizzle or chilly days. Experience the peace of Spreckels and/or the excitement of competition — or both; they are not mutually exclusive, eh?

Sometime during the Winter season, our own US Sailing Judge John Christman will lead a seminar on the Racing Rules of Sailing—stay tuned for the date. See you on the Lake this Winter.

Victoria Fleet – Race Day 8 & Year-to-Date Results

from Dick Hunter, photos by Michael Fischer



Left to Right: Jon Ely, David Green (Fleet Captain,) Wally Wahlander, Mike Kelly (foreground) and Race Director Dick Hunter.



SAN FRANCISCO MODEL YACHT CLUB 2025 VICTORIA FLEET



Race Day # 8
10/15/25

Position	Sail #	Skipper	Score	R1	R2	R3	R4	R5	R6
1	189	Jon Ely	10	2	4	2	1	2	3
2	12	Mike Kelly	11	4	2	1	4	3	1
2	75	David Green	11	1	3	3	3	1	4
4	59	Wally Wahlander	12	3	1	4	2	4	2

Number of races held: 6

Number of discards: 1

Discards highlighted in gray

Photos from the final race of the season.





SFMYC 2025 VICTORIA RACING SERIES



Position	Sail #	Skipper	Score	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	R20	R21	R22	R23	R24
1	189	Jon Ely	73	1	1	6	1	2	2	1	3	1	1	3	3	2	1	1	1	1	1	2	3	7dnf	1	2	2
2	75	David Green	80	2	2	4	3	5	1	2	1	4	2	1	2	3	4	2	2	3	4	1	1	2	2	1	1
3	12	Mike Kelly	94	4	4	1	4	3	5	3	4	2	3	2	1	1	3	3	3	2	3	4	4	3	3	3	3
4	59	Wally Wahlander	115	3	3	5	5	1	4	4	2	3	4	4	4	4	2	4	4	4	2	3	2	1	5	4	4
5	0	David Powell	210	6	6	3	6	7	6	6	7	7	7	5	6	5	5	5	5	5	5	6	5	5	4	6	5
6	50	Mac Lowry	211	5	7	8dnf	2	4	3	7	5	5	5	6	5	6dnf	6dnf	6dnf	6dnf	6dnf	6dnf	5	6	4	6	5	6
7	2	David Znidarsic	235	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	7dnf	7dnf	7dnf	7dnf	7dnf	7dnf	7dnf
8	505	David Klinger	243	8dnf	5	2	8dnf	6	7	5	6	6	6	7	7	8dnf	6dnf	6dnf	6dnf	6dnf	6dnf	7dnf	7dnf	7dnf	7dnf	7dnf	7dnf

Position	Sail #	Skipper	Score	R25	R26	R27	R28	R29	R30	R31	R32	R33	R34	R35	R36	R37	R38	R39	R40	R41	R42	R43	R44	R45	R46	R47	R48
1	189	Jon Ely	73	1	1	5	3	3	3	3	2	1	3	1	3	4	4	1	4	2	3	2	4	2	1	2	3
2	75	David Green	80	3	2	1	2	4	1	2	1	4	6	3	4	2	2	2	3	1	2	1	3	3	3	1	4
3	12	Mike Kelly	94	2	5	2	4	2	4	1	4	2	1	2	1	1	3	3	1	3	1	4	2	1	4	3	1
4	59	Wally Wahlander	115	5	4	3	1	1	2	4	3	3	2	8dnf	6	3	1	4	2	4	4	3	1	4	2	4	2
5	0	David Powell	210	6	6	6	5	6	6	7	5	5	7	6	7	5dnf	5	5	5	5	5	5dnf	5dnf	5dnf	5dnf	5dnf	5dnf
6	50	Mac Lowry	211	7dnf	7dnf	7dnf	7dnf	7dnf	7dnf	6	8dnf	6	5	4	2	6dnf	6dnf	6dnf	6dnf	6dnf	6dnf	5dnf	5dnf	5dnf	5dnf	5dnf	5dnf
7	2	David Znidarsic	235	4	3	4	6	5	5	5	6	7	4	5	5	6	6dnf	6dnf	6dnf	6dnf	6dnf	5dnf	5dnf	5dnf	5dnf	5dnf	5dnf
8	505	David Klinger	243	7dnf	7dnf	7dnf	7dnf	7dnf	7dnf	8dnf	8dnf	8dnf	8dnf	8dnf	8dnf	6dnf	6dnf	6dnf	6dnf	6dnf	6dnf	5dnf	5dnf	5dnf	5dnf	5dnf	5dnf

Results through: 10/15/25

Number of races held: 48

Number of discards: 8

Victoria Fleet Practice October 8th

by David Green

Last Wednesday Michael Fischer, Jon Ely, I, Bob Heacock, Dick Hunter, Mike Kelly, and Dave Klinger practiced on a shifty bumpy day. See short videos below to view the bumps. Maintaining speed in lulls was the trick. I think Dick's "secret" to managing a bumpy ride is to slightly ease the main relative to the jib and increase the draft of both sails a little. He can correct me if I mistook the "secret". Next time see if it works for you.

Here are 2 videos of the practice session – available until November 14th :

Victoria Practice 1: <https://tinyurl.com/Victoria-Practice-1>

Victoria Practice 2: <https://tinyurl.com/Victoria-Practice-2>

Also, recommended by Michael Fischer, a Sailing Rules Refresher class -- \$55, starts Monday November 24th, 4 - 90 min. sessions. Appears to be for big boats, but may have applications for model racing:

<https://speedandsmarts.us19.list-manage.com/track/click?u=873c4d1b2b55a1380960d0c0c&id=fd48938bc8&e=3453d798d2>

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Catto's has six logo choices on file. Four logos are the ones shown here and are appropriate for the front of jackets or on hats, etc. The other two logos are of the longitudinal upper logos shown here and are enlarged enough to fit on the back of a jacket. Many thanks to member Brian Munger who paid for Catto's set-up of the two enlarged logos. Depending on the color of the garment, the lettering will be either black or white. You can also have Catto's embroider your name, if you wish.

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