

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.sfmyc.org/sfmyc-calendar-of-events/>

*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! sfmyncnauticalnews@gmail.com



Nautical News

SAN FRANCISCO MODEL YACHT CLUB

Spreckels Lake - Established 1898 - Golden Gate Park

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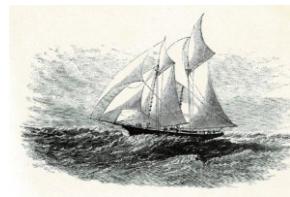
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The deadline for items for the Nautical News is the 25th of each month. Send photos & copy to our editor EdSFMYC@sonic.net & CC: sfmynauticalnews@gmail.com We reserve the right to edit submissions, based on space available. See new Ad posting requirements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

Commodore's Corner, by Colleen Stobbe

Welcome to the February Nautical News! By now you've received the Volunteer Survey. Thanks for taking the time to click on the link and check the boxes next to your areas of interest in volunteering for the club. Your help means everything in keeping the club thriving! If you haven't yet filled out the survey, here's the link.



<https://form.jotform.com/252266807159060> Thanks!

What's coming up in February?

February 8 will be a Casual Steam Up from 10:00am-2:00pm. Sure to be a fun event.

February 14 will be our **Board meeting** starting at 9:30am and our **Membership meeting** starting at 11:00am, followed by lunch provided by the club. Then...one of the finest displays of model boat building will be set up in the clubhouse. It's the **Frostbite**! And, Yes, it is Valentines Day, and our love of model boating will be shining through.

For those of you who may be new to the club or have not attended a Frostbite before, the Frostbite is a static display of boats that have been built by our members or are in progress. Boats in progress can be very interesting as they allow the appreciation of the many steps that go into building a model and the problems that need to be solved. The Frostbite is a great opportunity for our members and anyone visiting the club to view the quality craftsmanship of SFMYC builders. In addition, we all get to vote on our favorites in the categories of Pleasure, Military, Commercial, Fishing, Tug, and Sail, plus Best Scratch Build and, the highest honor, Best of Show. Bring any boat you have built that hasn't yet been shown or bring a boat in progress! See the article by PSO Dennis Hodges in this edition for all the details.

February 22 will be a **Casual Santa Barbara Sail** at 1:30pm. Great to get out and sail with the gang for fun.

February 28 will be the last of the **Winter Series with Infinity 54s** taking to the lake for a fine time.

Looking ahead...

Opening Day, March 14, and the RagTop/StinkPot will be here before we know it. The RagTop/StinkPot Relay Race is a fun all-club event where teams made up of all of our squadrons show up for friendly competition with a bit of chaos and chance thrown in. Once again Rob Weaver will organize our teams of 2 RC sailors (fleet yet to be decided), 2 Power boaters, and 1 Freesailor. Thanks, Rob! To sign up, write Rob at robertnewlweaver@gmail.com.

Membership Report

by Mike Stobbe, Membership Secretary

We had one new member last month. Spencer Zootis, from Healdsburg. Spencer is interested in constructing model power boats. A friend of Blaine Russel, Spencer is working on his second Lobster Boat. Welcome aboard, Spencer!



Apart from a handful, none of the renewal invoices have gone out yet. PayPal technical is working on the problem, but there have been no results yet. Be patient.



In the Workshop **The History & Modeling of the Monterey Clipper**

by Blaine Russell, photos by - Bob Pearsall & Ken Valk, with layout by Ron Weyhrauch & Blaine " Buzz " Russell



Blaine's 1932 Monterey Clipper Model " Christy Michele " underway

This is one of two Monterey fishing boats I have built over the past 20 years. Actually not the first one. I still have one 42" Bob Herrera hull under my bench to build as a crab boat #3

sometime in the future. I started this project in 2014 and launched the finished boat Feb. 15, 2015.

This is a tale of two Monterey fishing boats that came in to my life early on, and a bit of history about the models and the real Monterey Clippers.

The Model

Christy Michele is a Hartman Monterey fiberglass hull and deck. It's 52 -3/8th " long with a 16 - 1/4" beam and 1/6th scale. This is hull # 4 of the Hartman line. I wanted a larger size Monterey and then came a stroke of good luck. My good friend Ken Valk found a hull and deck at a friend's estate sale. He bought it on site for me and soon the build began.

The popularity of the real Monterey Clipper, "Monty " fishing boats were mainly West Coast built around the late twenties early thirties through the mid-forties. I built my Monterey Clipper model for Salmon fishing with outrigger poles found forward of the cabin, like many were in the early days. They eventually evolved to side mid-area of the hull for better control.

The History

Italian immigrants who settled in the early 1900's up and down the west coast and the bay area brought their boat design skills with them after emigrating from the old country. Many of them from the coastal waters along the Mediterranean where they fished for their livelihood.

These hull design started from sail powered boats called Feluccas' and later the engine powered Lamparas a design that became the standard for centuries. Most were built between 24 and 32 feet. They were laid out and built along concrete landings near Fisherman's wharfs and other inland areas marked out with chalk lines for keels and bulkheads. These were unique and simple boats originally built for the rigors of Sardine and Shrimp fishing and later adapted for Salmon and Crab. When the Monterey's were built and modernized with new mechanical power that revolutionized a whole new era in the fishing Industry.

Most early boats had very marginal power plants and were one or two cylinder engines which became more reliable as gas engine designs grew. One standout was the Hicks Motor. At 8-12 horsepower it was a popular and economical choice for Clippers. With simple mechanics and good fuel economy, the trusty Hicks motors changed the fishing industry forever — a very reliable engine of its time.

The Model, Hartman 52" - My Second Build

This model is powered by a conventional heavy duty electric motor. But it features a scale replica of the articulating Hicks one cylinder engine with working details like control levers, flywheel, pulleys, drive shaft, tappets and lifters. The boat also has a proportional sound system that simulates both engine startup and running. These sounds were actually recorded from a real working Hicks motor. This scale motor was built by Leon Embry of Nostalgia Engineering in one sixth scale. A master model builder himself the engine is all hand built. These engine models are treasured by collectors if you can even find one. The old brochure I have lists the price at \$2,000 back in the early nineties for his engine. You would pay twice that if you could even find one now! Leon also built a Monterey clipper kit — a slightly enlarged model for sale.



The working end of my Hartman
Monterey ready to fish for
Salmon !

My inspiration and working design for my Monty came from many sources. First off, I was motivated by seeing Ken Valk's beautiful Monterey Clipper model that he'd built from a Leon Embry Kit also with a replica motor. You can still see this beautiful weathered model every time you open the Hartman online catalog of Monterey Clippers kits for sale.

I'm fortunate to live close to Bodega Bay where believe it or not some Monterey Clippers still have survived over the years, now with modern conveniences. A few still live at Fisherman's Wharf in San Francisco. I found some inspiration in various publications, books and boating magazines containing photos of vintage fishing boats.



This is the interior of the Motor /Cabin area of my Monterey Clipper 52" build

I was fortunate to know Tom LaMonti who had one of the 1/6th scale Hicks built as a display piece for him years ago. It was in a clear plastic case which contained batteries and sound system. You could run the engine at a push of the button and see all the articulating features. He was downsizing his model inventory so I jumped at the chance to get the Hicks model and do some special "engineering" with it to add appearance and operation of my Monterey Clipper. Indeed, the scale-look of the Monty and the scale Hicks motor set the tone for the rest of the build.

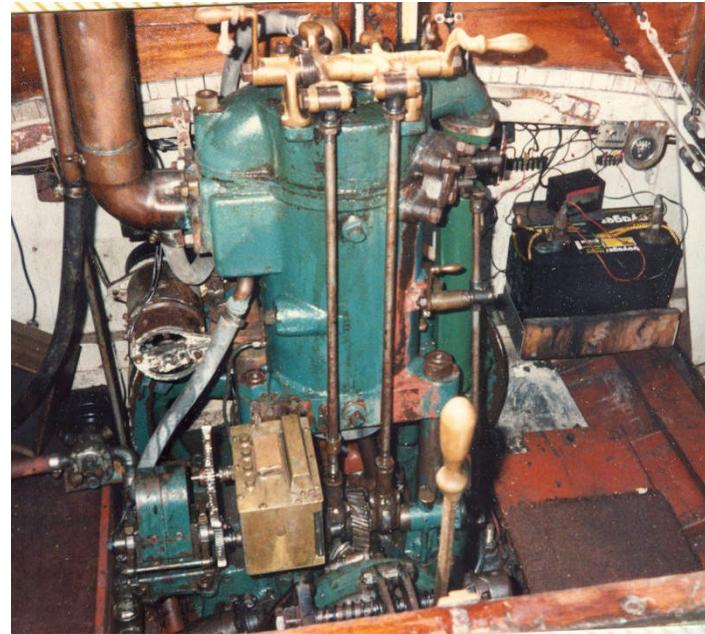
The Real Single Cylinder Hicks motor

This is the real working Hicks single cylinder motor installed in a early Monterey hull. As you can see, the model engine looks the same, well this with a little more grime maybe!

Hicks Motors

James Lee Hicks emigrated to San Francisco from Shannon, Ireland in the mid 1800's. By 1890 he had started working for a few emerging manufacturing companies.

Then landed a job for the famous Union Foundry in San Francisco doing repair of Treadle sewing machines that started his career offering repair to gas engines and other mechanical works. He drew on his past work with gas engines to help him develop a marine engine that he would design.



The Hicks marine motor was born and quickly became one of the most popular marine engines owing to its reputation for reliability. Hicks motors were built more than a century ago and now only a few have survived in museums and private collections.

Engine stats: the Hicks motor had a 6 1/2-inch bore and 7 1/2" stroke, 8 horsepower model "GY", Weighs in at 1200 pounds!

Monterey 42" # 1 — My first Monterey Build

The last three pictures are of the much sought after Bob Herrera 42" Monterey hull. This is an early -Forties model style salmon troller " Maggie A". A " 1-1/2" to the foot scale Monterey Clipper. This boat is number one in my fleet. The hull and deck were available from Bob Herrera In the 90's and I have no idea how many were sold over the years. When I first talked with Bob his molds were no longer good enough to make a good rendering anymore . There were some knock offs made over the years, but never as good as his original, Even so once in awhile one pops up for sale online . You will know if you run across an original, They have his business card imbedded Inside the hull " Pandora Models ". With the words under the name " Catering to the scratch builder " It's a genuine Bob Herrera hull !

I called Bob In my search for a hull and Bob now in his 80's, I pleaded like a little kid with his nose against a window wanting, hoping to find one of his hulls .

My Bob Herrera 42" Monterey " Maggie A " Spreckels Lake, San Francisco

Soon after my phone call to Bob, I got a call saying someone had contacted him and wanted to sell a non-finished hull and wanted \$250. I didn't even think about price and said I'll take it." The boat owner lived in a suburbs of LA in southern California. After some information and money exchange we came up with a shipping plan. Not wanting to drive (500 miles), Which may have been cheaper, I said just take to a UPS store have them pack it and ship it ! So the price was twice what I paid for it but worth every cent. Just ask my wife !

Bob Herrera passed away a few years back. I stayed in touch with him until he move out of his home into a care facility. We shared lots of build pictures of our boats back and forth. He was a great innovator of his line of fittings for kits and built a 1-1/2 "to the foot scale Hicks engine hand built by him. These are small treasures you will never find and only come along once in a lifetime. I had the good fortune of my good friend Ken Valk who bestowed one to me for a planned Crab boat using the Bob Herrera hull, that will make # 3. So the Bob Herrera legacy lives on !



"Maggie A"

“Maggie A” - interior

That will be another build story both Ken and I hope to share with you on these pages in the future. Stay tuned !
Hope you enjoyed some history and how these models evolved over the years !

- Blaine (Buzz) Russell



Power Squadron Report

by Dennis Hodges, PSO

Greetings to the power squadron as February is fast approaching, and with that we have two events for the month.



First is the Casual Steam up on Sunday the 8th from 10am to 2 pm. Now I know it's Super Bowl Sunday and kick off is at 3:30 so time to get in front of the tv...hoping traffic is not too bad for those traveling to the lake.

The second is the Frost Bite, Saturday the 14th, following the members meeting in the SFMYC clubhouse. All boats and members are welcome and encouraged to attend so that I don't eat all the donuts.... did I mention there will be donuts and coffee while they last. Come see what your fellow modelers have been up to and maybe get a glimpse into what they plan to bring to the Frostbite show. This is definitely one of the events on our calendar that I look forward to every year as a chance to see firsthand the craftsmanship on display by our talented builders.

Frostbite classes are Commercial, Fishing, Pleasure, Military, Sailing and Best-In-Show. Places are awarded 1st through 3rd in each class and of course there can only be one Best-In-Show. All club members are eligible to enter as many boats as they wish as long as they have not been previously entered in the past. Voting is by fellow members who will be provided ballots at the registration desk during the show. I encourage all to participate in showing your work in any stage of completion and talk over your project with other builders and admirers of the craft. This is a wonderful opportunity to see, gain inspiration, learn a new technique and just talk "shop."

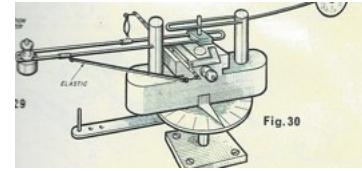
Hope to see you all there and please introduce yourself so I may get to know those who make up the power squadron. On another note I was fortunate enough to be taken on a tour of the library by Bob Heacock to see just what was available for club events used in the past, there has been a

tremendous effort put out by previous members that really should be put to use. With that in mind “coast guard island,” the “fuel dock,” and a couple of wharf sections have all had a test float for seaworthiness — some fared better than others. They don’t make Styrofoam like they used to, so those are getting some new floatation and will be on the lake for all to enjoy at club events. See you at the show. - Dennis Hodges, PSO

Freesail Squadron Report

by Bernard Price, FSO

February is a quiet time for Freesailing but March and Opening Day are just around the corner! We’re looking forward to a fun season in 2026. Check out the schedule on our webpage and make plans to attend as many races as you can this year!



Many Freesailors are builders and/or appreciate fine model building artistry. Our Club’s annual Frostbite event held in the clubhouse following our February General Membership meeting, Saturday the 14th, is a perfect opportunity for you to display your latest creation or admire and encourage the work of your friends. I hope to see you there!

And now, a public service announcement, shamelessly lifted from a previous newsletter submittal of mine but still relevant this time of year – in case you missed it first time around, here goes!

Now is the time to start with a clean slate for the upcoming season. Clean and carefully inspect your boat for known and unknown discrepancies. Check all standing rigging for broken or kinked wires. Look closely where wire crimps are used, as defects often show up here. Check running rigging to ensure there is no fraying and that knots are sound. How many seasons are on those sheets? Do they need to be renewed? Bowsies? Are they doing what bowsies do effectively or are they beginning to slip?

Check that all hardware is in place and securely fastened. Any hardware that is intended to be adjustable should be disassembled, cleaned and lubricated as appropriate. Particular attention should be paid to the Vane/Braine gear ensuring there is no binding. Renew any elastic you may have in the system (centering/guying/Liverpool boy). Elastic is certainly a time limited part and fresh elastic is critical to good system performance.

Give your sails a good look. Are there any tears that need to be patched? Are there any missing loops that secure the mainsail to the mast?

Finally, have a look at the overall finish. Many of our boats are wood and their long life depends on protection provided by paint or varnish. Touch up any worn through areas.

A fun season of sailing starts with a well-cared for, happy boat!

Victoria Fleet - Light-Wind Winter Sailing

by Michael Fischer

Click on the following download to see the start. (Good only to February 15th !)

<https://tinyurl.com/Vic-Sail-1-16>



Victoria racing in light winter wind.

Letters to the Editor

Send your comments, opinions, innovative ideas & suggestions to the News. We reserve the right to choose and edit appropriate submissions based on space availability. Send your letters to the editor at: EdSFMYC@sonic.net. You might be famous – beware of Paparazzi on motor scooters!

Wanted / For “Sail”

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 3 lines only, one photo that will get edited and sized down to fit, plus, include your email or contact info.

For Sale

- Club Apparel - 25% Reimbursement - (See Commodores' Corner for more details)

The provider of embroidered club jackets, vests, hats, windbreakers, etc. is **Catto's Graphics**, at cattosgraphics.com.



To place your order, choose your garment selection from the Catto's website, then email Debbie Diaz at debbie@cattosgraphics.com and tell her what you want. They are happy to do customized requests. Catto's will also embroider items you send to them for about \$25.00. They can embroider most anything.

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.

To get a 25% reimbursement paid to you by the SFMYC, first pay Catto's the full amount for the item and embroidery and keep your receipt. Then proudly don your new apparel and approach our club treasurer, receipt in hand. He will confirm it displays the logo, sign your receipt, and hand you a check.