

the Foghorn

newsletter of the San Luis Yacht Club



From the Bridge

by Bob Hurd,
Commodore

We are governed as a society by rules. If we all abide by them, everything works smoothly. Rules ensure that everyone behaves the way that the community expects them to. In our community, as fellow Club members, it is no different.

Lately things have not been working smoothly in our community. Not everyone has been abiding by the rules. We all expect to come to the Clubhouse and find it clean. And if it is not reserved, that it not be crowded. Many members have relayed to me they have found the Clubhouse on too many occasions dirty; crumbs on the tables, floor not swept, dishes in the dishwasher, kitchen a mess, BBQ dirty and or uncovered, and the trash and recycling full. I too have found the Clubhouse dirty too many times. We've even had a couple of instances where some members have had private activities with more than twelve people without a reservation approved by the Board of Directors.

Please follow the Club's rules. Your community expects it. And next time you enjoy the Clubhouse, please leave it like you would like to find it.

After a couple of Wet Wednesdays on the water, Wet Wednesdays reverted back to the dry in September. I just didn't expect it to be so hard a landing. Only seven members, including me, showed up for a presentation by Kristi Balzer, Tour & Public Relations Manager for the Point San Luis Lighthouse Keepers.

The point San Luis Lighthouse Keepers is a non-profit organization established in 1995 to provide the leadership, talent and organization to restore and maintain the lightstation. Their website, <http://www.sanluislighthouse.org>, is a great source of information. The Lighthouse Keepers goals are, "Our first goal is to stabilize the structure after 20 years of neglect. This will be followed by an exacting restoration process for the exterior of the 100 year old redwood buildings. Refinishing and furnishing of the interiors of the lighthouse/head-keepers quarters will come next, starting with the kitchen, parlor and sitting room. Our ultimate goal is to provide an educational and recreational resource which takes visitors back into the history of the Central Coast in the near early 20th century – a time of kerosene lanterns and travel by sea."

I was a little embarrassed by the light turnout, but that meant that there was plenty of pizza and salad. If you weren't one of the lucky seven you missed a great presentation. Kristi shared some of the history of the lighthouse and the harbor with us. Some of the history was new to some of us. For example, "On the night of May 1, 1888, disaster hit. The famed passenger and cargo steam ship, the Queen of the Pacific, was making its way into the harbor around 2 a.m. and about 15 miles from Port Harford. The captain turned his ship to the harbor but had to proceed slowly because of the dark and for fear of the rocks at the harbor entrance. The ship made it to within about 500 feet of the pier, where it settled to the bottom in just 22 feet of water. Since most of the ship was still above water, there were no lives lost and the ship was eventually refloated. It was argued, however, that with a lighthouse to guide it, the ship would have easily made it to the pier." This helped spur the construction of the lightstation.

Kristi was an engaging speaker and the Lighthouse is a beacon calling us to come explore it. I'm looking forward to the Club doing more activities with the Lighthouse Keepers. And I hope that we can muster a better showing next time.


We'll try one more time for another Wet Wednesday in October. I hope to have a good turn-

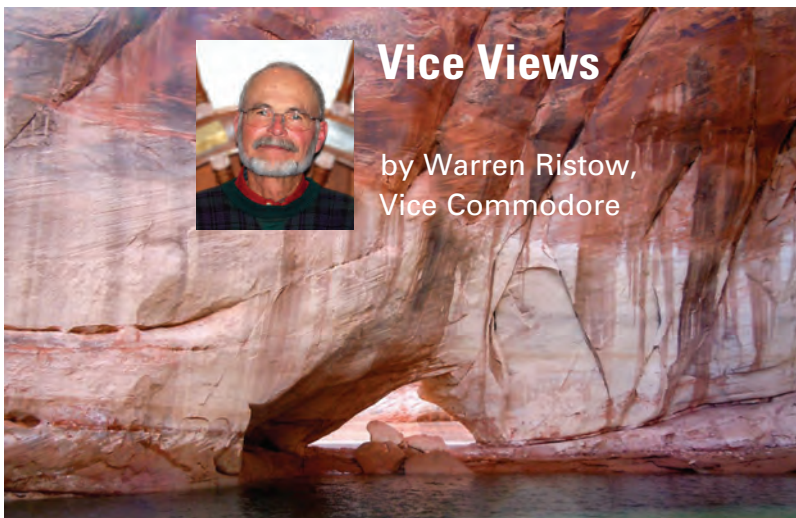
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out for a fun sail and dinner with German sausages and beer afterwards. We hope to provide rides to and from the Harford Pier to sailboats. Watch for more information on the October Wet Wednesday in the Scuttlebutt.

Thank you to all of you who continue to support and help me.

—Bob 



Below (and above) are some pictures from our recent Lake Powell houseboat trip. If you look closely you will see two club members working with the anchor lines. One thing that was driven home on this trip was the need to carry repair parts you feel are vital to your boating experience. About five days into the trip we noticed the water cooling system for the onboard houseboat generator was not discharging water.

First thing we did was to check the water intake for the generator. The screen was clear with no apparent restrictions. Next we checked the onboard filter and water hoses. With our air compressor that had some air left in it from running earlier in the day we were able to blow air through the complete water intake system with no obstructions noted.

Next we opened up the water pump and found the rubber impeller was missing seven blades. Now we knew the reason (we thought) for no cooling water passing through the system, but did we have a replacement impeller on board? Normally a spare is zip tied to the top generator engine sling mount; well, we looked and looked and looked but were unable to find one. Having cell phone coverage, we called the mechanic that maintains the houseboat for the owners. Luckily he was able to find two. We promptly dispatched the ski boat we take with us to meet the mechanic at the dock.

After an hour had gone by, the ski boat returned with the new impellers. We installed one and put the backup on board. Knowing that we had fixed the problem, we fired the generator, and much to our amazement we still were not getting water to flow through the cooling system.

With the sun fading and darkness approaching, we finally located a cleanout on the lower port side of the engine. Six bolts later the cleanout was off and what did we find? Only about 13 impeller blades. After checking for more debris, we buttoned up the clean-out, fired the engine...guess what...we had cooling water.

Lesson: Look at your boat and determine what replacement parts you might consider carrying onboard. We were lucky. When we broke down we were on the beach with cell phone coverage.

Hope you enjoy the pictures.

—Warren 



October 2011 Supplement



Rear Commodore News

by Bill Dyer,
Rear Commodore

Please be considerate!

Many of us enjoy using the club facility at times other than club sponsored events. Being able to enjoy a warm Saturday afternoon on the deck or lunch with friends at the club are some of the privileges that go with being a member of the San Luis Yacht Club. Since different members may wish to use the facility at the same time, it's important that we be considerate of each other at all times. Honoring the 12 person limit on groups, allowing equal access to the BBQ, keeping the noise level down, cleaning up after ourselves and emptying and relining trash cans as needed are some of the things that can be done so that we can all enjoy the club facility. Please be considerate!

As some of you may know, we've had an infestation of cockroaches, mostly in the kitchen.

After several months of trying to keep it under control using over-the-counter insecticides, the Board finally hired a professional pest control company to tackle the problem. So far our efforts have been rewarded and the Board will continue to have periodic spraying and baiting to keep the bugs away. Also, as part of our effort to improve the cleanliness of the kitchen, we had our contracted cleaning service do a thorough cleaning.

Many people who have tried to use the stereo/TV system at the club have had difficulty figuring out how it works. To improve the situation we installed a new universal remote with one-button access to TV, CD, DVD, radio, and public address microphone. There'll be no more multiple remotes like we all have at home. Although there are some minor glitches in the system (e.g. the remote won't automatically turn on the CD player since it is too old to have a remote on/off feature) the remote works well. In the near future we plan to provide a placard that explains the use of the system. Many thanks to Port Captain Rick Bertram for arranging the installation of the remote and to Joe Chufar for all the work he's done on the system.

See you at the club.
—Bill ↓



Fleet News

by Robert Ellis,
Sail Fleet Captain

The Ocean Racing season has been anything but routine. The June races were cancelled due to the threat of lighting. The winds for the August races left us wondering why the sailing gods had abandoned us. And in September, with everyone eager to make up

the cancelled June race, again the gods were frowning upon us. Another low pressure system moved through the area and produced spectacular thunder and lighting shows throughout the county. Needless to say...being out on the water with a tall metal pole in not compatible with lighting. So...the regular race and the make-up race were canceled. Hopefully these races will be rescheduled to be made up in October. Our next regularly scheduled Ocean Race is October 2nd. **Make-up races** are also scheduled for Saturday **October 1**, and Sunday, **October 9**. Please pray that the sailing gods look favorably upon us for these future events!

Some Additional Sailing Tips:

As the summer boating season comes to an end, it's time to start thinking about what to do with your sailboat over the long cold winter. Placing a cover over it or putting it in a storage facility isn't all that's involved if you want to winterize it properly. Taking the time to perform routine maintenance now will mean fewer problems next spring and will allow you to enjoy your boat for many years to come.

The following suggestions are mainly for boats that hauled out to be put on the hard for winter. However, some of the ideas can, and should, be used for boats that remain afloat.

Flush the outboard engine with fresh water. After all the water drains, wash it thoroughly with water and mild soap. When dry, lubricate the outside of the engine with a good waxing.

Winterize the carburetor by draining all the fuel. Eliminating the fuel will keep deposits from building up as the engine sits over the winter.

Fill the sailboat's fuel tank to prevent condensation from building. Clean the bilges with hot soapy water and use a stiff brush to get off any oil residue. Using Dawn detergent is the most effective method of removing grease and oil. Once clean, add a little antifreeze to keep any residual water from freezing.

Pump the head's holding tank according to manufacturer's instructions. Once finished, add antifreeze and pump it through the holding tank and hoses.

Pressure wash the hull of your sailboat to remove barnacles or other debris. Be sure to clean the props and rudders as well.

Remove all batteries from your sailboat. Be sure to charge them periodically over the winter. If batteries are to remain in the boat be sure there is a trickle charge device supplying a charge to the batteries.

—Bob 



From the Archives

by Brian King,
Historian

Periodically I will write an article for the foghorn about the history of the San Luis Yacht Club from tidbits I have found in the Archives. It won't be every month, but whenever I get inspired. Since this is the first of a series of articles, I thought I would start at the beginning.

The Early Years

Back in the late 1930s (probably most of you, like me, were not born then), a bunch of young men living in the central coast of California spent much of their idle time building boats and racing in the ocean off shore at Avila Beach. They included names like Herb McBratney, Leonard Lenger, Harold Puffer, Gerard Parsons, Del Hollinger, Paul Wagner and Harold Wilkinson. All of these were eventually Commodores of our club.

In 1937 these "salts" decided to form a club focused on their passion for the sea. They called it the "San Luis Sail and Power Club". Herb McBratney was the first Commodore (1937-1938) and Leonard Lenger was the Vice Commodore. Since they didn't have a clubhouse they met in people's homes.

In 1939 the name of the club was changed to "San Luis Sailing Club," an "Articles of Organization" was created and Herb's wife Kay McBratney designed a burgee for the club. They were starting to become a little more formal as a sailing club. They were having membership meetings every other month. The Commodore then was Harold Puffer (1939-1941) and Herb McBratney was racing his new "National One." Most of the sailboats were built by the members and were



1940 Race Committee on board Charlie Berkemeyers cruiser *Arenesco*

less than 20'. Snipes and Suns were popular designs at that time.

The club changed its name again in 1940 to the "San Luis Yacht Club". This name finally stuck. At the time the Dues were \$1 and the Initiation Fee was \$1. Obviously there has been significant inflation since then but our club remains the least expensive Yacht Club that I know. Gerard Parsons started publishing a Newsletter now known as the "Foghorn." The club held the "First Annual Central Coast Regatta And Annual Sun Class International Championship Regatta," open to Flatties, Suns, Snipes, Skimmers, Scarlets, Moons, Nationals, Lawleys 110s and an Open Class. This was a big deal, with racers coming from all over the west coast.

1941 brought the "Second Annual Central Coast Regatta" to Avila. The club had 80 members and the dues tripled to \$3. January 1 cash on hand was \$164.67 with a yearly budget of \$1,358.34. That year a decision was made to build a "Do It Yourself" Clubhouse. So the club leased land from the County at the base of Avila Pier and construction started with driving piles to hold



Herb McBratney's new *National One* at Balboa Regatta

the clubhouse. The piles were harvested by members from a grove of Eucalyptus trees in Los Osos for 12.5 cents each and driven into the sand with a pile driver borrowed from the County. Initial lumber was salvaged from various sources including the Norwegian motor-ship “Elg” that had been grounded off Oceano and needed to throw part of its cargo, beautiful fine grained timber, over the side. More building supplies were made possible by a \$750 loan from a Mrs. Vollmer. The Clubhouse roof was put on by Ray Vincent and it was enclosed from the elements. In July 1941 the first San Luis Yacht Club meeting was held in the new clubhouse.

December 7, 1941 Japan bombed Pearl Harbor.

Historians Note: Many, many more details about our history can be found in the book “A History of the San Luis Yacht Club” written by Gerard Parsons and published by the San Luis Yacht Club, which can be bought from our Ships Store. Much of the material in our archives has been put on the internet. This material can be accessed by signing on the Club Web Site (www.slyc.org) as a member and selecting “Digital Archives.” Click on the image of Gerard



1940 – Del Hollinger under boat

Parsons’ book and select the category you want to look at. Just try it, its fun. Of course, putting our archives online is a task in progress so there is still much to be added.

—Brian 📍

Santa Cruz Cruise Group Shot



(L to R) Front row: Michel Crandall, Carol Dobrzensky, Barbara Evanish, Linda Rundstrom, Gillian Sinclair, Second Row: Brian King, Ed Evanish, Michael Dobrzensky, Tom Hill, Sandy Cheek, Angela and Ken Brokaw, Mary and Kirk Miller Third Row: Darrel Rundstrom, Dave Erbstoesser, Rick Bertram, Ron Sinclair

Sailing Summer Camp Is Too Much Fun!

By Lindalee Fromm

A nine-year old boy, soon to be ten was asked if he was having a good time at Aquatic Camp conducted this summer at Lake Santa Margarita by the Boys and Girls Club of San Luis Obispo in conjunction with members of the San Luis Yacht Club; his response was "This is the best week of my whole life." As a volunteer, I don't think you need to hear anything else to know the way you are giving back to the community could be better received or more needed.



The focus of the camp was for boys and girls between the ages of 7 to 18 to experience sailing in a small boat on a lake. These children learned the importance of applying the information obtained in the classroom sailing instruction to sail a 17-foot Daysailer sailboat. Life skills such as: leadership (nothing like being at the helm of a boat and the wind changing direction to demonstrate you know how to issue commands to your fellow sailors to keep the boat upright); team work; communicating with others; practicing life saving and rescue procedures in a swimming pool and on a boat (there is a buoy at the lake that was rescued several times by the excellent toss of a life ring by sailors less than 4 feet in height!); the importance of staying in school; respecting our beautiful countryside and each other; and most importantly, how to have fun.

The San Luis Yacht Club members should be proud to know their club is making a difference in the community through their support. Members who got to go to summer camp and have fun with the kids were **Wayne Hamari**, who without his sailing and life guarding expertise, the camp would not have been possible; Radio Man **John Stocksdale**; PFD wearing **Lindalee Fromm**; and **Darrel Rundstrom** as well as **Dan Pease**, **Jim Lamarca** and **Bob Cazier** in maintaining the boats and facility.

SLYC Members "Cruise" to SloCo Pasty Co.

Some SLYC members enjoyed an eating adventure at a new restaurant in San Luis Obispo. The evening started with a history lesson on the pasty (a pie or turnover, especially one filled with seasoned meat or fish) given by the owners Gwynne and Kurt Stump. It was a fun and delicious evening with SLYC members and friends. Those attending were Staff Commodore Al Censulo and his wife Maggie, Staff Commodore Darrel Rundstrom and his wife Linda, Staff Commodore Michael Dobrzensky and his wife Carol, Staff Commodore Dorie Zwinger and her husband Tom, members Noreen and Hank Johnston (the parents of Gwynne), friends George and Diane Glaser along with Mary and Dick Kirkpatrick. An Irish band plays a couple of nights a week to enhance the experience.



—Dorie 

Bar Host/OD Schedule

Warren Ristow Vice Commodore

- October**
- 7 Social Hour**
 – Wiley Poole, OD
Hosts: Hank and Noreen Johnson
 Adi Ringer
 TBD
- 14 Social Hour**
 – Ron Pigeon, OD
Hosts: Tom and Dorie Zwinger
 Bonnie Gardner
 Jesse and Delia Norris
- 21 Social Hour**
 – TBD, OD
Hosts: Robert and Rivian Feldstein
 Brian King and Michel Crandall
 Tom and Ruth Donnelly
- 28 Social Hour/Potluck**
 – Steve Johnson, OD
Hosts: Simo and Carol Nylander
 Brian and Kathy Metcalf
 Patrick and Crystal Pittarelli



- November**
- 4 Social Hour**
 – Tom Swem OD
Hosts: Joe and Barbara Boud
 Anthony and Denise Reynolds
 Paul and Kerry Spencer
- 11 Social Hour**
 – Steve Davis, OD
Hosts: Mike and Jill Nunno
 Jana and Graham Barter
 Chris and Linda Schroeder
- 18 Social Hour**
 – Michael Dobrzensky, OD
Hosts: Bob and Wendy Lucas
 David Smiley and
 Mary Ann Vasconcellos
- 25 Social Hour**
 Bar Closed



San Luis Yacht Club

Officers, Staff, and Committees

Commodore	481-5827
Bob Hurd	commodore@slyc.org
Vice Commodore	438-4406
Warren Ristow (Bar Hosts)	vicecommodore@slyc.org
Rear Commodore	481-1933
Bill Dyer (Reservations)	rearcommodore@slyc.org
Treasurer	528-4728
Sharon Andresen	treasurer@slyc.org
Secretary	481-1933
Jean Dyer (Membership)	secretary@slyc.org
Port Captain	773-0828
Rick Bertram (Liaison to the Port)	portcapt@slyc.org
Sail Fleet Captain	(209) 769-3157
Bob Ellis (Racing)	fleet_captain@slyc.org
Power Fleet Captain	481-2874
Wiley Poole	powercaptain@slyc.org
Cruising Captain	481-7887
Ron Pigeon	cruisingcaptain@slyc.org
Directors	
Steve Johnson	541-3571
	director1@slyc.org
Tom Swem	544-4422
	director2@slyc.org
Hugh Beatty	235-2964
	director3@slyc.org

Staff Commodores

Michael Dobrzensky	773-1127
	SStaffCommodore@slyc.org
Steve Davis	748-4488
	JStaffCommodore@slyc.org

Editor, Foghorn

Donna Ellison 773-0556

donnaellison@charter.net

Webmaster

Michael Dobrzensky 773-1127

webmaster@slyc.org

Boatmaster

Henry Benjamin 773-8400

henrybenjamin@charter.net

Quartermaster

Jana Barter (Ship's Store) 238-7046

oceanrider123@aol.com

Barkeeper

Ray Hopkins 544-1494

sloray@pacbell.net

Sunshine Committee

Dorie Zwinger 474-4125

zwinger@juno.com

Youth Sailing

Hank Benjamin 773-8400

henrybenjamin@charter.net

Historian, Brian King

235-7361

esailor@esailor.com

Burgees, Jeff Liberman

773-1789

captjl@msn.com

Committees




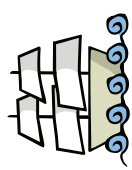



House— Bill Dyer
 Finance— Warren Ristow
 Membership— Tom Swem
 Steering— Brian King
 Social— Brenda Noakes
 Nominating— TBD

See "Rear Commodore"
 See "Vice Commodore"
 See "Director2"
 See "Historian"
 489-4397

Events Calendar – October





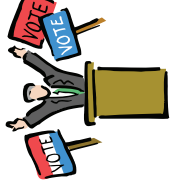









October 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25 No Reservations	26	27	28	29 6 pm - RESERVED	30 6 pm - Social Hour 7 pm - Potluck	1 No Reservations 11 am - Ocean Races 
2 No Reservations 10 am - Brunch 11 am - Ocean Races 	3 5 pm - RESERVED	4	5	6 6 pm - Board	7 6 pm - Social Hour	8 9 am - Sailing Class 3 pm - RESERVED 
9 No Reservations 9 am - Sailing Class 11 am - Ocean Races 	10 Columbus Day 	11 6 pm - Wet Weds 	12	13	14 6 pm - Social Hour	15 9 am - Sailing Class 4 pm - RESERVED 
16 No Reservations 9 am - Sailing Class 	17 6 pm - Pale Kai 	18	19	20	21 6 pm - Social Hour 7 pm - Dinner 	22 4:30 pm - RESERVED
23 No Reservations	24	25	26	27	28 6 pm - Social Hour 7 pm - Potluck (hors d'oeuvres) 7:01 pm - Halloween Dance 	29
30 No Reservations	31 Halloween 	1	2	3 6 pm - Board (Bertram)	4 6 pm - Social Hour	5 No Reservations 6 pm - General Meeting

Events Calendar – November

November 2011



Sun	Mon	Tue	Wed	Thu	Fri	Sat
30 No Reservations	31 Halloween 	1	2	3 6 pm - Board (Bertram)	4 6 pm - Social Hour	5 No Reservations 6 pm - General Meeting
6 Daylight Saving Time Ends No Reservations 10am - Brunch - Meet the Candidates 	7	8 Election Day 	9 6 pm - Wet Weds 	10	11 Veterans Day 6 pm - Social Hour 	12 9 am - Sailing Class 
13 No Reservations 9 am - Sailing Class 	14 6 pm - Pale Kai 	15	16	17	18 6 pm - Social Hour 7 pm - Dinner 	19 9 am - Sailing Class 
20 No Reservations 9 am - Sailing Class 	21	22	23	24 Thanksgiving 	25 6 pm - Social Hour 7 pm - Potluck	26
27 No Reservations	28	29	30	1 6 pm - Board	2 6 pm - Social Hour	3 No Reservations

Classified

Auto Pilots: 2 auto pilots: Wagner MP 320 and a Sport Pilot. Original price for each was approximately \$1,000 or best offer.

Denny Wheeler, (805) 441-9161

Marine Battery Charger: Guest Charge Pro Model 2632 Three Stage Battery Charger. 30 Amps, 3 Individual Outputs 20A/5A/5A, Input – 115 VAC \$150.

Brian, (805) 235-7361

1985 SeaRay Cruiser: 25' cuddy cabin. MerCruiser Alpha One V-8 motor, Garmin GPS, Pioneer Stereo, Cybermet marine radio, lots of fishing accessories. Fresh tune up. Not used in past year.

Karen Gruber, (805) 748-1964

**To place an ad in the classified section contact Donna Ellison (Foghorn Editor)
at donnaellison@charter.net or (805) 773-0556.**

Business Advertising






A California Corporation

962 Mill Street
San Luis Obispo, CA 93401
Business: (805) 541-2888 x 3110
Fax: (805) 541-0390
Cell Phone: (805) 440-4593
E-Mail: jason@realestategroup.com
Web: propertiesofsanluisobispo.com

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Civil Engineering

153 North 8th Street, Suite B
Grover Beach CA 93433
Phone: (805) 481-1223 Fax: (805) 481-1323

Email: wrd_531@sbcglobal.net
California Licenses: RCE 34581, LS 5661
Hawaii License: Civil PE 12265



CLASSIQUE


116 E. Branch St.
Arroyo Grande, CA 93420

PHONE: (805) 489-2277

Karen Williams
Owner/Stylist

Thomas Swem, GRI, CCIM
Broker-Principal

Real Property Investments
570 Marsh Street
San Luis Obispo, CA 93401
805.544.4422
800.549.4422
tcs@swem.com



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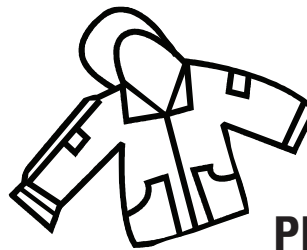
The SLYC
wishes to
thank



for providing excellent
assembly and mailing
services.

Hey!

The **Ships Store**
seams, pun intended.



is bursting at the
Please take a look at the

variety of **garments** and **accessories** that are for sale and
buy something to wear and show your support for the Club.
Hopefully the Ships Store will be open at every Club event, but
if it isn't and you want to look at something just grab an officer.
They've all been instructed to sell, sell, sell.