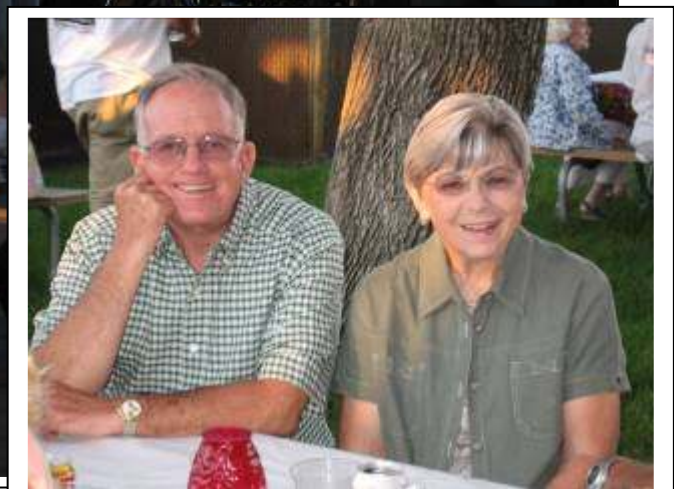


DockTalk

Stockton Sailing Club

www.stocktonsc.org

September 2007



Enjoying ourselves at Hot August Nights

DOCKTALK

The DockTalk is a monthly newsletter written and published by the SSC club members. All stories and events must be related to sailing or the SSC.

SUBMISSIONS

The deadline for submissions is the 20th of each month!

Articles, classifieds, and event ads can be e-mailed (as an attached WORD document please) to docktalk@stocktonsc.org. The editor reserves the right to edit, or exclude anything submitted. All articles and stories must be signed.

Classified advertisements are listed as a free service for members of the Stockton Sailing Club. Ads will be automatically removed after approximately 90 days. All ads must contain the name of the seller, the price of the item, and if selling a yacht, the yacht name.

Photos: Digital photos are preferred. Please save them at medium to high resolution for the best looking images. You may e-mail them, or put them on a CD or disk and place it in the Editor's box in the SSC club house. Please identify the place, event and/or person(s) in the photos. If you wish to have your photos or disks returned, please make sure your name and phone number are on them.

SSC ADDRESSES & NUMBERS

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COMMITTEE MEETINGS

FIRST TUESDAY

Membership - 7:30pm

FIRST THURSDAY

Rules & Policy - 5:30pm
Harbor & Facilities - 7:00pm
Junior Committee - 7:00pm

FIRST WEDNESDAY

Social & Cruise - 6:45 pm

SECOND TUESDAY

Board Meeting - 6:00pm

SECOND FRIDAY

General Meeting - 7:00pm

SECOND THURSDAY

Regatta Committee - 6:30pm

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Upcoming Events

September 2007						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



September

- Sept. 1 – 3 Labor Day Weekend Cruise
- Sept. 11 Board Meeting 6:00 PM
- Sept. 14 General Meeting 6:30 PM
- Sept. 15 – 22 Blue Water Cruise
- Sept. 22 Annual Regatta Meeting (9 AM)
- Sept. 22 Fall Race #1 (12 noon)

October

- Oct. 6 Fall Race #2
- Oct. 9 Board Meeting
- Oct. 12 General Meeting
- Oct. 27 Halloween Party

**Commodore's
Comments**

September Sailing

September promises to be interesting on the water. Very little racing with several cruises coming up means we will all still be having fun on the water.

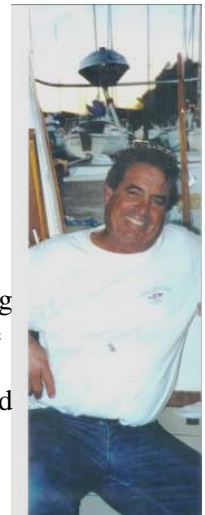
I'm sure most of you have noticed the activity around the office building. Several years ago the board commissioned a noninvasive structural study of the office and clubhouse buildings. In the study the clubhouse fared better than the office building. Over the years the clubhouse had been added to and remodeled several times. Some wood rot repairs had been done. However very little wood rot work has been done to the office building. That has caught up with the building.

Our port captain, Pete Roberts and maintenance head, Edger, noticed some especially severe rot in what was thought to be a few localized areas. A contractor was brought in to provide an estimate for the repairs. The bid was accepted by the board and work was started. It quickly became apparent that the visible rot was only the start. Work was halted and the contractor was asked for a hard number. Since much of the damage had been uncovered a firm cost could be established, that hard number has grown well beyond the costs approved by the board. That will necessitate new bids by other contractors. Hopefully there will be enough bids that a contract will be awarded at the September board meeting

On another business note, during a meeting of the FBLIC committee the subject of how to finance dredging and possibly a few other capital intense items was discussed. One interesting avenue was an internal bond or loan to the club by interested individual club members. There will be a letter explaining different options mailed to the membership in the next few months.

Enough, I'm going sailing, see you on the water.

Michael Stefani



STOCKTON SAILING CLUB
UNAPPROVED BOARD MINUTES
August 14, 2007

Commodore Stefani called the meeting to order.

Board Members Present: Mike Stefani, Peggy Feakes, Paula Almaas, Bob Camarena, William Humphreys, Peter Hine, Pete Roberts, Hank Colberg and Abe Ayala.

Board Members Absent: Tom Lueck and Chris Corbin

Others in Attendance: Susan McLain and Bruce and Suzanne Collins

Agenda: Motion to approve August agenda as amended: Hine/Ayala (M.S.P.)

Minutes: Motion to approve the July minutes: Feakes/Hine (M.S.P.)

Financial Statements: The June 30, 2007, Financial Statements were reviewed and discussed. Motion to approve the June 30, 2007, Financial Statements: Camarena/Feakes (M.S.P.)

Correspondence:

1. Resignations from the following members:
Gary Yip, Tom Harrington, Gary and Wendy Frush, and Jason Garrett.
2. Request from Rocky Bridges to rescind membership.
Motion to approve all changes of membership status:
Feakes/Ayala (M.S.P.)
3. Letter of thanks from Ditch Run participant, Aaron Feves of Scoundrel, for sending his trophy.
4. Letter from Boat US announcing our group agreement with a request to include this membership agreement in Dock Talk.
5. Letter from Brendan Courtney of Antioch regarding his seeing Finalmente in Liguria, Italy.
6. Letter from Jim Cohee thanking Susan McLain for information about the Stockton Sailing Club. He is going to include the information in a written history of the Port of Stockton.

Old Business:

1. Dredging: Commodore Stefani reported that the research process is ongoing.
2. Harbor weed abatement: See Facility Manager's Report below.
3. Planning for SSC's 75th Anniversary in September 2008: Ms McLain is asking members to contact her if they have old photos of the Stockton Sailing Club to share for this event

(continued next column →)

(continuation of Board Minutes.. Old Business)

4. Water Pressure Test: See Facility Manager's Report below.
5. D Dock Fingers: See Facility Manager's Report below.
6. Greater Stockton Chamber of Commerce Mixer: William Humphreys reported the mixer is scheduled for Thursday, September 6, at the Retreat. He encouraged all Board members to attend.

New Business:

Nominating Committee: Peggy Feakes reported her nominating committee has a list of nominees, which is posted in the clubhouse.

Facilities Manager's Report: Ms McLain submitted a written report dated August 14, 2007, that the Board reviewed and discussed.

There are currently 37 slip vacancies and two lien sales pending. California Custom Docks is to deliver the ten new 36-foot fingers by August 31. The gangways for all docks are being repainted with three already completed. Some harbor weeds are being re-treated and others manually removed.

Communication made with Delta River Cruise Charters, which is operated out of the Port, to discuss their operation and our needs on the water.

A group of 30 adults and youths from St. Francis YC and RYC accompanied the Sea Scouts for a visit here on August 11 and 12. They thanked us for our hospitality.

The memorial for Jim Warfield proposed by John and Vickie Gilmour is scheduled for the afternoon of October 20.

The club boats are being serviced or repaired. Some members have repaired the El Toros, but they need sails. A proposal for how to increase the water pressure is to be submitted to the Harbor and Facilities Committee. The sprinkler system has had ongoing repairs and has been updated to improve the watering on the edges of the lawn area. Repairs and updates have been made in the restrooms.

The handicap lift has been inspected and serviced. A canopy or cover for the lift was discussed. The freezer, bar coolers, and draft bar refrigerator have been serviced and repaired where needed.

(continued on page 5)



*Adventures in Paradise
Summer Fun*

Just recently an accomplished, esteemed, loyal and long time member celebrated his membership in the "Those that will and Those that will again" Club. A short two-hour sail (no the name of the vessel was not The Minnow) turned into a weekend from a very warm place. Several boaters attempted to render aid but to no avail, the fine sailing vessel could not be moved.

The loyal captain evacuated the crew. They did not wish to leave but the captain, looking out for his crews' safety, was adamant. With the crew safely ashore the captain contemplated. His thoughts and actions caused the vessel to be released from the treacherous position it was in. The worried captain was concerned about his vessel's condition and proceeded to a local yard where aid was rendered to the vessel. The captain instructed the personnel to spare no effort.

My furry agents from the yard felt that the damage, even though extensive, would not result in any permanent scarring or damage. The skilled personnel from the yard proved my agents right. The sailing vessel was restored to its former glory has and will provide its crew and captain with many more fine voyages.

One of my local agents heard a rumor where a club member decided to go swimming during the Annual 4th festivities. The former Olympic (in his mind) swimmer leaped into the treacherous water of the mighty San Joaquin and was able to locate the vessel he had leaped from in the dark of the night and get back to it, barely (personal flotation device?).

Bartholomew Negro



(con't of Board Minutes from page 4)

Committee Reports:

Dredging Committee: See Old Business above.

Harbor and Facilities: Pete Roberts reported that Quinley Builders will be repairing the roof on the office building. They also inspected the roof of the clubhouse.

Membership Committee: Abe Ayala reported the following new membership applications: Kenneth and Gloria Cross (Family Membership), Stuart and Loretta Gregor (Family), Conrad Dobell (Young Adult), Danny Bishop (Junior), Mathew Webster (Junior), and Christopher Webster (Junior).

Motion to approve new applications for membership: Camarena/Roberts (M.S.P.)

FBLI Committee: Peter Hine reported the committee is discussing different ways of financing some capital expenses. They also drafted a proposed revision of the policy for Changes in Dues and Other Fees and gave the first reading of the proposed policy change. This will now be presented at the General Meeting on August 17, posted on the bulletin board, and then voted on at the September Board Meeting.

Motion to approve the first reading of the proposed policy change as amended: Hine/Ayala

Regatta: Ms Feakes reported Andreas Cove Yacht Club has asked if the SSC wants to participate in the Franks Track Regatta. The two clubs will work together to schedule a date if there is interest.

Rules and Policy: No report.

Social and Cruise: No report.

Junior Sailing: Bruce and Suzanne Collins, the new committee chairpersons, gave the report. They had their first meeting on August 3 and have three new Juniors. The committee has scheduled an El Toro Regatta for Friday, August 24, and Ms Feakes has volunteered to handle the race committee for that event. Jill Humphreys is the committee's Junior President. Some Juniors will be attending the Santa Cruz Fun Regatta on September 7 and 8. Any suggestions for the Juniors? Send them to the Collins.

Meeting adjourned.

Respectfully submitted,
Paula Almaas, Secretary

Please note: The complete and official SSC minutes are posted in the Clubhouse.



Photo courtesy of John Amen

Jim Warfield

“He was a world class sailor and a world class friend.” That is how Brian McCarthy described his 58 years of friendship with Jim. Jim had many such friendships stretching over his sailing career which spanned TransPacs, four 5o5 World Championships, countless North Americans and a wide, wide variety of classes including El Toros, Etchells, 5.5s, Zephyrs, J24’s, Santana 22s and Snipes and 5.5s.

In 1952 in a blustery Olympics eliminations at Berkeley in Snipes, crewing for Nancy Farnum, yet another long term sailing buddy, they came in third place and became Olympic alternates. As a skipper he was 1968 runner-up at the Alamos Bay Snipe Nationals, crewing with beer drinking, 13 year-old Vickie Koerper. With Vickie’s future husband, John Gilmour, at the 5-o-5 Worlds in Copenhagen they placed 5th and were in contention on the very last day. They also sailed worlds in that class in La Rochelle and South Africa.

It all came very naturally to a boy who grew up in Alameda and managed to sail everyday. In 1948 he began sailing the El Toro *Phhfft* at the Encinal YC. He and sailing buddy Nancy Farnum hung out at Ed Thrall’s brokerage at the North End of Webster Street in Alameda. In exchange for performing maintenance, they got to take out the brokerage boats. There they first sailed Zephyrs and El Toros. At Lake Merritt he was mentored by the legendary Pete Newell. Other birds under Pete’s wing were Don Trask & Jim DeWitt. Lake Merritt became Jim’s pond and he wasn’t beyond deliberately challenging perceived rivals. Until he was 16, his dad took him everywhere. Jim used to tell a story about how his father, in the worst traditions of Junior parent, would scream instructions at him on wind shifts and tactics from the Lake Merritt shore. Perhaps Jim’s developed his gift for boat speed to get out of earshot. Jim didn’t need dad’s coaching. According to Nancy Farnum, “His dad didn’t know anything near as much as Jim –even when Jim was only 11 years old.”

(Continued next column)

(Jim Warfield continued)

In later years, still sailing an El Toro before his knees gave out, it was phenomenal how fast he was in the light air. Jim explained how he looked up at the condos surrounding the lake and could tell by Eldrige Cleaver’s open or closed patio doors where the next wind shift was coming from.

After high school he sailed for the Navy while serving aboard submarines. When he got out, it was El Toros and Snipes. According to Hank Jotz, “We had a wild time in El Toros for the last 35 years.” He won the Bullship in 1976, 1980, 1991, and 1997. He knocked out something like four El Toro Championships. He once told Kit Styckett, who was still glowing from a Bullship victory, “you ain’t nothing ‘til you’ve won the EL Toro Nationals.”

A lot of El Toro Sailors went to school on Jim Warfield. Yet like so many other fleets, they still had a hard time beating him. Current fleet leader Gordy Nash saw it this way, “He never really had a plan. He was not analytical. The rest of us were thinking and he’d just intuitively know where to go. He took it as it came. Very smart and 65% of the time he was right. Even when he was behind he was still placing in the single digits. He was the smoothest sailor in an El Toro. The boat never rocked or pitched. Once he got the lead there was no catching him, because he’d make no mistakes.” To turn a phrase, he sailed outside the boat. As Gordy says, “He always had his eyes everywhere.” Dave Vickland felt he was a “great, smart, patient sailor. He knew things about fleet racing. The guy was fearless in a shifty light breeze. He talked a lot on the race course. When you heard a ‘Yoo Hoo’ from behind, it meant he was about to catch and pass you.”

In terms of tactics and from close aboard Nancy Farnum observed, “He would separate himself from the fleet, get away from the crowd and get his boat moving. He had a better way of deciphering what the wind was doing and anticipating what the wind would do. He had patience. He always tried not to be in the fray at the start. He was not ever trying to be a rule beater... he tried to stay away from that kind of trouble. His attitude was *laissez faire*.”

Jim lived a good life. He worked as a sail maker for both DeWitt and Pineapple & even hung his own shingle while continuing his winning ways including a PCCs victory. Before switching to a van, he towed his Snipe behind his Bug-Eye sprite. When glass 5-o-5s premiered and the Worlds were coming to Santa Cruz in ’71, a whole lot of people switched over to 5-o-5s and stayed. The boat took Jim around the world and he proved he was world class. One odd tale came out of France. About the only French he mustered was “bistek aux pommes frites” at the local bistro. He tried explaining his bistek was too rare and finally got his point across by picking up the steak and hold his flaming lighter underneath it.

(continued on page 7)

(Jim Warfield continued from page 6)

Back in the USA he kept up with his racing schedule by tricking out his van with pipe berths so a watch system for long cross county trips to 5-o regattas could keep a fresh driver at the ready. His performance also garnered Rod Park's notice and Jim was Panache's hot hand on the helm for the 1979 TransPac.

Jim didn't compromise much with life. He lived it on his terms. Various ailments, some from old age, others from his vigorous living had their impact. Still he was formidable whether helping with the Columbia 5.5 Renaissance or sailing an Etchells. Still Jim was also the kind of friend who'd call you up out of the blue and offer you his El Toro for the Nationals. He gave his Etchells –which once belonged to Hank Easom– to the Stockton Sailing Club Juniors for sail or for sale to encourage young sailors to embrace the sport. When the rigors of sailing became too much, he could still be seen on the levy at the Stockon Sailing Club watching the races. People remember him as “always helpful, always cheerful and all you had to do was ask.to benefit from his expertise.”

“He was truly an old and treasured friend to all of us. May the ‘WARF’ be remembered on the race course and in our hearts as a kind soul, a smart competitor, and a wonderful giving person.”

(Editor's note: This beautiful remembrance was written by a dear friend of Jim's who has asked to remain anonymous)



As announced earlier, long-time member, Jim Warfield, passed away on Thursday, June 28. John and Vickie Gilmour and the Stockton Sailing Club are planning to hold a Memorial in celebration of Jim's life in association with his friends from Rio Vista and Owl Harbor.

The event will be held on October 20 between 2:30 pm and 4:30 pm. All members are invited, and anyone who has photos of Jim is welcome to bring them to post and share during the event. There will be hors d'oeuvres served. Members are welcome to bring hors d'oeuvres or pot luck dishes to share

Visiting Sailors

The Stockton Sailing Club was the destination for visitors from San Francisco on the weekend of August 11. We were invaded by a small fleet of unusual cruisers, one of which didn't even have a motor on board. The owners of this fleet were the Sea Scouts of San Francisco; they operate the ketch pictured below out of Aquatic Park. The other main components of the fleet were a Coronado 35 center cockpit “bunk-boat” and a small antique diesel fishing boat. The crew of about 15 young sailors brought a couple adult leaders with them and seemed to be very happily gaining experience as they went.



This double-ended wooden whaleboat (or maybe lifeboat) was built in this ketch configuration during the Second World War as a sail trainer for the U.S. Navy. About 30 feet long, it has been remodeled a little by making seats along the gunwales, a deck over most of the interior about 2 feet down below the seats, and positive flotation foam under that. The boat can capsize – and the crew did perform capsize training on the way down – but won't sink. The crew reports that the San Pablo and Suisun Bay crossings can be quite interesting.

Photo and article courtesy of David Cammack

Regatta News

September 22nd will be a big day for all racers. We will have our Annual Regatta Meeting in the morning (at 9 AM), where we will work out next year's racing calendar, go over the budget, get started on updated PHRF application forms (these will be mandatory to be able to participate in the racing program next year – except for those in one design classes where your group should be policing itself) AND choose a Regatta Chairperson for next year. I will be retiring so that I can devote my “spare” time to my duties as Commodore.

In the afternoon (12 Noon start), it will be Fall Race #1. Makes you think of cooler temperatures, doesn't it? Sailing with sweaters and jackets on, instead of cut-offs?

Participation in the racing program has been very good this year and I want to thank all of you intrepid souls!

Peggy Feakes , 2006 Regatta Chairperson

Regatta News #2

I received a phone call earlier this week from Shawn Pafferi of Andreas Cove Yacht Club. They would be pleased to host this year's Frank's Tract Regatta on September 8th and 9th. Any boat can enter. The races will be scored based on PHRF numbers; however, there will be an 18 second per mile penalty for flying a spinnaker.

If you're interested, please contact Shawn at 916-777-6055 or myself at 209-406-9679. They would like to know how many boats to expect (and when) so that they can arrange free berthing.

It's fun to race in waters that are a little wider than our portion of the ditch and makes a nice weekend outing. Besides, we rather enjoy having the Tractor in our clubhouse!

Peggy Feakes
2006 Regatta Chairperson



Beer Can Racing at its finest!! August 8, 2007



SOCIAL & CRUISE NEWS

If you missed our Hot August Night's party hosted by Ed and Paula Almaas, you missed a great party. We had the best turnout this event has seen since it began and everyone who helped put it together deserves a huge "thank you" for all your hard work and time. The weather was great, the food was wonderful and the music was provided by a band that knew how to keep people dancing! Our decorating committee did a great job making us feel that we really were enjoying "Cheeseburgers in Paradise." Next year, we are going to call that "neighbor" that likes to complain at 10:00 P.M., and ask them to join us!! so we can continue on until midnight!

Hosting an event is fun and easy whether you are new or seasoned members. We have a budget to work with so you know how much to spend and we have direction for you so you will know what to do with the event. Social and Cruise normally makes the flyers for you so that part is done and we help you with any questions or concerns you may have regarding what your part will be for the event. For new members, this is a great way to get involved and to meet other members with similar interests.

I would like to hear from our membership about who they feel would be a new leader for Social and Cruise for next year. This is really a fun thing to do and we have enough volunteers who always help so you never feel like you are doing this job by yourself so don't be shy, call me with suggestions. My cell phone is (209) 815-4908 and I want to hear from you, not only for this but also if you have suggestions or comments that will help us improve our events.

Harold and Susan Farley are willing to host an impromptu Labor Day Cruise so contact them if you are interested in participating. Labor Day this year is September 1st, 2nd, and 3rd so the weather and wind should be great for a cruise.

On that note, enjoy your next event. See y'all there!

Gail Gradle
Social and Cruise

AT THE LAST MINUTE, POSSIBLE CHANGES TO 2007 BLUE WATER CRUISE ITINERARY

Well you knew it had to happen sometime - -

After 20 years of Blue Water Cruises, the only thing that has, on occasion, caused us to change our plans is the weather. But, in 2007 our plans may change because of the *Work* of Mankind. (UGH you say – we’re supposed to be on vacation on this cruise, and there you go using that “W” word!) Anyway, previously unannounced work at a harbor we were to visit may make the place inaccessible, or at the very least, a little uncomfortable for us visitors who may be unfamiliar with the place. So we may end up revising our triptik for the Blue Water Cruise, scheduled for Sept. 15-22.

I've contacted Elkhorn YC at the north end of Moss Landing Harbor, and they indicate we are welcome at their club in the time we planned. However, to date, they have not been able to provide me information as to how many of our boats they may be able to berth at their guest docks. Having been there before, I know their guest dock space might be able to accommodate 8-10 boats at the most, depending on the size and what other transients (I hate being called a transient!) might be there. So it would be likely that at least some of our boats (if not most) would need to be berthed at the Moss Landing Commercial Harbor. The commercial side is closer to the restaurants and what few shops Moss Landing has, but is primarily occupied by commercial fishing boats. It tends to be less desirable than the Elkhorn YC side, which is smaller, quieter, and more “yachty”.

While pondering this berthing unknown, then in the August 7 issue of the USCG *Local Notice to Mariners* (LNM), appears a notice that the Moss Landing Harbor Channel is going to be dredged for 24 hours a day over the entire time we are to be in the area, finishing up on the day we are scheduled to leave Moss Landing.

While the whole purpose of the notice in LNM is to provide information to boaters so that we may be advised of conditions and enjoy safe passage, we have many members planning on coming to Moss Landing who have never been there (at least by boat) before. The Moss Landing entrance channel is extremely narrow - less than 100 yards wide between the rock breakwaters. Prevailing winds tend to blow directly across the entrance channel, causing a potential lee shore issue in a very narrow channel if there is any stiff breeze blowing. And once you're inside the breakwaters, there is a hard turn to the left or right, and the channel is still very narrow, and extremely shallow just outside the dredged area. If you add to that the dredges, barges and tugs and their tailing pipelines that will be strewn around the area, getting in or out of the harbor, or navigating in it could become very dicey in all but the best of conditions. Not to mention the noise we can expect as we try to sleep since they are dredging 24 hours a day!

I polled the BWC signups by e-mail just before this issue of *DockTalk* went to press, and those who have responded so far say, for this year at least, let’s skip Moss Landing, and spend another day or two in one (or more) of the other harbors we’re planning on visiting (Half Moon Bay, Monterey and Santa Cruz). If you’re on the sign-up list for the 2007 Blue Water Cruise, and haven’t put in your \$.02 on this issue please e-mail or call me ASAP to let me know your vote, and where you like to spend time in the alternative if we do skip Moss Landing.

Peter Hine selkied@earthlink.net 209-957-4905



Around the Harbor

On your September billing statement, you will find a charge of \$10 for RBOC. This charge is considered a voluntary contribution to RBOC, the Recreational Boaters of California. You have the option to deduct this charge from your bill if you do not wish to contribute to the RBOC lobbying effort on the behalf of all recreational boaters. You may call the office if you have questions on how to elect not to contribute.

We had the privilege of having Lenora Clark, President of RBOC and Chairperson of the Department of Boating and Waterways speak to us following the August General Meeting. Lenora highlighted some of the Key Issues before us, including the EPA-proposed Vessel Permit Regulation that would require all recreational boaters to obtain a permit, either from the federal government or the State, to operate their boats. The new EPA proposal would cancel the exemption of recreational boaters from the same regulation that commercial ships fall under in regards to environmental discharges and the elimination of the spread of invasive species. The goal is the regulation of ballast and bilge discharges incidental to the operation of vessels. While the goal is good, it is really intended for regulation of commercial vessels. This bill as written would impact unnecessarily all recreational boaters; boaters that have been exempted from this regulation for 34 years.

The RBOC, in connection with Boat US, has devised a bill, HR 2550 that would prevent recreational boaters from being regulated in the same group as commercial vessels. This bill would also protect boaters from having to obtain and pay for a new permit to operate their vessels.

The RBOC has issued a “Call-To-Arms” to all recreational boaters asking them to contact their local Congressmen in Washington to request support of HR 2550. Letter and Email-Writing Campaign guides are available in the Clubhouse for you to use in sending out your requests. The Congressman for our area is: Jerry McNerney, 312 Cannon House Office Bldg., Washington, D.C. 20515.

The Stockton Sailing Club works closely with the California Clean Marina Program with the intent of protecting our water. We appreciate the efforts of members and tenants in keeping the marina and harbor clean. To assist you, we provide for a no-cost pump-out at RiverPointe Landing of your holding tanks. We collect soiled bilge pads, socks and pillows. We have a collection area for alkaline batteries now in the Shop Open Bay. We allow for the pumping of dirty or oily bilge water into 5-gallon containers by providing empty containers that may be found in the shop area. Once filled manually, these containers of grey or oily bilge water may be left in the Open Bay area of the Shop. Keep in mind that the intent is to keep your bilge dry and clean while keeping our harbor clean. While we would encourage members to take their grey water to the Household Hazardous Waste Facility themselves, we will collect it in the Open Bay if you are not able to take it to the facility. The facility is located at 7850 Bridgeford Street in Stockton which is near the airport. Take Airport Way to C.E. Dixon to Bridgeford.

You may have noticed construction in the area of the Harbor Office. Repairs and maintenance are being performed for dry rot and to seal up areas in the Security office that had heavy rainwater leakage last winter. It is never too soon to prepare for the winter rains!

At your service,
Susan McLain

PIRATES OF THE DELTA (The Poor Man's Carribean)



November 3rd & 4th, 2007

Hosted by:
Al and Nancy Farnum

THE DELTA YACHT CLUB

Bring hors d'oeuvres to share
Starting at 3:00 PM, November 3rd.

Pot Luck Dinner— On the Sign Up Sheet
List what foods you will bring

Music and Dancing after Dinner
Treasure Hunt on Saturday Afternoon

See y'all there!!

Sign Up Sheet in the Club House



CLASSIFIED ADS

Miscellaneous

LOST

Following Ditch Run
Eric Shampain 760-521-3482
For his Hobie 33 "Still Crazy"
Olman Mainsail, black Sail # 18414

HELP

Mark, a non-member, would like to find someone to assist him with riggings for his Lance 25. He is working out of Ladd's. Can anyone help him? Contact Susan in the office.

Boats for Sale

1975 Catalina 22. Pop-top, motor, sails, \$1,900. Call Paul at 209-610-9291

ISLANDER 30 "CANDACE ANN" Proven racer, has won the South Tower Race. Lots of sails; 155 Genoa, 110 Mylar, Spinnaker with pole, working jib, engine runs fine need work, priced accordingly, \$5000 or best offer. Call Ann 209 607-7742 or email wesellubuy@comcast.net

CATALINA 25, 1983, swing keel with trailer. Excellent condition and well maintained. Recently, gel coat work done, new harkin roller furling system, new lewmar self tailing winches, new motor mount, new sail cover, new battery and new tires on trailer. Comes with 9.9 Mercury outboard 4 Stroke Motor. Parked at SSC PL9 \$10,8000 Call Dave, 209-985-6221, or email cookeez1@sbcglobal.net

PEARSON LARK 24 Hull #55 docked at H-6. Good started boat. Needs TLC. Merc 9.9 outboard in well. Make me a decent offer. Heck, make me an offer. Contact: traderik60@yahoo.com – Rick Glass

ETCHELLS. Club owned boat. Ready to race. Four sets of sails. \$10,000 or best offer. Contact Budge (209) 603-4920

CAL 2-25 2004 Honda 9.9 ex-long shaft electric start motor. Purchased in '04 – used in '05 but not in '06-'07. Harkin furler with a 130 head sail. Tiller pilot, spinnaker with pole and much more. Double axel trailer included. Located in Lake Tahoe – asking \$11,500. Call Duke or Denise MacGill 775-554-1476 or 775-786-3452. Email denisesirduke@sbcglobal.net

BOATS FOR SALE (continued)

CAL-27 POP-TOP FOR SALE I have bought a newer boat without selling my older boat, so I am motivated. Please check out my Cal 27 pop-top in B-18. Excellent main and club jib just back from Sail Care. 16-month old bottom, that has been diver cleaned regularly. Excellent GPS and sounder. Cockpit and interior needs painting. Spinnaker and pole, \$4,500 with older Evinrude 9.9 hp or \$5,800 with near new (less than 5 hours) 15 hp Johnson 4-cycle. Please call Larry Oliverius at 925-876-8822 or email larry@westernstatedesign.com

Columbia Challenger 24 "Harmony" - PRICE REDUCED SIGNIFICANTLY. Race ready for the 2007 season with Soling Rig and 1 self tacker jib, Race ready for the special races with 2 conventional jibs, 2 spinnakers, 2 mains, hard racing bottom, running lights, Coast Guard sticker for 2006, ready for light cruising with a clean interior, full cushions below. Nissan 8hp outboard. \$3600. Call Al or Nancy 209 957-3361, 209-957-3361 or 209-471-3361, nancysilvershadow@comcast.net

1978 CAL 39 - Rebuilt engine & trans.; new tapered double spreader mast; new refrigeration, radar, windlass, below deck auto pilot, headliner, port lights and water maker; hard dodger and bimini with new canvas and solar panels. Much more, \$79,000. Paul Owings (209)369-1714

FUJI 32 KETCH, Excellent Condition, 25 hp Volvo Diesel, Teak Deck and Bow Pulpit, Pressure Water, Heater, Large Head with Shower, Holding Tank, Stove and Oven, Teak Interior, Upgraded Wire Stanchions and Life Lines, 2 Sets of Sails. Dock #B-32 "Quiet Moon" Howard (209) 358-0807 howardallison@sbcglobal.net

1980 J 24 Relocation Forces Sale...." HARDALEE"... with trailer. Excellent condition, completely restored. Race/ cruise, perfect Delta boat. Sleeps 4, sink, porta pottie, plenty of storage. All new rigging, knot meter, depth sounder, marine radio, AM/FM, CD Stereo w/ wp speakers. Seven sails excellent condition with sail bags - 2 jibs, 2 genoas, 2 mains and spinnaker and extra boom. New 4 hp Nissan long shaft less than 4 hrs. All accessories included. Sharp looking boat! \$7,000 or best reasonable offer. Can be seen at Stockton Sailing Club PL-11. Call Fred Doblander at (559) 291-2879 or email – hardalee123@gmail.com.

HELP – REPORTED STOLEN

Sailnetics SR El Toro #10771
Blue top, white hull, blue bottom paint, mylar sail, no board or rudder
Stolen April 29, 2007 from 1751 Walnut St, Smith's Canal
Brad Bird (209)462-0110 or (909)938-6510



**Friday Night Mixers
Look Who's Cooking???**

Sept. 7 -

Sept. 14 - General Meeting
Mike Stefani

Sept. 21 - The Camarenas

Sept. 28 - Mary Dakin

Isn't it your turn to cook??? – sign up in the clubhouse, you only have to prepare an entrée and will be reimbursed for your expenses (there is a \$125.00 limit-Call Susan in the office for details)

**Proposed Policy Revision
Finance Policies (p.69 of 2007 Roster)
Draft Presented and Revised at SSC Board Meeting 8/14/07
(Redline changes reflect modifications to existing policy)**

Budget

The Bylaws require a budget balanced to income that takes into consideration the current year's capital expenditures and operating costs. This budget is to be presented to the Board at the February meeting and to the membership at the February General Meeting. The Board must approve the budget in March. [Changes](#) in dues and other fees payable to the Corporation must be included in the budget.

Changes in Dues and Other Fees

In order to more evenly match anticipated annual changes in expenses with revenues, to avoid irregular and/or large changes and to facilitate multi-year financial planning, changes in dues and other fees payable to the Corporation should be implemented on an annual basis in accordance with projected expenditures, item-specific costs, market realities and other applicable factors. Under normal circumstances, it is appropriate that such changes, on average, be in an amount approximating the percentage change in an appropriate Consumer Price Index (CPI). The foregoing does not preclude changes to dues and other fees which are greater or less than the target CPI as may be warranted by applicable factors.

Presentation, approval and implementation of such changes in dues and other fees shall be in accordance with the Bylaws of the Corporation (Article III, Sections 6 and 7)

Stockton Sailing Club
P.O. Box 7955
Stockton, CA 95267

ADDRESS CORRECTION REQUESTED