

DOCKTALK

STOCKTON SAILING CLUB

October 2025





Commodore Comments

By: Pam Wright

Commodore

Pam Wright

Vice Commodore

Tim Callahan

Rear Commodore

Rick Gibson

Secretary

Linda Buck

Treasurer

John French

Port Captain

Wally Fort

Directors

Marc Niemeyer

Charles Sanford

Abe Ayala

Past Commodore

Sam Dameron

Harbor Master

Jim Dale

Social & Cruise

Linda Buck

Juniors

Marc Niemeyer

Harbor & Facilities

Wally Fort

REGATTA

Andy Goodman

Membership

Jillian Humphreys

Rules & Policies

Budge Humphreys

DOCKTALK

Anthony Garrison

It's a beautiful season out here at the club. The weather is lovely—nature is starting to show some color, and it's not too hot or too cold. It's the perfect time to tackle projects around the property and get everything ready for the winter months.

Our members are our eyes and ears, bringing concerns and heads-ups to the Harbormaster and staff throughout the year. While the team does its best to address every report, priorities must be set—after all, this is a volunteer-driven club.



With that spirit, our annual Clean Up Day at the Stockton Sailing Club took place on Saturday, October 11, 2025, beginning at 9:00 AM and wrapped up around noon. It was a fun, hands-on day where members team up to tidy designated areas around the club.

Areas cleaned included:

Grounds - Light landscaping and garden touch-ups
Docks - Clean dock boxes, spray off boats, inspect dock equipment
Clubhouse - Cobweb removal, windows, Boardroom tidying
Galley - Organize cupboards and pantry
...and many other areas that needed attention

In the future, if you would like to volunteer, you can sign up on Cervis through the club website or add your name to the sheet in the clubhouse. You're welcome to bring your own tools, but gloves, rags, buckets, and basic supplies will be provided. And yes—there will be pizza for lunch!

With only three months left in the year, we're also approaching the Board elections next month. A big shout-out to those who have stepped up to run for office—your willingness to serve is essential to the life of the club, and your commitment is appreciated.

Enjoy the season, keep an eye out for ghosts and hauntings this month, and we'll see you at Clean Up Day!

Is this conversation helpful so far?



Golden Mussels and Our Docks

By: Pat Brown

Golden mussels destroy foam docks by attaching to them with strong, sticky threads and burrowing into the material. The foam, commonly used in docks for buoyancy, is a soft, vulnerable substrate that the mussels can easily colonize and damage. 85% of our docks at SSC are foam flotation. The golden mussel (*Limnoperna fortunei*) is an invasive species that poses a significant threat to freshwater infrastructure .

How golden mussels destroy foam docks

- **Byssal threads:** Adult golden mussels secrete byssal threads, which are strong, fibrous filaments that allow them to securely attach to any hard surface, including the plastic coating of docks. Once established, they can create dense colonies that are difficult to remove.
- **Burrowing into foam:** When golden mussel populations grow on a foam dock, their colonies can spread and find vulnerabilities in the dock's hard outer shell. The mussels can then burrow into the foam itself, compromising the dock's structural integrity and buoyancy.
- **Accelerated corrosion:** The waste products produced by the mussels can create localized chemical changes on submerged structures, which can lead to accelerated corrosion on metal components of docks.
- **Rapid reproduction:** Golden mussels are prodigious breeders. A single female can produce up to one million eggs per year, with multiple spawning events, particularly in warmer waters. This rapid reproduction leads to explosive population growth and widespread colonization of available surfaces.

How to protect docks from golden mussels

- **Use hard, impermeable materials:** The most effective defense is to prevent mussel attachment altogether. Using hard, impermeable, and slick materials for dock construction can make it difficult for the mussels to adhere. If we replace "B" dock all of the dock including fingers need to be replaced and have new plastic boxed foam used. We should also consider "A" dock for I see dry boat sailing increasing.
- **Apply anti-fouling coatings:** Applying anti-fouling paint to submerged surfaces is a proven method for preventing mussel growth. While effective, this solution requires ongoing maintenance.
- **Perform routine cleaning:** Regular cleaning and inspection of docks are necessary for early detection and removal of mussels before a population can become established. Manual scraping and high-pressure washing can be effective for localized infestations.

Pat Brown
firesail@netscape.com



When submitting articles, stories and/or event listings, they must be signed. Please identify places, persons or events in photos. Classified ads must have sellers' name, price and contact number. Please send submissions to:

Anthony.L.Garrison@gmail.com – or scan the QR code for contact info.



THE RACE SHEET

Fall Race #1 | Dinghies In The Ditch | Double Handed Race #2

Annual Meeting

October 11th is the Annual Regatta Meeting, 10:00am in the clubhouse. We will be electing a chairperson, discussing the program this past year, changes to make 2026 even better and the 2026 draft calendar will be discussed. Don't miss this opportunity to push the program forward!

Fall Series

The Fall Series is upon us. These races are on the first Saturday of the month, September through December. Skippers meeting at 11:00, race starts at 12:00. Cost is \$10 per race.

Mercury National Championships

Andy Goodman and Elijah Sanford travelled down to LA Yacht Club for the Mercury Nationals. It was unusually light wind for "Hurricane Gulch" in Long Beach. Good starts and smart sailing put them in 1st place for the Silver Division and 5th place overall in a fleet stacked with talent.



Regatta Report

The first Fall Series race was held on September 6th. After a short postponement to let the wind build, the 7-boat fleet set off for a twice around 33-“E-can” race. The spotty wind and adverse current made for a challenging race that was shortened to a single lap. Pat Brown on *Wiki Wiki Lilly* took the win.

A make-up race was held the following day for the Double Handed Race #2 that was postponed in July. The wind was a bit better than Saturday but it was still light and super shifty. Andy Goodman on *Magic* squeaked out a win... just by 35 seconds.

Dinghies In The Ditch: The SSC hosted the Lido 14 fleet for the Lido District 2 Championships on September 13-14th. Six boats from around Northern California battled it out on a beautiful weekend right under our clubhouse. Each finisher was usually met with a round of applause from a group down in the *Sailor's Lounge*. Tom Jenkins, from Morro Bay, had command of the fleet. There was more of a battle for second place with Stephen Lord edging out Butch Michel by just four points after seven races.

Register for Fall Race #3, November 1st here:
<http://www.regattanetwork.com/event/30458>



Race Results

Fall Race #1

Pos	Sail	Boat	Rating	Skipper	Corrected	1	Total Pos
1	61	Wiki Wiki Lilly	156	Pat Brown	01:42:30	1	1 1
2	926	Athena	114	Bob Doscher	01:54:43	2	2 2
3	547	Dos Pedos	114	John New	01:59:28	3	3 3
4	54	White Wabbit	126	Bill Beckett	02:05:37	4	4 4
5	87652	Formula 1	72	David Van Dyke	02:06:56	5	5 5
6	97	Andiamo	159	Val Lulevich	02:12:17	6	6 6
7	359	Lizbeth	183	Jay Bell	02:13:17	8/RET	8 7

Double Handed Race #2

Pos	Sail	Boat	Rating	Skipper	Corrected	1
1	966	Magic	114	Andy Goodman	01:10:45	1
2	61	Wiki Wiki Lilly	156	Pat Brown	01:11:20	2
3	926	Athena	114	Bob Doscher	01:15:27	3
4	97	Andiamo	168	Val Lulevich	01:22:42	4
5	547ish	Dos Pedos	114	John New	01:24:18	5

Dinghies In The Ditch

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	4	5	6	7	Total Pos
1	6244	SNAFU	Tom Jenkins	SSC	2	1	1	1	1	1	1	8 1
2	3894		Stephen Lord	Fremont Sailing Club	1	2	3	2	3	2	2	15 2
3	3166	Flip- Flop	Butch Michel	SSC	3	3	2	3	2	3	3	19 3
4	3547	Blitz	Harold Ho	Fremont Sailing Club	4	5	4	5	7/DNS	4	4	33 4
5	3429		Earl Thomas	Fremont Sailing Club	5	6	5	4	5	5	5	35 5
6	233	Hobbit	Simon Booth	Freemont Sailing Club	6	4	6	6	4	6	6	38 6



2025 Board of Directors Candidate Statements

Greg Doe - Nominated for Director

I am greatly honored to run for a position on the Stockton Sailing Club Board of Directors. I value the camaraderie and the friendships which the club offers which my family has experienced and benefited from over the years. I am currently the Statewide Chief of Pharmacy Services for the California Department of Corrections and Rehabilitations. I have served in this role for nearly 10 years. I have also served on the Board of Directors for O'Connor Woods, a senior living community here in

Stockton, from 2015 to 2023. In these rolls I have gained knowledge and leadership skills which I believe will benefit me in serving the membership of the Stockton Sailing Club. I have made decisions involving populations of over 100,000, managed budgets exceeding \$360 million, and designed, developed, and successfully delivered multiple projects. I look forward to the opportunity to serve the membership of the Stockton Sailing Club.

Jillian Humphreys - Nominated for Director

No Submission

Mike - Nominated for Director

No Submission

Pat Brown - Nominated for Port Captain

No Submission

Robert Doscher - Nominated for Vice Commodore

It's been my privilege to serve this club in many capacities over the years—Director, Commodore, Regatta Chairman, Delta Ditch Run Chairman, and a longtime member of the FBLLI committee. Each role has deepened my appreciation for the spirit and resilience of our sailing community.

As I step forward as a candidate for Vice Commodore in 2026, I do so with great respect for our traditions and a clear-eyed view of the challenges ahead. Sailing in the United States has faced headwinds in

recent years, but I believe SSC is uniquely positioned to lead by example. We are not just sailors—we are stewards of the San Joaquin River, caretakers of our land, and champions of a sport that teaches discipline, joy, and connection.

I would be honored to help guide SSC into its next chapter. Together, we'll continue to foster a welcoming environment for sailors of all ages, protect the waters we love, and ensure our club thrives for generations to come.

Marc Niemeyer - Nominated for Vice Commodore

It is an honor for me to serve on SSC's Board of Directors and in addition to lead the Junior Committee again this year and was re-elected to continue for 2026. As some of you already know, I started a motorcycle cruising division 2 years ago because it is not a secret that sailors also love to feel the wind while sitting on motorcycles. My other interest, and my job as a technical solution architect in the IT Consulting Business kind of hints this, are sailing data management and linked data bus systems on boats. It's such a stress relieve therapy for me on weekends making sure that all my (or from other club members) sail instruments are communicating with each other. And I still learn to tricks in this all the time.

My wife, Grace, and I got members of the club in August of 2019 and as Grace, my

grandkids and my closes German friends in Sacramento can testify, I'm spending a lot of time here.

The club has huge financial investments ahead, especially the re-built of our docks starting with B-dock by the end of 2027. These are not easy tasks. And as Vice-Commodore, I will continue following my typical approach of seeking trusted advice from the Board of Directors and other members who can help and give advice based on past experiences to find a resolution that would be best for the club and its membership.

As long-time members would always tell me, SSC was always a place where we help and look after each other. I will do my part to contribute to this legacy.

Charles Sanford - Nominated for Rear Commodore

I have long benefited from my membership in the Stockton Sailing Club. Hopefully, I can pay back by being a member of the Board. Submitted, Charles Sanford--candidate for Rear Commodore

Pete Corsun - Nominated for Rear Commodore

No Submission

SSC 2025 Cruising Calendar

Month	Date	Day	Cruise Capt.'s	CruiseName	Location
January	19	Sunday 12 noon	Stuart/Kristi	2025 Cruising Kick Off Party	SSC Event Center or The Retreat
February	8-9	Saturday-Sunday	Stuart/Kristi	Sweetheart Cruise	Village West Marina
March	7-9	Friday-Sunday	Richard/Pam Wright	Thespian Cruise	Pittsburg
April	26-27	Saturday-Sunday	Ed/Allyson Montague	TBD	In the delta
May	24-26	Saturday-Monday	Rich/Carolyn Mason	Memorial Day Cruise	Mildred Island
June	16-21	Monday-Saturday	?	Benecia Cruise	Pittsburg, Benecia,
July	4	Friday	Rich/Carolyn Mason	4th of July Cruise/fireworks	Mandeville Island
August	2-10	Sunday-Sunday	Jim Painter and Karen Miller	Bay Cruise	Pittsburg, Benecia, Richmond YC, Oakland YC, South Beach, Benecia=2, Pittsburg, SSC
September and October	Sept 28 To Oct 13	2 weeks	Stuart/Kristi	Coastal Cruise	Half Moon Bay, Santa Cruz, and Monterey
November	28-30	Friday-Sunday	Tim Calahan and Kari Cunningham	Cold Turkey Cruise	Willowberr Marina?
December	7	Sunday	Linda Buck	Land Cruise	Idol Beer Works (Lodi)

FOR MORE INFO CONTACT KRISTI OR STUART FARRELL

Stockton Sailing Club
 1980 Buckley Cove Way Stockton CA
 209-951-5600. www.stocktonsc.org

Social & Cruise Calendar

Committee Chair : Linda Buck

OCTOBER

- 16 Social & Cruise Annual Meeting
- 25 Halloween Party
- 25 YMCA Trunk or Treat

NOVEMBER

- 6 Social & Cruise meeting
- 28-30 Cold Turkey Cruise

DECEMBER

- 4 Social & Cruise meeting
- 6 Lighted Boat parade
- 7 Land Cruise
- 13 BOD Champagne Pour

Regatta Calendar

Committee Chair : Andy Goodman

OCTOBER

- 4 Fall Race #2
- 11 Annual Regatta Meeting

NOVEMBER

- 1 Fall Race #3

DECEMBER

- 6 Fall Race #4

2025 Annual Event

Bay Planning Coalition

2025 ANNUAL EVENT

 **Friday, December 12th**
11:30am - 1:30 pm

 **The City Club**
Downtown San Francisco

Registration is now open! Bay Planning Coalition's 2025 Annual Event will take place on Friday, December 12th at The City Club in Downtown San Francisco. This annual luncheon is an excellent opportunity to connect with regulators, stakeholders, and industry leaders as we recognize BPC members, the region's progress, and look ahead to the challenges and opportunities on the horizon.

We look forward to welcoming you this December!



SPIN



Yacht Clubs Are Sinking - And It's Their Own Fault (Here's How They Can Float Again)

By: Ryan Craig

There was a time when the local yacht club was the social heartbeat of summer. Picture it: crisp white polos, rum punches on the deck, kids learning to tack while parents compared teak varnish recipes. Back then, a yacht club burgee fluttering in the wind meant you'd made it – not because you were rich, but because you belonged to a community that loved the sea. Fast-forward a few decades and many of those same clubs now look... eerily quiet. The docks are full of boats, but the bar is empty. The members? Mostly silver-haired and reminiscing about the “good old regatta days.” So, what happened to this once-glamorous tradition – and can yacht clubs still save themselves before they drift off into irrelevance? Let's hoist the sails and find out.

When “Members Only” Became a Warning Label

Say the words “yacht club” and most people instantly picture Thurston Howell III from Gilligan's Island – martini in hand, ascot perfectly tied, and probably allergic to hard work. That image didn't come from nowhere. For decades, yacht clubs weren't just about sailing – they were about status. The blazers, the private dining rooms, the whispered membership nominations... it all screamed “exclusive.” Back in the mid-1900s, many clubs in the U.S. and Canada openly limited who could join. Even after those barriers faded, the elitist aura never really did. And in the age of social media – where authenticity beats arrogance – that vibe feels wildly outdated. To the average person, a yacht club today looks less like a seaside hangout

and more like a relic of old-money privilege. And that's a problem when your goal is to attract new blood.

It's Not You, It's the Wallet

Let's be real: yacht clubs are expensive. First, you need a boat (which costs roughly the same as a starter home), then insurance, dockage, maintenance, and fuel. Then you pay annual dues, initiation fees, and dining minimums – all

The Generational Drift

Walk into many yacht clubs today and you'll notice something: the average member could probably tell you where they were when Nixon resigned. The truth is, yacht clubs have an age problem. The average member age hovers around 60 – and the next generation hasn't shown up to take their place. Why? Because younger adults just don't do “clubs” anymore. Their social lives

happen online, at breweries, or through casual meetup groups. They don't need a mahogany clubhouse to feel connected. Even when clubs offer junior sailing programs, they often miss the mark – kids learn to sail, grow up, and disappear. By the time the club tries to recruit them as adults, they've moved to a city or traded boats for bikes. In 1965, new members were



so you can maybe attend a few summer cookouts. Let's not forget work hours on top of that. For baby boomers in the 1970s, that might have been doable. But today's younger generations are drowning in student loans and paying rent that looks like a mortgage. According to industry data, boat ownership among people aged 20-39 dropped by 41% between 2005 and 2015. That's a tidal wave of lost members before they even reach the dock. The average millennial doesn't reject sailing – they just can't afford the price of entry. And if your yacht club expects a \$5,000 initiation fee on top of that? Forget it. They'll be paddle-boarding instead.

typically in their early 30s. By the 1990s, they were in their late 50s. That's a 25-year generation gap – and it's widened ever since. If yacht clubs don't figure out how to engage younger families, they'll soon run out of sailors entirely.

Bad PR and the “Private Club” Problem

A few have landed in hot water – literally – for environmental or community clashes. One Toronto yacht club recently made headlines after cutting down trees and paving green space on leased public land, turning a quiet riverside into a jet-ski zoo. Locals were furious, and the city eventually stepped in. The moral of the story? A private club sitting on public waterfront needs to be a

good neighbor. When people feel excluded from what they see as their shoreline, sympathy for struggling clubs drops to zero. If all your club events are members only, people won't experience the club or people so they won't join. Requiring club membership to participate in a race series isn't going to encourage more people to join the club and race. It's going to push people away because of the added barrier to participate. In 2025, exclusivity isn't impressive – it's alienating. The clubs that survive will be the ones that open their doors, not close them tighter.

How Yacht Clubs Can Right the Ship

It's not all doom and gloom. Many clubs are waking up, shaking off the dust, and realizing they can modernize without losing their soul. Here's what's working – and what could save the next generation of yacht clubs.

1. All Hands on Deck – Ditch the Elitism

The first step to revival? Lose the velvet rope. If your membership committee still looks like a 1950s golf club, it's time for a change. Drop the old-school gate keeping and make it clear that everyone who loves the water is welcome – not just those with pedigree or cash. Clubs can partner with local schools or youth programs to introduce sailing to kids who'd never otherwise get the chance. Throw open houses and "try sailing" days. Make your club feel approachable. Trade the navy blazer for flip-flops and a smile – it works wonders.

2. Lower the Gangplank – Make It Affordable

The cost barrier is killing participation. Smart clubs are finding ways around it:"

- Offer young adult memberships at discounted rates.
- Allow new members to volunteer hours in exchange for reduced fees.
- Build or maintain a shared fleet so members can sail without owning a boat.

Some clubs even let "crew-only" members join just to participate in races or socials – no yacht required. The point is to get people through the door. Once they fall in love with sailing and the community, the rest follows naturally.

3. Less Formality, More Fun

Nobody wants to spend Saturday night in a jacket and tie unless there's a wedding involved. Modern clubs that thrive have embraced casual, community-first vibes:

- Taco nights instead of black-tie dinners • Beach bonfires and live music
- Family races where the goal is laughs, not trophies

Bring back the energy that made yacht clubs fun in the first place. Let people feel like they're joining a family – not a fraternity with bylaws.

4. Embrace New Water Toys

Today's "boater" doesn't always have a 35-foot sailboat. Many prefer kayaks, paddle boards, or small dinghies. Forward-thinking clubs are expanding their offerings: sunrise paddle board yoga, kayak tours, fishing derbies, and even pet-friendly events (yes, Doggie Dock Day is a real thing – and people love it).

By diversifying, clubs stay relevant to more people – especially those who love the water but not the cost of a yacht.

5. Be Part of the Community, Not Apart from It

If your clubhouse sits on public land, make sure the public sees value in your presence.

Host community sailing days, coastal cleanups, and charity regattas. Open your space for local events or fundraisers. Let your neighbors see you as an asset, not an eyesore. If you have a fun race series or other low key events, open them to the public. Don't require club membership to participate. A yacht club that gives back earns goodwill – and that's worth more than any shiny new race trophy.

6. Show the World You Exist

Let's be honest: most yacht clubs have websites that look like they were built in 1999. That has to change. Modern marketing means showing your story – post photos, share videos, and celebrate your members online. A short reel of sunset sails or kids learning to tack will do more for recruitment than ten years of print newsletters. Clubs that actively use Facebook, Instagram, and even TikTok are already seeing results. Because if nobody knows your club exists, you're not exclusive – you're invisible.

Nostalgia, Meet the Future

It's easy to poke fun at yacht clubs – the burgee flags, the polished brass, the Commodore with a captain's hat two sizes too small. But behind the quirks lies something worth saving: a love of the water, a sense of belonging, and a community that once defined coastal life across North America. When yacht clubs fade away, we lose more than a social club – we lose a slice of maritime culture. The good news? It's not too late. Clubs that open their doors, lower their prices, and embrace the next generation can absolutely thrive again. Maybe they won't be as fancy as before, but they'll be full of laughter, learning, and life – which, really, is what sailing's about. So here's to the clubs brave enough to evolve. May their winds be fair, their docks be full, and their bar tabs be slightly less terrifying. And for everyone else? Maybe next time you stroll past that quiet clubhouse, stop in and say hello. You might find it's not so stuffy after all – just a bunch of sea-lovers trying to keep the tradition afloat.



Submitted By: Jillian Humphreys

CLASSIFIEDS

Mahia

Model: Newport 30 MKII
Year: 1980
Length: 30'
Price: \$5000 OBO
Owner: Rick Bledsoe
E-Mail: rickbledsoe@gmail.com
Phone: 209-465-4794



If you're looking for a boat that's race-ready with a winning pedigree, Mahia is it. This well-maintained Newport 30 is powered by an 18hp Universal diesel and features a recent electrical retrofit for added reliability. Includes: Lightly used self-tacking jib, two older mainsails, 120% Genoa, microwave & refrigerator, spacious, comfortable cabin, Cockpit rack and many extras. Mahia is ready for your next cruise or regatta. Stop by Dock B24 to see her in person—you won't be disappointed!

E-Ticket

Model: E Scow
Year: 1982
Length: 35'
Price: \$1500.00
Owner: Jill Humphreys
E-Mail: JillianHumphreys14@ymail.com
Phone: 209-658-1431

Classic '82 E-Scow in great condition! Comes with a trailer, brand new sails, and plenty of extra parts. A fast, fun boat for serious sailors and weekend racers alike.



Tempo

Model: Cal 2-27
Year: 1976
Length: 27'
Price: \$3500.00
Owner: Marcos McGee
E-Mail: marcosmcgee@gmail.com
Phone:

Tempo is a Cal 2-27 with many recent upgrades. Professionally done shore power and AC panel installed last year and new windows, interior paint, composting toilet, and cushions. Copper coat epoxy bottom with a ceramic barrier coat. Sails include one main, one self tacking jib, three spinnakers and new running rigging. Powered by a 6hp mercury outboard with low hours.



Marinco Solar Vent - New

Price: \$80
Owner: Erin Parra
E-Mail:
Phone: 505-753-1777

New, never used. Still in the box.



Sweetwater

Model: Fuji
Year: 1977
Length: 45'
Price: \$25000 OBO or Trade
Owner: Andy Goodman
E-Mail:
Phone: 209-483-3677



John Alden design, built in Japan in 1977. This is a beautiful, solid boat that is ready for a new owner. "Sweetwater" is all fiberglass hull and deck and has a huge teak interior. 4 cyl Isuzu diesel. Raymarine e80 chartplotter and radar. Lectrasan marine sewage device. Updated stove/oven. Updated water heater. Aft windlass (as well as bow windlass), veteran cruisers will tell you that's a great feature. 150 gallons of water storage. 150 gallons of fuel storage. A few projects would make her a ready to sail anywhere in the world but is ready to live on right now. Main projects would be a bottom job, replace the standing rigging and set up a charging system. Otherwise Sweetwater is a solid blank canvas waiting for your personal preferences.

Hobie 18

Model: Hobie
Year:
Length: 18'
Price: \$1300.00
Owner: Ashley Barnett
E-Mail: C.ashleybarnett@gmail.com
Phone: 209-565-0170

Hobie Cat 18 with trailer. Includes racing main sail in great condition. Fully functional and ready to sail. Contact Ashley Barnett



Stockton Sailing Club Volunteers Wanted





Stockton Sailing Club
4980 Buckley Cove
Stockton , CA 95219

PLACE
STAMP
HERE