

December 00 Mainsheet PC Article

Happy holidays to everyone!! I sit here writing, trying to get into the spirit of the season, but it is only the first week of November. Thanksgiving, Hanukkah and Christmas seem so far away, yet in order to meet the submission deadline set by the “Evil Witch of the Mainsheet” (I love you Irmgard...) I will pretend that the holidays are right around the corner and I will, in fact, develop spirit! I confess to looking forward to the decorations of the season and to the excesses that come under the guise of “celebrating”.

This month brought us some rain and some VERY cold nights. It seems that I never knew when to lower my guard and take off my warm vest. Last month, the PC Fleet “Around the Coronado Islands” race, was enjoyed by the usual PC diehards. Though the winds did not allow the fleet to reach the islands, the event proved to be a great PC event. The top three finishers were:

- 1st Troy Sears and Joe Gann in #23 CHAOS
- 2nd Gene Trepte in #26
- 3rd Dick Stratton in #18

The next event is scheduled for November 12th and, if the weather is kind to us, we will, again, venture to the Coronado YC for lunch. We have also scheduled the PC Christmas Pot Luck for December 9th at the home of Fleet Captain Blake and Laura Oversmith. I hope that some of the new folks will be introduced and that all skippers with yachts now undergoing restoration will give report.

Progress continues along PC row with more boats joining the fleet and restoration continuing. Hull number 36 now has over 46 ribs and her new deck pieces are cut and epoxied. New cabin house pieces have been cut and are awaiting assembly as soon as the fiberglass roping is completed. The new owner has made a few trips down to the yard to fantasize over what the finished product will look like. He has decided to keep #61 up north for a few weeks longer so he can get some sailing in before she is delivered to San Diego. Anyone interested in buying #61 should contact CF or me for details. I will make an announcement when she arrives in town so those interested can take a look.

La Cucaracha (#14) has been moved from the old Kettenburg yard to Koehler Kraft. Cf and his crew have already wooded sections of the hull necessary to remove the chain stays. They are being replaced. He also removed the cap rails and toe rails (which need to be replaced and faired). As near as I can see, most of the other work is relatively minor, but necessary if she is to “look smart and sail true”. We are all anxiously awaiting her return to E dock and I, for one, am relieved that her completion is eminent, after a long and difficult series of delays and unfortunate events. I know that George, David and Rod will have “ear to ear smiles” the day she splashes!!!

Over the past few weeks, I have taken some steps toward the plans for restoring #8, WINGS and returning her to the San Diego Maritime Museum. I believe that she is the oldest PC still alive, but would be thrilled if someone else could prove me incorrect and identify other older boats. Paul Kettenburg and I have exchanged ideas and he is very supportive of the project. This week I have a meeting with Ray Ashley, Executive Director of the museum, to determine the level of involvement that the museum might be willing to commit to. This will not be an easy or inexpensive project (due to the condition of the yacht), however we all know that this particular vessel plays a very important part in the history of the SDYC and of the San Diego sailing community. This gives me the courage to forge ahead. As the restoration plans begin to gel, I will keep you all informed. You should all know that I am happy to hear and entertain any creative ideas, which might help the project move forward.

I recently read, from SC Trepte's wonderful PC History book, that on Dec. 23rd, 1988, Mike Lally of the LA area fleet had Father Gabriel Gonzales "bless" his PC, following a two year restoration, during which Mike tried a new technique. After consulting with Hilyard Brown and other PC owners, "Oak sisters and double planked interior are epoxied. He used fiberglass rope saturated with epoxy to caulk the hull". Mike went on to say, "Hopefully, we haven't added any weight, because now there won't be any water in it". The vessel, HARP PC #53 (built in 1947 and formerly TOUR JETTE), was blessed by the good Father to ward off any evil caused by the name change... or was it to guarantee the success of this new restoration method? I am going to hedge my bet by procuring a supply of incense, candles and cymbals to keep handy down at the yard. If I see any stress cracks or water in the wrong places I, too, will call in the big guns.

With that thought in mind, and with the coming holidays, I will ask all to be mindful of the our health, happiness, loved ones and many other gifts which we sometimes overlook and which so many others do not have. Until next month, I will end where I started.

HAPPY HOLIDAYS TO EVERYONE!

Rish & Cissy
PC #63