

THE COYOTE'S BAY

Issue 8: August, 2019



MESSAGE from the EDITOR

Wow, is it August already? Hard to believe that in a few weeks, the kids will be back in school! In the past, the club was closed during August for the Delta cruise and “housework,” but these days, the place is jumping. Youth sailing is in full swing, and some of the best boating weather is coming up. Construction has started on the long-awaited bocce court, and the siding on the club is being spruced up. Our membership is growing and expanding, and participation in the on-the-water activities is at an all-time high. Thanks also to people who have been submitting their boat’s photos—as soon as I get around to it, I will begin posting the new ones. See you on the water!

CALL FOR NOMINATING COMMITTEE MEMBERS

Want to help direct the club’s future? The board of directors is looking for members who wish to serve on the 2019 nominating committee. The job of the nominating committee is to select potential candidates for the upcoming year’s board positions and to prepare the slate of officers that will be voted on at the November board meeting.

As a committee member, you will select and interview current board members for the proposed positions, as well as suggest other potential candidates for board positions. The nominating committee will convene in September, and present its proposed slate of candidates to the board of directors, who will then approve the slate to become a ballot. The nominating committee will convene in September, and will remain in place until the new board takes office in 2020. For more information about the duties, visit the club’s constitution page and check out Section 4 “Elections.”

If you are interested in serving on the nominating committee, please e-mail board@cpyc.com

IN THIS ISSUE

Message from the Editor p. 1

Membership Update p. 2

Update on the Constitution p. 2

Regatta Results p. 2

Cruising Recap p.3

Featured Article:
“The Lore of Clipper Cove” p. 4

COYOTE POINT
YACHT CLUB

1820 Coyote Point Dr.
San Mateo, CA 94401

<http://www.cpyc.com>

MEMBERSHIP UPDATE*Tricia Fiorini, Membership Chair*

We had a successful membership drive and Open House in May, despite the foul weather. The past two cruise outs have included some new members, and it was wonderful to see a few of the new members at our General Membership Meeting who helped to make possible the passing of our amended Constitution too! As always, a huge thank you to Mark Malcolm for his assistance and dedication to the club.

New members include:

Bill and Katie Ross
Douglas Hall
Mike and Roberta Richard
Devon Phillips
Turlough McCormack
Stephen Skogerson
Gary Polson & Tracie Davis
Tatiana Tahminjian
Karla Suderman
David Reed (Rejoined)
Brett Creamer

If you see these new faces around the club, be sure to give them a warm welcome!

STARS and STRIPES REGATTA RESULTS*Steve Swanson, Regatta Chair*

The race was held on July 6th, with seven boats participating. Winds ranged from 16-25 knots, with a flood current. New member Ian Davison and *Ventus* gave Luther and *Paradigm* a good run for their money, with Luther coming in first by 2 seconds. Full race results are below.

1st Place: *Paradigm* (Luther Izmirian)
1:43:52

2nd Place: *Ventus* (Ian Davison) 1:45:39

3rd Place: *Vita è Bella* (Jack Verducci)
1:45:44

4th Place: *Zingara* (Steve & Jocelyn Swanson) 1:53:59

5th Place: *Summertime* (Dave Noce)
2:02:32

6th Place: *Smooth* (Tom Fedyna) 2:05:02

7th Place: *Will o'the Wind* (Charlie Weidanz) 2:12:38

UPCOMING EVENTS

Kay & Dave Few Regatta

August 3, 2019

**UPDATE on the CONSTITUTION COMMITTEE**

On July 16, a special meeting was held to discuss and ratify the proposed changes to the club constitution. The previous constitution dated from 2013, and was in need of updating and clarification. The proposed changes primarily concerned the nomination and election of the board of directors, as well as the timing of the annual meeting. The changes to the constitution were passed, and will be reflected in the upcoming directory. For now, the changes can be viewed on the website here

<https://coyotepointyc.files.wordpress.com/2019/04/proposed-amendments-to-the-constitution-2019.pdf>

Many thanks to the members of the constitution committee who have been working hard for the past two years to make this happen: Gary Edwards, Abby Rinehart, Jan Mendez, Yvette Yong, and Wayne Weathers.

AEOLIAN CRUISE OUT RECAP*Mark Ramsbey*

Coyote Point Cruisers experienced exemplary hospitality from Aeolian Yacht Club (AYC) last weekend. Late Friday morning *MoonStars* (Mark Ramsbey), *Butterfly Blues* (Leslie Few), and *Tenacious* (Peter Kanefsky) left Coyote Point for the west end of the estuary. Despite the building flood, winds were encouraging and built to 12 knots by the airport, completely died out past San Bruno, then built again at the mouth of the estuary for a lovely wing on wing sail down to the 3 drawbridges. After going through the bridges, we received an escort from AYC to their guest dock. *Shannon* (Mark Bettis and Cathy Miskow) departed Coyote Point later in the afternoon, and took the back end via the "Bay Farm Island" (Bascule) bridge. Capt. Bettis reported good depth in that channel. That evening, we enjoyed pizza and live music; when the bar closed, we closed out the night with our own sing-along, with Capt. Bettis playing several songs on his guitar, including all of "American Pie" which remained stuck in my head until Tuesday night !!

Saturday we had light breakfasts then ventured to the beautiful downtown. After an excellent Burmese lunch, most of us walked around the historic downtown, while *Shannon* departed for home on a fast reach. Late that afternoon *Golden Heart* (Steve Skogerson) sailed down the estuary to join us. That night AYC put on an excellent BBQ for us with 5 more asphalt cruisers joining us. We walked across the bridge to Bay Farm Island and had a quiet evening.

Sunday, we enjoyed a great brunch with AYC. Encouraged by Capt. Bettis' reports, and having gone on the bridge at low tide to observe the channel ourselves, we agreed to go back via the "short" way through the Bay Farm Island Bridge. AYC members gave us lots of local knowledge, and in the end, we got to follow one of their boats out. It was a warm and beautiful sail home on a reach with winds in the mid teens, building a little more just before CP.

It really was a fun weekend. All the club facilities were open to us all weekend and we admired their fully equipped workshop and storage buildings. We invited them to cruise out to CPYC sometime and hope to repay the hospitality debt.

The next cruise-out will be the Clipper Cove raft-up on August 16-18.



THE LORE of CLIPPER COVE

This year, Coyote Point Yacht Club will once again cruise out to Treasure Island and anchor out in a small area known as *Clipper Cove*. But did you know that the name *Clipper Cove* actually has nothing to do with clipper ships? It does, however, have something to do with boats--*flying* boats, to be precise. No, I am not talking about the final scene in *Peter Pan*, where Captain Hook's pirate ship takes flight; the flying boats in question were actually a type of early commercial aircraft used by Pan American World Airways in the early years of trans-Pacific commercial flight.

In the early 1930s, Pan American began exploring the possibility of trans-Pacific commercial mail (and later, passenger) flights. Three of these M-130 aircraft were built; known generically as "flying boats," they soon became known as "China Clippers," a name taken from the tall ships that used the ply the waters between San Francisco and Asia. Pan Am had very specific requirements for these boats--first, they needed a harbor that was large enough to accommodate several of these planes, and also one that had a substantial straightway of water for takeoff. Initially, the planes took off from Alameda, but in 1936, when San Francisco began building Treasure Island for the Golden Gate World Exposition, Pan Am decided that they would establish their main San Francisco base on this new island. The natural curvature of formed by the congruence of Yerba Buena Island and the new, artificial island created a small cove, which served as a 'mooring field' for the flying boats, hence the name 'Clipper Cove.'

The world's exposition closed in 1939, after which, Pan Am took over the island, using it as its San Francisco terminal. With the onset of the war in Europe, and a looming war in the Pacific theater, the US Navy took over Treasure Island, using it as a seaplane and warship base for the very same reasons that it had appealed to Pan Am. The parking lot from the World's Fair served as a land-based runway, while sea planes still continued to take off from Clipper Cove. During the war, Pan Am continued to operate under contract from the US Navy, with its flying boats taking off from the very cove where the raft up is held today. Pan Am continued to use Treasure Island as its base, until 1944, when increased ship traffic in the Bay, and the switch to land-based planes, forced a move to what is now SFO.

The Navy continued to operate Treasure Island as a base until its closure in 1992. Today, Treasure Island is home to the weekly "Clipper Cove Raft Up," a small harbor, yacht club, and a sailing school. The original Pan Am waiting room is still standing; don't miss the mural inside the original terminal.



A Pan Am B-314 Flying Boat moored in Clipper Cove, c. 1939.



Pleasure boats have now replaced the planes.



ABOVE: Enjoying an impromptu raft-up in the cove. BOTTOM: The same view, back in 1939!

