

Wetherells #69 Completed

## Bear Boaters Gather for Launching

A happy balance of self-reliance and helpful camaraderie has characterized much of Bear class construction over the past 40 years.

In this same western style, Bear #69 emerged from Bud and Meredith Wetherell's Berkeley back yard to be launched at Pacific Boat Yard in Richmond by a jubilant crowd. Forty owners, builders, former Bear boaters, friends and well-wishers whooped and cheered as *Velerosa* was lowered into the Richmond Channel at 3:45 p.m. Friday, October 20.

What is a launching without a champagne bottle which refuses to break on the bow? A little perseverance and the christening completed, bystanders and friends had a chance to meet each other and talk about this sharp new addition to the Bear fleet.

There is one thing about Bear boaters--they are interesting people, and the group which launched this Bear was no exception. Besides Bud and Meredith, there were: Their son and daughter-in-law Bob and Karen and sons Ed (8) and Tom (6), who look like great first mates and bo'suns already; daughter and son-in-law Kathy and Peter Shack, who came up from Pacific Palisades; daughter Carol Wetherell of Walnut Creek; Bud's old sailing partner and co-owner of their Atkins Ingrid, Kramer Rohfleisch; family friend Lathrop Meriam of Santa Barbara, who sailed his 26' sloop to Hawaii in '55; Bear boaters Bill Hansen, Scotty Cauchois, John Kempf, and Joe Bambara; former Bear boaters Mo Giordano (#45), Bob Carrick (#56), and Roy Rafael (#65); Bear boat builders John Lindermann (former owner of Alameda Boat Works) and Bill McCutcheon (Pt. Richmond); and long-time Bear class enthusiast George Friedrich.



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*Velerosa's* keel ballast was originally owned by Christian Nilsen of Lafayette when he was building the first Bear #31. With Christian's business booming, the partially completed Bear was never finished. Whether out of a desire to clean the back yard or see a new Bear, it was Mrs. Nilsen who encouraged Christian to let Bud use the ballast for *Velerosa*. So it was exciting to see both of these neat people at the launching Friday and they were equally thrilled to see a new Bear finally complement the keel which has waited so long for a boat.

In characteristic Wetherell style, Bear #69 did not sit long at pierside Friday. The mast was stepped and rigged, blocks and sheets fitted, and on Saturday and Sunday some very proud folks sailed out of Richmond Yacht Club's Brickyard.

Bob and Karen are planning a full boat cover to minimize maintenance, and Bud ... well, word has it that he is looking for another ballast to start his next Bear.

Karl Joost  
Panda, #9



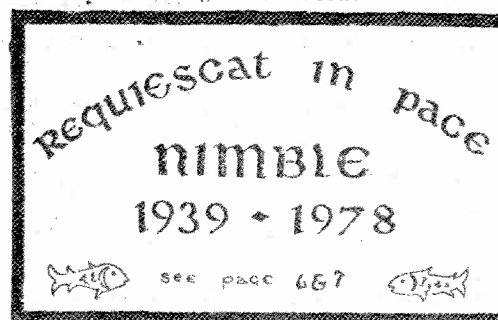
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### BEAR FACTS

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TO



# Step-by-Step: *Circus* Gets New Ribs

*Circus* was sailed to Stockton, from Sausalito in late 1976 with the idea of repairing anything structurally unsound while undergoing her regular haul-out. Prior to hauling, some of the interior was removed to facilitate checking the lower sections of the ribs. It was somewhat discouraging to discover that with the exception of a few ribs forward and one or two aft, all ribs were cracked or separated, some in more than one spot. Several amidships were cracked in a line along four or five ribs--a most unsound situation. At this time it was decided to completely gut the interior and check all fittings, ribs and planking. Several evenings were required to complete the removal of cockpit, galley, bunks and ceilings, leaving only the bridge deck intact.

Many late evenings were spent at the watering hole of the Stockton Sailing Club, debating the best and easiest methods of sistering the ribs. We decided the following two would be tried, discarding whichever proved to be the least effective.

#1: Using a lead bar forced against the hull next to the existing rib, and transferring this line onto a piece of oak, cutting on the bandsaw, sanding, then hand-fitting to the hull.

We found the finished rib, while very strong, didn't allow for drawing the rib and plank together when refastening, so this method was discarded.

#2: The oak was cut in strips 1/8" thick and drawn to the hull using a 1/8" slotted head machine screw, through the plank, at the point of deepest curvature in the hull. Additional strips were built up over the original strip and drawn in until the proper thickness was obtained. On some ribs more than one bolt was used to draw the planks and ribs together.

The strips were then removed, resorcinal glue applied to both sides, relaid over the bolt, then tightened down. The outer ends of the sister were then clamped to the original rib. At this point the additional through bolts must be installed and drawn down. By using the same size, or next size smaller drill, the laminations pretty much hold themselves in place, despite the tendency

to spring back into flat. We also found that due to the curvature (sheer) line of the planking, while the sister would nest against rib in the center, the end tended to splay away from the original. This was corrected by cutting first strip for each sister on a slight taper (3-5 degrees). This allowed for fitting against the original rib and hull, full length, without any distortion. After the rib had cured, it was numbered, removed, sanded, and ends rounded. The bolt hole was filled using hardwood dowel, glued in place with FOXY POXY.

The last step was to soak overnight in Cupernol. The new ribs were then fastened in place using the bolt hole through the plank as a guide. Two new screws per plank were used to complete the installation. We also refastened the original rib at the same time.

While the method we chose was excellent, I think the first method would work well for a hull with ceilings and bunks in place.

Rich Boldenweck  
*Circus*, #10



## WANT ADS

WANTED TO BUY: Club jib and/or club spar with fittings. Contact Bruce H. Henderson, *Money Bear* (#7), 304 Stuart Avenue, Pacific Grove, CA 93950, phone 372-3008.

### THE STAFF

- History and People ..... Mary Jo Foote  
#60 *Bearfoote*
- Racing ..... Peter Lind  
#28 *Bandersnatch*
- Cruising, typist ..... Nancy Schluntz  
#41 *Ginger*
- Ship-shaping ..... Karl Joost  
#9 *Panda*
- Art ..... Dana Hansen  
#38 *Dubne*
- Editor ..... Peter Palches  
#51 *Papa*
- Publisher ..... William Ramsey

# Richards Own *Little Dipper* 32 Years

In the last issue of *Bear Facts* the question was raised as to whether or not there is still a Bear with an inboard engine. There is indeed--*Little Dipper* (#32), the long-time property of Harry and Margaret Richards.

We had been sailing in various craft for a number of years, but during the War decided that a Bear would be just right for ourselves and two small boys. A contract was let to Nunes Bros. in September 1945 to "frame, plank, caulk and bolt on keel" for the sum of \$1,254.

There was still some of the pre-War planking on hand at the yard and we got a beautiful job. The planks had been stored under the building, and after being all fastened in place, they discovered a few termites near the after end of a bottom plank, so we have a butt joint that was not anticipated.

I took over the open hull in mid-January 1946. The original plan was to move it to Berkeley, but instead we moved our home to Marin, and the boat was completed in the Nunes yard. Unfortunately, she was outdoors, so the next 72 consecutive Sundays were spent with boat and self exposed to the rigors of Hurricane Gulch. You could hear the gusts starting down the Gulch in the eucalyptus trees, so you just hung on until they went by.

The first task was to soak the entire interior of the empty hull with green Cuprinol, as well as all members subsequently added, and as a result we have never had any broken frames or other problems related to rot. There was an unexpected side effect--for about 10 years the interior had a fairly pungent aroma that permeated both contents and occupants and which was referred to by the children as "the boat smell." This aroma has long since departed, and we have an honest smell of bilge and other things redolent of the sea.

Working at the Nunes yard had a lot of pluses. Templates and use of machine tools were available, and you could look at other boats to see how it was done. Material was hard to get, and the yard was most cooperative in this respect. Also, that fine craftsman, George Johnson, was working on *Renegade* (#35), and whenever I tried to cut any corners, George would straighten me out and see that I did it right.

We elected to eliminate the bridge deck to have the long cockpit, which was never regretted. There are four full-sized berths, and the galley is arranged in a large, medium and small drawer arrangement that slides back beside the cockpit on the starboard side. Folding table, head by the mast, and water in glass jugs to balance the galley have all been most practical, and the boat has had "a lot of living."

Everything was finished by June 1947. The shaft log was in, angling to port, the standard Bear strut, a stub shaft, but no engine, as there was none to be had at that time. The total cost, including sails, was \$2,300 up to that point. The yard was selling complete boats at that time for around \$3,600.

The launching took place on a rather rainy June day, at which point the boat became a live thing. We were towed by Bill Hynes and his new Hurricane to the Sausalito harbor, which was to be our berth for several months. Later we moved to the moorage of the Corinthian Yacht Club, which was very convenient for a boat without an engine, as you just hoisted the sails and then let go. Belvedere Cove is a beautiful place to moor, but you roll about something fierce, as the swells parallel the current.

We sailed for two years without an engine, which is quite feasible with a lively boat like a Bear, without having too many hairy experiences. In 1949 Kermath brought out their Sea Pup, and we snapped it up as it was perfect for our purposes. This is one cylinder, 16.5 cubic inches, magneto, water cooled, with clutch and reverse gear. Starting a one-cylinder engine involves following an exact procedure, plus incantations and lots of luck. The wheel is two-blade, 7" diameter, and you never know it is there when you are sailing. That is, until you get alongside another well-sailed Bear, and then you find you are steadily falling behind. The engine only weighs 85 pounds, and I have removed it at the mooring by lifting it out with the main halyard and dropping it into the dinghy.

In 1960 we moved to Clipper Basin 3 at Sausalito, and became one of the first tenants there, where we remain now. It

(continued on page 11)

# Bear Quiz

Think you're up on Bears and Bear boaters, eh? Try this little quiz. Score 90-100% and consider yourself a MASTER CAPTAIN; 60-80% you're good FIRST MATE material; 40-50% BO'SUN (in charge of rigging only); less than 40%, don't despair, CABIN BOYS and GIRLS are neat people, too.

- Name the oldest Bear on the Bay and the year it was launched.  
\_\_\_\_\_
- Which current racing skipper has the most consecutive years racing?  
\_\_\_\_\_
- Which city has the most Bear Boat owners?  
Alameda            Mill Valley  
Berkeley            San Francisco
- What is the present cost of having a Bear built by a yard on yard time (including rigging, but not sails)?  
\$6,500      \$12,000      \$16,000
- Are there any Bears harbored outside S.F. Bay, its rivers or tributaries?  
\_\_\_\_\_
- Name the only Bear to presently have an inboard engine.  
\_\_\_\_\_
- Where was the newest Bear built?  
Sausalito            Sacramento  
Richmond            Berkeley
- Name who presently holds the longest record for having a Bear as a home.  
\_\_\_\_\_
- What is the best reason for Bear boat owners to join the San Francisco Bay Bear Boat Association?  
a) So you can race KIF/YRA.  
b) To help keep the active name BEAR in front of the public and hence keep the value of your Bear up near its real value.  
c) To gain and share information on maintenance, history, and cruising, and to support the publication of BEAR FACTS.  
d) Because Bear Boaters are darned good folk!  
e) All of the above, plus more!

# Letter

Thoroughly enjoyed your article on "Women: Owning, Racing and Winning," in the last issue of *Bear Magazine*. It's certainly time women have the opportunity, as they have always had the ability. I do believe, however, my mother, Margaret Tullus, may have been the first woman Bear owner. She purchased *Honey Bear* (#7) in 1950 from Art and Ester Estell. The *Honey* was never raced while she owned her, because of the inboard engine and necessary cutouts in the deadwood and rudder.

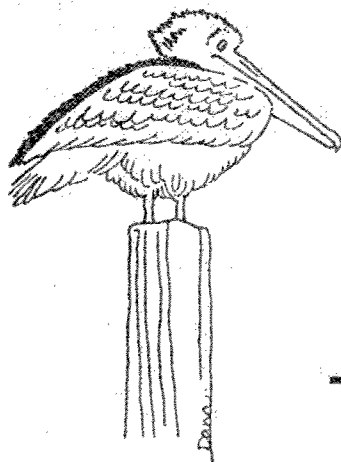
We cruised and sailed the *Honey* every chance we got and I spent all my summer vacations sailing the Bay from one end to the other--Point Reyes, the Farrallons, wherever I thought I could go. While I was in the Navy the *Honey* was chartered out.

She was sold in 1963 (I believe). Last year I talked with Mr. F.L. Finch, the *Honey's* current owner, and she was for sale in Monterey. She was surveyed August 1976 and the survey was excellent.

I think also that she and my wife were the first women to attend the annual Bear dinner, in the old St. Francis Yacht Club building. The Sergeant at Arms was not going to allow them upstairs until she could prove she owned *Honey Bear*. As I recall the conversation was somewhat subdued at first, but as the evening wore on everyone had a great time.

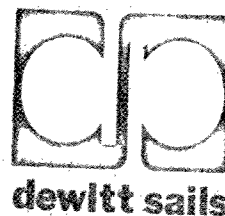
Beat Boats Forever!

Rich Boldenweck  
Crew, *Circus* (#10)



-4

-5



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## Rammed by Cruiser

# Nimble Sinks During Perpetual Race

Joe Bambara is just starting to look for a Bear boat to buy. He says, "A Bear is a beautiful boat for its size--seaworthy and strong. It's the right size for me."

This will be Joe's second Bear. *Nimble* (#18), his first Bear, lies somewhere in the shipping lane northwest of Alcatraz in more than 100 feet of water. It sank beneath him on September 24, 1978, during the annual race for the Bear Association's Perpetual Trophy. This story, based on telephone interviews with Joe Bambara, is about how he bought, enjoyed, and lost *Nimble*.

Bill Jelliffe first told Joe about *Nimble*. Joe had been looking at Bill's *Orea* in October 1977, having decided he wanted a Bear. A long-time friend, Mo Giordano, who owned #45 during the 1960's, had steered him towards the Bears.

*Nimble* was berthed at the Presidio Yacht Club in Sausalito. Frank Oliviera surveyed it and Joe became its owner in late October or early November, 1977.

She was built either in the late 1930's or in 1940 by Carl Wedtler in Sausalito. They called her "the Fat Bear" because her beam was three inches wider than in the plans. Joe thinks she had heavier frames than most Bears, and was generally bigger and heavier. Joe hauled her right after the purchase, and moored her for the rest of 1977 in the San Rafael Yacht Harbor. He moved her to Clipper in Sausalito in January 1978.

Joe enjoyed the boat. He single-handed her out the Gate. He raced in the tune-up race in the Estuary in April. One day in July he was the first rescue boat on the scene when a day-sailor capsized with three persons aboard.

He had revarnished the toe rails, bought new sheets and new battens, and was looking forward to keeping her for cruising and racing.

One the day before the sinking, he took his wife, Ann Marie, out to see the Big Boats. She had taken the tiller for a while on the way and liked it. Joe felt very good about the sail that day.

There were 13 boats at the line for the Perpetual race on September 24--

eventually. *Nimble* was one of several boats late to the line in very light winds. It didn't matter. The entire fleet was becalmed. After rounding Yellow Bluff, the fast and the slow simply drifted together near Harding Rock watching each other's spinnakers flap and booms swing back and forth.

Eventually the breeze picked up, taking the fleet around mark #8 off Point Blunt. Here Joe's spinnaker caught aloft somehow and he fell behind. Thus he was away from the fleet when disaster occurred. (Most of the racers that day heard about his misfortune that evening on TV or during the next week from another Bear sailor.)

On a starboard tack, *Nimble*, headed southwest, close-hauled. Her next mark was Harding Rock. Aboard were Bambara, Dennis Holton, crew, and Dennis' friend, Judy Stein. It was Judy who first noted the oncoming cabin cruiser which sent *Nimble* to the bottom. It was headed northwest, coming up the west side of Alcatraz. To the day of the interview, four weeks later, Joe still did not know whether she was a wood or a fiberglass cruiser.

Joe fell off in an attempt to avoid collision. At no time, he says, was there anyone visible on the cruiser. Nor did it make any attempt to change course to avoid *Nimble*.

Contact was bow to bow. *Nimble's* port bow took the blow. The cruiser then proceeded another 300-400 yards before stopping.

During the collision *Nimble's* mast snapped off at the cabin top. Joe theorizes that the collision caught the forestay, and this caused the mast to give way. It fell into the water, sails attached, on the starboard side.

Joe's first thought was to get the mast on board. He scarcely noticed, at first, that his hand had been injured by the boom. "I wanted to keep everyone calm," he remembers. He also remembers Dennis saying, "God! God! God!"

When Dennis said, "We're taking in water," Joe told him to pump.

## Last Moments Described

# But Bambara Wants Another Bear Boat

(continued from page 2)

Joe, meanwhile, decided to get the outboard motor going, with the thought that when he got the mast aboard he would head for Sausalito.

"Believe it or not," he said, "that time it started. And I always had trouble with that goddamn motor."

Meanwhile Dennis found that pumping was a lost cause, as water poured in through a hole in the port bow. Their thoughts turned to survival as swimmers in the cold waters of San Francisco--and what to save.

"I'm very glad," says Joe, "that I was well equipped."

He, Judy, and Dennis put on the life jackets as soon as the intruding waters made the fate of *Nimble* apparent.

Because of the heat that day, Joe was in a pair of walking shorts. He'd left his money in the pocket of a pair of pants down below. Judy tried to find the pants but couldn't. Miraculously, however, just before *Nimble* headed for the bottom, his wallet floated to the surface--with credit cards and his driver's license (but not his money, which he had not kept in the wallet).

About eight minutes after the collision, *Nimble* disappeared. She settled fairly evenly, with the stern going down perhaps a little before the bow. Judy, Dennis, and Joe were in the water with their life jackets and the floating cushions. They did not know how or when they would be rescued. "We were yelling for someone to save us," Joe recalls.

Almost 100 feet away a sailboat saw them and seemed to want to help but for some reason did not. It appeared to Joe that they were inept and could not maneuver well enough to reach them.

Then a helicopter appeared over them. How or when it learned of the accident Joe does not know. It did not drop a line, but rather kept them in view and served as a guide for the Coast Guard cutter which appeared about 15 minutes after *Nimble* went down.

The cutter threw out floating rings and pulled the three sailors aboard. "We were shaking from the cold

water and the shock," Joe recalls. "I thought to myself, 'we're saved.' It's a helluva good feeling."

Below decks in the cutter Joe was able to see another Coast Guard boat attempt to save the boat which had rammed *Nimble*. The crew members of this boat never went into the water, although it too eventually sank. At some point the crew members were transferred to the same boat Joe, Dennis and Judy were on, and their boat was lashed to the side. Eventually it had to be cut loose.

Joe vividly remembers watching the crew as the ropes were chopped and it slipped beneath the surface.

However, not until he faced the TV cameras later at Gas House Cove in San Francisco, having been taken there by the Coast Guard, did Joe see the other captain. And he did not realize the other person facing the cameras with him was the captain of the boat until after the interviews were over.

For Joe Bambara a great many questions remain unanswered about that day. But he has few, if any questions about Bear boats and none about *Nimble*. "She died gallantly," he said, "in the line of duty. She was racing!"

However, Joe does not want another "Fat Bear." This time, he says, he'd like a Nunes Bear.

Pete Palches  
Papa, #51



# Hansen Takes Single-Handed Event

TUNE-UPS

The tune-ups were held the weekend of April 8 and 9 at the Encinal Yacht Club. They were well attended with much enthusiasm. There were 12 boats on the scene and one fiberglass Bear boat in the form of a Ranger 23 skippered by Alan Finley. There were a few new faces, one being George Carter, who has fixed up *Threadbear* (#5) beautifully and also won the series. Neil Coe, Bill Jelliffe and Vernie Finley ran the races from Don and Diana Manyard's Islander. We had dinner and awarded trophies at the Galleon Restaurant. After everyone went back to the Encinal Yacht Club for a party. Most everyone stayed overnight on their boats and had an ideal sail home the following day.

## COYOTE POINT

We were lucky this year by going to Coyote Point because we got to finish both races. Most of the boats that went to Vallejo didn't finish either race because of no air and heavy tides. In fact, some boats ran out of gas since they were running their motors most of the day.

Jim Craig, Steve Robertson and Ellard Carson had a close race down to Coyote. Jim won. Steve was second by 4 seconds and Ellard third. After a night of much camaraderie, the heavy-headed Bear fleet tried to work its way to the starting area with very light winds and heavy current to battle against. After the start at 9:30 a.m., everyone anchored and waited for the wind to come up. When it finally came, around 2:30, everyone cheered and sailed for the St. Francis. Pete Lind in *Bandersnatch* was the winner, but Jim and Rich Craig ended up with the least amount of points for the series.

## WOODY SERIES

With the clash of wood and tupperware the Woody Series was off to a start Friday evening, May 19 at the St. Francis Yacht Club. For the first time in history, fiberglass boats were invited to the Woody Series and nobody seems to know why. The Woody unity was there at times but not as in the past, due to close encounters of the plastic kind. We hope the decision will be made to give the Woody Series back to wooden boats only.

In spite of it all, it was satisfying to see the close competition and good starts of the Bear class. Steve Robertson won the series with Jim Craig

second and Ellard Carson third. Ellard did great in the series even though he had to drop out of one race.

## THE ROBERT HOLM SINGLE-HANDED RACE

The Robert Holm Single-Handed Race #2 was a great event. We were started by a YRA race committee off Knox buoy. Unbeknownst to them, there was only one person on each of the nine Bears that started the race. It was close competition to Yellow Bluff. First around was Scotty Cauchois in *Trigger*. Scotty went forward, set his whisker pole and was on his way. Next was Steve Robertson and then Bill Hansen. Bill set his spinnaker first, and perfectly, and was off after Scotty. Steve set his and somehow it got away. When he went forward to see what the problem was, *Smokey* decided to go back to Sausalito. She jibed with Steve on the foredeck and from somewhere in the distance I could hear the unmistakable laugh of Bobby Holm. Glen Tresser had a beautiful spinnaker set and really started moving. Bill Hansen had gained a tremendous lead by this time. The next mark was #8. From #8 to Harding Rock positions changed back and forth. Bill Hansen came around Harding, set his spinnaker again, and again had a great set. Reed Freyermuth did some nice sailing to weather to put *Huck Finn* in second place. Scotty turned on the heat at the finish and took third. By this time Steve had closed in on the fleet and passed five of us. He was trying to catch Rich Craig for the YRA championship. He took a flyer at the finish and lost it to Rich. Mary Jo Foote was out there sailing a great race with Bob Jones. Bill Hansen won the race hands down. As he went by the committee boat someone yelled, "Nice race, are you alone?" Bill yelled back, "No, *Dubhe's* with me."

## SINGLE-HANDED RACE RESULTS

1	Bill Hansen	<i>Dubhe</i>	(38)
2	Reed Freyermuth	<i>Huck Finn</i>	(17)
3	Scotty Cauchois	<i>Trigger</i>	(20)
4	Rich Craig	<i>Bonnie</i>	(21)
5	Pete Lind	<i>Bandersnatch</i>	(28)
6	Steve Robertson	<i>Smokey</i>	(29)
7	Glen Tresser	<i>Chance</i>	(47)
8	Bob Jones	<i>Circus</i>	(10)
9	Mary Jo Foote	<i>Bearfoote</i>	(60)

## Bear Champion Will Take on Knarrs

# Steve Robertson Goes Out a Winner

## CHAMPION OF CHAMPIONS

The Champion of Champions race was held on the City front with Steve Robertson, our champion last year, representing the Bear class. Steve raced against bigger and faster boats but that didn't stop him. He won two races the first day. The second day the wind was very light and currents were strong. The boats with big gennies did better than the Bear and her little jib. *Smokey* ended up sixth place overall with 18 boats participating.

Steve is leaving the Bear fleet to sail in the Knarr fleet next year. Steve has been fleet champ four times. He has put a great deal of time and effort into the Bear class and into *Smokey*, and has been very generous with his sailing knowledge to his fellow Bear boaters. I would like to thank Steve and wish him much luck with the Knarr fleet. Come back to the Bear fleet soon so we can all have another crack at you, ol' man.

## PERPETUAL RACE

Bobby Holm was good enough to start the Perpetual race for us this year. The first part of the race had very light winds. After a lot of sitting and waiting, the wind finally came up to give us a couple of decent weather legs. Jim Craig won the race and perpetual trophy, with Steve Robertson not far behind.

## PERPETUAL RACE RESULTS

1	Jim Craig	<i>Bonnie</i>	(21)
2	Steve Robertson	<i>Smokey</i>	(29)
3	Pete Lind	<i>Bandersnatch</i>	(28)
4	Glen Tresser	<i>Chance</i>	(47)
5	Bill Hansen	<i>Dubhe</i>	(38)
6	Cesily Wilson	<i>Ora</i>	(26)
7	Bob Jones	<i>Circus</i>	(10)
8	Pete Palches	<i>Papa</i>	(51)
9	Carl Joost	<i>Panda</i>	(9)
10	Mary Jo Foote	<i>Bearfoote</i>	(60)

DNF	#33
DNF	#20
DNF	#18

Bear boats forever!  
Pete Lind, #28

## 1978 SEASON STANDINGS

YRA	
1. <i>Bonnie</i>	10. <i>Frolic</i>
2. <i>Smokey</i>	11. <i>Yogi</i>
3. <i>Goldilocks</i>	12. <i>Papa</i>
4. <i>Dubhe</i>	13. <i>Bearfoote</i>
5. <i>Circus</i>	14. <i>Ora</i>
6. <i>Trigger</i>	15. <i>Root Bear</i>
7. <i>Chance</i>	16. <i>Panda</i>
8. <i>Bandersnatch</i>	17. <i>Nimble</i>
9. <i>Huck Finn</i>	

## KIF

1. <i>Smokey</i>	11-3/4
2. <i>Trigger</i>	28-3/4
3. <i>Dubhe</i>	40-3/4
4. <i>Chance</i>	45
5. <i>Bandersnatch</i>	59
6. <i>Huck Finn</i>	63-3/4
7. <i>Circus</i>	65
8. <i>Frolic</i>	93
9. <i>Bonnie</i>	93-3/4
10. <i>Bearfoote</i>	97
11. <i>Panda</i>	99
12. <i>Ora</i>	101
13. <i>Fussy</i>	109
14. <i>Goldilocks</i>	115
15. <i>Papa</i>	116
16. <i>Yogi</i>	118
17. <i>Nimble</i>	122
17. <i>Root Bear</i>	122
17. <i>Threadbear</i>	122

## SEASON CHAMPION

1. <i>Smokey</i>	16	Q*
2. <i>Trigger</i>	44-3/4	Q
3. <i>Chance</i>	63	Q
4. <i>Dubhe</i>	65-3/4	Q
5. <i>Circus</i>	76	Q
6. <i>Bandersnatch</i>	77	Q
7. <i>Bonnie</i>	84-1/2	Q
8. <i>Huck Finn</i>	98-3/4	Q
9. <i>Goldilocks</i>	117-3/4	Q
10. <i>Frolic</i>	127	Q
11. <i>Panda</i>	136	Q
12. <i>Ora</i>	146	Q
13. <i>Bearfoote</i>	147	Q
14. <i>Papa</i>	155	Q
15. <i>Yogi</i>	156	Q
16. <i>Fussy</i>	160	Q
17. <i>Root Bear</i>	172	Q
18. <i>Nimble</i>	173	Q
18. <i>Threadbear</i>	173	Q

\*Q = boats that qualified.

# Where to Get Brass Fittings

## BRONZE FOR BEARS:

George N. Friedrich  
2311 San Antonio Avenue  
Alameda, CA  
(522-1276)

George is an old Bear boater, and very enthusiastic about Bears. He is accomplished in bronze casting, running an extensive line of his own beefy bronze winches. He also casts rounded 4"x8" rectangular port lights, stem fittings and transom wishbone. In addition, he makes a folding galvanized steel outboard bracket.

Standard Brass Foundry  
1901 Dennison  
Oakland, CA  
(261-5321)

John Whitset is the man to talk with at Standard Brass Foundry for bronze castings of stem fittings, wishbones, pintels and gudgeons. Standard cast fittings for Bear #68 (*Kodiak*), completed at Stone's in 1977.



## LEAD PIGS:

Lakeside Non-Ferrous Metals  
412 Madison Street  
Oakland, CA  
(444-5466)

Shiny, newly-cast lead pigs of approximately 10 lbs. each have been available recently from Lakeside Non-Ferrous Metals at a cost of 32¢/pound. These are certified by Lakeside to be pure lead, not melted from old batteries, etc. If you are experimenting with trim or desire some small pigs to remove when heavily loaded while cruising, these may interest you. (Lakeside also buys lead, but at 18¢/pound.)

## From the Editor

After two years (five issues) in the editor's role, I'm handing the tiller over to Carl Joost, effective with the next issue.

*Bear Facts* is now seaworthy. I'm particularly pleased that our number of contributors is expanding, as evidenced by this issue.

Many thanks to the mainstays of the staff who turned an idea into a real magazine--Mary Jo Foote, Carl, Pete Lind, and Nancy Schluntz, our indefatigable typist and cruising editor.

Keep bugging Carl. Simply ask, "When's the next issue coming out?"

Pete Palches  
#51, Papa

### FOR SALE

Bear #44, 1954, *URSA*, well maintained, in exceptionally fine condition. Call Dr. Henemick, 534-8055, M-F, between 9am and 5pm.

If God had wanted fiberglass boats,  
He would have planted  
fiberglass trees.

-10

# Answers to Bear Quiz

-11

1. *Merry Bear* (#1), launched in 1933, presently berthed in St. Francis Yacht Club, owned by Orvill Johnson, S.F.
2. Scott Cauchois, owner/skipper of *Trigger* (#20), is currently racing his 21st consecutive season. Scotty's incredible record began when he bought his Bear in February 1958. He began racing that year and every year since, missing less than six races in 20-1/2 years!
3. San Francisco has the most owners (7). Berkeley is next with 6, Oakland has 4, and San Rafael, Alameda and Mill Valley have 3 each. Berkeley tied San Francisco for the most Association members (4 each).
4. The present cost of a Bear from the yard is about \$16,000. Both Bud Wetherell and John Linderman, former owner of Alameda Boat Works, came up with this estimate. There are about 800 yard-time hours of skilled labor @ \$7.50/hour (\$6,000) and about \$9,000 in material costs, including rigging but not sails, in building a Bear.
5. Yes. *Brandy* (#66) is in the outer Santa Cruz Harbor, and *Honey Bear* (#7), owned and sailed by Bruce and Jacqueline Henderson, is berthed in Monterey at slip D-47.
6. *Little Dipper* (#32) is presently the only Bear with an inboard (2 hp, gasoline; see the article on page 3). *Ginger* (#41) just had its inboard removed by owners Gregg and Nancy Schluntz.
7. Bear #69 was built by Bud Wetherell and family in Bud's back yard at 936 Regal Road, Berkeley (to avoid some of the high costs outlined in question 4, no doubt). Bear #67 (*Pandamonium*) is under construction by Lewis Viani, 5410 Garfield, Sacramento.
8. Ron Dodd has been living aboard *Brandy* (built by Charlie Borden at Alameda Boat Works) since practically the day he bought her four years ago in Alameda. He sailed down the coast to Santa Cruz where *Brandy* has been kept ever since. If you didn't think the inside of a Bear could be completely leakproofed, go visit Ron. *Brandy* is very comfortable and well planned, with kerosene heater, four separate stainless water tanks ("I'm very fussy about my drinking water"), sink and faucet, small TV, depth sounder, chemical toilet, self-steering vane, and an incredible sound system and dockside telephone. Ron's biggest trip was down to the Channel Islands off Santa Barbara. Recently he has stayed closer to home, a few weekends ago putting up at Stillwater Cove.
9. "All of the Above"--definitely!

## Little Dipper

(continued from page 3)

is sheltered, scenic, convenient and the weather is good some of the time. We are nearly the only wooden boat at our pier. We have managed to keep her in pretty good shape, and get lots of compliments. Unbelievably, a lot of the original varnish is still intact after 31 years! Except for those wretched little toe rails--I figure I have varnished nearly a mile of toe rails.

There has been some talk of converting her to a house boat and joining our neighbors in upper Richardson Bay, but so far we are hanging in there!

Harry E. Richards  
*Little Dipper* (#37)

