

THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

Vol. XVII, No. 5

May 2002

COMMODORE'S LOG

The sailing season is upon us. It is time to get your boat ready for another summer of fun on the Bay. One way to be sure that your boat is ready is to call George Naill, our Rear Commodore and Safety Officer and ask him to give your boat an inspection. It only takes a few minutes and George makes it both a relatively pleasant and fairly educational experience. I hope to have a new inspection sticker on *Silent Dancer* before the coming cruise to Pittsburg.

I am pleased to welcome Jim Taylor back to the Board as our Vice Commodore. Jim was elected to that position at the April general meeting. Jim is an active member of MBYC and is a past Vice-Commodore and past Commodore. The Board has been made better with the addition of his wisdom and experience.

J Mills attended our last Board meeting and presented to us a small problem that we need to fix. As you may recall, we get a \$10 discount on the monthly boathouse rent for every boat berthed in Marina Bay that belongs to a member. However, Westrec does not count any boat that fails to meet specific conditions. These conditions are:

1. There must be a signed slip rental agreement with Marina Bay. This means with Westrec, not the City of Richmond.
2. Slip fees must be current.
3. Proof of current insurance has been provided to Marina Bay.
4. Marina Bay must be listed as an "additional insured" in the policy.
5. Proof of current boat registration has been provided to Marina Bay.
6. Non-liveaboards must provide proof of permanent land residence (utility bill OK).

The file that the Harbormaster has on each slip holder must contain documentation for all of these conditions. Anyone with a berth in Marina Bay is obligated to meet all of these conditions, so this is not something that applies only to MBYC. It's just that we do not get the \$10 credit if a member does not meet these conditions. And once is not enough. That is to say, providing proof of insurance and registration is required upon each renewal. As it stands right now, most of our boats in the marina do not qualify for the discount. If you are deficient as to one or more of these conditions, please take the time to bring your file current.

Phillip Coker
Commodore
Marina Bay Yacht Club

MBYC HOTLINES

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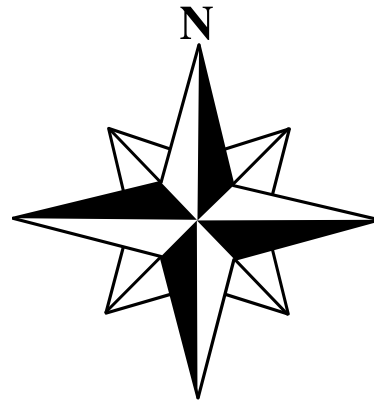
Clubhouse: The Boathouse

2580 Spinnaker Way, Richmond CA

MEMBERSHIP

MEMBERSHIP APPLICATIONS

- Robert White of Richmond, who drives the Angel 60 *Pier Pleasure*. Sponsors are George Naill & Ed Johnson.
- Cliff & Courtney Clark of Fairfax, who sail the Custom 40 *Star Dancer*. Sponsors are George Naill & Erwin Gove.



FLEET CAP'NS REPORT

April 12th was a new moon. It was a Friday. I was told that it would rain that weekend. Sausalito Yacht Club has no moorings. I heard it all. Guess what? This was the weekend for the Lizard Guy to cruise-out with some friends!

My daughter, Stef, and I left Brickyard Cove marina at noon on Friday and sailed in sunshine and tee shirts to Sausalito. Perfect sail...8 to 14 knots, and very warm. When we arrived at Sausalito Yacht Club we saw Diver Dave placing the first mooring. Yea, we'll have a place to park. Great! My kinda stuff! He had eight moorings in by 2330 that night.

Silverheels II arrived around 1600 on that Friday and we tested the raft-up theory. No go. Too roly. Some will have to anchor out. *Silverheels II* picked up another mooring. We had dinner at Margaritaville that night and listened to live music at a local cafe. A warm fun night.

Saturday brought another sunny day. Much warmer than Friday. Have I ever mentioned how much I love the sun? Well, all that said, my daughter knew how sunny and warm it was on Saturday. She was like a boiled lobster. I kept telling her about sunscreen. Oh, well. Sweet 16 and red. We've all been there.

The Marina Bay yacht Club Fleet started arriving around 1300 on Saturday. They kept coming until 1630 that afternoon. Eleven boats, 30 people, good party! The fleet consisted of: *Lizard*, *Silverheels II*, *Ripple*, *Enchante*, *Yes Virginia*, *Dakota*, *Pelican*, *Uncle George*, *Heron*, *Silent Dancer*, and *Teresa II*. Paul and Mary Cospers, and Bill and Carol Merkel cruised in by land. The members of SYC were amazed with

the turnout. We all ate a great meal at the club.

After dinner there was a party on *Enchante*, complete with live music and a great percussion section. If you ever get the chance you should try the musical party. Now that really is an adventure.

On Sunday, all departed in what? Sunshine and warm weather! The sail back was typical summer, only warmer. Fun!

Our next event away is a cruise-out to Pittsburgh Yacht Club. This will be on Memorial Weekend. Three days; 25,26,27 of May. NOW..... VERY IMPORTANT.....I need your RSVP no later than 15 May! I need: Your boat length, beam, and name and how many people on board (dinner info). Please don't just show up.

Now..... the Club will have a really great band on Friday night if you can get there early. They will also have a band on Saturday night. This is the weekend of the Blues Festival. Lots of music.

Do you think the sun will shine? Do you think it will be warm? Well, I'll be going on this one. This should really be a great adventure. Be sure to check your charts, tides and weather. You need to arrive safely; after that you're on your own! Wear your personal flotation.

The following cruise-out will be on June 8-9, to Encinal YC. I need an RSVP by no later than June 1 so I can arrange for berthing and dinners. Again, I need your boat name, length, beam, and number of people. Dinner will be at the club.

RSVP on either/both trips to:

FleetCaptain@marinaBayYC.com

Hope to see ya out and about--

-----Lizard Guy

CLUB NEWS ITEMS

The Club now has an original signed copy of the lease agreement with Westrec. We are free to start improvements to the facility. The proposed order of projects is to remodel and expand the kitchen, finish the bar, and lay carpet.

Westrec will contribute \$20,000, can provide plans, and can do the work; MBYC can do the planning and work if we wish.

At the April Board meeting it was proposed that we open the clubhouse every Saturday night, if there is no party scheduled, for drinks and perhaps a hot barbecue. This would require volunteer hosts to open the club and man the bar. If you are interested and can spare an occasional Saturday PM, please contact Ardelle Cirino (see Hot Lines on page 2). This can only work if we have sufficient help.

-----Erwin Gove, Editor

BIO-DIESEL

A year ago I had the engine in *Maenad* replaced in San Rafael. The old engine had lost compression at about 180 hours after a complete rebuild. The shop owner and the installer of the new engine made a point of telling me not to use soy diesel in the new engine (I had been using petro-diesel in the old engine). They said that they had recently put a new engine in a boat, and over a short period of time a residue congealed in the fuel tank. They had to scrape out the fuel tank and dismantle the engine to clean crud out of the cylinder head. The boat owner had been using petro-diesel. He drained the fuel tank but didn't clean it, and switched to bio-diesel for the new engine.

(cont'd pg. 4)

(BIO-DIESEL)

Shortly after, the PICYA Log ran an article by Jim Shubin on bio-diesel, which I have excerpted as follows:

‘Jim Shubin is a member of MMBA, and has been using soy diesel in his boats for years. Jim notes that “Boat US” did an article on soy awhile back that talked about soy use in boats. It is said that Dr. Rudolf Diesel promoted the use of agricultural fuel.

‘According to Joshue Tickell, “Bio-diesel fuel is very lubricating, which makes it better for diesel engines than diesel fuel. The best part about bio-diesel is that it requires absolutely no engine modifications.’

I contacted Jim Shubin to get a better fix on the situation, and he e-mailed back the following (edited):

‘Here are some of my thoughts on your concerns:

1. Many people, installers and even my brother-in-law with his engine, have bought the line from the petroleum industry. Remember, the first diesel ran on peanut oil.
2. Residue in the tank with soy would be the same with petroleum; you should put in the additive that stops growth in diesel in the tank.
3. Some people go 50/50 with petroleum diesel and soy. I discussed this with the people that manufacture soy and they have been running soy in their Volvo station wagon at 100% for years. That’s what made me go 100%.

‘As for my use, I ran soy in my Farallon Clipper (#7) with a Perkins for the seven years I owned her, at 100%. Unless I couldn’t find soy; then I simply filled with petro-diesel. When petroleum diesel was downgraded and people were complaining about engine seals and other rubber being eaten away, we had no such problems. The soy has more lubrication than petroleum anyway.’

I also discussed the question with an in-law who has a Volkswagen garage. He drives a diesel van and uses bio. He says:

‘I switched to petro-diesel for one tank-full to see why I was getting some smoke on startup - I wasn't sure if it was coming from bio-diesel or the way I have my fuel injection pump adjusted. The engine is brand new (not rebuilt, but factory new), with a new pump and injectors, so I knew it wasn't a compression/injection mechanical problem. And the smoke is obviously the product of incomplete fuel combustion. I didn't remember it happening when I was running regular dino-diesel, so I switched to find out. Somehow it does seem to disappear with petro-diesel. I'm selling bio-diesel fuel (B100 from World Energy) to quite a few other people driving a range of cars and trucks (from a brand-new VW TDI Golf to a monstrous Ford Power Stroke 250 7.2 Liter Cummins), so I've been watching their vehicles and questioning them about it - so far the problem seems peculiar to my van. It makes a nice puff of smoke on cold start-up, and again if the engine is started after being shut down for around 10-15 minutes. Starting after 20 minutes causes no smoke at all; restarting warm after 5 minutes - ditto.

‘I'll figure it out someday, I think; in the meantime, I didn't like the way the engine felt during that one tank of petro-diesel. Like it was tinnier, noisier, not as smooth. The only usability problem that I KNOW is attributable to biodiesel results from a characteristic of B100 to clean the interior surfaces where diesel fuel has been living. This is well documented and I was expecting it, but I was still shocked when, in the course of an hour's driving - after running B100 for three weeks in daily commuting - power went to about 1/3, accompanied by sputtering and

otherwise acting fuel starved. I was well armed with spare fuel filters and after changing it was rewarded with complete return to normal driving. This occurred again a week later and hasn't happened since in several weeks driving. When I examined the clogged filters I didn't see any evidence of sludge or any other sign anything was wrong - perhaps a thorough back flushing would have revealed something, but I didn't go that far, not being really equipped for it. The recommended method for switching to BD suggests removal and cleaning of the tank, but that's a pain in the kiester, and if I can obtain the same results by changing filters a couple times, so be it. I'm also not spooked by the myths/warnings about BD eating rubber, as in fuel hose material and pump seals, etc. I don't know of any fuel system components made of natural rubber, which would also be subject to damage by petroleum products.

‘Another nice thing about biodiesel - the toxicity properties: The stuff is less toxic than hand soap, according to all published clinical tests. Same biodegradability characteristics as salad oil. And a higher flash point than diesel by about 30 degrees makes it safer, too.’

‘I'm assembling a bunch of information at our Yahoo e-group -- go to <http://groups.yahoo.com/> and search for marinbiodiesel. Of course, you need to be a Yahoo member to access the files section there, but you can read the posts without being a member. Also:

<http://Journeytoforever.org> and <http://journeytoforever.org/biodiesel.html>’

So there you have it (I think). If any reader has had experience with bio-diesel, please send your comments to SignalEditor@MarinaBayYC.com.

And thanks. -----Erwin Gove

LEEWARD ISLANDS CHARTER (continued from April issue)

5/6/99 Thursday

Once again the heat drove Lee Ann and Erwin II outside to sleep. The rain came again but they lasted through it. In the morning we all ran around straightening the boat, returning the moke, shopping and picking up the eyeglasses Erwin had left at the Port Captain's office. Then we lifted anchor and started for St. Kits on a bearing of 185 degrees at about 1000.

The day was a tight point with various wind conditions. Motor sailing was the order for the day. We made St. Kits by about 1600. Lots of flying fish. We sailed between Satia and St. Kits, then down the west coast. We saw all kinds of old smoke stacks and sugar cane and even the Cane Train.

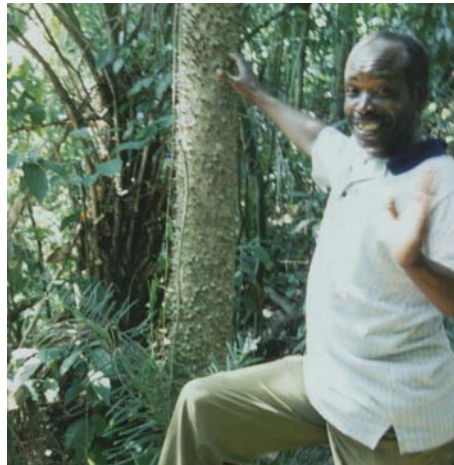
We made Basseterre by 1745 and contacted Percy's Taxi. Percy welcomed us and showed us where to clear customs. The customs officer was a bit of a jerk ... unfriendly. We dined on half Bar-B-Que – half fried chicken (cooked half on the Q and half in a pan).

5/7/99 Friday

Lee Ann woke up before everyone else and made some coffee (Cafuego, a local St. Martin brand). It rained a little bit on Erwin II after she got up. We ate a little cereal and got out on the dinghy to go to customs to do a little paper work and pay another \$10. We saw Percy and arranged for him to pick us up at the Circus [large fountain in the center of town, modeled after the one in France] at 2:00 pm. We took the dinghy to the Marina and left it for the day for \$5. We did a little shopping around town at duty free shops after getting EC (Eastern Caribbean) money at the Bank. The exchange rate was 2.67;

we got 267 ECs for \$100 US. We bought a few items at one shop and looked around town. The town, Basseterre, was hit by Hurricane George in September of 1998. Things looked pretty torn up. We looked at a couple of Art Galleries, Kate Design and Spencer Cameron. We purchased a small print for \$24. Then we went to Ballahoo for lunch. We got Plantain chips and salsa, good chicken subs and curry chicken salad. All very good.

Then we wandered around and had a drink at the Circus Grill.



Percy

We caught up with Percy and started our tour. Went to the Rain Forest and saw Banyan trees, cotton trees, humming birds, vines and many beautiful things. One of the more interesting trees is the Sour-Sap tree that grows fruit from its trunk. We also liked the mango trees. Then Percy took us to the Batik factory where they make tie-dyed clothing using wax. There is also a botanical garden there. We saw a Travelers Palm Tree whose branches grow east-to-west, and can be used as a rough compass. Then off to Brimstone Hill for a tour of the fort. It is being restored and has great views of the other islands.



Brimstone Hill

Percy then took us around the east side of the island and back to the IGA grocery store in Basseterre. Bought a few groceries and headed back to the dinghy. We paid Percy \$80 for a four-hour tour. A great deal.

We came back to the boat, had a drink and changed for dinner. We took the dinghy to the Fisherman's Wharf restaurant. The food was pretty good and the atmosphere was great. So was the band. The band played Bob Marley, Eric Clapton and original reggae music. Hunt enjoyed it and was even dancing.

The dinghy ride into the beach was wild. The dinghy ride out started out wild with Erwin diving into the bow on takeoff. We put on quite a show for those left at the restaurant.

5-8-99 Saturday

Saturday morning we woke early, ate quickly and raised anchor by 0830. We sailed around the bottom of St. Kits with hopes of making St. Martin. We sailed through the Narrows and began the grind north. There was not a breath of wind so we were forced to motor the whole way. As time wore on, we realized we would have to stop at Anse de Colombier on St. Barts.

Colombier turned out to be a great anchorage, though a bit crowded. We all got our snorkel gear and headed for the rocks. Saw lots of fun and colorful fish.

5/9/99 Sunday – Mother’s Day

We woke up in Colombier and decided to head to Oyster Pond to get more water and check the fuel. They (Sun Yachts) came out to meet us and motored us in to dock. It started raining so we decided to have lunch at the dinghy dock. We left after fueling up and sailed around St. Martin. It rained off and on. Hunt gave his mom a beautiful Mother’s Day card. We anchored at Marigot. We went for a swim and cleaned up for dinner. We had our complimentary champagne (Sun Yachts) while Hunt had a Ting (local drink from St. Kitts). We took our dinghy, full of water, to shore and searched for Chateau Claire. It was located at the Marina restaurant area and had great atmosphere. We sat near the water.

5-10-99 Monday

We went into Marigot for breakfast. After wandering randomly through the streets we happened on La Bateau Lavoir. We all had the French breakfast. Next we provisioned and picked up a T-Shirt, then headed to Road Bay on Anguilla. We went around the southwestern tip of the island.

Anguilla is a British island. Clearing customs was a bit ridiculous. There was one small room with three small tables, which we had to visit separately. This is a costly place to stay.

5/11/99 Tuesday

We woke up and had croissants from Marigot. It was a very cloudy and almost cool day. We motored to Sandy Island, just out from Road Bay. We understood from Customs that there were several buoys to tie up to; however there was only one. We tried to tie up but the loop was too small for the rope, so we anchored. Took the dinghy in to the

island and did some snorkeling and shell hunting. It was a beautiful, tiny island that had a little restaurant on it. Then we motored over to Little Bay near Crocus Bay and did some more snorkeling after we tied up to one of the two buoys. We saw puffer, angel, sergeant majors, cigarette, and some pretty blue fish. Erwin saw a ray and Erwin II saw an octopus.

We got cleaned up and took the dinghy to Roy’s Place at Crocus.



Robert the parrot greeted us and really liked Hunt. Robert liked to have his head scratched. We had pints of Fosters (it was supposed to be British beer). The waitress was not too friendly so we were glad to get out of there. We motored back to Road Bay and anchored. Took the dinghy into the dock and walked down the beach to the Barrel Stay. We had good daiquiris (lime and pineapple). The “fish soup” was their specialty. It was written up in Gourmet, and Food & Wine.

5/12/99 Wednesday

Woke early as normal. We ate eggs and cereal, and a few pears (finally ripe after purchasing them on the first day). We might say here that before the trip we had looked forward to eating fresh tropical fruits and vegetables grown locally. This was not to be. Most everything was imported from the USA, and had been around a lot longer and was pricier than what you find in your local Safeway. We raised anchor and had a great sail north around the island, then

between it and Scrub Island. We landed at Orient Bay. Quite a complicated entrance! We anchored to the left by Green Cay. The anchorage was quite shallow, about six feet.

We didn’t stay long in the boat, but while there noticed a rather ominous sight awaiting us. Apparently we had landed in the midst of a nudist colony.

We dinghied ashore and were mollified by what we saw. The nudists were all very “mature”, overweight and saggy! We were grateful to get past as soon as we could. A beach sign said “No Cameras”. Hah!

We found a place called the Kon-Tiki for dinner. It was a very casual place with a sand floor and seats that resembled lounges. The food was great.

The trip back to the dink topped off the evening. We were able to experience a nude volleyball game and a nude cocktail party ... yuck!

5/13/99 Thursday

Our last day in paradise. We woke up at about 0700 and began packing up. We had breakfast, then sailed in pretty good wind back to Oyster Pond where John, from Sun Yacht, hopped aboard to motor us into the bay. He commented that the Centurion boats are much higher quality and priced than the Beneteau boats, which the Moorings have. We basically debriefed with Simon and caught our ride to the airport.

Simpson Bay looked like an interesting anchorage with casinos and a lot of action. Maybe next time. We also thought that two nights in Marigot would be nice. We ate lunch at the airport restaurant, which was quite good. Customs in Miami was pretty simple since we didn’t have anything to declare.

-----the Goves

MBYC 2002 CALENDAR OF EVENTS

JANUARY

- 12/13 Angel Island Raft-up
- 19 Board meeting
Installation Dinner – Ciopino (Lagier)
- 26 Berkeley YC Cruise-in
Salmon/chicken Dinner

FEBRUARY

- 3 Super Bowl Sunday (drinks & snacks)
- 9/10 Cruise-out to Loch Lomond YC
- 16 Board meeting
Valentines Party – Pasta Extravaganza
- 23 Sausalito YC Cruise-in
Clam Chowder Dinner

MARCH

- 9/10 Cruise-out to South Beach Harbor
- 16 Board meeting
St. Patrick's Dinner (Cirino)
- 23/24 Sea Scout/Rotary Club Cruise-in

APRIL

- 13/14 Cruise-out to Sausalito YC
- 20 Board meeting
Bar & snacks (after meeting)
BBQ tri-tip & chicken dinner
(Ledbetter/Flores)
General Membership meeting
- 21 Buffet Brunch (0830-1030)
- 28 Opening Day on SF Bay (PICYA)

MAY

- 4 Cinco de Mayo celebration
BAADS Cruise-in luncheon (Cirino)
(1230)
MBYC dinner (Wigle) (1700/1900)
- 18 Board meeting (1600)
Potluck Dinner (Johnson) (MBYC will
provide steaks) (1730/1900)
- 25-27 Cruise-out to Pittsburg YC (Blues
Festival)

JUNE

- 8/9 Cruise-out to Encinal YC
- 15 Board meeting, Dinner

JULY

- 6/7 Aolean YC Cruise-in
- 13/14 Cruise-out to Sequoia YC
- 20 Board meeting
Dinner

AUGUST

- 3+/- Unorganized coastal cruise to Catalina,
returning via Channel Islands for
Labor Day---
- 10/11 Cruise-out to Vallejo Yacht Club
- 17 Board meeting
Dinner
- 31 Cruise-out to Half Moon Bay YC---

SEPTEMBER

- 1-2 ---and barbecue at Half Moon Bay
- 21 Board meeting
"Santa Maria" style tri-tip barbecue

OCTOBER

- 12-14 Cruise-out to Drake's Bay
- 19 Board meeting
Annual Membership Meeting
Chili Cook-off Dinner

NOVEMBER

- 9/10 Cruise-out to San Rafael YC
- 16 Board meeting
Cal Clippers Cruise-in
Thanksgiving Dinner

DECEMBER

- 7/8 Angel Island Raft-up
- 14 Board meeting
Holiday dinner



Wigle

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MARINA BAY YACHT CLUB

SIGNAL

MIMI 'N ME

Captain Jon Keppel with First Mate Libby
Cruisin' up the River on a fine day



Marina Bay Yacht Club

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