



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

Vol. XVII, No. 8

August 2002

VICE COMMODORE'S LOG

The Taylors and Jacobys enjoyed preparing the meal for the Club and were glad everyone enjoyed themselves. Thanks to all that attended the dinner in July and helped make it a big success. I think it was the biggest crowd we have had for some time. Dave and Sue Jacoby and Therese Taylor did a great job with the meal. I was designated dishwasher!

The Board, at the last meeting, approved to have a professional come in to survey and make recommendations to improve the kitchen facility. Ed Johnson, Chair of our Building Committee, is in charge. Westrec will share the expense of the consultant, and hopefully improvements can be made that won't break the bank. I have not worked in the kitchen for a while, and the kitchen definitely needs help.

This year is passing quickly and it is time to think about Officer and Board elections. As Don mentioned at the dinner, serving on the Board is a satisfying experience. I encourage those who have not served to come forward and help perpetuate and improve the Club. The Board of Directors is not a closed clique. The only reason that Board members are recycled so often is a lack of new volunteers to serve. If you have any questions, contact Don Wigle (see pg. 2).

Thanks to George (our Safety Officer) and Ellie Naill for performing safety inspections in July. I am proud to have *Uncle George* display a safety check sticker on the mast. Thank you again, George and Ellie, for a job well done.

I look forward to seeing a large contingency from MBYC on the Vallejo cruise in August. You

can count on *Uncle George* and the Vice Commodore to be there.

Life's a Reach

-----Jim Taylor

CLUBHOUSE RENT

Marina Manager Jim Walter visited our last Board meeting, and mentioned that some Marina Bay slip holders were still not in complete compliance with Marina rules. This is important to our club, because for every club member who berths in Marina Bay (and is in full compliance) our club's monthly rent for the Boathouse is reduced by \$10. This helps us keep the club's operating costs (such as for dinners) down. The conditions for compliance are as follows:

- There must be a signed slip rental agreement with Marina Bay (Westrec). The old signed agreements with the City of Richmond are no longer valid.
- Slip fees must be current.
- Proof of current insurance has been provided to Marina Bay. Marina Bay must be listed as an "additional insured" in the policy.
- Proof of current boat registration (CF or documented) has been provided to Marina Bay. When you renew, you must notify Marina Bay of this action.
- Non-liveaboards must provide proof of permanent land residence (such as a utility bill).

Many of our boats that berth in the marina still do not qualify for the discount. If you are deficient in one or more of these conditions, please take the time to bring your file current.

-----Editor

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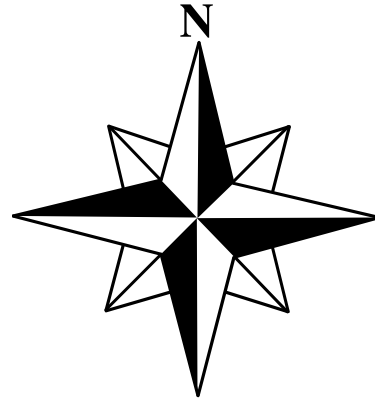
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MEMBERSHIP

NEW MEMBERS

At the Board meeting held on July 20, 2002, Tom & Josie Dowd of Danville were elected members of Marina Bay Yacht Club.

Welcome to the Club!



MEMBERSHIP APPLICATIONS

- Charles L. & Linda S. Holmes of Hayward, who drive the Burns Craft 32 *This Is It*.
- Daniel L. & Linda L. Holmes of El Cerrito, who drive the Sea Chief 38 *This is it again*.

JULY DINNERS

On July 6th we had a grand slam; a cruise-in, Club dinner, and safety inspections thrown in for free. The cruise-in was by the Aeolian Yacht Club. These folks were a lot of fun, and we enjoyed them as much as the great Salmon Dinner put on by Phillip Coker and Kat Decker. None of the incoming boats qualified for the coveted Mud Duck Award.

On July 20th we were treated with a Barbecue, American Style, put on by Dave & Sue Jacoby and Jim & Therese Taylor. Around 40 Club members and their guests attended.

U.S.P.S. SAFETY INSPECTIONS

On the sixth of July, George and I spent a good portion of the day doing safety inspections and awarding decals to most of the boats we inspected. I remember that the Taylor's, Jacoby's, Decker's, and Bartlett's boats passed because I did those inspections. I think that George inspected and passed the Paul's tri and I don't know who else he passed.

I was forced to turn down the inspection of one boat because the owner was not present for the inspection. Part of the process of doing the safety inspections is interfacing with the captain of the boat to discuss safety issues. This is an excellent way to at least annually stop and think about what we do on the water. We must always remember that the most effective piece of safety equipment we have is ourselves. All the great equipment in the world isn't going to help if you are not prepared.

One of the great enjoyments I get from doing these inspections is the opportunity to get to know my fellow boaters. We joined the club about two years ago, and meeting more of the members is often difficult. This provides me with a time to really sit and get to know you, trading stories and information. I have never inspected a boat without learning something. Of course, I must admit that I am a boat junkie. I love the excuse to see another boat.

So....if you want one of our little stickers that just might keep you from getting boarded by the Coast Guard, come get me or George. We would love to have a friendly visit and give you that little bonus too. We are at D dock, slip 188.

Note: These inspections are completely voluntary; failures are not a road to forced compliance by us. This project is completely dedicated to your safety and ours.

-----Ellie Naill

ALL AMERICAN BARBECUE

July's All-American BBQ was very well attended. We served more than 40 meals! The feedback (no pun intended) was quite positive, from the BBQ ribs through the apple pie & ice cream.

Several people asked us for the rib recipe. We had a sparerib taste-testing dinner a few weeks ago to decide which recipe to serve at the Yacht Club. There was a unanimous decision to make the Orange-glazed Ribs, but they needed to be "kicked up another notch" (thank you, Emeril). The ***bold italics*** are our modification. Here's the recipe:

Orange-glazed Ribs *

Open or covered grill

Cooking time: 1-½ hours

3 ½ to 4 pounds lean pork spareribs, cut in serving-size pieces

½ C orange marmalade

2/3 C orange juice

1/3 C Worcestershire

3 T lemon juice

¾ t *each* dry mustard and ground ginger

¼ t salt

1/8 t pepper

1 clove garlic, minced or pressed

2 t of a packet of Lawry's Spices & Seasonings for CHILI

Combine marmalade, orange juice, Worcester, lemon juice, mustard, ginger, salt, pepper and garlic, ***plus chili seasoning***. Pour over spareribs; cover and refrigerate for at least 4 hours or until next day.

Lift ribs from marinade and drain briefly (reserve marinade). Arrange ribs, fat-side-up, in a shallow roasting pan. Cook, uncovered, in a 350-degree oven for 1 hour & 15 minutes, basting frequently with reserved marinade. Drain off excess fat.

When ready to BBQ, place ribs on lightly greased grill 4 to 6 inches above a solid bed of low-glowing coals. Cook, turning and basting frequently with reserved marinade, for 15 to 20 minutes or until ribs are well browned and crisp.

Makes about 4 servings **

* Sunset Barbecue Cook Book (1981)

** Needless to say, we tripled the recipe a few times and both the Taylor and Jacoby kitchens and ovens were *very busy* on Friday night.

-----Dave & Sue Jacoby, Jim & Terry Taylor

CHANNEL ISLANDS CRUISE

I'm writing this dispatch while sitting at anchor in Pelican Bay, Santa Cruz Island. I just dropped off Peter, Carla and Mackenzie on shore for a hike to Prisoners Harbor. The weather is now warm and a large barquentine is sailing west past the anchorage under full sail. Is this great or what?

Silverheels II left Brickyard Cove on Saturday, July 7th at 1530. We sailed to the Sausalito fuel dock so we could go to West Marine to get parts for the speedo that had just quit working. Hadn't made Angel Island and we were already heading in for repairs. After discussing our needs with the manager he sent his friend, the manager from the Richmond store, with us and parts to see if we could do the job. No the parts needed are not made anymore. What great service!

The night was spent on a mooring at the Sausalito Yacht Club. Up at 0530, we saw *Yes Virginia* sailing out of Raccoon Straits headed for the Gate. We were "buddy boating" to Santa Cruz with them and *Ripple*. Bill called on VHF to report he had a problem with his main halyard. It seemed to be caught on one of the spreaders and he couldn't free it. Pedro advised him to come alongside *Silverheels II* at the yacht club. I set up for a raft-up and watched as they approached. When secured in the raft-up, Pedro and Bill hoisted me aloft and I found the halyard caught between the mast and a lower stay cotter ring.

When freed we set sail for Santa Cruz Harbor following *Ripple* who had now taken the lead. Motor sailing in light winds on the nose, we were unable to catch up with them.

A couple miles north of Ano Nuevo the wind clocked around and started to fill in from the NW. Great! Now we sail! Chute Time! We set the chute and take off flying. Within five minutes we are overpowered and fight down the spinnaker. Whew! I just hate those death rolls. Continuing on, we are wing and wing with the headsail poled out, doing 9's and 10's. Topped out at 10.4 knots, we know we'll catch *Ripple* now. No way...they are surfing in the 11's. Ultimately we take down the pole and are still doing 7's and 8's with main alone. *Yes Virginia's* tiller pilot gave up and the mainsheet block went flying.

Bill and Lore managed to get the main down. They motored from Sand Bluff to Santa Cruz. The winds were in the upper 20's and low 30's. A near gale.

Santa Cruz was sunny and warm. Usually is. A celebration was done at The Crows Nest in honor of Don and Jan's 23rd anniversary. Really good dinners there.

Monday morning was spent at West Marine ordering a tiller pilot for *Yes Virginia* and exchanging a GPS chart plotter from *Silverheels II* that kept freezing up.

Wow, Two towns and two West Marines. In the afternoon, *Silverheels II* departed for Stillwater Cove, en-route to the Channel Islands. *Yes Virginia* and *Ripple* stayed in Santa Cruz one more day, then to Monterey and Moss landing.

The sail to Stillwater Cove was the usual wonderful reach across Monterey Bay. Fifteen knots from the West with lots of dolphins and whales. Stillwater is just that. Still water. Good for rest and dinner.

Departure time from Stillwater was 0025. The thought was that we would be behind the gale that was blowing to the south and have a good sail down to Morro Bay. Guess we had our timing off just a little. We went smack into the gale off Pt. Sur and did one hour on, one off steering the boat downwind in washing machine waves. We ran with the gale for 8½ hours. Finally it was over and we had to motor the next 8 hours. By the time Morro Bay was in sight we realized we had slept only three hours in the last 36. No wonder we were a bit on the tired side.

Howard Tamaroff joined us as crew here. He is an old friend of Pedro and we have done several scuba trips with him in the past few years.. This was going to be his first trip down some of the coast on board a sailboat. Well, you guessed it. No wind and lotsa fog. He also hadn't seen this part of the shoreline from a boat either. He won't see it today or sail today. We motored to Cojo Anchorage around Pt. Conception in the afternoon in glassy seas and thick fog. Never did see the Point. I wanted to surf Cojo and was unable to due to the fog. Visibility was 100 feet to 1/4 mile. Just kept swirling around. During the motor down we did see dolphins, sunfish, whales and even a shark. Even in the fog you still get wildlife.

Dinner on board *Silverheels II* is always good. If you have ever eaten on Pedro's boat you know what I'm talking about. Pedro is really a gourmet cook and tonight was no exception. Hamburger. What can I say? Not your normal hamburger, but out of this world. Don't know what he did, but it was the best ever!

With a good sleep behind us we headed for San Miguel Island. The Northern-most island and least visited. Usually a very hard sail to get there. Not so this time. Heavy fog and no wind. Crossing the shipping lanes was stressful. We hailed any boat in the area and no answer. Soon we were jolted by a very loud blast on a horn. We did a 180 and contacted the ship on VHF 13. We discussed courses and determined we could return to our course and miss each other. Asked if he had any other traffic on his radar. The response --- we were the only other vessel for 12 miles in diameter. With relief we motored through the lanes as fast as we could.

Five miles short of San Miguel we drove out of fog and into a bright sunny hole with the island in the middle. With San Miguel bathed in sunshine we were escorted to Cuyler Harbor by a pod of humpbacks. We also had pilot whales earlier. We dropped the hook at 1410, changed into shorts and had lunch. Being here in warm sunshine is indeed a rare occasion.

The Island ranger, Ian Williams, met us at 1500 and we went ashore for an escorted hike. We discussed the scientific research that goes on during the mild months. Studies of the kelp forests, seal and sea lion studies. San Miguel fox studies, unique fauna and flora. So much of interest. After visiting the monument to Juan Cabrillo we stopped by the ranger station and science building. Very isolated duty out here. The hike took us eight miles to a forest of calcified tree stumps. I have never seen any thing like it before. After thanking Ian for the tour we hiked back to the dink and *Silverheels II*. The evening was spent watching the elephant seals on the beach and having another great dinner.

In the morning we set sail (or should that be set motor) for Forney's at the West end of Santa Cruz Island. I looked back departing San Miguel. What a beautiful anchorage. I hope to visit this Island again.

Finally we were able to sail in good wind for the last 2½ hours. More whales and dolphins on this passage. Lot's of wildlife down here. When settled in the anchorage we headed to shore. Me on my surfboard and Pedro and Howard in the dink. The surf was up a bit and I enjoyed watching the boys get to shore. We hiked around and found a boar skeleton and score the tusks.

Next stop Santa Barbara. Howard will depart and Carla and Mackenzie will come aboard.

It is now day six and *Silverheels II* is underway to Fry's Harbor on Santa Cruz Island. Mackenzie is thrilled to see all the dolphins on the way over. A treat for her.

Anchoring in Fry's is an adventure in and of itself. In the afternoon the wind comes down a canyon and the gusts set you to the west towards the rocks. This is a bow and stern anchorage for sure. We needed two tries to get set. Luckily we were the only boat there at this time.

This place has a great canyon to hike up and visit a waterfall. Lots of cool shade and ferns along the way. Pedro, Carla and Mack did this hike. I opted for a climb up to the top of the hill overlooking the harbor and Santa Barbara Channel. On the return I was able to get pictures of a ray in the harbor. It was about four feet across. Also a place to see pigs on the beach and do great scuba diving.

From Fry's we motored to Pelican Harbor about three miles to the east. Pedro and I dove here and saw tons of colorful fish. Ashore there is a trail that goes to

Prisoner's Cove. You hike through trees that only grow on this island. Nowhere else in the world.

Tomorrow we will head back to Santa Barbara and drop off Carla and Mackenzie. Barbara Peterson will come aboard and we will head back to Santa Cruz Island for a few days. I'll have to finish the story next month after the bash back to the Bay Area.

I understand the cruise-out to Sequoia Yacht Club was cancelled due to lack of sign-ups. Come on, folks.

Don't forget about the Vallejo cruise. RSVP and leave me a message. I'll get it when I get back.

Sail Safe and have fun

-----Lizard Guy

VIRGIN ISLANDS CHARTER

Wind On the Nose, or How We Ate and Drank Our Way Through the Virgin Islands

Great Expectations

Early this year, before the rains had subsided, we decided we needed to charter a sailboat this summer. We narrowed our geographical considerations down to two areas: The San Juan Islands in the Northwest and the Virgin Islands in the Caribbean. We were destined to go island hopping! We'd chartered about six years ago in the San Juan's and knew we'd enjoy going back. Kasey made the final call when she said that we'd look back on this year and if we hadn't gone to see paradise that we'd regret it. Virgin Islands! That's our destination.

Now we had to figure out with which charter company; go alone or include another couple; how long to go for and when would we go? Kasey is a detail person – good thing because I am not. She started the research and found the internet to be full of good information. She is also a great shopper for deals. Given the anticipated costs, a deal was nearly a necessity. We're not cheap – we're frugal – and this was going to be one big outlay/chunk of change. Did I say I'm not cheap? One of our first decisions was that we wanted to go for more than a week; it just didn't make sense to spend the big bucks to fly there and not get the opportunity to really enjoy it. The big reason is that it takes me 2-3 days to relax and it would be a shame to spend half of the vacation just trying to unwind. We decided to go with another couple – it would allow for a bigger boat, more amenities and a chance to share the fun. Judy and Tony Burg from the club were our first choice – we get along great and seem to have the same

sailing interests (or at least nearly the same size of boats so we sail along about the same clip). They wanted to go in the worst way – but other family and work priorities made it impossible. Our oldest friends aren't sailors but they've been out with us many times. Bill is a scuba diver and Sheri gets rest on our boat like nowhere else so we talked in earnest with them. They wanted to go. They were in Belize last fall when Hurricane Iris leveled the islands, so they love the Tropics and wanted to go back. We should have seen it coming (these friends and the weather). The "who" was decided.

Kasey discovered a charter company called Island Yachts out of the US Virgin Islands who specialize in Island Packets. We've been admiring these boats forever and thought wow! – what a great opportunity to see how they really sail. She also discovered that if one charters during the off season (they have varying degrees of "off season") you can get a better deal. So now we were closing in on the "when". We settled on a mid-June start date and found out we could get ten days for the price of seven– nearly a 50% discount. Cool.

What surprised us is that there really weren't any deals to be had on airline tickets. We were 90 days out and tried every approach. Finally, Island Yachts linked us with an agent at their end who found us the best arrangements. So now we had it pegged, the arrangements were all made, and all we had to do is wait it out and start emptying the bank account.

The Trip There

We flew out of Sacramento as it was as cheap (or, expensive) as SFO or Oakland, but the saving grace was that the cost of leaving a car in long-term storage is a fraction of the cost. Our initial stop was Dallas/Ft. Worth and then on to San Juan, Puerto Rico. I got the window seat for the that leg and we flew from Dallas east, south east over the top of the Gulf across Florida and south, south east down the Bahamas to Puerto Rico. This is a great flight for a window seat. Everyone else is snoozing and I am getting to see the Bahamas. At least I got to see them when the clouds parted.

We arrived at San Juan and the wind was blowing snot. I'm thinking to myself "aren't the trades supposed to be like 12 to 18 knots constant?" After adjusting to the temperature change (85 degrees) and humidity (wet) and a short layover they herded us onto an American Airlines puddle jumper with two turboprops. We rode in a similar plane once from Baltimore to O'Hare, but what we didn't know then was that air conditioning is a factor of how high you are flying. No air on the runway. Everybody is fanning themselves – easy to pick out the tourists (they all

look a moment away from heat exhaustion) from the locals.

The flight from San Juan to Charlotte Amalie, St. Thomas, USVI was a little bumpy due to the weather and we touched down with grace. The airport is on what must be the only flat ground on the island. The airport is basically open – breezeways assure cool breezes. It's blowing. We have a van waiting for us who loads up our tonnage – we don't travel light – and takes us to Red Hook Bay and our waiting sailboat. I am amazed with the extent of traffic; except for all the streets being two lanes it might as well be Bay Area standstill. Weirdly enough the cars are all American – left hand drive – but they drive on the left side (like the Brits). Passing is harrowing; pulling out from the side of the road is risking-your-life. Glad we didn't have to drive there. Fifty-three thousand people reside in Charlotte Amalie, making it the largest town in the Virgins (British or US). I think they all have a car. No buses here, major form of employment is taxi driving. They are everywhere -until you need one. Then they ask you to "call back later mon, maybe one will be near". Best, we found, to go through a local to call for a driver; they request them by name. No cruise ships in what is supposed to be the busiest cruise ship harbor in the Caribbean.

We had arranged to stay on-board the boat the night before we began the charter. This was a great way to get to know the boat and get our tonnage stowed. Made the whole check-out process a lot more tenable and comfortable (I fret about that process, still).

We provisioned the boat (all-in-all we spent about \$15 per day, per person, on the basic provisions) at Red Hook at a market that had everything – including a discount for people chartering boats. Even with the discount, Red Hook is an expensive place to provision. I did the survey on the boat and we selected the aft cabin. This would prove to be a sleep deprivation decision. The Island Packet we chartered is called *Hawk Spirit* and it is a 350 – meaning a 35-footer with a small sugar scoop transom. Overall the boat looked good – the charter company keeps them clean and the wood in great shape. We noted that the headsails sacrifices were worn. Everything was well organized. I asked the representative from Island Yachts about the weather station as I couldn't find it on the VHF. He said that the tower had blown down some time ago and no one had got around to putting it back up – no station. I asked him, "What do you do to prepare for the weather?" He replied, "The weather is what you get when we you get out there". OK, I'm getting it – "Island Time". Relax, the trades blow constant.

(continued next month) -----Michael Green

MBYB Dinner July 20, 2002



RSVP at least 2 days in advance for all dinners at the Marina Bay Yacht Club. Contact at Marina Bay Yacht Club. NOTE: If for health or any other reason you are not able to eat the entire social dinner, please contact Marina Bay Yacht Club. Request for special dietary needs or any other special requests should be made at least 2 weeks in advance. Request for special dietary needs or any other special requests should be made at least 2 weeks in advance.



Marina Bay Yacht Club

August 2002

Upcoming Events



Cruise Out to
Vallejo Yacht Club
August 10-11, 2002

Contact Larry Lawson:
FleetCaptain@MarinaBayYC.com
Phonne: 707 546-9657



Notice:

For September

Don't forget about the annual Cruise out to **Half Moon Bay** on Labor Day weekend
Contact Larry Lawson for details!!



August 17th, 2002
Board Meeting Dinner
Summertime Barbeque

Menu
 Skewered Meat
 Tossed Green Salad
 Baked Potatoes
 Mixed Vegetables
 Rolls & Butter
 A Strawberry Dessert
 A Chocolate dessert

Hosted By: *Nestor & Ardelle Cirino*

Cost:
 \$10.50 per person Children >13 = free

RSVP at least 2 days in advance for all dinners at the Marina Bay Yacht Club. **Contact Ardelle 707 558-9637 or SocialDirector@MarinaBayYC.com** **NOTE:** If for health or any other reason you are not able to eat the entree being provided for any dinner, and you want to attend, **Please feel free to request an alternative.** Request for alternative menu should be made at least **3 days** before event to ensure another entree will be available!!

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 Day 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 Lunch
- 28 Opening Day on SF Bay (PICYA)

MAY

- 4 Cinco de Mayo Celebration
BAADS Cruise-in luncheon (Cirino)
MBYC YC Dinner (Wigle)
- 18 Board Meeting
Potluck Dinner (Johnson)
- 25-27 Cruise-out to Pittsburg YC (Blues Festival)

JUNE

- 8/9 Cruise-out to Encinal YC
- 15 Board Meeting
Ballena Bay YC Cruise-in
Dinner: Fine Italian Cuisine
(Faircloth/Merkel)

JULY

- 6/7 Aeolian YC Cruise-in
Salmon Dinner (Coker/Decker)
- 20 Open House
Board Meeting
Barbecue American Style (Jacobys & Taylors)

AUGUST

- 3+/- Unorganized coastal cruise to Catalina,
returning via Channel Islands for
Labor Day----
- 10/11 Cruise-out to Vallejo Municipal
Marina
- 17 Board Meeting (1600)
Summertime BBQ (Cirino)
(1800/1900)
- 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

- 2/3 Cruise-out to Treasure Island YC
- 16 Board Meeting
Cal Clippers Cruise-in
Thanksgiving Dinner

DECEMBER

- 7/8 Angel Island Raft-up
- 14 Board Meeting
Holiday Dinner

First Class Postage



MARINA BAY YACHT CLUB

SIGNAL

ANOTHER GIRL

Captain Nestor & First Mate Ardelle Cirino



Marina Bay Yacht Club

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