



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

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September 2002

VICE COMMODORE'S LOG

The tall ships sailed into San Francisco Bay on August 28 and departed for Los Angeles on September 2. Terry and I made the trip to the City on Thursday to take a look at these special sailing vessels. We started our nautical adventure by taking the Larkspur Ferry to San Francisco. I have lived in the North Bay since 1973 and it was my first time taking the ferry to the City. It sure beats the frustration of driving and parking. I highly recommend it, especially with the new \$ 5.00 Golden Gate Bridge toll. From the Ferry terminal it was a short ride on the trolley to the Hyde Street Pier and tickets. While there, we took a look around the *Balclutha* and *C. A. Thayer* and learned of their history from a Park Ranger. *The C. A. Thayer* will soon begin a \$ 6 Million restoration.

We walked to pier 45, passing the *Pampanito* and *Europa* from the Netherlands and the *Sea Wolf* from Washington State. Both vessels were very well maintained. In speaking with a crewmember on the *Sea Wolf*, he said they experienced 50+ knot winds on the way to SF and 30+ through the Gate the day before. The *Europa*, a steel-hulled boat, offers opportunities to pay for the privilege of sailing with her. Her cruise schedule included cruises to the South Pacific and Antarctica.

The ships *Bat' Kivshchnya* and *Nina* were at the Hyde Street Harbor. The Ukraine schooner had numerous poster displays on the dock showing the voyage of the vessel along with other information about the Ukraine. After crossing the Atlantic the *Bat' Kivshchnya* went through the St. Lawrence seaway to the Great Lakes, down the Mississippi, through the Panama Canal, up the West Coast to Vancouver and back down again to San Francisco. Quite a journey, no matter how you look at it.

The highlight of the day was to go on board the replica of Columbus' caravel, the *Nina*. There was a TV

and DVD video on the aft deck showing the construction of the replica and telling the story of the original *Nina* and her place in history. The *Nina* is a relatively small vessel of 93' LOA and 66' LOD. The crew lived on deck with animals and provisions below. To realize this boat made several trips between the New World and Europe is nothing short of a miracle.

We had an enjoyable day looking at the tall ships; however, I was disappointed in not being able to go below and get a better feel for the boats. This was understandable as all the ships on display were working vessels with the crew's quarters and personal effects on board.

I purchased some automobile parts on eBay this past month from an interesting fellow in Texas. He is a VW diesel aficionado and makes his own bio-diesel in his garage. You might check his and other related web sites if you are interested in learning more about the process. His website is <http://home.earthlink.net/~dieseltdi/>. There are also links to other bio-diesel sites on this page. From what I understand, the exhaust smells like McDonalds French fries!

The annual general membership meeting and election of officers will be here shortly. We need to have folks come forward and take the helm. Please contact Past Commodore Don Wigle and put your name for consideration as a Club officer or Board position. Serving on the Board is a great way to meet club members and be a part in planning the Club's events and activities in the upcoming year. Marina Bay Yacht Club needs more members to come forward to help with dinners and other activities. We need everyone's talents and participation to make the Club active and successful.

Life's a Reach

-----Jim Taylor

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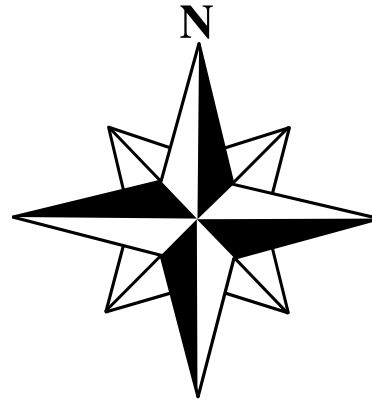
MEMBERSHIP

NEW MEMBERS

At the Board meeting held on August 17, 2002, the following people were elected members of Marina Bay Yacht Club.

- Charles & Linda Holmes of Hayward.
- Daniel & Linda Holmes of El Cerrito.

Welcome to the Club!



MEMBERSHIP APPLICATIONS

- Terry & Vicki Fahey of Oroville, who sail the Pearson 42 *Tenacity*. Sponsors are Ed Johnson & Mike Heath.
- Eric & Marilyn Anderson of Richmond, who sail *Fullshell*.

CHANNEL ISLANDS CRUISE

To continue from last month, I guess I should start with arriving back at Santa Barbara Harbor.

We were only able to motorsail back from Pelican's on Santa Cruz Island due to a lack of wind. Carla and Mackenzie were heading home the next morning. As we approached the channel entrance I noticed a guy on a kayak leisurely paddling. He looked at us and started going as fast as he could. When he got close to us he called Pedro a "bozo" and said "the last time I looked, kayaks had the right of way over sailboats under motor." I informed him of the "tonnage rule" and "if he really paddled hard he could get in the path of another sailboat coming out of the harbor". People like this really need to get a life.

This night was Peter and Carla's anniversary. They went out for the evening and Mackenzie and I went to Bofrey Brothers for dinner. If you sail into Santa Barbara you just have to go here and eat. Just hav'ta. Then we watched a movie on board with the laptop. This was a fun night for all.

In the morning Carla and Mackenzie said "adios" and Barbara Peterson said "Holla".

Before we could head back to Santa Cruz Island we needed CNG. The only problem is there is no CNG in Santa Barbara that we could find. Off to Ventura. There we found CNG at the harbor on the boat launch side. Departure time to Forney's should have been 0800, but now we were on "Turner Time". For those who don't know....."Turner Time" was a phrase coined by John Reynolds during an earlier cruise to the Channel Islands. Buddy boating with *Manx* and the "Pep Boys", we were going to depart an anchorage at 0730 and John wanted to know if it would indeed be 0730 or "Turner Time" ? I guess Pete was a bit late on occasion.

Finally we leave Santa Barbara and head for Forney's on Santa Cruz Island. We spend two days here hiking, relaxing, and eating. I think we had a couple drinks also, but I don't remember. At the end of the two days we drop Barbara off in Santa Barbara, change a tire on her car, load up with ice and head back to Cojo Anchorage.

This leg to Cojo was very nasty. Not so much wind, but washing machine seas. We took so much water over the bow. I've not seen this much water crash on a dodger before. Little did we know this would continue off and on all the way to the anchorage.

The plan was to spend a full day in Cojo so I could get some surfing done before we left southern California.

This is one of the premier surfing spots in California. You can only get there by boat, so few are here to crowd the place. We arrived around midnight and I was going to start surfing early. Well, I was up at 0630 and imagine.....No surf! I mean.....No surf! Flat... like my girlfriend in the 6th grade...like Kansas... not even a ripple. I hauled a 9'8" board for over 500 miles and no surf. Oh well, we were sailing more than normal this trip. Guess I'll take what I can get. The surfin' down the waves on *Silverheels II* in the gales is what I got.

The decision was made to leave Cojo and go to Morro Bay. No need to stay here with no surf. Arrival at Morro Bay was in zero visibility and a dredge working the mouth of the channel entrance. Thank whomever for chart plotter/GPS units. This got us to the channel. Talking with the dredger on the VHF, he stated "we look good coming in". Of course we aren't going to hit him, he made sure of that, but failed to tell us we were headed for the jetty. We saw it just in time to change course.

When we arrived at the Morro Bay Yacht Club a member happened to be in the area and saw us. He went home to get his keys so we could sign in and use the facilities. Believe me... This is the best club on the West Coast! The members here will drive you anywhere you need to go. They make sure you are taken care of at all times. They really are the best.

In the morning we headed to San Simeon Bay. We left in sunshine and motorsailed into more thick fog. We were in this fog until five miles from San Simeon. This was a warm, calm bay complete with pilot whales to welcome us. This anchorage is a must. There are no real amenities, but the weather is warm and a real beach to hang out on. Our stay here was greatest. We fell asleep listening to congas being played on the beach. Did I say sleep? Not! This guy played until 2300. We left at 0300.

The morning was clear with many stars and much bioluminescence. This was a beautiful motorsail 'til just short of Pt. Sur where we lost the engine and autopilot. Pedro worked on the engine, I sailed the boat and Mother Nature kept the wind on the nose. Finally Pedro got the engine up and running and we got the Monitor to drive *Silverheels II*. Much better now.

Things went well until we got north of Pt Pinos in Monterey Bay. Here we found 20 to 24 knot winds, 6-10 ft. seas and lots, I mean lots of water over the bow. I suggested putting in a reef, but he thought the helm felt O.K. Awhile after dark he said to me "If you think it safe could you put a reef in the main?" Of course I would be more than happy to. Very wet job.

Arrival at Santa Cruz Harbor was at 0030. We slept very good this night. The next day was taken off.

We did the beach and had dinner at Rosa's. It was good to take a day and just relax. Much needed rest.

Next morning found us headed home to Brickyard Cove. The bash up from here was uneventful till we turned into the San Francisco Channel. Here comes the thick fog and ships heading in and out of the bay back to back. Six in all. We had a hard time getting to the north side of the channel. Finally, we made it only to be slammed one more time with water over the bow and up to the dodger. Seems king Neptune wanted to remind us that he is still in charge here. An extra shot of rum was given to him at this point.

This was another great cruise and adventure. You should all experience this. It is good.

On another note. The cruise to Vallejo Yacht Club was exceptional. I'm talkin' warm weather, warm reception, and warm friendship. Yes, I do love the sun and there was no lack of it this weekend. We had a small, but powerful turnout this time. *Lizard II, Ripple, Yes Virginia, Sassy,* and *Silent Dancer*. I think we partied on most boats at one time or another. Ardelle and Nestor came down by foot and joined the festivities.

Vallejo Yacht Club took very good care of us and served a wonderful dinner. The sail home was perfect. I only wish you all could have been there to enjoy it. This one was really special.

By the time you read this, the Half Moon Bay cruise-out is history. I hope you made it down. As of this writing we have ten club boats and four guest boats going. This is one of the year-end parties and is always a fun time.

New question. Are you going to Drake's Bay the second weekend of October? This is always an adventure. You never know what to expect. Most say in October it is calm. I have never been to Drake's Bay in the calm. Last year was a raft-up. I've not seen those conditions there before. Maybe this year. Just make sure you can reef and go slow if need be. Be prepared to anchor out on your own. This is a really beautiful place to cruise to. Just know it should be considered a "blue-water cruise" with the wind usually on the nose. It can be very wet or it can be very calm. If you want more information call me, or email. This will be a real adventure or not much at all. Depends on King Neptune's attitude at the time.

Get out and about safely.

Lizard Guy

CRUISE NEWS

Nataraja

Pre 7/4. Hi guys! Well, I finally found an internet cafe where I can use my own disc. But, of course it doesn't work!!! So, we will drop out of touch until Vavau. I have decided not to send it via snail mail from here since we haven't finished with Samoa yet. I may send it from Asau once I scout it out. But, probably not until Vavau.

Post 7/4. Our time on the island of Upolu, Samoa is winding down. We will sail to Savaii, the next island over and still part of Samoa, tomorrow. This will be another overnigher. We will anchor at Asau Harbor and spend two weeks exploring the island. From there we will sail to Niuatoputapu, a small island in the Tonga group about halfway between Samoa and Vavau, Tonga. On this trip we will cross the international dateline; today will become tomorrow. Apia is spectacular. The people are so friendly and curious about us. We are the odd tourists; not only did we come by boat, but we talk weird. Most of the palongies (white folks) they are used to are from New Zealand, Australia, and the UK. The fresh market has some of the best produce we have seen and the price is right. The exchange rate is \$1 US = \$3.20 Samoan. Fish and lamb are very cheap, while chicken is quite expensive. We visited the tomb of Robert Louis Stevenson, spent a day in the National Park visiting the Togitogiga waterfalls and hiking thru the rainforest to check out Pea Pea Cave. From what we understand, Savaii is much more traditional than Upolu. We are looking forward to going to some of the more remote areas.

Most likely, we will not have email access until we get to Vavau, Tonga. So, it'll be at least a month before you hear from the little yellow boat again.

We are having a blast!!!!

-----Emmy & Eric
S/V *Nataraja*

Caprice

Wes and Karen Fox came to the Club dinner on August 17. Good to see them! They are visiting here for awhile, then will return to their boat, which is currently in New Zealand (I think).

----Editor

VIRGIN ISLANDS CHARTER

(Continued from August issue)

Weather on the Nose

One of the reasons we moved our boat to Brickyard Cove in June was that every time we ventured into the San Pablo Bay the weather was on our nose. We knew that there were other points of sail than close reaching, but we hadn't had the opportunity to experience them much. Our experience pretty much was that in the San Pablo Bay if we'd turn the boat 180 degrees then the wind would shift to being on our nose again.

We left Red Hook Bay in about 20-25 knots of wind on Saturday morning with the wind being directly out of the East – precisely our direction of sail. We started tacking towards St. John Island, our destination being Francis Bay. We were new to the cutter rig and the boat was outfitted with a 135% genoa on the headsail furler, and then a modest inner jib on the Hoyt self-tacking boom. At the suggestion of the charter company I had already reefed the mainsail, which was simplified by the slab reefing rigging on the boat. Island Packets sail sort of like trucks. The steering is rack and pinion and you really have to muscle the wheel. Not at all like my spade rudder at home. Well, we weren't all that adept at tacking that big headsail through the little slot between the staysail and the genoa, but we were sailing in turquoise water that was so clear that you could see the bottom at 50 feet. We reached our way towards St. John and discovered that the tacks brought the wind basically on the nose – this is a phenomenon that I thought couldn't travel all the way to the Atlantic Ocean with us. After a little motor-sailing and major fretting about the worst reef in the Virgins (Johnson's reef – it is right smack in the middle of the water-way) we ventured towards Francis Bay and discovered a true gem of a place called Cinnamon Bay. I had read an article about the USVI government doing a big project to increase the number of moorings around St. John Island, but had no idea about how pervasive their work was. My guess is that there were no less than 75 moorings in the Francis/Maho/Cinnamon bays area. The moorings are for free. They prefer that you don't anchor to preserve the coral reefs. Cool. I can't sleep well on the hook, anyway. I needed sleep. We picked up the mooring and I immediately jumped into the 80-degree crystal clear water. "It may look like a swimming pool" Kasey said, "But once you open your mouth you know you are in the ocean." The water is really salty.

Hard alcohol is cheap in the islands. Beer is about the same as in the States. Let me clarify – hard alcohol from Europe or from the islands is cheap – American

booze is not a big savings. We paid about 35% of what we pay here for premium alcohol from Europe (English Gin, Irish Whiskey and Napoleon Brandy).

Sheri was the self-appointed galley slave and she is a great cook. After our first gourmet meal on the boat we watched the sunset. From our mooring we could see west out over the Caribbean Sea. We watched three small black-tip sharks play under our boat and threw a rind of cantaloupe to see what they would do – they hit it hard. Oh great, now I get to learn how to swim with sharks. Bill advised me "not to dangle a body part (like a foot) overboard, but instead to go in the water full body and if confronted, make yourself really big". Oh joy, body parts. Good news was that we saw no other sharks for the next 10 days.

The Drill

That night began what we termed "The Drill". About 2:15 in the morning the rain began. It doesn't "rain" in the tropics. It pours. The Virgin Islands are very arid. There is not any natural source of fresh water on all the islands. They rely on these downpours and have cisterns to collect the water. They have a desalinization plant on St. Thomas as well. Everyone wanders around with a bottle of water with them. We got the "Drill" down, ultimately. The first couple of nights we'd get a bit of water and sometimes forget a hatch or port. The Island Packet has five Lewmar hatches and eleven opening ports. Then there is the companionway. Our boat had a dodger, but we generally had the middle window tied-up to take advantage of the breeze. Interesting to scramble, half awake, and run into your friends in various degrees of undress slamming the ports and hatches shut. We finally worked our sections of the boat as jurisdictions to minimize adult contact.

Cinnamon Bay, St. John Island

This is one of the truly nicest spots in the Virgins. It doesn't show on the charter charts, but is one of the more popular "camp destinations" for the locals. A beautiful sand beach about two miles long with crystal clear water. There are about 10 moorings here. Ashore and slightly inland (1/2 mile) are free showers, a little grocery (ice cream!) and water. You can take your dinghy right around the corner and you're at Trunk Bay, a National Park's snorkel area with underwater signs and other stuff. The bay is about two hour's sail from Red Hook. Watch out for Johnson's Reef on the approach – it is the biggest hazard just awash in the Virgins. It is clearly marked with buoys, but you have to adjust to small day markers as buoys... Trunk Bay also has four day moorings, but it is rolly.

Maho Bay, St. John Island

This is the best anchorage to avoid S/SE/ESE winds on the north side of St John Island. In the SE corner of the bay is a rock/reef area that is fantastic snorkeling. We saw abundant fish and other sea life here. Many types of coral were encountered, as well. The water was a little murky due to sand being stirred up by the higher than normal winds. Lots of sea turtles, jacks, parrotfish, pelicans, etc. We saw about 30 moorings in Maho Bay. Maho is just to the east of Cinnamon Bay. Nice strand of sand beach. Maho is the site of an old abandoned resort on the beach, but there are these tent cabins, complete with wooden walkways connecting them, perched as a little community on the hill. Burros bray on the island – we saw one at the beach – they occupy the island. They are descendants of those used by missionaries in the 1800's.

We left our mooring at Maho bay on Monday morning, with either Jost Van Dyke or Soper's Hole on Tortola as our intended destination. We needed to clear customs and we could do that at either place in the British Virgin Islands. We left with a 15-knot breeze out of the SE, exactly what we expected as standard trade winds in the area. We ran downwind through the passage at Mary point, under Genoa only. As we headed up into the Narrows between Big Thatch and St. John (an easterly direction) the wind shifted (of course) onto our nose and we began to tack up the Narrows – our turn would only be a mile or so. On our second tack we were smacked with a squall. Our wind indicator went from 18 knots to 49 knots in 30 seconds! We fell off and were pelted with rain. I have been drier in the shower. We immediately began to furl in the genoa and within two minutes the wind shredded it back 10 feet, ripping the sacrifice from the sail. We ran downwind and crossed the channel back to the protection of the Maho Bay anchorage, exactly where we left about an hour before. Now I was glad that we were sailing a truck.

After about an hour of rain the wind subsided and I called the charter company to advise them of their shredded sail. They were cool and said that we should continue on our vacation and that they would send a chase boat out to recover the sail. I used the term "destroyed" to describe the sail but they wanted to see if they could have their sail guy mend it. Well, they sent out another sail, we bent it on and we left the following morning for Tortola. We were advised to stay the heck away from Jost and the West side of Tortola by the guy in the chase boat for the next day or two due to weather. He also gave me information about a weather guy on a local radio station who gave weather reports twice a day. Finally, some idea

about what the weather was going to do – better than "the weather is what you get" advice I received three days ago.

We headed up the Narrows again, this time under power. The Island Packet has a great Yanmar diesel engine and it pushed us against the East wind (on our nose) coming at 22-28 knots true. The seas were a bit confused with 4-5 foot swells and cross waves from the south – not a real comfortable ride. By this time our crew needed a town-fix. Well, once around the point the wind shifted further up and it was, once again, on the nose. We motored the five hours, making about three to four knots against the seas and wind to Road Town.

Learning How To Talk Island

As we approached Road Town I began to hail Marina Cay Marina. We'd heard great things about this place and thought it would be ideal for our town-fix needs. After being unsuccessful on my handheld VHF from home, I went below and tried the boat's radio. Again, no success. Bill then remembered from his Belize visit – they pronounce "Cay" as "Key". So I tried using the corrected "Key" and they immediately responded. Jeez, a man could die of thirst trying to find out how to correctly pronounce water in the BVIs. (to be continued in Oct.)

-----Michael Green

S.F.BAY & MARINA BAY NEWS

Effective August 15, Marina Bay Yacht Harbor is offering a special 10% discount on all 30 ft. downwind slips. The special discount program is available to all new and existing slip holders. To be eligible, all slip holders must have a current MBYH Slip License Agreement, current vessel registration, and all up-to-date insurance and other documents on file with the marina office. (This is the same information needed to allow MBYC our discount on clubhouse rental.) To apply, contact the marina office.

The Coast Guard will start ticketing pleasure boats that violate their rules regarding proximity to Navy vessels. Until now, they have only given warnings. Mariners who violate a Naval Vessel Protection Zone are subject to arrest and prosecution, and if convicted face imprisonment for up to six years and a fine of up to \$250,000.

- All vessels within 500 yards of a US naval vessel must operate at the minimum speed necessary to maintain a safe course.
- Recreational and commercial vessels are not allowed within 100 yards of a US naval vessel.

-----Editor

Bylaws Committee Report

The Bylaws Committee has been meeting since the first part of the year with the task to recommend amendments along with cleaning up the document, where needed. The Committee included Jim Taylor, Chairman, Erwin Gove, David Jacoby, and Ed Johnson.

Following are the recommended amendments and a brief explanation for the change. The present verbiage to be replaced is lined through and the amendment is underlined.

After reviewing the recommendations and if you believe other changes are needed, please contact one of the committee members.

ARTICLE III

MEMBERSHIP

1. Memberships shall be of the following classifications and all voting memberships have one, undivided, vote:

Note: The revision makes the statement once, rather than repeating itself as part of each membership classification.

B. Regular Membership:

A Regular Membership is a voting membership. ~~An Individual~~ A Regular member shall be a boat owner who has paid the dues and fees as prescribed in Article V of these bylaws and has been approved for membership as outlined in Section 3 of this Article. ~~Regular Family members shall be the two adult boat owners in a family who have paid the dues and fees as prescribed in Article V of these bylaws and have been approved for the membership as outlined in Section 3 of this Article. A Regular Family membership shall have one undivided vote.~~

Note: The Bylaws Committee made the above change to allow a regular membership to include boat owners that are not married or related. For example, this would allow two partners that own a boat, to have one membership. It would also allow a boat owner to include a "significant other" as the second name on the membership. We love families; however, it does not seem necessary to have it specifically defined. A regular membership does, in fact, include families.

C. Associate Membership:

An Associate membership shall be designated a voting member who qualifies as a ~~family or individual~~ regular member but does not possess a boat. An Associate Member is not eligible to run for election as an officer of the Board of Directors of the Corporation.

Note: The change in B makes this verbiage unnecessary.

F. ~~Honorary Membership/Lifetime Membership:~~

The Board of Directors may grant a Lifetime Membership to a Club Member whom, in the unanimous opinion of the Board of Directors, has rendered extraordinary service to the Marina Bay Yacht Club and/or the fraternity of yachting. ~~The Board of Directors may grant the title of Honorary or Lifetime member. Lifetime memberships shall be granted to Club members who, in the unanimous opinion of the Board of Directors, have rendered extraordinary service to the yacht club and/or the fraternity of yachting. Honorary memberships may be awarded to non-members who, in the opinion of the Board of Directors, have rendered extraordinary service to the Marina Bay Yacht Club and/or the fraternity of yachting. This is a non-voting membership.~~

Note: The Committee saw it necessary to separate the Lifetime and Honorary memberships because of the high honor of the Lifetime membership.

G. Honorary Membership:

The Board of Directors may grant an Honorary Membership to a non-member whom, in the opinion of the Board of Directors, has rendered extraordinary service to the Marina Bay Yacht Club and/or the fraternity of yachting. This membership expires at the end of the calendar year. This is a non-voting membership.

Note: This membership may be extended as a courtesy; e.g. to the Harbormaster. The Committee believes the Club does not want to make the practice of extending a membership card and the privileges that go along with it, for an indefinite period of time.

Any person desiring to become a member of this Corporation shall submit an application signed by ~~himself~~ the applicant and at least two sponsors. The names of all applicants, with the names of their sponsors shall be posted in the official publication with a request for comments to the Membership Committee. Applicants may be introduced at a regular meeting.

Note: Reads better with change.

4. Any member, upon written request, may resign from the Club. ~~Acceptance of the resignation will be considered by the Board of Directors.~~ The Board of Directors will consider acceptance of the resignation only when the member is considered in good standing with all dues and assessments paid at the time of submission of the resignation. Any member who resigns in good standing may make application for membership at a future date. In the event of resignation no dues or fees shall be refunded. Charter members need only pay current dues to reactivate membership. All other memberships reactivate at the discretion of the Board of Directors.

Note: Reads better with change.

ARTICLE VI

Note: Last year the Rear Commodore was made an officer on the Board of Directors. This made it necessary to create a separate job description for the Rear Commodore. In addition, PICYA created the position of Safety Officer that has been added and included with Port Captain and Fleet Captain.

C. Rear Commodore:

The Rear Commodore shall be responsible for the development and management of the Club Membership. The Rear Commodore shall present new membership applications to the Board of Directors for consideration and approval in compliance with Article III, Section 3 of the Bylaws. The Rear Commodore shall maintain membership records for the Club. The Rear Commodore is a voting member of the Board of Directors.

D. Secretary:

The Secretary shall give or cause to be given notice of all meetings of the Membership and of the Board of Directors. The Secretary shall keep minutes of both the aforesaid meetings and shall cause to be published in the official publication, a summary of the Board of Directors' meetings. The Secretary and shall act as the official clerk for all elections. Should both the Commodore and Vice Commodore be absent, the Secretary shall act and perform the duties of Commodore. The Secretary is a voting member of the Board of Directors.

Note: Cleaned up the verbiage in the Secretary description.

E. Treasurer: (No change in content)

F. F. Rear Commodore, Fleet Captain and, Port Captain, and Safety Officer:

~~Rear Commodore, The Fleet Captain, and Port Captain, and Safety Officer~~ are active ~~voting~~ regular members who are elected by the general membership. They shall perform such duties as may be prescribed by the Club Officers. They are voting members of the Board of Directors.

F. G. Past Commodore: (No change in content)

----Jim Taylor
Chairman, Bylaws Committee



Marina Bay Yacht Club

Upcoming Events

September 2002

Come help clean the club !



Please Sign Up for Friday,
September 20th at 6:00 p.m.,
for Saturday September 21st
at 10:00 a.m.

The clubhouse will be open, and we will have a list of things for people to volunteer for. Cleaning stuff will be provided, but you may wish to bring rubber gloves, rags, and buckets if you have them.

A complete spaghetti dinner will be provided at no cost to volunteers on Friday night, beginning at 5:00 p.m. and a Belgium waffle, sausage & egg breakfast will be provided to volunteers on Saturday morning beginning at 8:30 a.m.

Please contact Ardelle at 510 816-3059 or email:
SocialDirector@MarinaBayYC.com

On **September 28th**, the city of Richmond will be sponsoring an event in the Marina Bay Park.

"RICHMOND MARINA FESTIVAL BY THE BAY"

We can use this opportunity to acquaint more people with MBYC, we will be holding an Open House beginning about noon. Food will be provided at a nominal cost. We will open the bar around 5:00, and serve dinner beginning at that time also.

I am willing to prepare food for this event, but will need volunteers for the afternoon to be available to answer questions about the club, and provide information about membership. I will need volunteers to help serve food and clean up in the evening. **Please contact me if you can help.**

Flyers are in process regarding this Open House/ Dinner event. I will send via email. If you have not received email from me in the past, I do not have your email address. Please email me so I can put you on my list. Complete details will be available at Sept. 21st dinner.....Ardelle

Board Meeting and Dinner

Saturday, September 21, 2002

"Santa Maria" Style Tri-Tip Barbeque

"Cheryl's" Famous Beans
Green Salad
Santa Maria BBQ Bread
Coffee & Dessert

Board Meeting @ 4:00 pm
Bar Opens approx. 5:30 pm
Dinner @ 7:00 pm

Cost:
\$12.50 pp Kids <13 =free

Hosted by:
Erwin Gove & Family



*Note:
Anyone interested in knowing more
about Women Aboard is more than
welcome to attend the meeting and/or
the dinner.*

Women Aboard Cruise-In

Saturday, October 5, 2002

W.A. Meeting @ 4: pm
Bar Opens 5:30 pm
Dinner @ 6:00 pm

Meeting Agenda

4:00-4:30 Icebreaker activity
4:30-5:10 Discussion of WA future of
our group
5:10-5:30 Kathy Smith will share some of
her recent cruising adventures

"Autumn Seas" Dinner

Shrimp salad,
Salmon and vegetables
potatoes, bread & butter,
coffee & fruit cobbler

Cost:
\$10.50 pp Kids <13 =free

Hosted By
**Kathy Smith &
Ardelle Cirino**

RSVP Information: Contact Ardelle 707 558-9637 or SocialDirector@MarinaBayYC.com

NOTE: If you are not able to eat the entree provided, **Please feel free to request an alternative.**

in the U.S.



With Granddaughters



On the Patio



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 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
Summertime BBQ (Cirino)
- 31 Cruise-out to Half Moon Bay YC----

SEPTEMBER

- 1-2 ----and barbecue at Half Moon Bay
- 20 Clubhouse Cleanup (1800)
- 21 Clubhouse Cleanup (1000)
Board Meeting (1600)
"Santa Maria" Style Tri-Tip BBQ
(Gove & Mougeotte) (1730/1900)
- 28 City/Richmond Marina Festival
Open House, Dinner (1700)

OCTOBER

- 5 "Women Aboard" Cruise-in, Dinner
- 12-14 Cruise-out to Drake's Bay
- 19 Board Meeting (1600)
Annual Membership Meeting (1800)
Chili Cook-off Dinner (1900)
Yacht Club Cruise-in

NOVEMBER

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

DECEMBER

- 14/15 Angel Island Raft-up
- 21 Board Meeting
Holiday Dinner

MARINA BAY YACHT CLUB

SIGNAL



Johnson

SASSY

Joe & Betty Harralson
Sailing past the Mothball Fleet
on the way to Mandeville



Marina Bay Yacht Club

P. O. Box 281, Sta. A
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