



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

Vol. XVII, No. 10

October 2002

COMMODORE'S LOG---

The days are getting shorter and the nights a little cooler. The sailing season for 2002 is winding down. But we are not winding down at the boathouse. This past month we had an incredible dinner hosted by Erwin Gove and another hosted by Jay and LaDean Mills. And it's only going to get better.

You won't want to miss the General Membership meeting this month. We will be nominating and electing a new slate of officers and board members, voting on changes to the by-laws, and enjoying our annual Chili Cook-off hosted by Ed and Dorothy Johnson. We will give you a rundown of how the year has gone and what we have in store for the coming year. Finally, we will recognize the valuable service from one of our members during the past five years.

On October 19, the Board of Directors will meet at 4:00 PM. Following that, at 6:00 PM, will be the General Membership Meeting in the main clubroom. At the conclusion of this meeting, the bar will open. A cruise-in yacht club will join us at 7:00 PM for our annual Chili Cook-off dinner. Be sure to be there. Now is an exciting time to get involved.

-----Phillip Coker

THINGS THAT DON'T WORK

At your biennial haul-out, do you prepare and paint your boat's bottom yourself, or do you hire the yard to do it? So far I've had the yard do *Maenad's*. And I've found that this can cause problems.

The yards generally do nice paint jobs (though I suspect that the old Sanford-Wood yard once used house paint, since the hull started to grow weeds within three months). But I strongly suspect that they don't clean out the through-hulls. I can say for sure that this happened to me once. I had my boat done in a Richmond yard, and stopped by to look at it before it went back into the water. Nice job. But I have a sail drive (looks like the out-drive on an inboard power boat) that they of course painted. My engine cooling water is inducted through eight small holes in the housing, and they were at least 50% closed up with marine growth (such as barnacles). I reamed them out with my pocketknife.

On recent occasion, I realized that my head wasn't getting sea water in to aid in flushing. This was detected by odor. I attacked the problem from inside the boat. I found that with the intake hose removed and the through-hull ball valve open, no water would flow in. It took a good deal of ramming and reaming to get the through-hull cleared of crud that consisted mostly of old barnacles. The orifice obviously hadn't been cleared for many years.

When you do the bottom yourself, be sure to check and clean the through-hulls. If the yard does the work, drop by before they finish the job to make sure they've cleaned out the through-hulls.

-----Erwin Gove

MBYC HOTLINES

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-----Open

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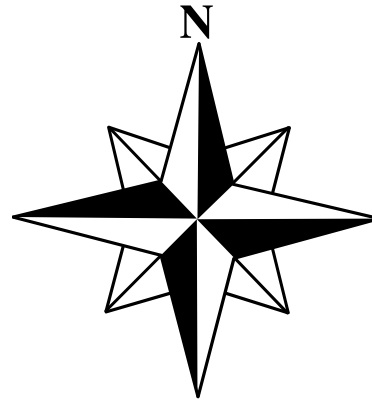
MEMBERSHIP

NEW MEMBERS

At the Board meeting held on September 21, 2002, the following people were elected members of Marina Bay Yacht Club.

- Terry & Vicki Fahey of Oroville.
- Eric & Marilyn Anderson of Richmond.

Welcome to the Club!



FLEET CAPTAIN'S REPORT

The cruise out to Half Moon Bay Yacht Club over Labor Day weekend was a real success. We had nine boats from Marina Bay Yacht Club attend along with *Endorphin*. It was great to see Ron and Mary Wilson again. For those who don't know, Ron was our last fleet captain. Lisa Elliott, Jim Taylor and Mary Cosper arrived by auto. Erwin Gove arrived as crew on *White Bear* and Peter Turner arrived as crew on *Lizard II*. Carla Turner drove down bringing Lisa and spent the day on Saturday, returning home with Peter that evening.

There were so many boats in the anchorage we had to have separate rafts to avoid collisions with other boats when the wind and tide changed. We ended up in two groups. Group "A" consisted of *Lizard II*, *Enchante*, *Ripple*, *White Bear*, *Sea Fair*, and *Tricia Jean* (Dan Best's new boat). Group "B" consisted of *Freya*, *Sassy*, *Heron*, *Endorphin*, and *Moe Bart*.

Lizard II arrived on Friday after a great upwind sail down to Pillar Point. After getting the hook down, we noticed *Freya* in the anchorage. They had sailed downwind up to Pillar Point from Monterey Bay. Also noticed in the anchorage was *Dolce*, friends Larry and Dot from Brickyard Cove. Friday night consisted of Larry and Dot cooking dinner for Michael, Kasey, Larry and Peter on *Lizard II*. This was a fun Friday night. Friday night also brought in *Sonia D'oro* with Karen and Tim, whom I met on a cruise with *Ripple* last year. We connected on the VHF and got together for breakfast on Saturday morning.

Saturday brought in the rest of the fleet. Saturday also brought in very good weather. The temperature started to rise. This night some visited the yacht club and each other. Pete, Carla, Lisa and I ate ashore. During this time we ran into Jim and Ann of *Allegria*. More people from Brickyard Cove Marina. Since I had a bit of a party on *Lizard II* Friday night I was very tired Saturday night. Retirement for me was early on Saturday.

Sunday arrived with a bit of fog, but warm. Lisa and I spent the morning and early afternoon walking the beach. Everybody seemed busy on Sunday with walks, rowing, kayaking, etc. By afternoon I was ready to socialize and dinked all over the anchorage. I think I stopped at almost every boat in the anchorage. The people in the cruising community are so generous and friendly. I was offered a drink or beer at every stop. How could I refuse? Great time.

During my rounds I learned that Dan and Kathryn of *Tricia Jean* scored albacore. While visiting group "B", they scored salmon. As it turned out group "A" had an albacore potluck and group "B" had a salmon potluck.

When dinner hour was over I'm not sure what group "B" did. I know that some of group "A" went to their boats and some stayed on *Lizard II* for music and party time. Not sure about the music, but we tried and had fun. This was a fun night with clear sky and stars. Rare in this anchorage.

Monday morning brought bright sunshine and very warm weather. The harbor was mirror-glass flat calm. Now... I had to call in a few chips to get my warm sun in Half Moon Bay. I really do like sunshine and warm. I did good this day. I don't remember any complaints.

Lizard II was the last of our fleet to leave. I had a very hard time getting the hook up. Even with the windless it took all my strength. When I finally got the anchor to break the surface it had a 125 LB. fisherman anchor hanging on it. What a treat. This was my adventure. We figured it was somebody's mooring anchor at one time. I didn't want the old thing so we dropped it off the end of the pier where no one will drop a hook.

I really think everyone enjoyed this cruise. Even the boys on *Sea Fair*. They ate albacore with group "A" then went to the Club trolling for "babes". They came back awhile later, disappointed because they could only find "moms". I really feel they had a good time in Half Moon Bay.



Jacoby

Tricia Jean & White Bear
A nice morning at Half Moon Bay

The next cruise will be to Drakes Bay. This is on the 12th of October. Be sure to check the weather, tides, safety gear and ground tackle. During October this could be very formidable or benign. Just to let all know....no matter what the weather, I won't raft up in Drakes Bay. You can if you want, but each skipper should make this decision. I personally have never been to Drakes Bay in calm

weather. I will do my best to talk to King Neptune. I still think I am owed a few chips, but sometimes he just messes with me to keep me humble.

It's not necessary, but let me know if you are planning on cruising to Drakes Bay. I will most likely go to Richardson's Bay on Friday and out the Gate on Saturday Morning.

The cruise out in November will be the 2nd of November. We are going to Treasure Island Yacht Club. This is the first weekend in November instead of the second. We will anchor/raft in Clipper Cove and have dinner at the club. If you want to get a slip you will have to contact the Harbormaster yourself since the club does not have much to do with the marina.

For those who anchor or raft, a dink would be a good thing to have. I'm sure there will be enough so all will get rides ashore. To go to the dinghy dock at the marina I understand the harbormaster charges a fee to park. I think I will go to the beach and walk over to the club from there.

The club will be fixing burgers and providing a bartender. I believe the dinner is \$10 each. I've never been to this club, but know they struggled to keep together after the shutdown of the base. It will be great to support them and meet them. My contacts with the club personnel have been very positive.

I need RSVP's by the 15th of October. I may have to pay in advance and I know there are no cancellations after payment is made.

RSVP to FleetCaptain@MarinaBayYC.com.

Get out and sail safe.
-----Lizard Guy

CRUISE NEWS
NATARAJA

Island of Upolu, Apia, Samoa
13 49 S 171 45 W

We find ourselves now, officially in a foreign country. Things are different here than we are used to. Red right returning only applies when you are returning to the big water, not when entering a harbor. A "torch" is now a flashlight, a "lift" is an elevator, everything is measured in metric, and when writing the date, the day comes before the month. Lettuce has become a thing of the past, salads are made with cabbage, bread only comes in plain white, one can buy pig trotters at the market, and men wear lava lavas. Our little yellow boat with her American flag is a minority. We find ourselves surrounded by boats from Germany, New Zealand, Australia, Italy, and the UK.

Every morning at exactly 0754, the police marching band marches down main street playing Samoa's national anthem. And yes, the policemen wear lava lavas, too. They also wear the white, British helmets and sandals. They carry no guns. The traffic waits patiently as they head to the government building, raise the flag, and march back to the police station. What a beautiful thing it is to watch. Apia is a bustling little city, but just a few kilometers away, the villages are very traditional. The dress is conservative, you don't see the women in shorts or slacks. They wear lava lavas, dresses, or skirts. Everyone wears slippers (flip flops). It's quite funny really, to see the businessmen in their rayon lava lavas, pressed white shirts, a tie, and slippers. Eric has decided that he loves this country. He wants to stay here and eat ice cream until he dies. For 56 cents (US\$), one can get a huge scoop of chocolate ice cream. Not just any ice cream, but really yummy, creamy ice cream. The open market here is fabulous. The fresh produce is really good and the prices can't be beat. Tree-ripe papayas, bananas, and the local grapefruit (I forget the name-starts with a "p"). You can buy some kind of fermented yellow stuff in an old coke bottle, loose tobacco grown locally, grilled breadfruit, or taro prepared with coconut milk. They also sell local craft items made from coconuts, tapa cloth, and many beautiful woven mats & bags.

We have done some exploring of the island of Upolu. It is much bigger than American Samoa. There is a bit more land between the water's edge and the mountains here. And the mountains are taller, most over 2000 ft. We took the bus over the mountains to the other side to visit the national park, Le PuPu Pue. While there we checked out Togitogiga Falls. They weren't real big, but were quite beautiful. From there we headed down the road to pick up the trail to Pea Pea Cave. What a brutal hike that was! It is a trail that has been hacked out of the rain forest with a machete. It looks like they periodically go in and clear it. The footing is really bad. The ground is lava rock, overgrown with grasses. So when you step, you never know if you have solid footing. Then, there are these roots, that reach out and wrap themselves around your ankles. And, for the record, it really does rain in the rain forest. It poured! But, this was a blessing really because it was quite hot, very hot, and extremely humid. Seriously, I think we were both close to heat exhaustion by the time we made it to the cave. We were so relieved to finally get to the cave and sit down. After resting a moment, we dug the "torch" out of the backpack and began trying to locate the way into the cave below us. It is still raining on us, and it is very slippery above the cave.

We locate the way down. It's a vine tied to a fallen tree. Hmmm. Did I mention it was raining and the rocks were slippery? We chickened out and didn't go down. I don't think they have life flight here. Anyway, after checking our watch we decided we had better get moving, lest we miss our bus home. You see, the last bus back over the mountain is at approximately 1500. It is a good thing we were there early; the bus came at 1445. By bus the ride home is 1½ hours; it would have been a really long walk.

A must see while here is Robert Louis Stevenson's tomb atop Mt. Vaea. We walked the 3.5 kilometers up the hill to the museum, saw it cost 15 tala (\$5 US) to get in. Being tight wads, we skipped the museum and headed up the trail to his tomb. The trail up was muddy, and cut thru the forest. The tomb is at the top of a small mountain overlooking the valley below and the ocean. Breathtaking!

We still have one more island to explore, the island of Savaii. To visit any place other than Apia Harbor, you must obtain a cruising permit from the Prime Minister. Sounds intimidating, but it wasn't.

From Savaii, we will cross the international date line on our way to Niuatoputapu, Tonga. Then on to Vavau, Tonga. Wish you guys could join us out here, this is awesome!
 -----Emmy & Eric, s/v Nataraja

PICYA MANAGEMENT CONFERENCE

The Fall management Conference will be on Saturday, November 2, 2002, at the Vallejo Yacht Club. This conference is for new club officers, as well as current officers and any interested club member. The agenda includes topics that are timely and appropriate for all clubs, as they are getting ready for the new year.

This year the conference will have a different format. Besides the normal sessions of interest to all, there will be six breakout sessions.

The sessions for all attendees will include presentations by the U.S. Coastguard; the Alcohol Beverage Control office (including how to deal with bar management); and the Yachting Yearbook.

The breakout sessions will include the following topics: Club Accounting Procedures; Involvement in PICYA; Galley Management; Member Acquisition; Relationships with Governmental Agencies and RBOC; Risk Management and Insurance.

The starting time is 0800, and they'll be done no later than 1400 hrs. The cost is \$15 per person; that includes coffee/Danish in the morning, lunch, and a packet of interesting materials. Send your registration ASAP! Deadline is October 28.

-----PICYA Log (Rear Commodore Vern Bendsen)

Registration

Here is my registration for the 2002 *Management Conference*, November 2, 2002 and a check for \$15.00, payable to PICYA is enclosed. I understand that my payment includes both lunch and conference materials. (Each person must submit this form or a letter with the following information):

Name: _____ Phone: (_____) _____

Yacht Club or Association: _____

Your position in the club or association: _____

Return this form with your \$15.00 check payable to PICYA to :

Rear Commodore VERN BENDSEN
P.O. Box 984, Suisun, CA 94585

If you have questions or need additional information, call 707-422-4510 - email: vbendsen@pacbell.net

VIRGIN ISLANDS CHARTER

(Continued from September issue)

Road Town, Tortola Island, BVI, or How Not To Impress The Local Customs

We were assigned a slip at Marina Cay and slid in between a 60-foot Hatteras Sedan M/Y and a 45-foot sailing yacht. At the end of the dock was a 132-foot Amel Mega Yacht named *Monte Carlo*. The 70-foot M/Y (*Stardust*) that had been in Maho Bay behind us was on the other side of the dock and there were a couple of catamarans in the 50 plus foot range also across from us. We were definitely in the “high rent” district. The marina is beautiful. Supposedly this is where Jimmy Buffett created the “Cheeseburger in Paradise”. The check-in was uneventful – all they wanted was my credit card. They were a bit concerned that we hadn’t already cleared customs – but our charter company had told us that the customs thing was kind of perfunctory anyway. The harbor master asked me to not identify that I was already tied up in his marina. I grabbed the practice paper work (or so I thought) and headed for customs. Only the captain of the boat goes to customs – taking everyone’s passports, the ship’s papers and the practice form.

They say there are two pillars in the BVI economy: Tourism and Offshore Finance. I think there is a third: Government. I knew where the customs building was, or so I thought. Nothing was marked. I had to ask directions (I know, no self-respecting guy will admit that) a couple of times as the locals weren’t particularly helpful, either. Of course, I only understand American dialects of English – I was learning some new ones.

Once I got to Customs a very nice lady in a dress (turns out she is the Customs Clerk) came to help me and I soon realized that half of my paperwork was still on the boat. My dilemma: how do I convey that I am not tied-up already, but can go back to the boat easily? I was about 6-8 blocks from the Marina.

I excused myself, advising customs that I was missing some papers (they looked at me as if I was some kind of incompetent idiot) and high-tailed it back to the marina. Picked up the remaining papers and by the time I reached Customs again I am sweating like a stuffed pig under my hat and fully flushed from the heat and humidity. My clerk was replaced by a uniformed customs officer who gave me every impression that he had nothing better to do than to hassle me for the balance of his workday. Our boat’s name is *Hawk Spirit* and on one of the many lines I had to enter the name I reversed the words and made it *Spirit Hawk*. Seemed plausible to me – no problem. He jumped right on it (he watched over me like

a hawk) and asked me “are you sure you are on that boat?”, “don’t you know what boat you are on?” etc. I was sweating like a pig in a blanket in August by this time and trying to avoid having the drops of sweat coming from under my hat drop on the very official forms I was filling out. I had been coached to be careful about the dates (English: day/month/year; Americans: month/day/year) and the BVI’s penchant for perfection on their forms. After about an hour of these interrogatories he started writing down numbers (seemingly in random) and came up with a total fee somewhat close to what I expected. He sent me to see the clerk who was otherwise occupied in a heightened discussion with a local lady about something to do with business custom’s fees. Eventually she got to me (I was the only person in the whole Customs office the whole time), took my money and handed me back my paperwork and passports. She didn’t stamp them – one of my goals was to get a BVI stamp in my passport – but I wasn’t going to tell them that. She informed me that I now had to go to Immigration and clear-out there. This was news to me – no one had warned me. So, I went out of the building and found a local woman and asked for directions to Immigration. Back into the building I was directed – go under the stairwell and you’ll see a door. About this time I am thinking that Alice in Alice in Wonderland had it good. Under the stairs I find a little door and couple of steep steps down. Open the door and trip down the next two steps – big open room where people obviously slave at filling out forms – but empty. I look around and to my left is another door, it reads “Immigration - Please Knock”. So I do and a nice woman’s voice invites me in. Here I find an office chilled to 65 or 68 degrees with a woman in starched uniform looking at me – haggard from the Customs ordeal and sweating profusely. She has me sit in one of the two chairs and inquires as to my purpose. I produce the Customs documents, our passports and advise her I am here to clear Immigration. She produces four identical forms and pushes them towards me with a pen. Right away I realize that they are asking for information that is not contained in my practice sheet, the passports, the Customs documents or my memory. They want street names and addresses and zip codes for each crewmember. They also want occupations. I confess (by this time I am wondering how they prosecute incompetent charter captains and whether the jail cells are air conditioned) that I don’t have the information on my crewmembers and she tells me to complete everything I know. I go through this exercise in repeat penmanship four times and she tells me that I owe her 40 cents. Forty cents. The forms cost 10 cents each. She takes my money and stamps the passport. I leave the government building, fully appreciative of what

it means to travel on off-season – obviously they needed to pass the time doing something. I am now ready for a island rum drink and find my crew combing the streets looking for me – I’ve been gone a couple of hours doing what we all thought would be a 15-20 minute transaction.

The crew was ready for some amenities so our friends took a room at the marina for the night, \$150 off-season - great view of the harbor. Dock fees were \$1.10/foot per night but you get a great restaurant and bar right on the water – can sit there and watch your boat. They made weather faxes for us at the harbor master’s office and had ice right at the dock. We discovered “painkillers” here – a drink that we would find nearly daily reasons to have thereafter. They are an assortment of rums and fruit juices with Pusser’s rum, coconut and pineapple being the primary ingredients.

Road Town is interesting. The locals are quite British. Maybe more so than the English. Everyone dresses up. The women are in dresses and the men in slacks and ties. I’m dying in the heat and they’re in business dress looking so cool. Education is obviously very important. The kids all wear school uniforms and from what we experienced it is expected of them to do well with their studies. Nice kids – no skateboards or dyed hair or loud craziness. This is good. Found the local supermarket “Bobbies” to top off our provisions – much cheaper prices than Red Hook. Old downtown is right off the marina so we played tourist and shopped in the stores. Mostly things are priced about the same as US. Great spices, lots of hand-made clothes and then lots of the same tourist trash that you find anywhere. Where do all of those magnets for the refrigerators go?

On entering or leaving the Road Town harbor one needs to be cautious of a reef right in the middle of the entrance. We filled up on water at the marina (20 cents a gallon – we took 43 gallons – not bad for four days and four people) and diesel at the Moorings Marina across the harbor. There must have been over 200 Moorings boats there. Amazing to see a hundred inflatables with motors stacked up ready to go. Diesel was about \$1.80 a gallon – not too bad. Probably could have done better – but this dock was easy to get to. Took on eight gallons – no big deal.

We leave Tortola en route to Cooper Island. As we leave the harbor we get 25 knots on the nose (where is the 15 knots we were promised in all the literature?) and proceed to tack across Sir Francis Drake Channel. The wind freshens and we’re sailing under reefed main and staysail, only. Other than the roly seas, we’re ok. As we approached Salt Island on our second tack, Kasey says “we’re on vacation – we can change our plans anytime and

I’m tired of beating into the wind – let’s fall off and go to Peter Island (about 2 miles away). She’s right, we all agree, and we fall off to a comfortable beam reach. This is living. We approach Peter Island.

Peter Island

The North East corner of Peter Island is Dead Man’s Bay. It looked way to roly, so we went on to Sprat Bay. There is a place there called “Peter Island Yacht Club”, so we thought “hey, we belong to a Yacht Club, maybe we should check it out”. Well, this is not a Yacht Club, but they do have a Yacht. We think it might be a 50 foot Hans Christian, or some other heavy displacement/Taiwan-type of boat that guests can take out for a day or overnight sailing. This is a high-end destination resort that runs from a low of \$4,200 to over \$7,000 a week to stay. We find one of the six moorings and it is open so we grab it. This place is paradise – unbelievable turquoise water in about 25 feet of water. The approach is right over a reef so it is not for the faint of heart or those without charts and local harbor guides. We go to pay our respects to the harbor master and approach the docks. We recently moved our boat to Brickyard Cove so we were impressed. The docks are made out of teak. No kidding, these were two-inch-thick teak docks that are so big that they drive the golf carts-on-steroids that they use for shuttles right on the docks to pick up guests. We pay our \$35 mooring fee to become “partial” guests. This means we can avail ourselves of some of the amenities. For \$115 per person a day we can eat in the “club”. We forego that realizing that even if we could afford it we have more than ample provisions. After checking out “Baskin in the Sun”, a dive company on the docks, we take the shuttle to the other side of the point to the beach on Dead Man’s Bay. So this is how the rich live. Beautiful beach with all the amenities – thatched beach umbrellas, palm tree hammocks, chaise lounges, towels and a bar and grill right on the beach. We lounge about, acting like “full-on” guests and due to the fact that the place is about one-quarter full we pull it off with aplomb. We encounter the 112-foot Swan “*Chardonnay*” again here as they pick up passengers from the heliport.

Baskin isn’t going to the Wreck of the Rhone, so Bill calls Underwater Safaris – the outfit that he dove with the day before out of Tortola, and yes, they will take him there and (get this) they come to our boat in Sprat Bay to pick him up and drop him off. Too cool.

(to be continued in November)

-----Michael Green

BYLAWS REVISIONS

The proposed changes to the MBYC Bylaws that were published in the September Signal have been further changed. (Proposed changes to Article III will remain as printed in the Signal.)

Article VI is changed in order to list the responsibilities of the Fleet Captain, Port Captain, and the proposed position of Safety Officer. (The Bylaws now state that the "Fleet Captain and Port Captain...shall perform such duties as may be prescribed by the Club officers".) These changes will be voted on by the club membership at the upcoming General Membership meeting to be held on October 19, which will begin at 6:00 PM.

ARTICLE VI

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. Fleet Captain:

The Fleet Captain shall plan and arrange cruise-outs and notify members of cruise details, organize a race schedule and races, and conduct burgee exchanges in the Commodore's absence. The Fleet Captain is elected by

the general membership, and is a voting member of the Board of Directors.

G. Port Captain:

The Port Captain shall set the schedule of clubhouse events and notify members of same; direct and aid members who may host events; manage the bar stock, bar and bartender; manage general kitchen supplies for the clubhouse; manage clean-up of the clubhouse; and organize cruise-in events for visiting clubs. The Port Captain is elected by the general membership, and is a voting member of the Board of Directors.

H. Safety Officer:

The Safety Officer shall be responsible for safety at the clubhouse and at all club functions, and shall promote safe boating practices by all club members through safety presentations and boat inspections. The Safety Officer is elected by the general membership, and is a voting member of the Board of Directors.

I. Past Commodore: (No change in content)

-----Bylaws Committee

CRADLE BOAT

Paul Lagier wants to make sure his new grandson, Caleb, gets a good start in life. Paul built this cradle boat to launch him on his way. Beautiful job.





Marina Bay Yacht Club

Upcoming Events

October 2002

Annual Chilli Cook Off

Saturday, October 19, 2002

General Membership Meeting Board Meeting & Dinner and Special Cruise In by Yacht Club

Board Meeting
Bar Opens

@ 4.00 pm

approx. 5:30 pm

General Membership Meeting including selection
of 2003 Board Members

@ 6:00 pm

Dinner

@ 7:00 pm

Menu

Chilli, Barbequed meat
Potatoes & Vegetables
Salad, bread & butter
Coffee & Dessert

Cost of dinner:

Bring a pot of Chilli or
\$10.50 pp Kids <13 =free
(One pot of chilli to feed 6-8
will get you one dinner ticket)

Hosted By

Ed & Dorothy Johnson

Prizes Given for best Chillis !!

So make your favorite recipe, and share it
with us. (Please let me know if you will be
bringing Chilli when you RSVP)

RSVP Information: Contact Ardelle 510 816-3059 (new number) or SocialDirector@MarinaBayYC.com

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

Cruise Out

Drakes Bay

October 12-13, 2002

If you need additional information
Contact Larry Lawson
(707) 546-9657
email: fleetcaptain@marinabayyc.com

Come Out and have some Fun

Cruise Out

Treasure Island

November 2 - 3, 2002

If you need additional information
Contact Larry Lawson
(707) 546-9657
email: fleetcaptain@marinabayyc.com



A great adventure !!

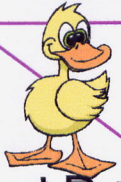
SEPTEMBER 21ST, 2002 DINNER



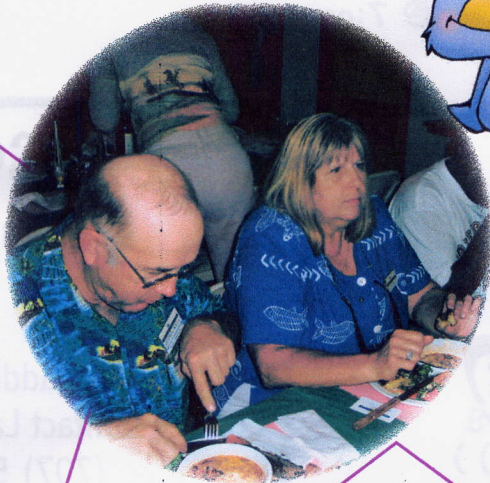
Welcome to MBYC!!!



Dining with some "Old-timers"



Mud Duck Award Winner



Two of our hosts
Having a great great time !



MBYC 2002 CALENDAR OF EVENTS

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
Meeting (1600)
Dinner (1730/1800)
- 12-14 Cruise-out to Drake's Bay
- 19 Board Meeting (1600)
Annual Membership Meeting (1800)
Yacht Club Cruise-in (1900)
Chili Cook-off Dinner (1900)

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

EUROPA

Sailing into the Bay
with the Tall Ships
on August 28, 2002



Merkel



Marina Bay Yacht Club

P. O. Box 281, Sta. A
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