



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

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November 2002

COMMODORE'S LOG

We had a great time at the November general meeting and annual chili cook-off. Adding to the fun was a group from the Oyster Point Yacht Club who cruised in to have dinner with us. This was a "mystery" cruise-in, and the destination was a mystery to all but their commodore Phil Hall and a couple of others. Fourteen boats with about 26 people participated.

The first order of business for the Annual Meeting was to approve proposed changes to Articles III and VI of the MBYC Bylaws. They included a re-definition of club membership types, establishing the Safety Officer as a member of the Board of Directors, and defining duties of the Port Captain, Fleet Captain and Safety Officer.

We elected a new slate of officers for next year. Mike Green will be Commodore; Bill Merkel, Vice Commodore; Ardelle Cirino, Rear Commodore; Jim Taylor, Secretary; Jim Butchart, Treasurer; Kathrine Decker, Port Captain; Jan Wigle, Fleet Captain; and George Naill, Safety Officer. I will be privileged to serve as Past Commodore with this outstanding group. Of course, Erwin Gove will continue as Editor of the Signal. Don Wigle, surrendering his post as the longest reigning Past Commodore (3 years is it? It's been so long I have forgotten) will be our PICYA Representative. Ed Johnson will continue as Webmaster.

The highlight of the evening was extending life membership by unanimous vote of the board to Erwin Gove in recognition of more than five years of continuous service to the Marina Bay Yacht Club. This recognition is well deserved and I am proud to have had the opportunity to know Erwin and to having sailed on San Francisco Bay with him.

We welcomed new members Dan and Linda Holmes of El Cerrito to the club by introducing them and presenting them with the MBYC burgee.



The Chili Cook-off contest had four entries, all delicious. The winners, by a hair, were: first place - Ed & Dorothy Johnson, and second place - Richard Bartlett. The tri-tip dinner that accompanied the chili was prepared by Dorothy and Ed Johnson. George Naill barbecued the meat.

After the dinner, Kathrine and I left by land yacht (twenty-four foot 5th wheel) for a vacation on Whidbey Island near Seattle, Washington. While there, we were guests of the Oak Harbor Yacht Club for a Friday night pot-luck and we exchanged burgees with them. What a terrific bunch of people. Almost as good as the bunch at Marina Bay! Naturally, they tried to sign us up as members and one of them even took us out, in the dark no less, to see a home for sale at a place called Mariner's Cove. It is a beautiful house that has its own 30-foot floating dock on a channel that leads directly to the sound. I'll bet I could enjoy living in a place like that.

(cont'd on pg. 2)

MBYC HOTLINES

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-----Open

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(Commodore's Log—cont'd)

Some of the first information is becoming available on the modification of the kitchen in the boathouse. Still not sure on exactly what it will cost or how long it will take but the preliminary drawing looks good. We will know a lot more in a few weeks. We all are indebted to Ed Johnson for his continuing efforts coordinating the kitchen upgrade with the consultants. Thanks, Ed.

Phillip Coker

Commodore

SEPTEMBER DINNERS

We had two dinners in September, our "regular" monthly dinner on the 21st and a special dinner as part of the Festival by the Bay on the 28th.

For the first dinner, young Erwin Gove with his wife Lee Ann, and Dwaine Mougeotte with his wife Cheryl came up from Arroyo Grande to cook a "Santa Maria" style tri-tip barbecue with all of fixin's. They brought their own barbecue and used oak wood brought down special from the Sierra for fuel. The whole meal was delicious.

The Festival by the Bay on the 28th had a number of booths dispensing food, but the best by far was prepared by the Monterey Culinary Center for an Open House sponsored by Westrec Marinas and MBYC. To quote the Marina Bay Tides, "about 200 people came by during the day to see the Clubhouse facilities and sample hors d'oeuvres prepared by the Monterey Culinary Center. Forty or so members and their guests also stayed for dinner and enjoyed a hearty Paella with good wine and lots of fun." Our thanks to "J" Mills for hosting the affair.

-----Editor

VIRGIN ISLANDS CHARTER

(Continued from October issue)

The Wreck of the Rhone

This is the must-do dive in the Virgins. A hundred-year-old wreck at depths ranging from 40 to almost 80 feet is the dive site. The water is crystal clear and the temperature drops from 82 degrees on the surface to 80 degrees at 80 feet. People are diving in speedos. Bill kept talking about this – I think he was focused on divers of the opposite sex to see who was diving in the least clothing. Interesting local tales on the wreck. Local lore suggests that the ship went out to sea to avoid a hurricane coming in and lost their anchor overboard. While rounding Salt Island they were too close to the reef and the Captain didn't believe the sailor on watch about just how close they were so the Captain walks the deck up to the bow as they hit the reef. They break up and sink. The Rhone was a British mail ship and the islanders (they called themselves Tortolians after the sea turtles) gathered up the mail that was lost at sea and sent it to the Queen of England. She was so impressed that she granted them self-government as a British territory for the annual price of a pound of salt. They still send it each year. Supposedly, the crew and passengers were bound into their bunks to keep them from being tossed about and most died with the sinking of the ship. Or so the tale goes.

We get tossed out of our bunks with the nightly "drill". We have it down now; we can get all 11 ports and five hatches closed before it quits raining.

Norman Island

This being Friday (I finally figured it out) we sailed from Peter Island towards Norman to experience the Bight on a weekend. Fantastic sail – running downwind for half the sail and then a beam reach for the balance, didn't have to tack or jibe once. Wind is still up running from 20 to 28 knots, until we get into the lee of the island and it drops to 15-20.

The Bight is largely unspoiled. A huge harbor; it has 80-100 moorings run by one of the two establishments in the bay. As we approached we could see three masts towering over the hills. Turned out to be *Flying Cloud*, a 200+ foot Windjammer Schooner. This is the first cruise ship we have encountered in what we had heard is one of the busiest cruise ship locations in the world. Post 9/11 we venture. The masts, rigging and deck are beautiful, the hull is riveted with many patches of steel – somewhat incongruent with the topsides. The crew of the *Cloud* is constantly ferrying passengers on their lifeboats to and

from the Pirate's Lair (an on-the-beach bar/snack bar) and the HMS *Thornton*, a floating barge very much like the *Alma* that has a bar/restaurant built on board. "Home of the body shot", their flyers say. Average age on board in the afternoon appears to be 21. We're kinda out of place with this crowd so we tour the harbor and use our own boat's bar, which is now becoming well provisioned.

We experience the first night without rain – isn't life grand.

The Bight doesn't live up to its reputation as the party site. We do overhear the captain on a crewed catamaran explaining to his guests that in a couple of years this too will be developed with a couple of resorts and roads and all that civilization coming in. I had overheard the weatherman on the radio talking something about the same thing. The locals are unhappy about this. The captain says, enjoy it now.

In shades of the Delta, this motorboat with signs advertising its wares pulls up to our moored boat. We finish our transaction and now have both homemade brownies and ice cream. Ice Cream! Why does ice cream always seem better out on the boat?

The Caves

We round the corner from the Bight at Norman Island to the Caves. This is an incredible snorkeling spot. There are day moorings that require a permit to tie to. We have three hours of glorious snorkeling. We see all variety of fish and coral. It is not quite as colorful as St. John but the water is even clearer. The caves, themselves, don't offer much in way of fish or coral but it is neat to snorkel in anyway. As I returned to our boat I am struck by the view of a school of Black Tangs feeding on the bottom of the boat. I got my best underwater pictures of them cleaning the propeller. Kasey watches a sea turtle eating at 40 feet down. Kasey is vindicated when we all agree that her snorkel is leaking water. This is her first time snorkeling and she was unhappy about always having saltwater in her mouth. Equipped with my snorkel she begins to enjoy the process. I was never quite able to get my new mask to fit so I was glad that I brought along my old one. Salt water in the eyes is no better than in the mouth – maybe worse. Biggest parrot fish I have ever seen. I feel like I have been shrunk down and put in somebody's aquarium.

Sailing Again

We left Norman Island about noon. Best sailing so far. We travel 15 miles through Sir Francis Drake Channel, running past St. John on our port side, 20-25 knots true. Seas are at four feet with big rollers. Not many boats out for a Saturday. We're running on a single reef in our main and on the staysail, only, doing 6-7.2 knots. Probably

could have got more speed with the genoa, but I'm cognizant of the non-sailors on the crew and their experience with the squall. Plus, we're heading for the less populated side of Tortola.

We jibe through the cut near Soper's hole like we own the boat and broad reach up the north side of Tortola heading for Cane Garden Bay. Just like in the Jimmy Buffet song "Mañana".

Cane Garden Bay, Tortola Island

The approach is easy once you line up the Tabago, Little Tabago and Jost Van Dyke islands. This puts you on a direct course into the bay. It is also easier once you've done it, and understand where the reefs begin and end. The chart made them appear to be further out than they actually are. Best to just relax and look for the day markers. We pulled in and picked up a mooring.

This is just what I expected, Caribbean colors, restaurants and bars right on the beach, intermingled with palm trees and beautiful white sand beach. We have arrived. The moorings and just about everything in the middle third of beachfront of the "town" was controlled by "Rhymer's". Rhymer's is a family establishment that includes a small store, restaurant, bar, laundromat, showers and beautician all rolled-up in one – and right on the beach. Handy, and very casual.

Naturally, we gravitate to Rhymer's and have to sample their Pain Killers. Our destination for the evening was "Quito's" – two doors down with live music tonight. Quito is the son of the Rhymer family and is a well-known Caribbean musician. Quito's is actually busy so we elect to return all the way to Rhymer's for dinner and sample more Pain Killers. We were ample with our sample.

Once the music started it was heard all over the bay. We got the next round to go and occupied beachfront seats (chaise lounges) and listened to the music. Some of us were so taken with music that I was soon dancing in the water. Well, the partying went on until late. We stayed up late in the cockpit, gentle breeze blowing and the light from the nearly full moon was incredible. Life is good. At least until we woke up the next morning with general malaise (headache). "No problem mon, we're on island time." We go ashore looking for further remedy.

This side of the island has goats tethered everywhere eating down the grass. Ice is \$6.00 a bag (big bag) but trash dumping is free. Like the other side of Tortola, the locals really respond to "good morning", "good afternoon" and other good manners, and are genuinely pleasant. Not always so of the other boaters. When we first came into the dingy dock I saw this guy with two big bags of ice and, being another boater in need

of ice, I asked him "where did you find the ice?" His response is to verbalize a couple of rude gestures and jump in his dingy. He speeds out of the harbor. I wonder if it is me, or maybe I should be wary of the ice people. Oh, well, maybe he'll get it before he goes home.

Jost Van Dyke Island

Jost is referred to as the "barefoot island". We motor across the channel from Cane Garden Bay towards Jost. Our destination is Sandy Spit, which is really a small island right off the SW corner of Jost. Now I understand the recommendation to stay away from this area right after the storm. We're looking out on the Caribbean straight towards Honduras. Seas are pretty rough. The approach is pretty tricky for people like me who follow the charts. A couple of other charter boats go right over the reef, and I fully expect them to ground-out. They don't; we follow them into the anchorage.

Sandy Spit

Incredible snorkeling, especially to the north side of the island. The earth's plate movement is evident in the reefs separating the spot from the island. This is one of the all-time great beach approaches. Curve around the coral reef on your left and the water drops off three feet down at about two-feet out from the beach. You can dinghy right up to the beach and keep the motor in place if you want. Beautiful sand, great visibility in the water. We see puffers, tang, parrotfish, angelfish, and slipper lobster, etc. Bill sees octopus, squid, stingrays and large game fish in north side reefs.

We left in the early afternoon and considered Little Harbor, but on investigation the anchorage was too exposed to the open sea and prevailing winds. We come around the point and simultaneously the wind drops to 9-12 knots and the temperature heats up.

(to be concluded in December)

-----Michael Green

FLEET CAPTAIN'S REPORT

The cruise to Drakes Bay was more interesting than I had ever thought it could be. As I have stated in the past, I had not gone to Drakes Bay in calm winds before. Always 25 to 40 knots. Well, I talked real hard with the powers this year and told them I thought they owed me a few chips and I wanted to collect. "Sunshine" I ordered and "Calm winds" I said. They agreed I should have both. Great! Finally, calmer pressure and sunshine in Drakes Bay. Hot Spit!

Jan Wigle was crew on *Lizard II*, and we left Brickyard Cove at 0820 on Saturday morning. Sun and a few high thin clouds. We raised the main and motor sailed through Raccoon Strait. Beautiful till we saw thick, pea soup fog at the "Bridge". Very thick. Yes, very very thick. This also was Fleet Week and the Navy war ships were lined up in the channel. We could hear the very loud horn blasts and all the talk on VHF between ships. I think every fishing vessel in the Bay Area was going out fishing at this same time. The radar screen was full of echoes. A bit of stress here and there. Jan and I are motoring at 6.5 knots in a gray world forty feet in diameter. Nothing else in this world. The radar showed a large community close by. Some flying by to get to the fishing grounds. We could only hear them. Never did see them. I followed the North shore to keep out of the shipping lanes. Radar and GPS chart plotter made this easier, but still we were a bit anxious. This fog persisted all the way to Drakes Bay. Had to motor the whole time. Yes... I collected on my calm winds big time.

Approaching Drakes Bay anchorage of my preference, I hailed *Silverheels II* on VHF. I knew Peter Turner and crew Jon Keppel were at anchor. They left Brickyard Cove on Friday. Peter answered and confirmed they were at anchor off the cannery pier in bright sunshine. Bright sunshine? We are still surrounded in gray with 100 ft. visibility! We keep a close watch. There are echoes of boats nearby on the radar screen.

Do you remember "The Wizard of Oz"? When Dorothy and Toto arrive at Oz? WE all of a sudden went from a gray world into golden sunshine and color. Blue sky, blue bay, golden and green hills with white bluffs. Aft is a solid wall of gray. *Silverheels II* dead ahead! Right on target! *Lizard II* anchors aft (north) of *Silverheels II* in warm sunshine and calm winds. I am collecting my chips. We notice *China Doll*, another boat from Brickyard Cove, nearby. For the first time ever, I inflate the dink in Drakes Bay! Then Jan and I watch as porpoise swim by!

I try to contact any other vessels from MBYC, but no answer. Peter invites us over to *Silverheels II*. We accept. Before our departure from *Lizard II* a dink approaches. Turns out to be Dan Best and Kathryn Sieck. *Tricia Jean* is anchored north and inland from us. They arrived at Drakes Bay around 2300 Friday night. During this visit with Dan and Kathryn, Peter and Jon come on over. Guess they were tired of waiting for us. Cocktail hour was on *Lizard II*. Music, poo poo's, great conversation. Calm wind, warm sunshine, tee shirts & shorts. Damn, I'm good! Lovin' this! Dan and Kathryn head back to *Tricia Jean* to clean up, Peter and Jon head to *Silverheels II* to do artichokes. Jan takes a nap. I sit and soak it all in. Much thanks to the Nepster today.



Awhile later I dink over to *Silverheels II* for a bit of party, glass of wine, and artichoke. No other MBYC boats arrive this day. About 10 boats from the Master Mariners arrive and have a party this night. Another from Oregon and one from Canada arrive, but no others from MBYC will come this weekend. The fleet will stay at three boats. I return to *Lizard II* to prepare for dinner. Peter and Jon will have a gourmet meal on *Silverheels II*. We will have grilled salmon, red potatoes, and steamed vegetables. Dan and Kathryn join us for dinner and good conversation. The sunset was to die for!

Morning brings more calm and a very scenic vista. The white bluffs, blue bay and surf are just breathtaking. The bird-life here is also overwhelming. So many birds! Morning also was departure time for *Silverheels II* and *Tricia Jean*. We watch as both head off southeast out of sunshine and into the gray abyss. Most of the Master Mariners fleet do the same. Jan and I go ashore. We have one more day.

Our nature walk takes us to the southeastern tip of Point Reyes. We sit on the bench here and take in the view of all of Drakes Bay. This has got to be where he careened his ship. It fits the description perfectly. During this walk we see eagles, harriers, and osprey along with all the regular sea birds. What a great experience.

Back onboard we relax, talk and watch elk graze on the hillside. This evening had another great sunset, good dinner, and music.

Monday morning it was time for *Lizard II* to go back to Brickyard Cove. The sky was overcast, temperature cool, and winds calm. Motoring back towards San Francisco we saw more porpoise and the Farallon Islands. No wind, though did get calm wind this weekend. Once again.... Be careful what you wish for. We finally were able to sail in sunshine from the GG Bridge to Brickyard Cove, passing *Yes Virginia* along the way. The finish of another wonderful cruise-out.



By the time you read this, the cruise to Treasure Island Yacht Club will probably be over. I hope you had/have a good time. Bar would open at 1630 and dinner at 1800. As you've been told it will be burgers for \$10 each. I think. As far as the dock goes the marina prefers we get a key and pay a fee to use the dinghy dock. This allows us to use the heads and showers. I told the Yacht Club that I would let each skipper decide whether to use the dock or the beach. Of, course we can use three or so dinks and share keys and such.

Who is going to Angel Island on the second weekend in December? This one may be cold, wet, and windy. I have used up all my chips. None left. We are on our own now. We will want to keep the rafts to a few boats because of the weather and surge at this time of year. After all it will almost be winter.

Get out and sail safe.

-----Lizard Guy

RBOC REPORT

USING YOUR HEAD

A new law taking effect on Jan. 1, 03 will provide narrowly prescribed authority to a state or local peace officer who reasonably suspects that a vessel is discharging waste in a no-discharge area. An officer with this suspicion will be able to board that vessel if the owner or operator is aboard for the limited purpose of inspecting the marine sanitation device for proper operation, and placing a dye tablet in the holding tank. In addition, the bill states the Legislature's intent that state and local peace officers be provided with information that will insure that they are knowledgeable about the numerous types of marine sanitation devices that are installed aboard boats, and that the state strengthen its efforts to ensure that there are sufficient numbers of operational and available marine sanitation disposal facilities throughout the state.

NIGHTTIME PWC OPERATION

Effective Jan. 2, 03 the statutory prohibition against nighttime water-skiing and PWC operation will be the same for both activities. The prohibition applies between sunset and sunrise.

COASTGUARD RULES OF THE ROAD

As of Jan. 1, 03 courts will order boat operators who are convicted of violating provisions of the USCG Rules of the Road that pertain to boat operation to take a state-approved boating safety course.

The above information was provided by Mike Faircloth, our PICYA representative, who attends the monthly Pacific Inter-Club Yachting Association meetings.

-----Editor

CRUISE NEWS

NATARAJA

Niutoputapu Island, Tonga
15 56 S 173 46 W

Our trip from Asau to here was a bit on the rough, wet side. The first attempt was on August 3rd, and we turned back after encountering 50+ knots of wind when we got out of the lee of the island. So, we tried again the next morning. We cleared the lee of the island, with OK winds, not too heavy so we kept going. Of course the wind and seas both built up rapidly once we'd hit "the point of no return". But we convinced ourselves that it would mellow out a bit once we got clear of the island. Needless to say, the winds averaged 30-35 with some pretty good gusts, seas were 18-20 feet with some really big ones thrown in now and again. Both were from the south. Not so good, since we were going SSW. Being the troopers we are, having a boat that goes to weather like a banshee, and of course a reliable wind vane to do the steering, we battened down the hatches and forged on. We both actually managed to get a bit of sleep in our off time, and by sunrise we had Niutoputapu in sight. Of course, this was when the wind gave us our easterly shift, because we had to head east to get to the channel. At least it dropped a bit to 25 knots.

The channel in was pretty straightforward and well marked. We had left at 0800 on Sunday, arrived at 1200 on Tuesday, but had only been underway 28 hours! We had crossed the international dateline, and we lost Monday, August 5th. Our timing turned out to be quite good. Two other boats had come in over the weekend, and all the officials were out in the harbor. It was relatively quick getting cleared in.

We thought Asau was "simple", but wow, Niutoputapu has barely entered the 20th century. There is no electricity on the island except for a small generator at the health center. There is a telecommunication center, and they use solar panels. When we went to the treasury to cash in some travelers cheques, the teller went to the vault and pulled out a shoebox to get the money. There are several bakeries here and all of them use the old style brick ovens. As a matter of fact, most homes don't have their own ovens, but use a community one in the village. The roads are not paved, and there are very few vehicles. Most people use horses to carry loads of any kind and to travel to the far ends of the island. The islanders do a lot of weaving, and the work is absolutely beautiful. They use the pandanas leaves mostly for mats and decorative pieces,

palm fronds for quick baskets, and coconut leaves for finer pieces.

Niutoputapu is the main island, with three villages, a population of about 1000. There are three smaller islands in the group. The larger one of Tafahi has about 100 inhabitants. There is a small resort on Hunganga Island, and the smallest one, Hakautuutuu, is a favorite spot for family gatherings and umu feasts.

The anchorage is quite nice and well protected by a barrier reef. The whale watching was unbeatable. They hang out in the channel between Niutoputapu and Tafahi. A major system blew in one night while we were at anchor here, with winds 40-45. Gusts were clocked as high as 65. One boat drug and made for some tense moments as she drifted down onto another boat. A sailboat engine doesn't stand much chance trying to motor into such strong winds. They were able to get away from the other boat, but couldn't make much forward progress, as their anchor had reset itself. They were a bit close to us, but had things under control so we went back to bed. In the morning the gusts mellowed out, and they were able to move back to their spot.

We were fortunate to meet a local girl, Keini and her Kiwi husband Raif. They took us on a hike up to the top of Fungamuihelu, the highest point (479 ft.) on the island and along it's ridge. This was machete hiking at its finest. Raif hacked the trail out as we went. The ridge line goes up and down, and we found ourselves scrambling up hanging on to roots and branches, and then climbing down rock ledges or sliding down on our bums. Keini would break open coconuts when we'd stop for a break. She pointed out and named a lot of the plants and trees, explaining their uses as moisturizers, medicinal, food, etc. Even though there is a small health clinic, most of the locals rely on natural remedies. The hike was beautiful and offered panoramic views. At the top we saw many wild pineapple plants, guava and mandarin trees. Keini would send Raif up the trees to pick the fruit. After our hike, we descended into the village of Hihifo and took a swim in the natural spring. The water was crystal clear, cool, and quite refreshing.

I mentioned to Keini an interest in umu pig, and next thing I knew she got together with one of the other girls, Sia, and arranged an umu feast for the yachties. The women spent a whole evening collecting snails, clams and limu (seaweed) for our feast. Sia's husband Niko provided the fish. It was decided to have the umu feast on Hakautuutuu Island. Our hosts were Keini and Sia. Their sisters, husbands, and brothers all chipped in to prepare our meal. They all piled into Niko's fishing boat, the pig included. The yachties took their dinghies. Once on the

island, we unloaded the boats and our hosts began preparing the umu and the food. Our piggy was slaughtered, bled, skinned, gutted and placed on a spit.



He was slow roasted over an open fire. The women prepared tapioca, yam, kale, limu, snails, clams, fish, cabbage, and papaya dishes. The umu is an underground oven, lined with rocks. The rocks are heated with a fire fed with wood and coconut husks. Once the rocks are hot enough, the food is placed over the rocks, covered with leaves, then a tarp, then sand. All of us learned not only about the preparation of the local foods, but where to find them. Niko opened the coconuts and scraped the meat out. Keini used the shredded husks to squeeze the milk from the meat. The milk was used in most of the dishes. When dinner was almost ready, one of the men scurried up a coconut tree and began cutting down several fronds. These were placed on the ground for our table. The umu was opened, and the aroma that escaped made all our mouths water. The dishes were placed on the table, and the pig was put in the center. One of the men roughly carved it, then the women broke it down into smaller pieces. The children collected leaves that would be used for plates. When all was ready, our hosts stepped back and told us to “dig in”.

The food was wonderful! The pig was the most succulent we had ever had. The liver was roasted over the fire too, and was quite tasty. This feast was definitely the highlight of our trip so far, an incredible experience that we will never forget. This was not some feast put on by a hotel with hired help, but two local families who spent two whole days to collect the food and to prepare it for us.

I made friends with Susi, a 14 year old schoolgirl, while walking down the main road. She invited Eric and I to her home to meet her family. We couldn't go at that time, but made plans for another afternoon. She lived in the middle village, Vaipoa. We took the dinghy over, and all the kids from the village came out to meet us and help carry the dinghy ashore. As we walked with Susi, the kids

were gathered all around us. We felt like the Pied Piper as we walked through the village to her home.

Once inside, we met her sister Henrietta. There are eight girls and one boy in her family. Henrietta was preparing pandanas leaves for drying. She told us how the leaves were prepared and showed us things she had woven. Susi opened coconuts for us to drink. They showed us pictures and talked of their family, asked questions about us and our families. Eric had taken a picture of Susi and I the day we met. I printed it and gave it to her. It is amazing how something so simple as a photo can mean so much to someone. Susi presented me with a kiekie that Henrietta had woven. (A kiekie is part of the traditional Tongan women's dress and is worn around the waist.) It is beautiful and has shells woven into it. I couldn't believe it when she gave it to me.



Their mother presented us with a basket full of drinking coconuts and papayas. She had woven the basket out of a palm frond. Henrietta asked if I would come back and take some photos of the family. We agreed on a day and time. As we were leaving, Susi gave me a shell necklace strung on pandanas.

We kept our promise and returned for our photo session. They had never seen a digital camera, and after I took a few shots, I showed them the photos. The look on their faces when they saw themselves in the little window was priceless. We took Susi, Henrietta, and one of their cousins back to the boat to print some photos. I told them I couldn't print them all, only six. They picked their favorites, and I promised to mail them the rest. We had so much fun with Susi and her family, and feel very lucky to have befriended them. Not everyone gets to experience the hospitality of a local family. The generosity and hospitality was so warm. This was another special moment that we will never forget; afu, Vava'u, Tonga.

-----Emmy & Eric



Marina Bay Yacht Club

Upcoming Events

November, 2002

Cal Clippers Cruise-In Board Meeting & Dinner

Saturday, November 17, 2002

Early Thanksgiving



- *Roasted Chicken
- Baked Ham
- *Thanksgiving-style side dishes
- 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
Paul & Mary Cospes
Nestor & Ardelle Cirino

Mark your
**December
 Calendar**

14/15
 Angel Island Raft-up

21st
 Board Meeting
 Holiday Dinner



All the details to follow in
 the next exciting edition of
 the Signal.

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.**



October 5, 2002
Women Aboard Cruise In



October 19, 2002
General Membership Meeting



September 28, 2002
Open House

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, meeting,
dinner
- 12-14 Cruise-out to Drake's Bay
- 19 Board Meeting
Annual Membership Meeting
Oyster Point Yacht Club Cruise-in
Chili Cook-off & Tri-tip Dinner

NOVEMBER

- 2/3 Cruise-out to Treasure Island YC
- 16 Board Meeting (1600)
Cal Clippers Cruise-in
Thanksgiving Dinner (1800/1900)

DECEMBER

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

MARINA BAY YACHT CLUB

SIGNAL

LIZARD II

Captain Larry Lawson
Sailing his new Lizard
Off Richmond on a balmy
September day



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