



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

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December 2002

COMMODORE'S LOG

It is early morning on the day after Thanksgiving. Kat and my sister Anne are gearing up for a day of shopping. Even though the sun has yet to rise, I can hear cars from the neighborhood heading for the freeway. Thanksgiving Day was wonderful for me and my family and I hope it was for you, too. We got an early start on it, after all, with that incredible dinner at the boathouse sponsored by Paul and Mary Cosper. Mary gave us the recipe for the cranberry sauce with candied ginger in it and Kat made some for our Thanksgiving dinner at home. Oh boy, is that stuff good.

While we do have a lot to be thankful for, the numbers that are coming in on our first year in the boathouse are not what we had hoped at the beginning of the year. With the facilities and the great people that we have, we should be doing a little bit better. I think that one of our biggest limitations is that the clubhouse is not open to the membership often enough. But to change that, we need more active members who live in the local area. Members who drive an hour or more to get to the club and who also work for a living simply do not have the time to be at the clubhouse during the week.

I would like to see more effort put into recruiting associate members who live close to Marina Bay and who enjoy the nautical atmosphere even though they may not be boat owners. Believe it or not, there are a lot of terrific people out there who, in spite of not owning boats, are a lot of fun in a

social environment and can make outstanding contributions to the operation of the club. As we transition this month to the new leadership which begins on January 1, 2003 I will encourage incoming Commodore Mike Green to think about this and to consider steering the board in this direction.

We still have two more events to finish out the year, a raft-up at Angel Island on the 7th and our Christmas Dinner on the 14th. Hope to see you all at both.

Finally, I would like to thank all who have stepped up to help me get club through this year after our most unusual start. I have enjoyed working with you and I plan to be around to help out wherever I can next year. I wish the board and all of you the best for 2003.

Phillip Coker
Commodore, Marina Bay Yacht Club

VICE COMMODORE'S LOG

Rear Commodore/Safety Officer George Nail, and I attended the PICYA Management Conference at the Vallejo YC on November 2. There was much good material distributed and I will include the following.

Coast Guard Captain Neil Buschman spoke to the group about the state of alert and Coast Guard presence on the San Francisco Bay and Coastal waters. Since 9/11/01 the Coast Guard has been more watchful of activities on the Bay and all of us can help by staying clear of all military and commercial vessels.

(continued pg. 6)

MBYC HOTLINES

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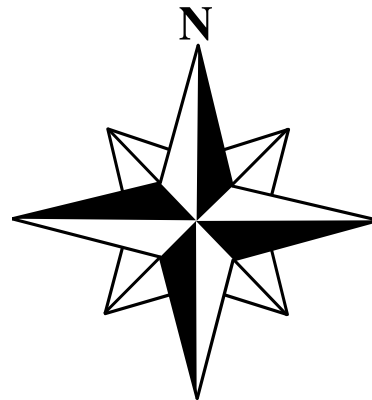
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2580 Spinnaker Way, Richmond CA

COVER PICTURE

Ever seen an iceberg from top to bottom? This is awesome! This came from a Rig Manager for Global Marine Drilling in St. Johns, Newfoundland. They actually have to divert the path of these things away from the rig by towing them with ships! Anyway, in this particular case the water was calm and the sun was almost directly overhead, so that the diver was able to get into the water and click this pic. Clear water, huh?! They estimated the weight at 300,000,000 tons. This would make a lot of Manhattans, Martinis and-----for your Holiday cheer!



FLEET CAPTAIN'S REPORT

The cruise out to Treasure Island Yacht Club consisted of *Lizard II* with Erwin Gove as crew, *Ripple*, *White Bear*, *Dakota*, *Silverheels II*, *Pelican*, and *Yes Virginia*.

Lizard II departed Brickyard Cove on Friday afternoon for a bit of a day sail out the "Gate" and then to Clipper Cove for sunset. The winds on Friday were light when found, so we did a bit of motoring and a bit of sailing. Overall a really nice cruise to Clipper Cove. We did 18.7 miles of sailing to get there. We dropped the hook just as the sun was setting. Another fine sunset. Colorful and warm.

Saturday morning came early. At 0610 I was awakened by loud voices. I wondered who was anchoring on top of us? When I looked out the hatch I found nothing close by. Then I heard it again. I looked over at Treasure Island and saw hundreds of people lining the shore! By 0710 there were 50 - 60 in the water swimming a course around buoy markers.



The Swim Race

This was the start of the third largest triathlon in the world. Wave after wave of swimmers went by until 1430. Access to the Island by auto was restricted part of the day due to the bicycle course. It was pretty exciting, but the nonstop guy on the loudspeaker got tiresome.

Erwin and I went ashore to secure the keys from the harbormaster and pay the dinghy dock fee. We checked out the triathlon activities. What a scene! People swimming, people running and changing into bike shorts and shoes then racing away on bicycles. Others finishing the running leg. A number of them Olympians.

Around 1230 *Ripple* arrived and rafted up, followed by *Silverheels II* with Carla and Oscar as crew. The *Silverheels II* captain and crew had to hurry to shore to take care of Oscar's personal needs. Shortly after, *Yes Virginia* arrived for an hour of socializing and introduction

of Jo, Lore's daughter. She was visiting from Washington and they had other evening plans. *Dakota* came into Clipper Cove. Ed and Dorothy anchored to the south of us while *White Bear* rafted to us. We enjoyed mudslides on *Dakota* for the first social period.



The Raft

Did I mention that this was a very warm weekend? Yes, it was very warm and sunny. I guess you know by now that I really do like warm. We have had ten cruise outs and all have been warm! We are good, aren't we? There was even a great purple sunset Saturday evening.

The second social period started at the Treasure Island Yacht Club cocktail hour. This club was great! They even took Oscar for walks. (For those who don't know...Oscar is a Lab....ya know....dog) We met some very friendly fun people here. Dinner was grilled burgers with potato and macaroni salads. Yea, all the burgers you could eat! This was followed with a cake that had "WELCOME CRUISERS" on top. I believe we were all very comfortable at this club. Really fine people. If you are ever in Clipper Cove and the club is open I encourage you to drop in. Finally, when it was time, we departed with lots of handshakes and hugs. I know I will drop in again.

Returning to our boats we noticed another had anchored while we were ashore. *Pelican* had arrived. The cruise out fleet was now complete for this cruise.

Back at the raft we had social period three on board *Ripple*, where we met the new musical instrument of their collection. An accordion. What a fun musical gadget. Not much music from us, lot of laughs. Another fun night listening to music on the stereo, visiting and percussion from the peanut gallery. I think maybe a little

wine was served here, and maybe a little spilled to maintain our tradition.

Sunday morning also came early. Ground Hog Day. Same loudspeaker, people swimming, running and bicycling. Just gotta love the entertainment. The morning was spent with walking around Treasure Island and watching the races. This was also another warm sunny day.

All had departed by 1230 for a really good sail back to Richmond. At one point *Ripple*, *Silverheels II*, and *Lizard II* were wing and wing in a row. I wish I had a picture of that. Would have been for framing.

We have one more cruise left this year. December 14th and 15th. Angel Island's Ayala Cove. Right where we started. Who is brave enough to challenge the elements? After all, it will almost be winter. Perhaps the weather will be wet, cold and windy. Then again..... When was it not warm???

Sail often. Sail safe. -----Lizard Guy

YACHT CLUB PARKING

The "D" dock parking lots at Marina Bay (adjacent to our clubhouse) have been sealed and re-stripped, and new parking control gates have been installed. Beginning December 1st, a card key will be required to gain access to these parking lots. The intent is to improve security and ensure more parking for marina slip-holders and guests.

All Marina Bay slip-holders and MB Yacht Club members may pick up a card key at the marina office during regular hours (9:00 AM to 5 :00 PM, seven days a week). Some parking will be still be available for the public in the West lot and on the street, but will probably fill rapidly.

A \$25 "deposit" will be required for each key, but this will, of course, be refundable on return of the card.

-----from "Marina Bay Tides"

We suggest that you bring your MBYC membership card with you when you apply for a key card.

We are not sure how these gates will improve security. Nothing will prevent a car from being driven out of the lots. There is no physical restriction to anyone walking into or out of the lots.

At a recent meeting, Westrec said that most thefts involved the car's contents. If a perp sees something he wants on a car seat, he will usually break a window, reach in, and grab it.

An article in the Contra Costa Times says that vehicle burglaries have risen 60% in suburbia in the past couple of months. (Richmond can't be far behind.) People are leaving purses, leather coats, cameras, cell phones and laptops in plain view inside their cars. Parking lots are prime targets. The best solution:

- Don't leave anything of value in plain sight on the car's seats.
- Lock your doors!

-----Erwin Gove, editor

THINGS THAT WORK
KCSM's SHIP SHAPE TV

Ship Shape TV is a 13-episode series modeled after "This Old House", a PBS home improvement classic. Host John Greviskis takes you through maintenance and repair solutions for both power and sailboat owners. Now in its seventh year, Ship Shape TV has tackled projects ranging from engine re-powering to fiberglass repair.

The program airs on Sundays at 7:30 AM, prime time for a yachtsman. This series began November 10 and will run for 13 weeks. Check your newspaper to find which local cable channel is used for KCSM (channel 60), or call KCSM at 650-524-6921.

-----Editor

NOVEMBER BOARD ACTION

We have had a couple of complaints from people dining at our clubhouse regarding dogs being brought into the kitchen and dining area while food was being prepared or served. In order to prevent further complaints, and to comply with the law, the Board passed the following policy: "No one shall bring or have any animals at any time (except service animals) to the club house and premises (as defined by the contract)."

We met with Restaurant Equipment Design the Monday prior to our Board meeting. They showed us an artist's rendition of the bar area, as well as a plan drawing showing the expansion into the storage room. The drawing depicted placement of the equipment they are suggesting that we install. It showed the necessary number of sinks required in both the bar area and in the kitchen. They also showed us color samples of materials that would be used for the bar and for the carpet. They said that the next step would be to put together an estimated budget.

-----Ed Johnson, Treasurer

VIRGIN ISLANDS CHARTER

(Continued from November issue)

Great Harbor

We sail into Great Harbor and conduct a “perfect” anchoring job right in front of the audience on about twenty other boats. The harbor is not as large as I had thought and you have to leave space for the commercial traffic; the ferries and charter services. This is absolutely the most beautiful harbor so far. Palm tree-lined sandy beaches and three docks out into the bay. Only about 150 people actually live on Jost Van Dyke. We dinghy over to the main dock and see one side is reserved for dinghys and the other for the commercial craft. At the end of this dock, right in the middle of the bay and the community is the Government building. It is a two-story white building with porches on each story. It houses the police, immigration, post office and customs. It was here that we were headed when the squall hit last week.

People bury their dead in front yards in above-ground concrete crypts (like New Orleans). We see mongoose on the loose just like squirrels. There are no poisonous animals or snakes in the Virgin Islands, so says Sheri. The town has a bakery, an icehouse and a small house-front store. The people are really nice, very casual and laid-back. We go to Foxy’s – the total beach bar, restaurant and gift store. The bar seems to be always open and gives away ice and soft drinks to the elderly lady next door. We dine at Foxy’s and dinner for Kasey and me are extraordinary lobsters caught the same day at Anegada Island. They are split and barbequed, shell down. Great live music that rolls out onto the beach and bay. They play an eclectic range of blues, country and island music. No rain, nice breeze - this is bliss, the moon is full.

Foxy’s is a real must do in the BVI’s. Everything from bikinis (both parts), burgees, school flags, business cards (etc.) are tacked everywhere. I took along a burgee but tore the boat apart trying to find it. Found it when we got home – well hid in a zippered compartment. We discover a large stingray that hangs out at Foxy’s dock, and a still-used Methodist church from the mid 1800’s. It is a place to be experienced. There is no feeling of urbanization, yet you know people are aware of the goings-on in the world. There is no evidence of affluence in the harbor; however we did see a couple of small resorts on the other side of the island, overlooking Sandy Spit.

Return to U.S. Virgin Islands

The next day we head back to St. John, Cinnamon Bay on a beam reach in 15-22 knots of wind. We get the boat dialed-in and were running along at better than eight knots

in a very comfortable point of sail. When the wind freshens to 24 knots we reduce sail. We approach Cinnamon Bay and find ourselves the only boat in the anchorage. We grab a mooring and head to shore. I am greeted by a nearly four-foot iguana on the beach and we both stand our ground until he lets me pass on my way. Obviously this is his beach and he had to accept me. I tell a guy up on the shore and he says “yea, he lives here, scares away the tourists”. I take one of their free cold outdoor showers and it feels great. We hang out in the water enjoying our last day out in paradise. St. John Island is really a remarkable place – 70% of the island was dedicated by one of the Rockefellers to the U.S. as a national park. We are thankful for this forethought and benevolence. Now the U.S. has done the truly right thing by making hundreds of moorings absolutely free. The only hitch is that you can only stay for two weeks at a time. Seems reasonable, and our impression is that this is not enforced in the off-season very well.

St. Thomas, Virgin Island

We returned to St. Thomas, retracing our earlier route (this was the first time we did that) to Red Hook Bay. We pull in, take on two gallons of diesel and are assigned a slip. My boat handling is impressive; at least I hope people noticed. Would have been pretty embarrassing to run into a dock now.

We get the boat cleaned up and donate our unopened food through the Charter company, take a shower and head to Duffy’s Love Shack for their incredible mahi-mahi love tacos and order a sumptuous drink (and get lei’ed).

The charter company arranges for a taxi and we head back to the airport. On the taxi radio we hear about a ruling that a local federal judge is pursuing to eliminate the customs and immigration process at St. Thomas for everyone (American) who is leaving there. It becomes very clear what the judge is concerned about as we check in. You leave your luggage at the American Airlines counter and they put it on a belt. We go around the corner and there is a customs officer who looks over our passports again, and instructs us to pick our luggage up and keep it with us in line to clear customs. Our luggage went three feet from the airlines! We either schlep our tonnage along or hire a guy with a cart – one household to a cart. We complete paperwork and clear US Customs. Then we do a complete repeat performance and clear US Immigration, and have one of our bags searched. Looks suspiciously like the result of a “US Virgin Island’s Full Employment Act” to me. Welcome back to the States.

-----Michael Green

(Vice Commodore's Log, continued)

That means, keep away at least 500 yards (1/4 mile). Do not approach within 100 yards of any U.S. naval vessel. If you must enter the 500 yards area because of channel or other seaway limitations, make way at a minimum speed, not making any abrupt direction changes until you are clear to the required distance.

Report any unusual activities to the appropriate agency. Fly your MBYC burgee; this will help the Coast Guard identify you. All Coast Guard vessels carry the PICYA yearbook to help recognize you as a recreational boater.

Next year, the Coast Guard will have additional vessels on the Bay equipped with 50 cal guns on the decks. Our government is extremely serious about maintaining the safety and security of the Bay Area. I received a Security Update, compiled by PICYA, that I will post at the Clubhouse. I will also make some additional copies for those that want the information.

Please read about the BoatU.S. group offer in this issue of the Signal. Contact me if you have any questions or would like to participate. New BoatU.S. stores are in the Bay Area, which helps make this an even better deal.

Marina Bay was walloped by big winds in the storm earlier this month. At least one MBYC member lost a furling jib sail when the furler was deployed during the high winds. Check the rigging thoroughly on your boats to help prevent failures. If you have a furler, check that the roller line is secured, in good condition and that the jib sheets are also secured. Many furlers have a hole in the drum for which a pin or shackle can be inserted to lock the drum and prevent unfurling. Don't count on the marina personnel to be there to correct any problems that might arise in your absence.

I went out at low tide Saturday, November 30 and found myself aground northeast of the first red day mark as you head out the main channel. There seems to be a shoal that I had not been aware of. A Good Samaritan was kind enough to tow *Uncle George* back into the main channel.

Finally, a year later, David and Sue Jacoby are headed to Mexico. Dave and Sue left by car the day after Thanksgiving for Ensenada with their old friend Seth Bailey of the Encinal YC. The trio will be sailing Seth's boat, *Route du Vent*, to Puerto Vallarta. Dave and Sue know the boat well, as they sailed with Seth in the Pacific cup a number of years ago. Dave and Sue will be returning by plane on Christmas Day.

It has been a pleasure serving the Club as Vice Commodore this year and I look forward to being Secretary in 2003. I wish for everyone a Safe and Joyous Holiday Season and a Prosperous and Happy New Year.

Life's a Reach...Jim Taylor

ATTENTION ALL MBYC MEMBERS

Are you a BOAT/U.S. Member? If you are a member or not, PICYA has partnered with BOAT/ U.S. to offer reduced membership fees to those Yacht Clubs that want to maintain a group size of at least 10 members. Instead of paying \$19.00 for the annual membership, join or renew your membership for \$ 9.50.

What do you get for \$ 9.50?

- Annual Equipment Catalogue and Member Discounts
- Personalized Member Rewards Program
- Discounts at Marinas on Fuel, Overnight Slips and Repairs
- Low-Cost Boat Insurance Programs
- Free Basic On-the-Water Towing Service; Higher Options up to Unlimited Available
- BOAT/U.S. Magazine for a Full Year
- Lobby for Recreational Boaters
- BOAT/U.S. Foundation for Boating Safety
- And More!!!

Contact Jim Taylor to become a member or for renewal at the reduced rate. We need TEN Members to establish a Group.

CRUISE NEWS

NATARAJA

Neiafu, Vava'u, Tonga
18 39 S 173 59 W

We left Niuatoputapu on the morning of August 20th. It was pouring down rain when we weighed anchor, but the winds were supposed to be in our favor, so we went for it. Winds were supposed to be from the east at about 15. As soon as we cleared the island, and made our turn towards Vava'u, we knew it wasn't going to be a fun trip. The wind was coming from 190, and guess what, that was our course. The farther away we got, the harder it blew, and the bigger and more confused the seas became. Our last leg was rough and windy, but at least it wasn't on the nose.

This had to have been the most miserable sailing either of us had done in a really long time. Full foul weather gear, it was cold and wet, and we got headed on both tacks. We arrived off of Vava'u almost 48 hours later; yes, it took us two days to do 175 miles. Sad, very sad. But, we did get our east wind right when we didn't need it, when we needed to go east to enter the island group.



We dropped the anchor in Neiafu harbor, still dressed in full foulies! But, once we settled in, the sun came out, and all was good with the world again. Paradise found!

Neiafu is the main town in the Vava'u group. All the officials are here, and supplies are available. The harbor is huge and very crowded. There must be almost 200 boats here (including the Moorings & Sunsail Charter boats). This would be our first real chance to provision since leaving Apia! The fresh market was heavenly and had lots of produce. Watermelons had just come in to season, yum! It was so awesome to finally have something other than papayas. Eric picked up some fresh

vanilla beans--cheap, cheap. We were able to buy ground beef, and our old favorites chicken thighs and legs and hot dog sausages. We didn't spend much time in Neiafu, as I said above--too many boats. This is home base, we only come back in when we need supplies. It is odd to be in such a touristy area, and have no internet cafes. Tonga really seems to be content living the simple, slower paced lifestyle. They are in no hurry to enter the 21st century. Subsistence farming is prevalent throughout the kingdom, so expendable income is hard to come by. In Neiafu, there are opportunities for the locals to work in the many restaurants and tourist related jobs. The pay is very low, roughly \$80 pa'anga a week (equal to about \$40 US) but it's something in their pocket. Most tourism-related businesses seem to be owned and run by New Zealanders or Brits, and all employees are locals.

There are so many islands in the Vava'u group. The toughest thing was picking the first place to go once we had a full fridge. It can get confusing sailing around at first and we were constantly checking ourselves to the chart. You really have to find a positive landmark, then use it to orientate yourself. There are a lot of reefs, but overall the water is really deep. Even in overcast conditions, the colors of the water are very obvious. The chart is not real accurate when it comes to depths, some distances, and the sizes of islands. We've gotten really good at judging depth by color. It's been really tough getting an anchorage to ourselves because there are so many boats here, but we've managed a few nights here and there. The weather has been pretty unstable in the Tonga area, and we have spent several days and nights riding out winds 25-35. The wind likes to shift around, and we have ended up on a lee shore more than once. Anchoring techniques are quite interesting. Most of the anchorages are littered with coral. The trick is to find a good sandy patch to drop the hook in. If you're lucky, the bottom is sand and it sets. But, more times than not, the bottom is sand over rock and the anchor drags along until it becomes hung on a chunk of coral. We have been in 60 ft. of water and looked down to see the shank of the anchor wedged up under a coral head. This is not a technique we approve of, but, unfortunately there isn't any other option. We have made it a point to anchor in the designated areas. It is very reassuring having all chain on the anchor as you hear it grind against the coral.

Speaking of the coral, it has taken a beating throughout Tonga. On New Year's Day 2000 a cyclone hit the islands and damaged quite a bit of the coral. The water temperatures were also higher than normal and this condition contributed to its demise.

There are some areas that we have found where the snorkeling has been quite good. Many varieties of fish, squid, giant clams, urchins, and starfish live along the reefs. The tidal pools are pretty good, too.

The islands are all pretty rugged. Some are inhabited, others have only plantations, and others still are completely uninhabited. If it weren't for the palm and pandanus trees, it would look a lot like the Pacific Northwest. Almost all of the islands have at least a small sandy beach, some only look like they do. Each anchorage has something different to offer, we explore every island and islet. On one island, we found a cave. We climbed down inside and there was a pool of cold, blue water. On another, we followed a trail up and over to the back side and found a huge stretch of beach with the softest, whitest sand we'd seen.

The humpback whales are around the islands, and we watched them from one of the anchorages. They are actually inside the island group, pretty spectacular. We've had a mother with her calf surface near us while sailing.

Overall, we really do love it here, and are so glad to have had the chance to visit. It is a bit more crowded than we would like, but the beauty makes it all worthwhile. Around every island is something new and exciting to see. The water is the most spectacular shades of blue and green. The clarity is unreal. Late one afternoon we took the dinghy out to a distant islet to have a look around. There was absolutely no wind, and the water was like glass. As we went along, I was watching the bottom. In one area, the bottom was all sand, and scattered about were a number of big, black starfish. It looked like a reverse night sky. It was just a cool thing to see. Tonga is truly a magical place and so far the highlight of our trip.

The sailing here is quite nice. The whole area is landlocked and the water is relatively flat. Anyone wishing to charter should consider Vava'u. The Moorings and Sunsail each have good-sized fleets of different sized boats - monohulls and catamarans.

Our time is winding down. We are not going to make it to the Pacific Northwest this season. The idea of going to New Zealand was kicked around for a while, but we decided against it because of low wages. Instead, we'll head for Hawai'i. We will leave Vava'u at the end of September, early October. The wind and weather will predict our course from here. Getting our easting is a must, so we'll head east on the NE and SE winds; when too much E is in the wind we'll head north. There are several islands we'd like to visit as we head back to Hawai'i, but the wind will determine which ones. We will go wherever the wind blow us comfortably, following the course of

least resistance. It will be such a treat to see the Bigger Dipper once again.

Emmy & Eric
s/v *Nataraja*

Eric and Emmy are now back in Hawaii. They arrived in Honolulu on November 16, after a rough 1,045-mile sail from Christmas Island. We'll have the story of this leg of their cruise in the January Signal.

-----Editor

YRA REPRESENTATIVE'S REPORT

As most of you know, racing has been a big part of Sue and my boating years both on *Revision* and *Enchante'*. After almost a decade, I am stepping down as your Yacht Racing Association (YRA) Representative. I attended the last meeting in mid-October.

Since I have only had a few inquiries about YRA and no one has stepped up to take my place, I thought it might be helpful to once again share what this organization does. Here are the Mission and Functions of the YRA:

Mission--To enhance the recreation of its membership through the promotion, coordination and administration of Yacht Racing activities for sailing craft, which start and/or finish races on the waters of Northern California.

Functions--

1. Maintain Racing Marks
2. Administer the Performance Handicap Racing Fleet (PHRF) Rating System
3. Coordinate Racing Schedule
4. Administrate the United States Sailing Association (USSA) District Appeals Committee
5. Provide liaison with Coast Guard and Local Governing Organizations
6. Coordinate and Communicate Race Information and Results
7. Assist in Race Committee Training

If you'd like more information, you can log on at info@yra.org. And if you're interested in representing MBYC, let me or any Board Member know.

It's been fun-----Dave Jacoby

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
Cal Clippers Cruise-in
Thanksgiving Dinner

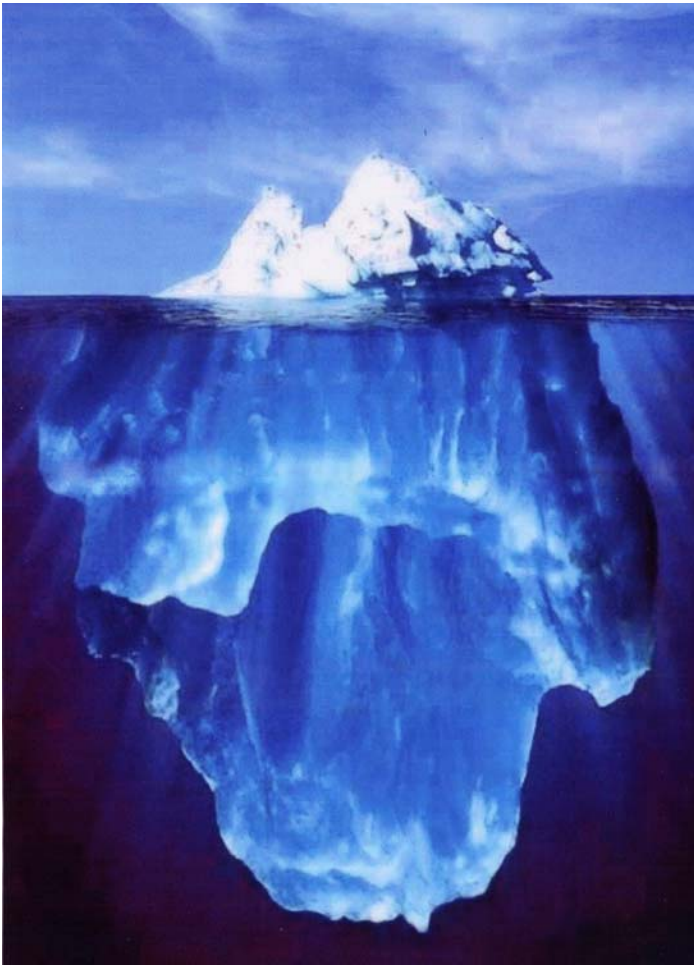
DECEMBER

- * 7/8 Angel Island Raft-up
- * 14 Board Meeting (1600)
Holiday Dinner (1730/1900)

***Note: These dates have been changed from those shown in recent Signals**

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