



# THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

Vol. XVIII, No. 1

January 2003

## Commodore's Log

Welcome to the New Year!

When Kasey and I joined MBYC we were looking for a "like" group of people who shared our passion for sailing and with whom we could have fun boating. We have found that with the great people of this club.

You have entrusted the office of Commodore with me (really "us" – we're a team on the boat and off) for this year. First, and foremost my goal is to "keep the course". My job is to help lead this group, with one eye on the conditions (sentiment of the members, lease and building issues, other anticipated and unanticipated changes) and the other on the goal of building a stronger club. Always, my interest is to make this year as fun as possible for all of us – that's why we joined in the first place.

I am fortunate to have the strength of a great team to work with. This year's officers and board members are a wonderful group of people, all with much to contribute to MBYC. I am pleased to have Bill Merkel as the Vice Commodore; Bill has the firm understanding of the club operations as the outgoing Port Captain. Ardelle Cirino is the new Rear Commodore and as such will be the point person for attracting new members. Her enthusiasm and creativity this past year as the Social Chairwoman is evidence of why we all want her in this role. With Jim Taylor transferring from Vice Commodore to Secretary we are assured the depth of his years of work with the club will continue to be invaluable. Jim Butchart is coming to the board as Treasurer and we're glad to have him. Along with Jim, we have two other board members: Jan Wigle joins us as the Fleet Captain; Kat Decker has taken over as the Port Captain. George Naill stays on the board as Safety Officer after bringing many new members to the club during his tenure as Rear Commodore.

Thankfully, Phil Coker remains with the board as the Past Commodore – we'll all be looking to him for his insight and direction. Phil stepped up to a tough situation last winter as the club experienced a chasm of leadership

when former Commodore Robles left the club. He led us through the completion of the five-year lease agreement with Westrec/City of Richmond and helped the club stabilize. Thanks Commodore Coker. Great year!

Larry Lawson leaves the board after a successful year planning and leading the cruise-outs as the Fleet Captain. This guy knows how to have a good time.

There were two big stories in 2002. The first is Erwin Gove. Erwin received the Lifetime Member award, reflecting his constant, unwavering dedication to the club. Thankfully he remains as the Editor to the Signal. Erwin represents the best that MBYC has to offer.

No less a story is Ed Johnson who is staying on as the Webmaster. Ed has been the silent, busy hands behind MBYC for a number of years. Having served on the board these past two years (first as Secretary and then as Treasurer) in his "official" roles, he has also been our Webmaster, Chair of the Building Committee, resident locksmith, electrician, historian, and semi-official ambassador. Ed and Dorothy have been the "backbone" of the club this year; and they have chosen to slow down a bit and be members. I believe I speak for the entire club in extending our heartfelt thanks for Ed's huge contributions.

The board is defining the agenda for 2003. I encourage you to become part of this agenda planning and implementation. At this point there seem to be three major areas to address:

1. Maintaining current club members (promoting the value of membership),
2. Clubhouse improvements. Making those that we can do right now and finishing the longer-term planning/implementation, and,
3. Attracting new members who want to be active; contribute and have fun!

My primary objective is to get out on the boat, get the sails up and enjoy boating. See you out there.

Respectively,  
Mike Green, Commodore

## MBYC HOTLINES

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-----Open

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## SIGNAL BY E-MAIL

The suggestion to distribute our Club newsletter, the Signal, by e-mail has again been discussed by your Board of Directors. (It was first floated about a year ago, but was shot down by a former Commodore.) Your Board has decided to again offer members a chance to receive the newsletter in this form.

There are several advantages to receiving the Signal by e-mail.

- Pictures always in color
- Faster delivery; your Signal would be sent to you at the same time it is sent to the printer (Ardelle Cirino), who needs several days to print, assemble and mail, plus a day or two for postal delivery.
- It saves the Club money, up to \$95 per month.

Your editor belongs to an amateur astronomy club and receives its newsletter by e-mail only (his option). He reads it and prints out any pages he needs for a record, such as a calendar. He also belongs to a hiking club and receives its newsletter by US mail. But in addition, he receives an e-mail notification and description of each upcoming hike about a week before it occurs. He seldom uses the calendar that's in the newsletter.

We are about to launch the Signal by e-mail (two members have already opted for this service). You will have three options:

- Continue to receive the paper copy. No response is necessary, except when changing your US mail address.
- Receive your copy by e-mail only. You will need to send your e-mail address to [SignalEditor@MarinaBayYC.com](mailto:SignalEditor@MarinaBayYC.com). This will not bring you any more spam. When or if you change your address in the future, notify the SignalEditor.
- Receive the Signal by both means. When in the future you decide that you no longer need the paper copy, notify the SignalEditor.

Please e-mail your intent to the SignalEditor by the middle of January.

-----Erwin Gove, Editor

## FLEET CAPTAIN'S REPORT

The cruise-out to Angel Island was a bit different than the other cruises this year. *Lizard II* cruised over on Friday morning, the 7th, a day earlier like I usually do. I like to be sure things are ready and not too many surprises. Later that afternoon Peter came over on *Silverheels II*. The weather was overcast with no wind at all. We thought we would go for a day sail, but with the lack of wind we opted for a dink ride to Sam's in Tiburon instead. Raccoon Strait was flat and looked like a mirror going over and returning.

Upon our arrival back at the raft-up we noticed a Canadian boat had picked up a mooring during our absence. Being the kind of guys that we are, I dinked over and invited them for wine and cheese. They accepted and returned with me to *Lizard II*. Dave and Jean, along with their 38' boat, *Canada Goose*, are from Victoria, Vancouver Island, British Columbia, Canada. They are headed to Mexico and points beyond. They have done the "Milk Run" before in a steel ketch Dave built. That time they cruised with the family and this time it's just the two of them. Very fun interesting people.

We had a bit of a shower on Friday evening, but it was short lived. The sky became clear with stars shining bright. Saturday arrived with warm sunshine. Yes..... warm sunshine!!! Just the way I like it. Warm in December!

Peter had to leave early on Saturday morning, but that was OK because I had another sunny cruise-out happenin'. Can't wait till the Club cruisers start arrivin'. This will be a good one. Sunny and warm in December! There will also be a memorial for Ornait Murphy, a singlehander, who disappeared with her husband and Cal 39 *Solas III* one year ago.

Well, I waited on board ready to raft up whoever arrived. This weather was good for a raft. I wondered "What if I had a cruise out and nobody came"? That's just what happened. Yea, Peter was there on Friday, but the cruise is on Saturday. I was the only MBYC boat to make the cruise-out. I decided to count Dave and Jean on *Canada Goose* since we spent so much time together.

I went ashore that afternoon to pay my respects at the memorial, but what if there was a memorial and nobody came? Yes, there too. Dave, Jean and I were the only ones that showed up. The people hosting the memorial didn't even show. Just us.

A fun time was had as always. I do single-handed cruises regularly and this was another good cruise. The sail back was a good one also. Most of the time I was sailing at 7-8 knots. The winds were out of the North, but not too cold. High clouds without rain.

My time as Fleet Captain is now over. I hope you all support Jan Wigle as you did me. She has some great places to cruise to as we did this past year. I'll never forget the party at Pittsburg Yacht Club. That was a cruise to remember!! I'll be busy this next year getting *Lizard II* cruise ready. I still plan to make the cruises with you. I hope to see all of you at the cruises. Can you imagine 40 or so MBYC boats at one place at the same time? AWESOME!!! Let's do it!

Get out and sail safe!

Lizard Guy

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### RULE 9 AND VHF CHANNEL 13

According to federal regulations, a listening watch on VHF Channel 16 is not required on all commercial vessels, including tugs with tows, ships, passenger ferries, tour boats and all power driven vessels greater than 65 feet in length. However, they are required to monitor channel 13. So if you are anchored in any channel for any reason and you see a ship or tug and barge coming at you, don't try to hail it on channel 16. If you get into trouble and need to call one of these vessels, use channel 13.

Under Rule 9 of the International and Inland Rules of the Road, all vessels less than 20 meters in length cannot impede the passage of a vessel that can only safely operate in a narrow channel or fairway. The Coast Guard Captain of the Port has designated all major deep draft ship channels in San Francisco Bay as narrow channels or fairways, thus making Rule 9 applicable in these areas.

Since 9-11, the Coast Guard has been enforcing this rule in a stronger fashion to help keep shipping safe. Rule 9 places the obligation on us, the small vessel operator, to avoid impeding a large vessel while operating in a deep draft channel.

----from the PICYA Log (Paul Olsson)

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### 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.

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

## CRUISING IN ASIA AND THE MIDDLE EAST

(The following is excerpted from letters from George and Marcia, world cruising on *Pegasus*. They are now in Bangkok, preparing their boat --- new sails, complete engine tune-up, refinishing --- for a trip up the Red Sea.)

October 2002. Have real concerns, as you might guess, about a departure next year. I fear from what the BBC says that GW is going to invade Iraq for regime change. From what we see and hear in this part of the world, this will not be good for the sailors in the Red Sea, or for that matter anyone anywhere in the world. I never thought I would become a peacenik but .....

Lots of press here on the Jerry Falwell interview/speech and his subsequent retraction? Meantime, his comments sparked a demonstration in India where six more folks died. GW's signing of some law which mandates the use of Jerusalem as the Capital of Israel (allegedly against some UN resolution according to the BBC reporter) caused more demonstrations in the Muslim world. All of these things just seem to destroy the positive image the US used to have and increases the support for opposition to all things US.

So far Thailand, and Phuket specifically, seems to be a safe place. Have many acquaintances in the Muslim community near the marina, but when the going gets tough and the Iraqi civilians start dying during GW's regime change, all this can become a very unsafe place too. (After 911 many Muslims wore bin Laden tee shirts, and these are just average folks, not yet terrorists- so you can see that their view of the world is totally different to what you and I were brought up with.) After all, consider Bali. Really not much different and perhaps less likely than Phuket since Thailand is not a Muslim nation.

The worst-case scenario would be to see us sail down the coast to Singapore and back to Raffles. I think that Singapore is probably the safest of all places from the internal security angle, although if you think about it, Israel, which I have been told is a police state, hasn't found much security either. We will just have to let time play out, knowing that the vessel is ready to go and we are also. Hopefully, GW will back off on his crusade (perhaps after the elections in November he can tone down his rhetoric) and cancel his planned regime change in Iraq and instead open a public debate on the root causes of terrorism against the US.

Marcia and I are crossing our fingers, but have very little optimism about this turn-around and instead fear that continuing down GW's path will ensure that the world will be torn apart by terrorism. The frustrating thing is that

all this could be avoided and peace restored if ..... (and I voted for GW).

December 2002. Glad all is well. Not much to update, except that we have been very busy this year getting *Pegasus* ready for the next 5500 n.miles to Turkey. Don't think we have overlooked anything, but you know how that works.

We have been sailing in the waters between Malaysia and Thailand with many land trips around the area and into Cambodia, etc. As you know, this is a very interesting part of the world, and so different from the Western World. All the people have been very good to us.

Our plans are to depart SE Asia in January, (our insurance agent is working on coverage) and sail with about 51 other like-minded vessels to the Med this season, via the Red Sea. First stop would be Sri Lanka, then Salalah, Oman; then direct to Eritrea (Massawa), and then to Safaga, Egypt and on through the canal and to Cyprus and Turkey. We will definitely form a convoy of 4-5 vessels for the leg out of Salalah to Massawa, all sailing within sight for the entire 1,000 n.miles. There are other options, but will see how it all plays out with the insurance company and other yachts we might buddy boat with. The real people threats seem right now to be in the area from Salalah and into the Red Sea. At least last year no people threats were posed once into the Red Sea, according to the grapevine.

We are coming closer to our "use by" date and haven't the years to wait for a new US administration to settle things down in the world, if in fact another administration would. The world out here feels that GW is only fueling the terrorism and hatred for us/US. The sooner we get into the Med. and perhaps the Western Part, the better, because from our read it will only get more dangerous in the future.

Actually we do carry a Canadian Flag and many other US flagged vessels do as well. It is a sad commentary that US citizens think it is necessary, but we will either fly the Mapleleaf or no flag at all from the time we depart Sri Lanka until arrival in Turkey. We are not trying to make a political statement, only trying to use what information we know to try to survive and stay alive. (For some insights into GW's thinking and others, the text "Battle for God" by a former Catholic Nun, Karen Armstrong, is very enlightening.)

-----*Pegasus*

Thinking of going cruising or taking a charter in the Far East or Middle East this year? Try the Caribbean instead.

## CRUISE NEWS

### NATARAJA

Fanning Island, Kiribati  
03 51 N 159 21 W

Our trip from Christmas Island began at about 0700. The sea was flat and there was no wind. A pod of dolphins saw us clear of the island. The wind never filled, and we actually motored the whole 175 miles to Fanning Island. We did enough bobbing around between Apia and Christmas, and had no intention of doing that again.

The approach in to the anchorage was pretty cut and dried. The current ripping through sure can make it interesting, but not bad at all. We picked our spot and dropped the anchor in 13 feet of water. What a beautiful lagoon. The water is so incredibly green and blue, just spectacular. The lagoon throws a green glow onto the bottom of the clouds if the sun hits it just right. It's really quite pretty, but eerie, too. So, while at sea, if you see such a thing as a cloud with a greenish tint to it, stay clear, land is near. This island is much more lush than Christmas. Norwegian Cruise Lines has two ships that come here. The local people set up booths and sell their crafts.

We wandered around, exploring the area. On one of our walks, we met a guy collecting shells to make necklaces to sell to the cruise ship passengers. I found a few shells and put them in his bucket. He invited us to his home for coconuts. When we got to his home, he scurried up the palm tree and cut down a few coconuts. We then went over to his sitting area---an open air, elevated, covered platform. He had us sit on the mat while he opened the nuts.

We talked for awhile, then his wife and daughter came home for lunch. They joined us on the mat. She told us how they had moved from the capitol island of Tarawa to escape the high cost of living. Because she works for the government, they are currently living in a government home. Once they save up some money, they'll build their own home on family land.

Since I had the digital camera with me, I took some family photos and promised to return the next day with copies for them. They didn't believe me, because they thought I had to take the film in to be developed. This was the first time they'd seen or even heard of a digital camera. When we showed up with the family photos and a surprise one of him in the coconut tree, he was speechless. He really liked the one of him in the tree, and thought that one could be a post card. We were each presented with shell necklaces as a thank you.

The managers for Norwegian Cruise Lines on the island just happen to be acquaintances of ours from Honolulu. We had dinner with them and enjoyed a wonderful evening. Andrew's father is married to a Kiribati woman and Andrew has spent many years in the Line Islands and is fluent in the Kiribati language. He and his wife live in a converted container. They've built on a thatched extension and even have air conditioning. It's pretty cool.

The coolest thing we did was the channel dive. We hooked up with a couple of other cruisers and headed out the channel in their dinghy (our outboard wasn't strong enough). Once clear of the strongest part of the current, we all put on our fins, mask, and snorkels, grabbed a line that had been tied to the dinghy and jumped in the water. We drifted back in to the flow, then went whooshing down the channel with the 4½ knot current. It was really cool, and right below us all the fish were getting swept along, too. The coral was OK; there were some really nice spots. I found the fish more spectacular.

Ke'ehi Lagoon, O'ahu, Hawaii  
21 19 N 157 53 W

On November 6th at 1200, we weighed anchor and headed for Honolulu. The first few hours were picture perfect, 15 knots from the ESE and small seas. But, that was short lived. We passed through a storm cell and the wind built to about 25. It then shifted to the ENE, and that's pretty much where it stayed the whole trip. The wind increased at times to 35 and sometimes came from the NE. Sometimes the gusts topped 50. We were pretty lucky as far as the seas were concerned; they never really got big until we were in the Hawaiian Island chain.

Life underway while beating to weather in strong winds isn't easy at all. The galley is on the starboard side, which happened to be the 'high side' of the boat. Anytime we opened a cabinet things would tumble out. Nothing stayed where it was put, for even a second. The hardest thing was trying to do the dishes. I would wash, rinse, dry, and put away one thing at a time because I couldn't use the dish rack. Believe me, nothing is easy. All things considered, it wasn't a bad trip. Kept telling ourselves it could be worse.

The farther north we got, the fewer storm cells we encountered. The lightning was quite spooky. One night the clouds were so dark and thick, it was absolutely pitch black outside. The only thing we could see was the phosphorescence caused by the waves and the wake coming off the back of the boat. The only problem we had was when we ripped our main, but luckily we were less

than 20 miles from the marina. Our friend Deb met us in the channel in her kayak, her sheltie Madeline perched in the bow. I grabbed her bow line and we towed her in. We were back in our slip at Ke'ehi Marine Center after a 10-day trip.

We are so fortunate to have been able to make this trip. Wow!! To actually have done it after dreaming and talking about doing it. The people we met, the experiences, the beauty, getting our butts kicked in the heavy weather, wallowing in the big swells when there was no wind, sitting at anchor watching the sunset, seeing a rainbow, sailing with the dolphins, hauling in the giant mahi-mahi, doing nothing all day but reading, getting lost in a foreign city, missing the last bus home, hitchhiking, dancing on the foredeck, watching the sunrise, showering in the rain, doing laundry in a stockpot, eating turkey tails, pig on a stick, hiking in the rain, walking along lava flows, trading little toys for papayas.....oh, so, so many memories. We are in Honolulu only temporarily, and will most likely end up in the bay area sometime next summer. We'll keep ya posted.....

Emmy & Eric  
s/v Nataraja  
Ke'ehi Lagoon, O'ahu, Hawai'i

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### HELP!

We have again run out of MBYC members' yachts. We need a picture of your boat sailing, motoring, anchored, docked, aground, or sunk with only the mast showing. Or of your dink. The picture can be a photo, painting by De Witt, a sketch by your grandchild, whatever.

We would also like to have any stories or articles you can contribute. They can be stories of trips, your thoughts on a cruise-out, technical fixes, your opinion of BCDC (always popular), again whatever. Don't worry about spelling or punctuation; we can fix that.

E-mail your contributions to [SignalEditor@MarinaBayYC.com](mailto:SignalEditor@MarinaBayYC.com). And thanks.

-----Editor

## TREASURERS REPORT

### 2002 Annual Financial Summary

*(Note: The Annual Financial Summary is intended for membership viewing only, and has been deleted from the web version of **The Signal**. The following pages, Pages 7 and 8 of **The Signal** have been deleted as well. )*

The Club has a challenge ahead for next year, and that is to spend some of the Building Fund for improvements to the Clubhouse in a parallel effort to attract additional memberships. We also need to look to our members to volunteer more in order to have the Clubhouse open more often, say every Friday night and Saturday and Sunday during the afternoons. We need to make the Clubhouse an inviting place to go for our members and their guests. A Clubhouse not being utilized is a Clubhouse that is probably not worth the monthly rent that we pay.

-----Regards, S. Edmund Johnson  
2002 Treasurer, Marina Bay Yacht Club

See the following two pages for more financial detail.

### MEMBERSHIP DUES

Membership dues for 2003 are due on January 1, 2003. You have several options:

- Send a check for the total amount to the Treasurer of MBYC by US mail, or
- Pay Treasurer Jim Butchart by Visa or Master Card.
- Regular Members may pay quarterly, \$60 per quarter before the due dates. Your first payment is due by 1/1/03. Cruising Members must pay in full by 1/1/03.

-----Editor

# Marina Bay Yacht Club

## Events

### January, 2003

Special Note: My sincere apologies for being so late in getting the Signal out this month. My mother passed away on Christmas day, and I am just now returning home from Eureka. As executor, I had just lots of struff to do.

## **BOARD MEETING/ INSTALLATION DINNER AND CRUISE-IN**

Sausalito Yacht Club  
January 18, 2003

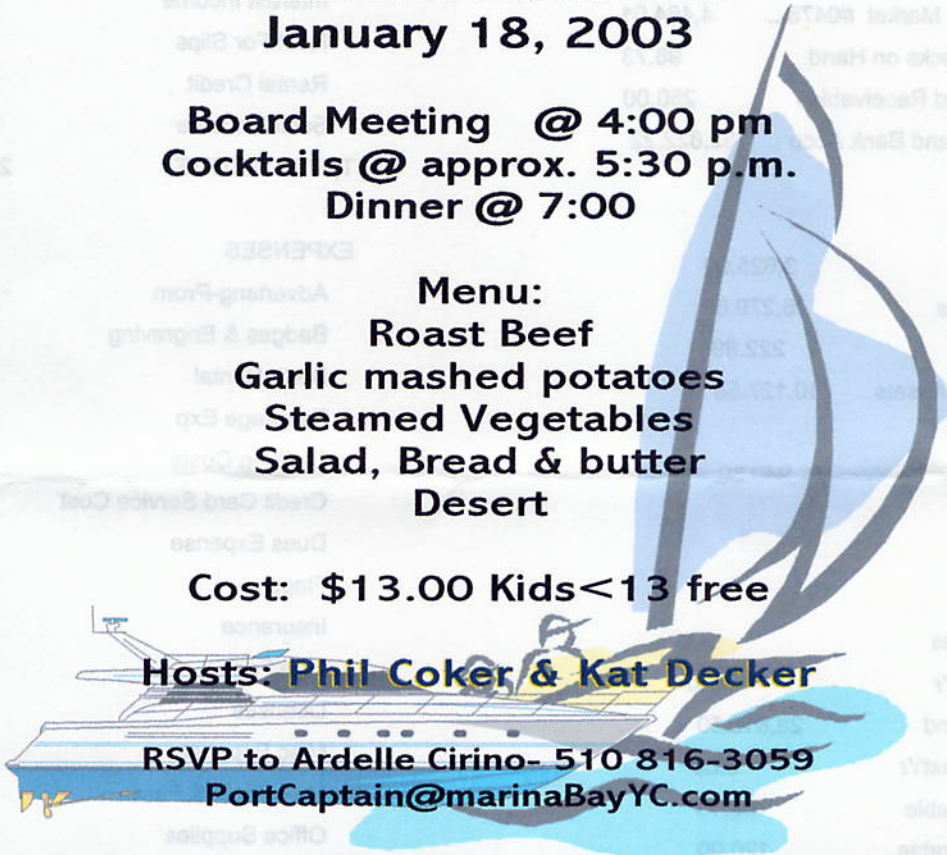
Board Meeting @ 4:00 pm  
Cocktails @ approx. 5:30 p.m.  
Dinner @ 7:00

Menu:  
Roast Beef  
Garlic mashed potatoes  
Steamed Vegetables  
Salad, Bread & butter  
Desert

Cost: \$13.00 Kids < 13 free

Hosts: Phil Coker & Kat Decker

RSVP to Ardelle Cirino- 510 816-3059  
PortCaptain@marinaBayYC.com



## **Help !!!!**

Anyone wishing to help Kat and Phil with setting up for the dinner above please contact Kat. I know from my experiences that it is awfully hard to attend the Board Meeting and set up at the same time. I know they would appreciate whatever help they can get!!

Also: We need someone to volunteer to host a dinner for the Berkeley Yacht Club on the 22nd of February. I am going to be out of town again, or I would do it. It is really important to the MBYC to make the club available for Cruise Outs by other club, and it is just too much to ask the Port Captain to do it all. Please contact Kat if you can offer your services for this or any future Club event. Thank You....Ardelle

## MBYC 2003 CALENDAR OF EVENTS

### JANUARY

11/12 Cruise-out to Ayala Cove

18 Board Meeting (1600)  
Installation, Roast Beef Dinner  
(1800/1900)

### JULY

19 Board Meeting (1600)  
Dinner (1800/1900)

Cruise-out

### FEBRUARY

15 Board Meeting (1600)  
Valentine's Day Dinner (1800/1900)

22 Cruise-in

### AUGUST

16 Board Meeting (1600)  
Dinner (1800/1900)

30-31 Cruise-out to Half Moon Bay

### MARCH

15 Board Meeting (1600)  
St. Patrick's Day Dinner (1800/1900) (Cirino)

Cruise-out

### SEPTEMBER

1 Cruise-out to Half Moon Bay (cont'd)

20 Board Meeting (1600)  
Dinner (1800/1900)

### APRIL

19 Board Meeting (1600)  
Dinner (1800/1900)

Cruise-out

### OCTOBER

18 Board Meeting (1600)  
Dinner (1800/1900)

Cruise-out

### MAY

3 Cinco de Mayo Dinner (1800/1900)

17 Board Meeting (1600)  
Dinner (1800/1900)

### NOVEMBER

15 Board Meeting (1600)  
Dinner (1800/1900)

Cruise-out

### JUNE

14 Board Meeting (1600)  
Dinner (1800/1900)

Cruise-out

### DECEMBER

13 Board Meeting (1600)  
Holiday Dinner (1800/1900)

Cruise-out?



Best

## MARINA BAY YACHT CLUB

# SIGNAL

### *TRICIA JEAN*

Tayana 37

Captain Dan Best's new boat  
on the foggy October Cruise,  
at anchor in Drake's Bay



Marina Bay Yacht Club

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