



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

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April 2003

PORT CAPTAIN'S REPORT

You may have noticed the change in the clubhouse, with the addition of the new carpet, and the way the burgees are displayed. We did run into a problem with the burgees when we were writing the names of the Yacht clubs on them; we just didn't know where some of them came from. So anyone who can "Name that Burgee", please do. If things go according to plan, by next month's dinner on the 26th there will be another improvement to the clubhouse. Come see what it is.



Johnson

March Dinner---Check the carpet and burgees

I would like to take this opportunity to thank everyone for participating in hosting the dinners this year. It is a big job, but we have some wonderful cooks that have chosen to share their talents with the club. We still have some openings left this year, so if you have a specialty and would like to host a dinner please contact the Port Captain.

The dinners are a way the club has of earning money for the maintenance and improvements for the club. The hosts of the dinners want to buy supplies as accurately as possible for the number of people they are going to serve. Nobody wants to turn anyone away, and each host wants to make people feel welcome. Buying enough

supplies to serve 10 to 12 extra can turn a moneymaker into a loss for the club, and not having enough can cause extra stress on the host. Fortunately, there is a solution for this, and that is reservations. Please take a minute and make yours.

-----Kat Decker, Port Captain

FLEETING THOUGHTS

The cruise-out to Coyote Point YC was a good one. Coyote Point is a beautiful setting. It has an expansive park with a golf course and a huge historical/environmental area. It is a little tricky to get into when the tide is low, and the planes come in close to land at SFO so there is a bit of noise factor. However, once we got there, we had a great time.

The folks at Coyote Point Yacht Club were very friendly and helpful. The Mardi Gras party was a lot of fun. You can see some pictures from the party on the club website under "Cruise outs."

The best part, of course, was the socializing that took place on the boats when we got there. We have some new members, Eric and Marilyn Anderson, who hosted the pupu party on their boat, *Fullshell*. Other members who made the trip were: the Jacobys on *Enchanté*; Jim Taylor and his old friend Tom aboard *Uncle George*; Phil Coker and Kat Decker on *Silent Dancer*; Peter Turner, Erwin Gove, and Larry Lawson (thanks to *Lizard's* overheating heating problems in Clipper Cove, he drove over) on *Silverheels*; and Don and I on *Ripple*. Also making the trip were new applicants to MBYC, Mike and Gail Dennis aboard *Dancy D*.

The sail home was great, and we look forward to other cruise-outs in the South Bay in the future.

IN OTHER NEWS: We will be anchoring in Clipper Cove for the Easter weekend. No RSVP is required, but it would be nice to know who is planning to be there. We will "potluck" aboard so no need to dress up for the Easter Bunny! See you there!

-----Jan Wigle, Fleet Captain

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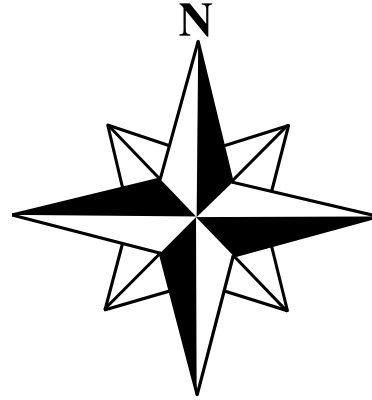
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MEMBERSHIP

NEW MEMBERS

At the Board meeting held on March 15, 2003, Michael and Gail Dennis of Redwood Shores were elected to membership in Marina Bay Yacht Club.



MEMBERSHIP APPLICATIONS

- Michael and Jill Gottlieb of Sausalito, who sail the Ericson 35 *Bright Angel*.
- William & Gina Butterworth of Richmond, who sail the Cheoy Lee 43 *Harmony*.



CARNAVAL FESTIVAL IN SAN FRANCISCO!

Marina Bay Yacht Club's cruise-out for the month of May will be to South Beach Harbor on Memorial Day weekend. One of the many events happening in The City that weekend will be the Carnaval Festival.

The Festival will take place on Saturday, May 24th, and Sunday, May 25th, 2003, from 10:00 a.m. to 6:00 p.m. The location of the Festival is Harrison St., between 16th & 22nd Streets in San Francisco's Mission District.

The Festival draws hundreds of thousands of people for two days of dancing Salsa, Samba, Reggae, Tango, Hip- Hop, Merengue, Calypso, Cha Cha Cha, Cumbia, and Mambo into the evening. Food vendors offer traditional delicacies, while others sell crafts native to the Carnaval countries of their heritage. Giant stages sparkle with continuous entertainment. In 2003, the two-day Festival will be stretched over eight city blocks, featuring:

- * Taste of Carnaval: food and beverage from around the world
- * Dance Pavilion: musicians & dancers to teach salsa, samba & much more
- * Health Pavilion: providing extensive information, referrals & health screening
- * Drum Pavilion: facilitated drum circles from Cuba, Brazil to Africa
- * Niñolandia: games, break dancing, go carts, scholarships to face painting
- * Beauty Care Pavilion: face massage, makeover, hair braiding, costumes

Space is limited to ten boats so e-mail or call Fleet Captain Jan Wigle right away to reserve your slip or to ask questions. We will be staying at the harbor from Saturday afternoon, May 24, until Monday morning, May 26. **DON'T DELAY--CALL TODAY!**

E-mail wigles@sbcglobal.net, or call (209) 527-7775

SAFETY FORUM

or

WILD TALES from NEPTUNE'S DISCIPLES

This is to be an open forum about most anything to do with the safe operation of watercraft. I hope everyone finds this useful and will join in when you have something to contribute. While I don't pretend to an expert about any of this stuff, I hope we can share our knowledge and experiences to help us all do better.

Most of you may not know that I was an airplane pilot. Part of our schooling was reading all the articles we could about the things that can happen while operating an aircraft. My instructor did such a good job of making sure I could fly that there is no doubt he saved my life (dumb ass) more than once. Thanks, Max!

The FAA published recounts of accidents and the things they thought contributed to them. It is my feeling that we can help each other avoid putting ourselves at risk. Some of those articles taught me to recognize some of my mistakes before I made them, saving me from embarrassment or worse. They also described how to avoid the conditions that led up to them. Sometimes the best thing to do was not go.

The object will not be to sit and judge the person who is telling us their story but learn from them and if appropriate give our views on how we might have done it differently.

One example; do you always check to see how much water is going through your cooling system? I normally check the water flow overboard when I start our engine. If there isn't enough we check it out before getting under way. Since our boat has a dry exhaust, we look on the starboard side about even with the back of the wheelhouse. Those of you with wet exhaust would check by looking at the amount of water coming from your exhaust outlet.

OK, it's your turn, let's have fun with this. Your ideas and input are solicited. E-mail your contributions to elliemay@sonic.net.

-----George Naill
Safety Officer

CRUISE NEWS
NATARAJA

We've just returned from a four-day weekend on the island of Moloka'i. And what a wonderful weekend it was! The sail over started out very boisterous. The trades were out of the ENE at about 20 and the waves were a mess as usual. We had wind waves from one direction and a NW swell to bounce us around. Our bearing to Hale O Lono was 097 and roughly 40 nm away. Once we cleared O'ahu and headed into the Kaiwi Channel, things actually mellowed out. Weird, as the channel is usually where you would get pasted. The winds lightened up too much to allow us any headway in the sloppy seas, and we ended up motor sailing. Hale O Lono is not a harbor to enter at night. There are no channel markers or lights, just an unlit range. We had gotten a much later start than we'd planned, so no lollygagging, had to get there before dark.

The humpback whales provided hours of entertainment on the way over. We have never seen such a display in Hawaiian waters. Absolutely spectacular! They were all around us as we motored along. Some surfacing as close as 50 feet away. We could see little tails splashing along with the bigger ones. Lots of flippers waving at us, and many huge splashes as they launched themselves out of the water and came crashing down. What magnificent creatures they are.

Once we had the anchor down, we popped a couple of beers and laid out the pupus. There was one other boat, a fishing boat named *Capt. Erwin Too*. You can only imagine who came to mind when we saw that. They left bright and early the next morning so we never had a chance to see if Erwin actually was aboard. We figure he would have at least recognized our burgee and said hello if he'd have been there. After a spectacular sunset; thousands of stars began to fill the sky. There is not a single light to be seen from this anchorage. None. There is not a structure of any kind anywhere near. Solitude at it's finest.

Some history: Lono is one of the four major gods of the Hawaiians. He's the god of agriculture, medicine, clouds, and weather. Hale O Lono was also the home of the demigod La'amaomao, who was the Hawaiian god of the winds. His influence is very noticeable here, as the wind does blow strong through the anchorage.

We spent pretty much all day Friday and Saturday doing nothing but reading, relaxing, and watching the turtles swim around the boat. That's what it's all about. Life at it's finest. We did venture ashore and took a nice long stroll down the beach, just to stretch our legs. There are some beautiful sandy beaches, but not a great place to

swim. The reef comes right up to the beach and the breakers are big and powerful. The harbor is protected by a strong breakwater. On Saturday we watched with amazement as some pretty good sized breakers crashed across the channel. These were the result of a strong NW swell that was running. Luckily those died down by the time we were ready to leave on Sunday.



Our ride home was exhilarating. The wind started out light, but once we cleared the island and entered the channel, it cranked up and provided a rip snortin' ride. Finally, a long sail that wasn't to weather! We surfed our way across the channel towards Diamond Head and Koko Head on O'ahu. We even managed to hook a nice twelve-pound mahi mahi for dinner. This guy put up one heck of a fight that left the transom and aft part of the cockpit splattered with blood. It took some serious scrubbing to clean up that mess, but boy was it worth it.

We had a wonderful weekend. The weather was stellar, a true Larry the Lizard weekend---shoulda been here.....Did I mention it was sunny and warm?

Emmy & Eric
s/v Nataraja

Ke'ehi Lagoon, O'ahu, Hawai'i

Eric Willbur and Emmy Newbould are planning to sail *Nataraja* to Alaska in May. That will be some change in scenery!

-----Editor

THE LIZARD'S LOUNGE

Have you noticed the sun is out much longer? The days seem to be getting warmer. Yes... Warmer! Ya know.... I like sun and warm. Some of my favorite stuff is about warm and windy. Those who went to Coyote Point for the cruise-out saw warm and sun. Good party too. Shoulda been there. Good job Jan!

I sailed to Clipper Cove on Friday before the cruise to Clipper Cove and spent the night on the hook. My plan was to meet the fleet on the way down when they came by Yerba Buena Island and buddy boat down. Sometimes plans change. If you run into the bar at Clipper Cove plans really can change. Of course this is all part of the adventure. That's what I did. I backed off the mud bar and headed to the north channel. Then the engine started to over heat. No water out the exhaust. Must have sucked something into the lines. So I get out of the channel and anchor. I notify *Ripple* of my problem, then I start taking the lines apart beginning at the intake strainer. I find nothing anywhere. I fire up the old iron donk and it seems to be working just fine. I up anchor and head out the channel again. Same problem. Overheating and no water out the exhaust. I go back and anchor again. This time I break out the manual and check the troubleshooting section. Rare for me. I do all that is suggested and up anchor again and head out the channel. Ground Hog Day! I find if I put the engine in neutral and gun it, it will cool down a bit. I notify *Ripple* on VHF that I will nurse *Lizard II* back to Brickyard Cove. Of course there is no wind at this time, but the sun is shining and it's warm. *Silverheels II* radios and offers to tow me back and I would then crew down to the party with them. Well, by the time we met it was really too late to do a tow back through the Big Daddy Regatta and get down to Coyote Point in a timely manner. I passed on the tow and told them I would arrive via land yacht. Finally the wind filled in and I had a great sail back to the slip.

Oh, by the way, the problem was a bad (cheap) after-market impeller. Took me three weeks to figure that one out!

The update on the dah-dit class. I followed Jim Buchart's lead and dumped the class. My mind is starting to return somewhat and I'm back to sailin' again. That is, when the boat works. What a weight off the old shoulders. Ahh!

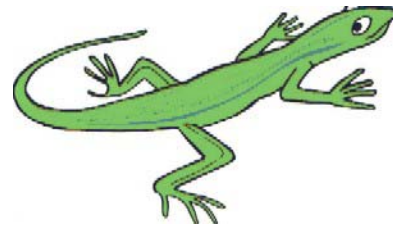
Now I'm working on a really nice project. This is one that we all love. Re-plumb the head system. Don't ya just love it. New hoses, pumps, valves, holding tank, etc. I didn't get much help removing the old stuff, but I did receive some help with the new. Go figure.... This is an

ongoing project. It takes time. Do it right and do it once. Yes, many trips to West Marine and Whale Point for parts and tools. It needs to be done, but please....I beg for mercy! Too many tight spaces and no room for two hands. You know this problem...You have a boat.

Well, Spring is here and Summer to follow. Soon we change the clocks to sunshine. I really hope all of you get out and sail your boats a bunch. What about the cruise-out with 40 boats showing up? Clipper Cove for Easter?

Sail safe, sail often.

Lizard Guy



CANNON BALLS

Last month's story regarding storing cannon balls near the cannon asked, how cold did it have to get to dislodge the balls from the holding plate.

So how cold was that?



Ask the brass monkey!

SMOKE GETS IN YOUR EYES--- AND LUNGS

I spent the first weekend in February with our son Erwin M. and his family; wife Lee Ann and sons Hunt and Michael. This is the family that helped cook our Tri-Tip barbecue last fall at MBYC. The weather was clear and fairly warm, cooling down from an 80-degree hot spell. On Sunday we decided to go sailing on their Catalina 34 *Rejoice*, which is berthed in Santa Barbara.

We got to the boat (from Arroyo Grande) in late morning and after awhile motored out of the harbor. There was a light breeze and the sea had some chop and a slight swell...pretty nice day. We raised sail and headed toward the north end of Santa Cruz Island, with no intention of getting there, but looking for more wind.

Before long the wind died. After awhile of bouncing around in the chop at a standstill we decided to forget the trip and motor back to Santa Barbara. We fired up the diesel engine and headed toward the marina. The sails were still up. So far, a pretty boring trip.

Suddenly the engine got louder and we saw smoke coming from the cabin. A lot of smoke...diesel exhaust by the smell. The engine started to run badly, stumbling along. When throttled back, the engine smoothed out. I went below to investigate and open a port in the head adjacent to the engine compartment, to vent smoke. When I opened the door I could barely see the port, the smoke was so thick. I had trouble opening the port, resulting in my inhaling a couple of breaths of the thickest, nastiest smoke I'd ever been in, before I could escape. Hunt was in a cabin down below, and came out and headed topside with alacrity. Michael, who has asthma, was fortunately in the cockpit when the smoke-works began, as was Lee Ann.

Erwin M. shut down the engine and we discussed our options. With no engine and no wind, our only progress was the ocean swell slowly hooching us along back toward the harbor. We were considering radioing for a tow when we felt a slight zephyr of breeze in a favorable direction. We trimmed up and proceeded at about 1.5 knots, which would result in a trip of several hours but home before dark. The plan was to sail into Santa Barbara Harbor as far as we could and use the engine at the very last to get into our berth.

The breeze steadied and built to where we could sail at between 2.5 and 3 knots. Pleasant sailing, and we soon entered the harbor. The last long run was upwind in a narrow channel, so we fired up the engine and proceeded in a cloud of black smoke that got thicker as we went. We were dropping sail when a dinghy with two guys came up behind us and started shouting that we had a fire on board.

We hollered back that there was no fire and we had everything under control. They yelled "your boat's on fire; you've got to get the children out of there". Lee Ann noticed that one of the men had on a T-shirt that implied he was a fireman. We calmly replied that we were OK; it was only exhaust smoke. They motored out of the huge black cloud we were leaving in our wake, shaking their heads at the blasé fools they were trying to save.



Picture of *Rejoice* taken by the two guys trailing in the dinghy

After we docked, Erwin M. went below to investigate. He found the exhaust pipe broken off at the manifold, upstream from where the cooling water is injected into the exhaust. This explained the smoke in the cabin. It also explained why the engine suddenly got louder with no change in throttle. We figured that the reason the smoke got blacker and the engine ran more and more poorly was because the exhaust smoke was building up in the engine compartment, which was the source for the engine's intake of air. Recycling is good, but not recycling exhaust back through the engine. It resulted in more pollution, not less.

Erwin M. removed the pertinent parts (casting that bolts to the manifold and the pipe extension that was screwed into it, now broken off) and took them home for rebuilding. The fairly long exhaust pipe extension has a lot of weight leveraging on the fairly thin pipe where it screws into the manifold casting, so the plan is to add bracing when the new parts are installed. It may be awhile; Erwin M. lives an hour from the boat, works long hours and frequently travels on business.



Marina Bay Yacht Club

Upcoming Events

April 2003



SPRING FLING

April 26, 2003

Board Meeting @ 4:00 p.m.
Cocktails after meeting
Dinner @ 7:00 p.m.

Special Pasta Meal

includes salad,
bread & butter
coffee & dessert

Cost: \$10.00 (under 13=free)

Hosts: **Kat Decker & Phil Coker**

Cruise Out

Clipper Cove

April 19-20 2003

If you need additional information
Contact Jan Wagle
(209) 527-7775

email: fleetcaptain@marinabayyc.com

For the adventuresome among us

RSVP:

MBYC Port Captain

Katherine Decker (707) 678-4924

PortCaptain@MarinaBayYC.com



Fine Mexican Cuisine

Saturday

May 3, 2003

Cocktails & snacks: 5:00 p.m.
Dinner @ 7:00 p.m.
Dessert & Coffee after

Cinco De Mayo



Cost: \$10.00 (under 13=free)

Hosts: **Nestor & Ardelle Cirino**



Serious
Folks



In the Kitchen



Saint Patrick's
Dinner



The
Life
of
the
Party



MBYC 2003 CALENDAR OF EVENTS

JANUARY

11-12 Cruise-out to Ayala Cove

18 Board Meeting
Installation, Roast Beef Dinner
(Decker/Naill)

FEBRUARY

8-9 Cruise-out to China Camp

15 Board Meeting
Valentine's Day Mediterranean
Dinner (Cosper)

22 Berkeley YC Cruise-in
Dinner (Lagier, Turner, Keppel)

MARCH

8-9 Cruise-out to Coyote Pt. YC

15 Board Meeting
St. Patrick's Day Dinner (Cirino)

APRIL

5 "Women Aboard" Cruise-in
Meeting (1530)
Dinner (Ardelle) (1800)

19-20 Cruise-out to Clipper Cove

23-27 Pacific Sail Expo in
Jack London Square

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

27 Opening Day on the Bay

MAY

3 Cinco de Mayo Dinner

17 Board Meeting
Chicken Cacciatore Dinner (Gove)

24-26 Memorial Weekend Cruise-Out
to South Beach Harbor

JUNE

7-8 Cruise-out

14 Board Meeting
Dinner

JULY

19 Board Meeting
Dinner

Cruise-out

AUGUST

9-10 Cruise-out

16 Board Meeting
Dinner

30-31 Cruise-out to Half Moon Bay

SEPTEMBER

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

20 Board Meeting
Dinner
Richmond Marina "Festival by the Bay"

OCTOBER

11-12 Cruise-out

18 Board Meeting
Dinner

NOVEMBER

8-9 Cruise-out

15 Board Meeting
Dinner

DECEMBER

13 Board Meeting
Holiday Dinner

Cruise-out?

MARINA BAY YACHT CLUB

SIGNAL



UNCLE GEORGE

Cal 2-27

Captain Jim Taylor under sail
along the City Front



Marina Bay Yacht Club

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