



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

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November 2003

COMMODORE'S LOG



At the Annual General Meeting held on October 18, the following candidates for the 2004 Board of Directors were elected. Since there were no nominations from the floor, they were elected by acclamation.

- Eric Anderson Commodore
- Jim Taylor Vice Commodore
- Jan Wigle Rear Commodore
- Treasurer Stuart Meighan
- Secretary Kasey Green
- Port Captain Bill Butterworth
- Fleet Captain Paul Lagier
- Safety Officer George Naill

In other business, Commodore Mike Green discussed the physical and financial future of the Club. We have wanted to be a full-time club, and now we are. We have exclusive use of the Boathouse...the neighborhood council can no longer meet there and the City of Richmond can use it only after giving prior notice and getting our permission. We are improving the facilities at the clubhouse, having installed carpet in the main room, a new commercial dishwasher and a new stove in the kitchen, and a larger bar. We are planning to install an awning over part of the deck to increase the usable space for parties. The Warmington Group (our landlord) has agreed to contribute \$20,000 toward this effort.

But this all comes at a price. Our rent for the boathouse has increased from about \$350 a month to nearly \$2,000 a month in two years. And membership dues are down 26% in 2003 from a high in 2001. Next year's rent will be \$19,000 for the first ten months. Our savings are down to one CD. At this rate we can survive for only a couple of more years.

There are several ways to improve our finances; increase membership, raise dues, have the club open every weekend instead of once a month, attract more cruise-ins, sponsor more special events (such as the recent Tony Johnson Presentation), and rent the building for outside events such as weddings. These activities will require more participation from more of our members. We are a 100% volunteer club.

Having the club open more often will require more members to arrange and host the evenings. We currently have 56 members and want to be open 52 weekends in 2004. Please volunteer soon to host a weekend before all the best dates are taken. Contact the Port Captain.

Cruise-ins require volunteers to work the docks to aid our guests in finding their berths, and to help in the Clubhouse. Outside events would require a member to open the Clubhouse and to tend the bar.

We need to increase our membership. We suggest that every current member try to bring in a new member in the next four to six months.

With our current membership of 56 and current dues of \$240 per year, our annual revenue is \$13,440. Increasing our membership to 75 would bring in \$18,000. We propose raising our dues to \$300 per year, which with 75 members would produce \$22,500 (if all were regular members..."cruising" member dues are lower).

At this point a motion was made and carried unanimously to increase annual dues for 2004 to \$300 per month.

The meeting was closed, the bar opened, and the evening festivities began. We enjoyed an Oktoberfest dinner prepared by Jim and Pamela Duvall. As there was no entertainment scheduled, the party broke up fairly early.

-----Mike Green, Commodore

MBYC HOTLINES

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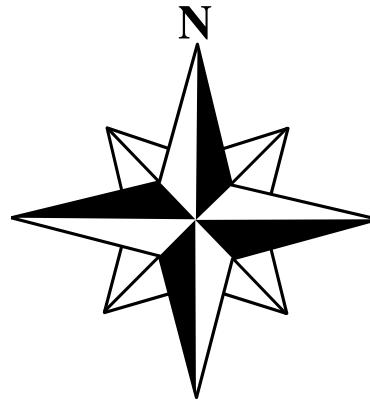
MEMBERSHIP

NEW MEMBERS

At the Board meeting held on October 18, 2003, the following people were elected to membership in Marina Bay Yacht Club:

- Robert Barton and Connie Munger of Santa Rosa.
- Larry and Linda Nelson of Santa Rosa.
- Michael and Claudia Pordes of Fairfield.
- Charles Craig of Rohnert Park.
- Gerald and Kate Rouillard of Rocklin.

Welcome to the Club!



FLEETING THOUGHTS

The cruise-out to San Rafael Yacht Club was a success. Four boat made the "voyage": *La Dolce Vita* arrived first, so Paul and Earline Lagier were on hand to help the rest of us at the dock. I crewed with Larry Lawson on *Lizard*. *Maenad* was next to arrive with Erwin Gove and his friend Don Gregory aboard, and George and Ellie Naill on *Pelican* were the last to cruise in.

Jim and Terry Taylor, Dave and Sue Jacoby, and Paul and Mary Cospier all drove to the club, and we enjoyed a delicious steak dinner and a *lot* of sociability.

Sunday morning, Don drove in (he couldn't attend Saturday because of a school obligation). It was a beautiful day so Larry and Don and I headed toward the Brothers and "sailed" (or corked) for a couple of hours before heading back to the marina.

Coming up: I have received a couple of RSVPs for [Golden Gate Yacht Club](#) on November 8/9. This cruise-out has limited space (about ten boats, depending on size) so please let me know ASAP. I have it on good authority that "Tango Mango" (Tango lessons earlier, then music for dancing later) is a real kick so this promises to be a good time. We have the use of their kitchen and barbecues to do our own thing.

What say we all bring something for the grill, and Don and I will supply salad, rolls, and a side dish of some sort? Sound good? Let me know if you're planning to go! RSVP to me at FleetCaptain@MarinaBayYC.com or call me at (209) 527-7775.

Jan Wigle
Fleet Captain

[_/_/_/_/_/_/_/_/_/_/_/_/_/_/_/_](#)

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CRUISE NEWS

NATARAJA

The Inside Passage applies to the channels, bays, and narrows that make up the intricate waterways of Southeast Alaska. It conjures up visions of fog, churning water, and tight passages in rock strewn channels, and excitement around every corner. I think, to fully appreciate the area, one must read of the adventures of the area's earliest explorers, such as Cook & Vancouver, and of the whalers and fur traders who traversed these waters under the power of sail alone.

This is not sailboat country. We have motored practically everywhere. The wind, when it does blow, is almost always on the nose. The currents, eddies, tidal rips, and whirlpools will keep you on your toes. Navigating can be incredibly challenging. There are numerous uncharted rocks and shallows. Massive logs and kelp piles linger in the tidal lines. We have a newfound respect for those men. The area is quite beautiful, and rugged, but the touch of man is visible. The area has been heavily logged, clear-cut in places, and the scars will take many, many years to heal. But nature has a way of taking care of herself, and repairing the damage man has done.

We cast off those pesky dock lines on Monday, August 18 and headed out of Sitka. In order to get to the heart of the inside passage, we needed to go through several narrows and straits. Looking at these areas on the chart was enough to raise the pucker factor. They looked so narrow. The first one was Olga Strait, where we passed two ferries. The next, a narrower one, Whitestone Narrows, then into Neva Strait. As we went along, it got easier and easier to breath; it really wasn't so bad, even when one of those huge ferries passed us in an area where it felt like we had no less than 10 feet on either side of the boat. Guess it was much wider.

The next big challenge was Sergius Narrows. The chart showed "swirls", "tide rips", "whirlpools". Coast Pilot says "Vessels should pass through the narrows at or near slack...at the strength of the current it is not safe for any vessel bound either way...". The cruising guide says "At ebb tide, Sergius Narrows is dangerous, with tide rips and turbulence, except near slack." Does that sound scary or what?! We arrived about two hours before high water slack, and headed into a small bay to await the safest moment of chance. We watched as a couple of fishing boats went through. Eric says "look at those guys, they didn't have any trouble, we can go". "No" I say, "that's local knowledge and lots of horsepower. We can wait." Then a tug with a tow went through, and well, I lost ground. If the tug and tow can get through, we sure as

heck can. I had these horrible visions of poor *Nataraja* spinning out of control in one of those swirling whirlpools, rocketing towards a rock pile, oh, it was an awful feeling. There was still another hour to go before slack. We stuck our nose in with four knots of current behind us and shot through like a watermelon seed. The eddies and whirlpools were all around us, but we were able to dodge around the worst of them. We made it through unscathed, and I could finally breath again. Our first anchorage awaited us at the end of this wild ride, and it felt good to set the hook and relax.



Red Bluff Bay

The sights never ceased to amaze us. We saw many bald eagles, Sitka black tailed deer, humpback whales, fur seals, sea lions, sea otters, salmon, black bear, river otters, weasels, geese, and numerous types of birds. Each anchorage was unique. Several had small rivers and streams, which led to lakes or lagoons. Cool areas to explore by dinghy. But these trips had to be carefully planned to avoid shooting the rapids. If you went in at the wrong time, you'd be faced with one heck of a white water ride. We made that mistake once, but it happened so fast we couldn't get turned around. Once the current caught us, we shot through the gap and were spit out in a salt-water lagoon. The tide had just turned and we figured we had better turn around right away before it got stronger and trapped us for hours. We turned and headed into the current, but our little 3.5 horse was no match for it. It put up a valiant effort before clipping a rock with the prop and breaking the shear pin. Eric took the painter and walked along the shore, while I poled. We only got a little wet, but we got out. It was actually quite the adventure. Maybe not too bright, but fun. Stupid human tricks at their finest.

At another anchorage, we spotted another stream

that led to a salt lagoon. Coast pilot said "it could be entered by small craft at high tide". So, of course we headed to check it out. The tide had just turned and was heading out. We approached to find a small set of rapids, which we were making good progress in. The problem lay in that we could not safely negotiate the one-foot uphill jump to the flat water. We watched as the salmon leapt up and over, but try as we might, we just couldn't make the dinghy launch itself over the top. We turned around and found a safe place to tie up the dinghy and ventured in by foot. This was no easy feat either, as we clambered over downed trees, waded in the water, scaled rocks, and walked across logs over the water in places. Eventually we came across the lagoon, but couldn't get to it. We could only look from our spot at the end of the trail. On the way back out, we commented on how much the tide had gone out since we came in. The real evidence came when we got back to where we had left the dinghy and found the poor thing hanging from it's painter, and a raging set of rapids coming off a six foot waterfall! Good thing we didn't get that dinghy to leap.

Warm Springs Bay offered us a real treat. A short hike through the woods brought us to three sets of sulfur springs of varying temperatures. It felt so good to sit in the hot water and soak up the heat. The pools were right next to a raging waterfall. This bay also had three bath-houses that were plumbed with water from the springs. While sitting in the privacy of our tub, we overlooked the bay and the waterfall.



Eric & Emmy enjoy Warm Springs

Our shore excursions were sometimes scary for me. This is brown bear territory, and they aren't as tolerant as the blacks. We never went ashore without our flare gun. We never actually saw any browns, but we did see evidence that they were around. I really had hoped to see

at least one, from the safety of the boat of course. At least the blacks were cooperative. Any time we are on the boat, the binoculars are handy, and one of us is usually scanning the shoreline for critter activity. Patience is a virtue and the rewards are truly wonderful. One evening I spotted a huge black bear, sauntering along the shore towards the mouth of a stream. Of course the mouth was just out of our line of sight. We got in the dinghy, headed along the shoreline and poked around the point. Once clear, we cut the engine and saw not one, but two black bears feeding on salmon. What a sight! We counted a total of four in that one area. We had stopped at one anchorage on the east side of Baranof Island that was notorious for brown bear. Unfortunately, there were a few other boats there, and they were zipping around in their dinghies and fishing along the shore. No chance the bears were going to show, and they didn't. Bummer. But, we did get to see a truly beautiful waterfall and a big rock covered with fur seals.

We paid a visit to the town of Craig, on Prince of Wales Island. Interesting little place, not much going on. There is a grocery store, bank, fuel dock, couple of restaurants, a library with internet access, and one paved road. It has a small harbor, home to mostly fishing boats. Readers of Latitude 38 may remember the article on *Chubby* the West Wight Potter 19' that had sailed to Hawaii last summer. And, if we are not mistaken, she used to be on E dock at Marina Bay, right up in front by the gate. Well, this year *Chubby* is exploring Alaska. We were docked right next to her, but never saw the owner. He's probably stretching his legs in a motel room. Her mast was down, and she was ready for her ride home to the Bay Area. From Craig, we headed off and had to transit another of those high pucker factor narrows---Tlevak Narrows. Well, we got there and the tide was rippin'. There was white water all the way across. Funny, don't remember the chart mentioning anything about rapids. Guess we hit this one at the wrong time. After double-checking the currents, we pulled into the nearest anchorage and called it a day. It was just after noon, so we had all day to goof around. After a quick lunch, we took off in the dinghy to explore all the little islets and coves. We came across a group of sea lions feeding in the tidal rip. After cutting the engine we just drifted and watched them. They watched us watching them, but didn't seem to mind that we were there. They are noisy buggers, grunting and snorting like they do. Next we headed over to a point where we could watch the water in the narrows; there were more sea lions over there. Seems the tidal rips hold some yummy snacks.

The next morning, we put on our brave faces and headed into the narrows. Even at slack, those whirlpools

were rippin'. Eric did a really good job avoiding most of them, but it was impossible to miss them all. *Nataraja* would just swoop her bow into them, then pull up again. The GPS showed us going almost nine knots through there. At least it was over quick! The spookiest part was having to dodge logs and kelp. Because of the spring tides, there was an abundance of logs floating around. From this point on, the logging evidence was very strong. The shores of the islands were literally piled with logs that had washed ashore. I'm not talking about firewood-sized logs either, I am talking tree sized logs. We saw some complete with the old root structure, and some of the biggest ones were five feet in diameter! Needless to say, this is not an area you want to transit after dark. As we entered Dixon Entrance (the waterway that separates Alaska from Canada) we saw the most incredible line of logs floating in front of us. There was a definite tide line, and it was full of logs of all sizes for as far as we could see. It was like passing through a minefield. I was on the bow, directing Eric through it. This whole area has strong currents due to the exposure to the open ocean, two major straits and several smaller ones coming down from Alaska, and one from Canada.

The entrance to Nichols Bay, where we planned to spend the night, is on the southern tip of Prince of Wales Islands. We had to claw our way through the tidal rips, even at slack tide, to make our way in. Then of course the fog had descended on us too, and with only half a mile of visibility. With help of the navigational software and radar we slowly entered the bay, dodging rocks and islets. Another one of those high pucker factor moments. Once inside, the fog magically lifted and the sun was shining upon us once again. We ended up staying in this bay for several days due to some nasty weather. Gale warnings were posted, and it rained buckets for three days. Finally the weather broke and we made our way out. The seas were still pretty stacked up and the tidal rips were brutal, but we made it out and headed for Ketchikan.

We have found a spot in one of the city harbors to call home for the winter. Are we nuts or what!? As it turns out, there is just way too much to see up here in one season, and the weather offshore wasn't sounding very enticing. So, we came here. From what we have gathered, it rains a lot, but not usually much snow. There is a yacht club, the Ketchikan YC. Who knows, maybe they have a full cruise-out schedule for the winter. We'll check it out and give a full report.

Emmy and Eric
s/v *Nataraja*



Marina Bay Yacht Club

Upcoming Events

November 2003

RSVP Information:

Contact Ardelle 707 558-9637 or

SocialDirector@MarinaBayYC.com

Cruise Out

Golden Gate Yacht Club

November 8 - 9, 2003

Tango Mango

If you need additional information

Contact Jan Wigle

(209) 527-7775

email: fleetcaptain@marinabayyc.com



Saturday

November 15, 2003



Chilli Cook-Off and Western Theme BBQ

Ribs, Chilli, salad, potatoes, corn, dessert, and coffee

The California Clippers will be cruising - In also

Board Meeting: 4:00 p.m.

Cocktails & snacks: 5:30 p.m.

Dinner 7:00 p.m.

Cost: \$13.00 (under 13=free)

Bring a pot of chilli

& get one meal free !!!



Yes, it is that time again

Please set aside

Saturday December 13th

for Our holiday dinner.

Details in next months Signal

So put on your western duds and y'all come get grub at the club

Hosts :George Nail & Dorothy Johnson

MBYC 2003 CALENDAR OF EVENTS

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, Dinner (Kathy Smith)
- 19-20 Cruise-out to Clipper Cove
- 26 Board Meeting, Dinner

MAY

- 3 Cinco de Mayo Dinner (Cirino)
- 17 Board Meeting
Chicken Cacciatore Dinner (Gove)
- 24-26 Cruise-out to South Beach Harbor

JUNE

- 7-8 Cruise-out to Sausalito YC
- 14 Board Meeting
Tri-Tip Dinner (Johnson)
- 22 Open House (Cirino)

JULY

- 5-6 Cruise-out to Sequoia Yacht Club
- 19 Board Meeting
Dinner with wine tasting (Anderson)

AUGUST

- 16 Board Meeting
Pizza Party (Cirino)
- 30 MBYC Open House
- 30-31 Martinez YC Cruise-In
- 30-31 Cruise-out to Half Moon Bay---

SEPTEMBER

- 1 ---Cruise-out to Half Moon Bay
- 6 MBYC Open House
- 13 MBYC Open House
Dos Rios YC Cruise- In
- 20 Richmond's "Festival by the Bay"
MBYC Open House
Board Meeting
Dinner (Green)
- 27 MBYC Open House

OCTOBER

- 11-12 Cruise-out to San Rafael Yacht Club
- 18 Board Meeting
General Membership Meeting
Octoberfest Dinner (Duvall)

NOVEMBER

- 1 Tony Johnson presentation
Social Hour (1700)
Presentation (1800-2000)
- 8-9 Cruise-out to Golden Gate Yacht Club
- 15 Board Meeting (1600)
Calif. Cruising Clippers cruise-in
Chili Cookoff Dinner (1800/1900)

DECEMBER

- 13 Board Meeting
Holiday Dinner
- Cruise-out & Raft--- Ayala Cove

NOTE: Please make reservations for each Yacht Club dinner you would like to attend. E-mail PortCaptain@MarinaBayYC.com or phone Ardelle at (510) 816-3059.

MARINA BAY YACHT CLUB

SIGNAL

Captain Eric Willbur and First Mate Emmy
enjoying a pleasant afternoon anchored in
an Alaskan cove



NATARAJA



Marina Bay Yacht Club

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