



Notice !!

A special limited ballot will be mailed to every member to vote for persons to fill the vacancies created by the unusual number of resignations of officers elected last October.

If you are willing to serve on the Board of Governors, please call Jim Taylor or Mike Green and ask to be put on the ballot. If you know someone who would be willing to serve, please ask that person to call.

The installation dinner can be held on January 17th if the balloting can be completed in time; if not, the installation will be rescheduled.

-Editor

Vice-Commodore's Log

By Jim Taylor

Marina Bay Yacht Club had many challenges during 2003. The year ended with the following resignations for various personal reasons; Commodore Elect Eric Anderson, Rear Commodore Elect Jan Wigle, Secretary Elect Kasey Green, and Safety Officer George Naill.

As Vice Commodore, I will serve temporarily as Commodore until the position is filled. I am and want to remain your Vice Commodore. When I was asked to run last year, I made it clear that I would act in a supportive roll for the Commodore and Board. Although the Commodore position is vacant, my commitment to serve remains the same. It is time for someone

new to take the helm! For all members that have thought about being a Club Officer or Board member, this is your golden opportunity. As a Board member, you will better get to know your fellow members and have a voice and hand in directing the Club and its activities. For those that are still on the fence, be assured you will be supported by other past officers and Board members. The Club cannot be managed effectively without a full slate of officers and Board. The Club needs your help! Please contact Mike Green or Jim Taylor as soon as possible so that you can be listed on the ballot for the special election.

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A Cruising Guide

By Emmy Newbould

In our last issue Emmy discussed the basic of preparing yourself and your boat for cruising. In this issue, Emmy begins a discussion on specific on-board equipment. Emmy and Eric Willbur are on an extended cruise aboard Nataraja and are presently in Ketchikan, Alaska.

ONBOARD EQUIPMENT- SEPARATING NEEDS FROM WANTS

Again, everyone has their level of comfort. Make a list of things your dream boat would have. Prioritize these items. Of course, budget will play a key role in this part. Some things are really nice to have, but are rather costly. Seri-

ously consider what you can and cannot comfortably live without. You don't need to purchase everything at once. Your needs will be determined on what kind of cruising you plan to do. Some items can be added as you go.

Refrigeration: Our boat came with refrigerator / freezer. If she hadn't we would have done without, and probably been happy. There are a surprising number of people circumnavigating who are

(Emmy Continued on page 4)

MBYC Hotlines

**Commodore**

Commodore@MarinaBayYC.com

**Vice Commodore**

Jim Taylor (707) 575-1104

ViceCommodore@MarinaBayYC.com

**Rear Commodore**

RearCommodore@MarinaBayYC.com

**Secretary**

Secretary@MarinaBayYC.com

**Treasurer**

Stuart Meighan

Treasurer@MarinaBayYC.com

**Port Captain**

Bill Butterworth

PortCaptain@MarinaBayYC.com

**Fleet Captain**

Paul Lagier

FleetCaptain@MarinaBayYC.com

**Safety Officer**

SafetyOfficer@MarinaBayYC.com

**Past Commodore**

Mike Green (707) 864-6608

PastCommodore@MarinaBayYC.com

**Webmaster**

Ed Johnson (510) 235-6008

WebMaster@MarinaBayYC.com

**Signal Editor**

Phillip Coker (707) 678-4924

SignalEditor@MarinaBayYC.com

**PICYA Representatives**Jim Taylor Mike Green
Phil Coker

Our Editor Retires



Erwin and Joan Gove have been active members of the Club since 1996 and Erwin has been publisher of the MBYC Signal since 2000. In addition to being our publisher, Erwin has served on the Board as Secretary in 1997 and as Commodore in 1998.

Erwin has also been an active cruiser, usually sailing his Ericson 27, *Maenad*, but often crewing on the boats of other members.

In addition to being an active assistant at numerous MBYC functions, he and Joan themselves sponsor one or two functions a year. Erwin has been so supportive and devoted to the Club that the Board made him a Life Member. This is only the second time that the Club has bestowed such recognition.

Erwin and Joan are not leaving MBYC but they will be moving to Southern California later this year so that they will be closer to their grandchildren.

Erwin has established a reputation as a reliable and conscientious Editor. So far as anyone knows, he has never published anything that started a fight or caused anybody to resign. He will be a tough act to follow. Fortunately, Erwin has agreed to work with me until I get used to being the editor again. With his help, I hope to be able to produce a newsletter almost as good as his.

- Editor

And Another Steps In

and grammar, and trying to keep up with whatever is going on. I will be trying different formats and lay-outs, trying to find that happy medium on something that looks pretty good but doesn't take all night to produce.

Suggestions and contributions are always welcome and if you notice any mistakes or misstatements, please let me know so I can correct them. I will need your help to keep the Signal a quality publication.

As you can see, the Signal has a slightly different look. You will have to be a little patient with me for an issue or two until I get the hang of this new-fangled color printing, checking spelling

Highlights of the December Board Meeting

This column will appear regularly in the Signal. The point of the column is to give members a preliminary idea of the issues being considered by the Board well ahead of publication of the actual minutes. Highlights do not constitute official minutes of a meeting and cannot act as the authority to bind the Board or to authorize any specific act in the name of the Board or the Marina Bay Yacht Club.

The Board of Governors could not convene for business at the scheduled December meeting because the Board members in attendance did not constitute a

quorum. Unfortunately, this has caused some delay in reacting to the surprise resignations of members who were elected to Board positions last October.

The Board meets monthly in the Boathouse, usually on the third Saturday of the month, at 1600. These meetings are open to all members and any member in attendance is entitled to speak to any issue under consideration. It has long been a policy of the Board that all members are encouraged to attend Board meetings.

- Editor

Rear Commodores Log

Ardelle Cirino (2003)

While we had no new members the last 2 months of the year, we had 6 new memberships in the 3 months prior, and about that number in the Spring, and a couple more during the summer.

In an effort to recruit more members early in the year, which is usually a slow time, we have offered a 10% discount for all new memberships that are submitted before the end of January. We have had several members leave the club for personal reasons, and would like to encourage new mem-

berships early in the year. We have particularly looked at growing the membership from those who berth at Marina Bay.

In order to be fair with our existing members, we are offering the same 10% discount to them as well. This is for memberships paid in full by January 31st. (This is for members that pay the full annual amount, as our cruising members pay a significant discount already)

Please encourage your acquaintances on the docks to check out the club, and see if it is some-

thing they might like to participate in. We are particularly looking for those that would enjoy being active in the club; boating with us, dining with us, and providing assistance in activity preparation.

I am looking forward to seeing all of you in the coming year!

Port Captains Log

Ardelle Cirino (2003)

We ended the years events at the club house with our annual Christmas dinner. I had expected that there would possibly be 20 people there, as so many of our members had other commitments. We ended up with 30, with some last minute RSVPs, and a couple of surprise attendees. Needless to say, we all ate well, and no one left hungry. The highlights of the meal were Mary Cosper's very special yams, and and Bill Bartlett's special desserts. Phil Coker and Kat Decker had not planned on being there, but due to a little misplacement of his briefcase, Phil had to return in the evening from Sacramento. He brought Kat, who was off work by then. There were

many of us who were very pleasantly surprised.

There were several people who helped with preparing for the meal and cleaning up, and decorating on Friday night. However, there are 2 people who have done a very outstanding job, not only for Christmas, but throughout the past 6 months in helping with out even being asked many times. As always, Erwin Gove has been of service to the club in many ways, but is always willing to do what needs to be done for the dinners. And the other person that has worked hard behind the scenes is Gina Butterworth. She has been busy cleaning the deck, the windows,

and other areas of the clubhouse. She did a great job as the primary decorator of the club for Christmas. So I want to personally thank these two people for their "above and beyond" contributions to our club.

I am looking forward eagerly to all of the club activities in the coming year, and I hope you are too. I would like to encourage all of you to give your support to the Butterworths as next years Port Captains, and to contact the Lagiers, your Fleet Captains, and do some cruising with the Yacht Club this year.

(Emmy Continued from page 1)

perfectly content with an ice box. Refrigeration and freezers draw a considerable amount of power, something to consider. We have grown quite attached to ours. Neither of us cares much for canned foods, meats especially. It is nice to have fresh foods. In cool climates, produce lasts, but head to the tropics and they go quickly. The more you travel into third world areas, the harder it is to get fresh supplies. Many areas practice subsistence farming & fishing, so there is no need to sell these things. It's also really nice to be able to freeze fish that is caught, so you don't have to eat it all at once. We do have a box of canning jars and a pressure cooker on board. We haven't canned anything yet, we talk about, though. But, if the fridge ever dies, we'll be hard at it trying to save what we can.

Anchor & Windlass: The anchor is a subject of great debate. The two most popular are the CQR and the Bruce. There is no doubt that bigger is better. Our boat is 37' and weighs in at 14,500 lbs. We carry a 45 lb CQR as our primary, a 25 lb CQR as secondary, and a 25 lb Danforth on the stern. So far our CQR has worked 100% and we couldn't be more pleased with it. We have 300' of 5/16 high test chain for our primary. The secondary set up is 50' 5/16 high test chain and 230' of 5/8' nylon rope. The stern anchor has 35' of 3/8 chain and 200' of nylon rope. A windlass isn't necessary, but it sure makes it nice. We are pushing the limits of our manual windlass, and some day, when I get older, it would be nice to have an electric one. If an electric one is installed, make sure it can be run manually if necessary.

Dinghy & outboard: This is a personal preference area, and a financial one. What we have noticed is that the foreign boats tend to have smaller dinghies and outboards, while the Americans have the bigger ones. We have an 8.6' West Marine Zodiac with a Nissan 2-stroke, 3.5 horse outboard. The small outboard is much lighter and easier to handle. Only once have we wished for a large planing dinghy, and that was at Pago Pago where it blew like snot all the time. We were anchored way out, and got soaked every time we went ashore. Other than that, we have been perfectly happy with what we have. We encountered a number of cruisers who didn't have outboards, and just rowed. Our experience has been, that there are too many cool things to explore by dinghy, and we prefer to have the outboard. Also, it comes in handy if you need to maneuver your boat because of engine failure and no wind.

Self Steering: Hand steering the boat for hours on end, just plain sucks. Some kind of self steering is crucial to a comfortable passage. We have a Monitor wind vane, which is a mechanical device, and our number one crew. There are several types on the market, and after doing our research, settled on the Monitor. It has a top notch reputation, the next most popular is the Aries. These are servo-pendulum and use the boat's own rudder to steer the boat. Other types have auxiliary rudders or trim tabs. We use the wind vane 100% when under sail on passages, and even use it on day sails. The boat came with a Navico Autopilot and up until our trip to Alaska, we never used it. Since the majority of the time we spent motoring from anchorage to anchorage, it has gotten a work out. If it dies, we may or may not replace it, it's not a priority item. For our boat the wind vane is much more efficient. It

uses zero power, and steers efficiently. Granted an electronic autopilot will steer a more exact course, but the wind vane steers to the wind and sea conditions. Meaning you are less luckily to have an accidental jib or round up to weather.

Dodger, Bimini, Awning: A good dodger and some sort of cockpit protection is recommended. These will not only keep you dry, but will keep the sun off. A removable front panel on the dodger is a good idea, it allows air flow. A full cover for the dodger is also a good idea to help extend its life. The UV in the tropics is brutal and it doesn't take long for the stitching to break down. It's cheaper to replace the cover, than the whole dodger. We had our cover customized so that the front of the cover unzips to allow airflow.

Solar Power and Battery Banks: The size of the house bank depends on what electronics you plan to install and use. Our bank is comprised of four 6v batteries and an isolated 12v for the engine. Make sure the engine battery is isolated, that way if you're using up a lot of juice, you won't drain the starter battery. We installed a Link 10 Battery Monitor, so we always know where we stand. It lets us know how much is coming in and how much is being used. The biggest power draw we have is the fridge/freezer, especially in the warmer latitudes. To charge the batteries we have two 55 amp solar panels installed on top of the dodger, and an Air Marine wind generator. The combination has proven to work quite well. The solar panels just aren't enough on their own to "bank" extra amps. They keep up with the fridge all day, but without banking

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we lose overnight. If there's no wind, then we have to run the engine. When the wind is at least 10 knots we are in good shape. We intend to add two smaller solar panels, that will pivot off the cockpit rails. Before taking off on an extended trip, it's a good idea to know how much juice you'll use in an average day. The best way to do this would be a week out on the boat. If that's not feasible, then unplug while at the dock.

Safety Equipment: A life raft is a priority to some, but many cruisers go without. We do not have one, it is one of those costly items that keeps getting lower on the list. I added grommets to the four corners of the dinghy bag, and we strap it to the cabin top below the boom. We

do have a "ditch bag" packed with a rapid fix EPIRB, a handheld GPS, a handheld VHF, flashlight, handheld strobe, (extra batteries for all the above), water, rip cord meals (from REI), all boat paperwork & passports, an extra pair of glasses (for me), toilet paper, solar blanket, complete set of flares (including all our expired ones), the book "Alive" (for inspiration and ideas), our mainsail bag because it's big and bright orange, sucking candy (to help with dry mouth), pieces of line, rigging knives, and other misc. things. Our primary lifejackets are the auto-inflatable harness type, equipped with personal strobes. These are comfortable and we wear them faithfully when offshore and in rough weather. We did not rig jack lines, but have strategically placed handle holds and

places to clip in. With our deck layout, and lack of freeboard, we didn't see the point. The key is to stay on the boat, pay attention to what you are doing, always have a good hand hold, and always clip in. It only takes a second to go overboard. There is no telling how long it will be before someone notices you are gone. It really isn't fair to the person(s) left on board to have to live with the guilt of your stupid mistake. One single-hander we met uses an extra halyard when going to the bow. That way if he does lose his footing or gets swept he will always be above the water. Very good idea.

-Emmy Neubold

(To be continued.)

(Vice-Commodore Continued from page 1)

Marina Bay Yacht Club has been an all volunteer club since its inception. Because of this and the Clubhouse contract, the Board made an effort to keep the Clubhouse open every weekend. There was limited success in accomplishing this with a membership between fifty and sixty. This clearly is not enough to man the Club every weekend. If we are to accomplish this, we need to expand the Club by recruiting new members. With more people helping, it lightens the load for everyone and makes it more fun.

Our new Port Captain Bill Butterworth, his wife Gina, and Stuart Meighan did a great job of opening the Club on Friday evenings for karaoke and pizza

nights. Future plans include a TV in the bar area for weekend sporting events. There has been interest to do informal beer can racing on Friday evenings during the spring / summer months. The Club can be whatever you want it to be, with your help and input.

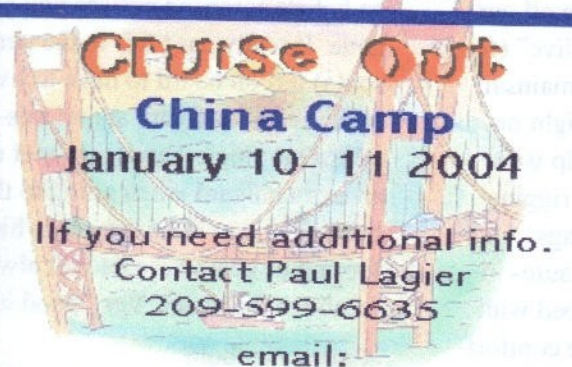
At the November Annual General Meeting, the Board proposed a moderate dues increase that was approved unanimously. In December, the Board approved a 10% dues discount if the dues are paid by January 31, 2004. A membership drive flier distributed in the January billing by Marina Bay Yacht Harbor is offering the same 10% dues discount for new member applications during January. It is hoped that this will help the stimulus the Club needs for more members.

Finally, please let us know what the Marina Bay Yacht Club means to you and what "floats your boat". The Board is always open to suggestions and will do everything to preserve your membership as a valuable asset. We are all here to have some fun. Happy New Year!

Jim Taylor
Vice Commodore



Marina Bay Yacht Club
Upcoming Events
 January, 2004



Cruise Out
China Camp
 January 10- 11 2004

If you need additional info.
 Contact Paul Lagier
 209-599-6635
 email:
fleetcaptain@marinabayyc.com



Saturday
January 17th

Installation Dinner &
Sausalito Yacht Club

Cruise in
Tri-Tip Dinner

Board Meeting: 4:00 p.m.
 Cocktails & snacks: 5:30 p.m.
 Dinner 7:00 p.m.

Cost: \$15.00 (under 13=free)
 Hosted By: **George & Ellie Nail**

Coming In February

 **Mark Your Calendar**

Cruise Out
 TBD
 Details in February Signal



February 14th
Valentines Day



Board Meeting
Berkeley Yacht Club Cruise-In
Cioppino Dinner
 (with salad, bread, & dessert)
 Details in February Signal

February 28th

Eden Isle Yacht Club
Cruise-In
Steak Dinner



Details in February Signal

RSVP Information:
 Contact Bill Butterworth- 510-734-9580
 or email: PortCaptain@marinabayyc.com

If you are not able to eat the entree specified please feel free to request an alternative at the time you make your reservation.

MBYC 2004 Calendar of Events

January

- 10-11 Cruise-out to China Camp
 17 Sausalito YC Cruise-In
 1600 Board Meeting
 1900 Installation Tri-Tip Dinner [Naill]

February

- 14 Berkeley YC Cruise-in
 1600 Board Meeting
 1900 Valentine Ciopino Dinner [Lagier]
 28 Eden Isle YC Cruise-In

March

- 20 1600 Board Meeting
 1900 St. Patrick's Dinner [Meighan]

April

- 17 Alameda YC Cruise-In
 1600 Board Meeting
 1900 Dinner [Thornberry]
 24-25 IYFR San Francisco Fleet Cruise-in
 [Coker/Decker]

May

- 1 Women Aboard Cruise-in
 Cinco de Mayo Dinner [Cirino]
 15 1600 Board Meeting
 1900 Dinner

June

- 19 1600 Board Meeting
 1900 Dinner

July

- 3-4 Independence Day event co-sponsored with
 Marina Bay Yacht Harbor
 17 1600 Board Meeting
 1900 Red White & Blue Dinner [Coker/Decker]

August

- 21 1600 Board Meeting
 1900 Dinner

September

- 18 Festival by the Bay co-sponsored with Marina
 Bay
 Yacht Harbor
 1600 Board Meeting
 1900 Dinner

October

- 16 1600 Board Meeting
 1900 Octoberfest Dinner [Jacoby]
 2000 General Membership Meeting

November

- 20 1600 Board Meeting
 1900 Dinner Western BBQ & Chili Cook-off
 [Cirino]

December

- 4 Boat Parade
 1600 Board Meeting
 1900 Christmas Dinner

MBYC 2004 Cruising Schedule



Cruises for 2004 will be added to the list on the right as the schedule is developed by our Fleet Captain Paul Lagier. You can come here for details on the upcoming cruise or cruises each month.

January 10-11 Raft-up at China Camp

February

March

April

May

June

July

August

September

October

November

December



Marina Bay Yacht Club
2580 Spinnaker Way
Richmond CA 94804-4569

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Articles and letters to the editor can be submitted to Signal Editor
PO Box 281, Station A
Richmond CA 94808-0281
or e-mailed to SignalEditor@MarinaBayYC.com

First Class Mail