



Signal

Notice !!

Those of you who paid your annual dues in full before the first of February are eligible for the 10% discount. If you would like a refund, get in touch with our Treasurer, Stuart Meighan, at (510) 758-0204 or by email at Treasurer@MarinaBayYC.com.



January Dinner & Cruise-In

Many of us look forward to our monthly dinners at the boathouse. We love the social atmosphere and sitting down to a good meal with others who share our love for boating. It's a major part of what being in a yacht club is all about. After eighteen years putting on these monthly dinners, we now do it so well that "Never a bad meal at Marina Bay" has become almost a cliché. If there is one thing that makes the evening even more enjoyable, it is when one of our sister clubs cruises in to join us. Cruisers who come to Marina Bay are, for the most part, just like us. They are very confident in themselves and in their ability to get along well with other

boaters wherever they may go. They are eager to sail or power to a destination where they can find an easy berth, spend a few hours meeting new and old friends in the clubhouse, enjoy a great meal and then get a good night's sleep safely aboard before heading home the next morning.

Our first dinner of the year, hosted by George and Ellie Naill on January 17th, was a success by any standard. It was billed as a tri-tip dinner but George changed it to roast beef and chicken at the last minute because it was just too uncomfortable to grill out on the deck. George cooked the meat in the kitchen and it came out perfect. Of course,

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A Cruising Guide

By Emmy Newbould

In our December issue Emmy discussed the basics of preparing yourself and your boat for cruising. We continue now with her discussion on specific on-board equipment, separating needs from wants which began in the January issue. Emmy and Eric Wilbur are on an extended cruise aboard Nataraja and are presently in Ketchikan, Alaska.

Water maker: This is another of those personal preference items, and a financial one, too. We don't have one, and never had any problem finding or catching water. The boat holds 40 gallons, we carry an additional 30 in jerry cans, and 2.5 in our solar shower. This is definitely one of those comfort level considerations. There

is nothing wrong with washing with salt water, and rinsing with fresh. It rains a lot in the tropics and it's warm, too. There's nothing like showering in the rain, it's quite exhilarating. Our water catchment is a poly tarp with a hole cut in the middle and hose attached with a hose clamp. It gets strung up across the foredeck, and the hose is fed into a jerry can. In one good downpour, we have filled all our jugs, and collected enough extra to do laundry in the stock pot. Granted, we don't get a hot

(Emmy Continued on page 4)

MBYC Hotlines



Commodore
Jim Taylor (707) 575-1104
Commodore@MarinaBayYC.com



Vice Commodore
ViceCommodore@MarinaBayYC.com



Rear Commodore
Ardelle Cirino
RearCommodore@MarinaBayYC.com



Secretary
Michael Pordes
Secretary@MarinaBayYC.com



Treasurer
Stuart Meighan (510) 758-0204
Treasurer@MarinaBayYC.com



Port Captain
Bill Butterworth
PortCaptain@MarinaBayYC.com



Fleet Captain
Paul Lagier (209) 599-6635
FleetCaptain@MarinaBayYC.com



Safety Officer
SafetyOfficer@MarinaBayYC.com



Past Commodore
Mike Green (707) 864-6608
PastCommodore@MarinaBayYC.com



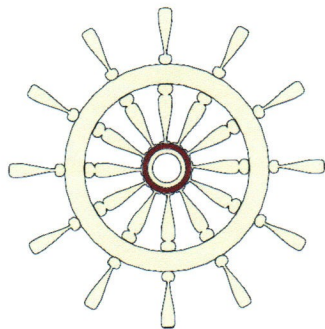
Webmaster
Ed Johnson (510) 235-6008
WebMaster@MarinaBayYC.com



Signal Editor
Phillip Coker (707) 678-4924
SignalEditor@MarinaBayYC.com



PICYA Representatives
Jim Taylor Mike Green
Phil Coker



Commodore's Log



The year got off to a tremendous start with our first Cruise-In on Saturday January 17. Folks from the Sausalito Yacht Club and several members of the Chico Yacht Club

were here to enjoy our hospitality. It was a fun evening with an excellent dinner prepared by George and Ellie Naill.

This month the Club will have a Crab Cioppino dinner prepared by Paul and Earlene Lagier. The Lagiers are Crab Cioppino experts which makes this a must event for everyone that likes great seafood. Look for more details in this issue of the Signal.

Paul has also put together a February cruise to Sausalito with overnight berthing at one of the Sausalito marinas. Sausalito is a good destination anytime of the year and a great way to get our cruising season started.

In my plea last month for help on the

Board, Michael Pordes responded and will be our Club Secretary and Ardelle will continue as Rear Commodore. There are still vacancies for Vice Commodore & Safety Officer. Please contact me if you are interested in helping.

In early February I will be meeting with the marina management to review the terms of our Boathouse contract with them. We will be asking for revision of terms to bring the cost of the Boathouse in line with our actual use. My focus for 2004 is to direct our efforts to increase the membership and redeveloping the camaraderie and fun we have enjoyed in the past.

MBYC is a volunteer Club and the timbre comes directly from the membership. It has been said before and remains more important than ever, your input is vital to the life of the Club. As your Commodore, I am asking for suggestions and want to hear what you have to say. It is your Club!

Life's a reach...

Jim Taylor, Commodore

PICYA Announces Opening Day Theme



"Follow Your Rainbow" will be the theme for Opening Day 2004 which will be on April 25th. Work is just

getting started by the Opening Day Committee to have everything ready for the Opening Day Parade. If you would like to get involved, contact Mike Billington by email at TheDianeB@sbcglobal.net or by phone at (209) 529-3678. You can also go to the PICYA website at www.picya.org. The PICYA Spring Leadership Conference

will be on February 28th at the Aeolian Yacht Club. This is an extremely valuable event for board members who haven't been before and an excellent update and refresher for those who have. In addition to the hows and whys of running a yacht club, all of the major events planned for this year and many if not all of the major issues concerning Bay and Delta boaters will be on the agenda. For more information contact Manny Mier at (415) 383-5632 or email at mpmsail@aol.com

Highlights of the January Board Meeting

The first Board meeting of the year was held on January 17th at 1600 in the boathouse. There was a quorum but there were no club members in attendance except those who held Board positions.

Rather than conduct limited elections as announced in the last issue of the Signal, Jim Taylor assumed the position of Commodore as provided in the by-laws and then appoint persons to vacant positions on the Board.

Ardelle Cirino was appointed Rear Commodore and Michael Pordes was appointed Secretary. The positions of Vice Commodore and Safety Officer are still vacant.

The meeting was devoted almost entirely to the issue of declining membership and the impact of that decline on club finances and activities. Commodore Taylor will be meet with the operators of the marina on February 3rd to explore options to reduce costs.

(Continued from page 1)

with George cooking, it always does. George and Ellie also prepared stir-fried vegetables, potatoes, and a salad. We had carrot cake for dessert. What made the evening such a blast, along with the dinner, were the cruisers from the Sausalito and Chico yacht clubs. Six cruisers from the Chico Yacht Club, who were not expected but just happened to drop by, will be back again next month with other Chico cruisers for their scheduled cruise-in. The Commodores of both clubs were there and the Commodore of the Sausalito Yacht Club asked for another burgee. The one that we gave them in 1987 had disintegrated along with almost their entire collection during a recent effort to have all those burgees cleaned. We didn't get the

name of the cleaners that did it but few, if any, of us take our clothes to the cleaners in Sausalito anyway. Jim Taylor, our Commodore agreed to give them another burgee but asked for a new one from them



in exchange because the one we had was taken from a cruise-in member's boat and looked a little used. They didn't have a new Sausalito burgee with them so we bestowed a new one of ours upon them in exchange for a promise

that they would give us a new one of theirs when we cruise into their club on February 14th. Let's not forget about this when we get there. All in all, it was a great event.

After such a fantastic evening, it's sad to think that George and Ellie may not be sponsoring another dinner this year. George will be the 2004 Commodore of the US Power Squadron – Redwood in Santa Rosa and Ellie will be Secretary. With this demand on them, they just won't be able to spend much time with us. Their installation dinner is on February 7th in Santa Rosa. We will miss them and we thank them both for all of the great evenings at the boathouse that they helped make possible. We hope that they will find time to drop by once in a while.

YRA Race Management Seminar



The Yacht Racing Association of San Francisco Bay will be hosting a combined YRA Race Management Seminar/US Sailing Basic Race Management Course at the Berkeley Yacht Club on Saturday, February 28, from 0800 to 1530.

Registration begins at 0800. Completing this course is one of the qualifications for local YRA certification. Advance Registration is \$30.00 (by 2/10/04) or \$35.00 at the door. The fee covers a continental breakfast, buffet lunch and all

handout materials. Please mail the reservation for to the YRA Office, Fort Mason Center, San Francisco CA 94123. For more information call the YRA office at 415-276-2378.

Reservation Form

Yacht Club _____ Title _____

Please reserve a space at the CRO Race Management Seminar.

Enclosed is a check payable to the YRA in the amount of \$ _____

One registration slip per person please

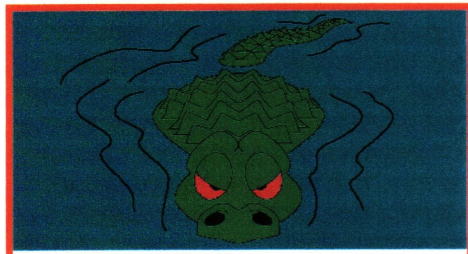
Name _____

Address _____

Phone # _____ e-mail _____

Race Committee Experience _____

CRO Re-certification Yes _____ No _____



A rare glimpse of the dreaded North Bay Cold Water Croc.

According to reports, this croc has been seen only when looking aft over the transom of a boat.

Strangely, such sightings are reported only by skippers whose club dues are delinquent. It is not known whether this animal will actually climb onto a boat and attack its occupants.

Don't take a chance!!!

Pay your dues promptly and avoid possible embarrassing croc marks on your boat or crew.

(Emmy Continued from page 1)

shower everyday, but that's ok. A sponge bath is fine when it doesn't rain. Our longest passage so far has been 23 days, and we never ran out of water. Conservation is the key. When we replace the canvas on our bimini, we plan to add gutters with a place to attach a hose.

Electronics: GPS, Radar, Onboard computer, Electronic navigation, weather fax, VHF, and SSB. We have all of these on board. Our primary GPS is a Garmin Chart Plotter 230, we also have two handhelds. The radar we never even used in the South Pacific or on the passages, visibility was always good, no fog down there. We did use it quite a bit on the trip to Alaska once we hit the colder, foggier latitudes. Electronic navigation is nice, but not 100% accurate. Most people don't realize that and tend to rely on it too much. Paper charts are accurate when used with DR, GPS coordinates are usually off just a bit, and that "bit" could put you on the rocks. Besides, most of the charts, especially Mexico and the South Pacific, haven't been updated and still contain soundings that Captain Cook took. It's interesting to look back over the boat's track to see how many islands we've run over, or to see we are anchored a quarter mile up the beach. Electronic charts are just copies of the paper ones. It is nice to see your little boat moving along on the chart, it sure makes it easy to positively identify the many islets, and rocks, and depth contours along the way, but the old eyeball, is the most reliable. In poor visibility, a combination of GPS, electronic navigation, radar, and eyeballs is sure helpful. We of course use paper charts. On passages we note our position twice a day, and put it on the paper chart. The weather fax is one of those things we love to hate. It's good for keeping an eye on the

"big" stuff, major high or low pressure systems, or hurricanes. But, overall, we haven't been too impressed with it. The faxes don't seem to be as accurate offshore as they are for coastal. In our experience the wind predictions seem to be just drawn on with no real basis. On our 10 day trip from Fanning to Honolulu, we didn't experience any wind less than 25 knots and it blew from the NE. Everyday we ran the weather fax and it showed 10 - 15 out of the east. It never changed. Remember that the faxes are raw satellite images, and one fax won't tell you the whole picture. Several need to be run, so the trend can be studied. A comprehensive book on reading and understanding the fax is a really good idea. Better yet, find someone who can explain them to you. The SSB we use for the weather faxes and for the nets. A receiver would work just fine, if you just wanted to listen. We find the nets very useful for real weather information. We only do the Pacific Sea Farer's Net, there are so many and it can get overwhelming. One item on our wish list is a VHF radio with a RAM mike for the cockpit. It would be nice not to have to go below to use the radio. The handheld ones don't have the range and are only useful for the dinghy or in the ditch bag. One other item on our wish list is the Pactor modem for sending and receiving email through SSB or ham frequencies. If communication is important to you, a satellite phone is another option, albeit an expensive one.

Sails: A good set of working sails is pretty obvious. Every boat handles differently in different weather. It is a good idea to take the boat out in the gale warnings and small craft advisories so you know what the boat will do, and how you'll handle it. There is no where to hide on the ocean, and you just have to deal with it. Reef

early, it's easier to shake it out than to put one in once conditions deteriorate. Practice reefing, and making sail changes. We have three reef points in our main, and have used them all. The boat came with an extra main, and we are glad to have it. She also came with a Pro Furl system, which we are quite happy with. We really try not to "reef" our jib by rolling it, this puts stress on areas of the sail that weren't meant to take it, and will lessen it's life span. But, when a squall line approaches, we've done it. Our boat is a sloop rig, we would like to add a detachable inner forestay. This would be very handy to raise a storm sail, instead of having to do a sail change in building winds. We have a full size spinnaker and have to use a pole. We would like to replace that with a cruising spinnaker, because they are much easier and safer to use. In the tropics, use your main cover faithfully. It doesn't take long for the UV to start breaking down your stitching.

Spares: We carry the most obvious ones. Fuel and oil filters, impellers, cotter pins of all sizes, hose clamps of all sizes, an assortment of wire and hoses, oil, distilled water, fuses of all sizes, shear pins, 5 minute epoxy, marine tex, line, an assortment of nuts, washers, and bolts. You get the idea. We don't go overboard in this category. Even in the remotest of locations, you can usually make do with what you have. You just can't carry everything. If a particular onboard system has been acting up (like the head) have a rebuild kit on hand. A sewing machine is a great thing to have on board if you have the room. We don't have one, but it's on the list. I have had to do sail repairs while underway, and a machine would have made it easier. Always be sure any spare will fit without any modifications. Better yet, install the new part

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while in port, and keep the old for a spare.

Luxury Items and Toys: This category is only limited by your imagination and budget. We have a **digital camera, a laptop, and a color printer** on board. This combo is so wonderful to have. In remote areas, we have given photos to the locals we have met. These photos mean a lot to them, as they are a rarity. Being able to send the photo cd's out to family and friends is also a nice touch. It seems a lot of people have a **TV/VCR or DVD Player** on board with a huge collection of movies. We have a small TV/VCR, but no movies. It only comes out when we are in a slip, living in the "real world". Instead we carry a good selection of books. In the evenings we read aloud to each other or listen to stories on tape. It is a treat to be invited over to another boat to

watch a movie, always bring the popcorn and you're sure to be invited back! We have added two folding mountain bikes to our inventory, and absolutely love them. Having them has opened up a whole new world because we are able to cover so much more ground. We also use them in the "real world" instead of buying a car. A kayak or two would be wonderful to have. The dinghy allows for exploration, but there have been enough areas we couldn't get in to. We will be looking into the folding ones so they can be stored down below.

-Emmy Neubould

Nataranja

(To be continued.)



Lost Lighthouse?



Under the guise of a trivia note on their web page, the U S Coast Guard apparently is trying to locate a lighthouse. My guess is that there is an error in their database so rather than go out and find it themselves, they are asking the general public. If you know what lighthouse this is, please email them at info@navcen.uscg.mil.

Tips from Your Local US Power Squadron



Everybody is glad that our Coast Guard is vigilant and ready to deal with those

situations that might bring us or our nation some harm. But nobody likes to be boarded. The truth is, the Coast Guard doesn't particularly like to board you either if, from all appearances, there is no particular reason to do so. But it's their job to board you if there does appear to be a reason to do so. Of course, in this busy world we live in today, the Coast Guard will choose the most obvious boats to board first. This means to us boaters that the best way to avoid being boarded is to not look like a boat that should be boarded.

Well, how do we do that?

1. Be familiar with the rules of the

road and the particular rules of the Bay and Delta and follow them.

2. Keep your boat shipshape—no lines dragging in the water, no thick smoke from your exhaust, sails grossly out of control.

3. Have current registration stickers on your boat. If documented, be sure that your document is current and that the name and hailing port of your boat are legible.

4. Fly your club burgee. The Coast Guard carries a copy of the current PICYA Yachting Yearbook. You and your boat will be listed in the Yearbook under Marina Bay Yacht Club unless you are a new member.

5. Show appropriate lights and or signals when required. Be sure your navigation, running and anchor

lights all work.

6. Be ready to respond to a Coast Guard call on Channel 16 at all times when away from your slip.

7. Have everyone on deck wearing a personal flotation device.

8. Display a Power Squadron inspection sticker on your boat. This sticker certifies that your boat has been successfully inspected by a vessel examiner from a local Power Squadron and meets minimum Coast Guard safety requirements. The inspection is free, takes only a few minutes and can be set up through the yacht club.

The is no guarantee that we won't ever be boarded but if we look good through a pair of binoculars, our chances are a lot better.



Marina Bay Yacht Club Upcoming Events

February 2004

Cruise-Out Sausalito Yacht Club

February 21-22

For reservations call our Fleet Captain
Paul Lagier
(209) 599-6635



Two Cruise-Ins !!

- ▶ Berkeley YC on 14-15
- ▶ Eden Isle YC on 28-29
(Planning not completed
for Eden Isle)



Cioppino Dinner

February 14th - \$25.00

Hosted by

Paul and Earlene Lagier

This will be a sell-out so get your
reservations in today!



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

Coming In March



Mark your calendar

Cruise-Out

March 13-14



Loch Lomond Yacht Club

March 20

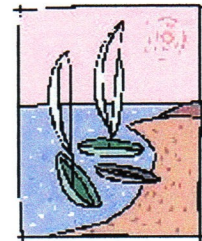
St. Patrick's Day Dinner

Hosted by

Stuart and Melissa Meighan

Details in March Signal

MARCH 26 (FRIDAY)
CHICO YC CRUISE-IN
CHICKEN DINNER
DETAILS IN MARCH SIGNAL



RSVP Information:

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

MBYC 2004 Calendar of Events

January

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

February

- 14 Berkeley YC Cruise-in
1600 Board Meeting
1900 Valentine Ciopino Dinner [Lagier]
- 21-22 Cruise to Sausalito YC
- 28 Eden Isle YC Cruise-In

March

- 20 1600 Board Meeting
1900 St. Patrick's Dinner [Meighan]
- 26 Chico YC Cruise-in
1900 Chicken Dinner

April

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

May

- 1 Cinco de Mayo Dinner [Cirino]
- 15 1600 Board Meeting
1900 Dinner
- 29-31 Memorial Day Cruise to Half Moon Bay

June

- 19 1600 Board Meeting
1900 Dinner

July

- 3-4 Independence Day event co-sponsored with
Marina Bay Yacht Harbor
- 3-6 Delta Cruise
- 17 1600 Board Meeting
1900 Red White & Blue Dinner [Coker/Decker]

August

- 21 1600 Board Meeting
1900 Dinner

September

- 4-6 Labor Day Cruise to Drake's Bay
- 18 Festival by the Bay co-sponsored with
Marina Bay Yacht Harbor
1600 Board Meeting
1900 Dinner

October

- 9-10 Cruise to Alameda YC
- 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
- 11-12 Cruise to Ayala Cove



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

The MBYC Signal is an official publication of the Marina Bay Yacht Club located at Marina Bay Harbor, Richmond, California. A signed article in the MBYC Signal contains the thoughts and opinions of the writer only and are not a statement of MBYC policy or procedure and publication does not constitute an endorsement by the MBYC Board of Directors.

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



MBYC 2004 Cruising



The Sausalito Yacht Club will need confirmations by February 15th to reserve slip space for the Sausalito cruise. The moorings and dock at the Sausalito YC facility will not be available for overnight use but

the slips we can use are within easy walking distance of their clubhouse. The slip fee is \$40.00 per night. There will be dinner at the clubhouse and afterwards a combo for listening and dancing.

Cruisers from the Sausalito YC were our guests for our dinner on January 17th and we all had a real blast. They owe us a burgee so let's all be there on the 21st to be sure we get it. Call me at 209-599-6635. If I don't answer, please leave a message on my voice mail.

Paul Lagier, Fleet Captain

January 10-11	Raft-up at China Camp
February 21-22	Cruise to Sausalito Yacht Club
March 13-14	Loch Lomond YC
April	Pending
May 29-31	Half-Moon Bay
June	Pending
July 3-6	Delta Cruise
August 14-15	San Rafael YC
September 4-6	Drake's Bay
October 9-10	Alameda YC
November	Pending
December 11-12	Ayala Cove