



Volume XX Number 1

Richmond, California

© January 2005

MBYC Hotlines

-  Commodore
Barry Eldridge
Commodore@MarinaBayYC.com
-  Vice Commodore
Ardelle Cirino
ViceCommodore@MarinaBayYC.com
-  Rear Commodore
Vacant
RearCommodore@MarinaBayYC.com
-  Secretary
Earlene Lagier
Secretary@MarinaBayYC.com
-  Treasurer
Cathy Warren
Treasurer@MarinaBayYC.com
-  Port Captain
Charles Craig
PortCaptain@MarinaBayYC.com
-  Fleet Captain
Paul Lagier (209) 599-6635
FleetCaptain@MarinaBayYC.com
-  Safety Officer
Lance Warren
SafetyOfficer@MarinaBayYC.com
-  Past Commodore
Jim Taylor (707) 575-1104
PastCommodore@MarinaBayYC.com
-  Webmaster
Ed Johnson (510) 235-6008
Webster@MarinaBayYC.com
-  Signal Editor
Mike Tryon (510) 520-2346
SignalEditor@MarinaBayYC.com
-  PICYA Representatives
Jim Taylor

Commodore's Log

Photo In February Signal

Barry Eldridge

perhaps my story will encourage others to contribute to the Signal so I'll try not to be windy.

I've been a practicing Landscape Architect for over 25 years and my work has blessed me with interesting and challenging projects, throughout California and the Pacific Rim. I'm a graduate of Cal Poly, San Luis Obispo and I received my Masters from the University of Michigan, back when Detroit still dominated the automobile market.

My interest in boats started in the 60's when I purchased an old 32' Motorsailor from a member of the Corinthian Y.C. She was a fine craft, built in Alameda in 1932 by Sandstrum Marine, of teak wood from the old Battleship Missouri. I named her **Seaweed** and after a couple of years and many good sails on the Bay, and 'mucho' hours of labor, I decided I needed to get away from the troubles of the late 60's, and travel. Within a few weeks, I found a good buyer, sold my car, and signed on as crew on a 60 foot ketch called the **Pez Esparta**. I was off to New Zealand and Australia, via South America, during which I

I thought it might be helpful if the new Commodore told you something about himself. Everyone has stories to tell;

acquired wonderful stories of which my kids never seem to tire; of sharks, turtles, jungles, and snakes. After a few weeks of running around Columbia with some Australians, I decided to fly home. I was 90 days out from the trade winds and I thought I would have a better chance of finding a boat in the Bay Area than in Panama. Was I wrong! As fate would have it, I was offered a job I couldn't refuse got married, and went back to school.

After Grad School and 3 months in Southern Europe, I needed to get back to work. I had several offers between Hawaii and Vancouver B.C., but after two winters in Michigan, we decided on Honolulu. Hawaii was an interesting experience; I loved my new employer and was over my head on projects throughout the Hawaiian Islands, Fiji and Australia... Yes, I finally made it to Australia. Three years later, the work dried up and the economy went south.

We returned to the Napa Valley, California; started a small, Design-Build Company and worked on Wineries, Estates, Schools and several other commercial projects. This is when I designed and built the only Dance Pavilion of my career, a six-sided affair for Hewlett Packard in Santa Rosa. St. Helena was experiencing pressure

Continued on Page 2...

In This Issue:

Commodore's Log	1
Hotlines	1
Vice Commodore's Log	2
January News	3
USCG Presentation	3
Did You Know?	3
Calendar of Events	4
Fleet Captain's Log	5

Commodore's Log Continued

to develop in strange ways, I decided to run for City Council... and much to my surprise, I won. After about four years of confronting just about everyone in St Helena on one side of an issue or another, I accepted a project in Honolulu... just when the market flattened out in the Wine Country. Back in Honolulu, I was in the Destination Resort Hotel business. This was fun as I moved from one island to another, designing and installing large water features for hotel projects. Then, I had a stroke of wonderful luck... a friend of a friend accepted a job in Texas, one he couldn't refuse (spending two years there in the Army, I would have no trouble refusing a job in Texas). He asked me if I would take care of his 38 foot Hunter until he got around to selling it. I almost bit my tongue trying to get the "yes" out. My friends and I sailed the Hunter all over the state of Hawaii. We had some wonderful experiences... a memorable chapter in my life. The boat sold and a friend introduced me to a young lady from New Zealand... but we didn't hit it off. I introduced her to a friend of mine living on a Peterson 44. They hit it off and moved into a cottage in the Halava Valley, and I moved onto his Peterson 44. After three years, the economy went south, AGAIN! I returned to California, this time to Sacramento. The timing was good; the Metropolitan Water Company was required to build over 2,500 acres of parks in Riverside County, as part of mitigation for installing a large reservoir. As project planner and designer, I laid out 3 villages, 250 acres of recreation lakes, golf courses, camping facilities, equestrian centers, hotels, a conference center and a large sports facility. It was during this period, I had the good fortune to meet my wife, Judy.

Judy and I married about four years ago; on the first day of the first year of the millennium, in Nevada City. We live in Sacramento with our two dogs, a garage cat, and five squirrels named Bob. We have four grown sons between us and scattered from Central and Southern California to Washington D.C.

Last summer, Judy retired after teaching school in Sacramento, after 33 years. She substitutes now and loves the fact there are no more papers to correct and grade. It was Judy's idea to buy a sailboat; she knows how much I love to sail. Now we can sail around the Bay and I can work on our boat as much as I want (and spend money).

Although Judy has little sailing experience, she makes up for it with her good nature and willingness to learn the ropes... as long as I do all the hard stuff and don't sail out the Gate (yet).

Judy and I have traveled the 'land world' a bit and realized it is about as good as it gets, in Marina Bay, the Bay Area, and Sacramento Valley.

We joined the Marina Bay Y.C. because the club is small and the members come from places all around the Bay Area, and beyond. It seems to us this variety provides a fun and exciting mix for a lively and active group.

Thank you for this opportunity to serve as your Commodore and work with all of you in our quest to achieve a successful and outstanding Club experience. Judy and I look forward to meeting all of you.

Good weather to you all...

Barry Eldridge

Vice Commodore's Log

The year 2004 is history (thank goodness) and 2005 brings along high expectations and new resolutions. Like the year, Marina Bay Yacht Club Officers and Board are new and need the support and commitment of the membership. Please help them, and the Club, when asked.

My big resolutions for the New Year; take life less seriously and have some real fun along the way (believe me, long overdue). The fun part will include more time on my boat and enjoying the folks and events at Marina Bay Yacht Club. I hope you'll join me!

Remember, broken resolutions don't help anyone, especially the ones that made them.

Happy New Year everybody!

Life's a Reach...

Jim Taylor





January News

The Marina Bay Yacht Club has invited an officer from the USCG to deliver a special presentation on January 15, 2005 at 1700 (5P.M.). The presentation will start out with a 16-minute video titled, "Sharing the Bay." The video was created this year, 2004, and it discusses the Rule 9 COLREG regulation, Vessel Traffic Service, and why deep draft vessels are restricted in their maneuverability while in San Francisco Bay.

Following the video will be a presentation discussing USCG history, statistics, and the Marine Safety Office's role in San Francisco Bay and our efforts to make the bay more secure since 9/11. Some of the biggest implementations to "harden the target" are the Marine Transportation and Safety Act (MTSA), Sea Marshal program, and the Marine Safety and Security Teams (MSSTs).

Biography

I was born in South Dakota but raised in Lincoln, Nebraska until I graduated from high school and enlisted into the CG from 1988-1992. During my enlistment, I served on the icebreaking ship CGC Northwind for 6 months, and the rest of my time at Search and Rescue (SAR) stations in Oregon and Washington as a Machinery Technician (MK). After my enlistment, I went back to Nebraska and obtained a BS Degree in Geology from the University of Nebraska-Lincoln (UNL). I moved to Idaho where I obtained a MS Degree in Waste Management and Environmental Studies from Idaho State University in 2001. I briefly worked for the Idaho Department of Environmental Quality out of Twin Falls, ID, when I decided to re-join the CG after 9/11. I was commissioned as an officer via Officer Candidate School (OCS) and stationed at MSO San Francisco Bay. While here at the MSO, I worked for 2 years as a Marine Inspector and now I am working as an Investigator. I have about 2 more years at the MSO and I hope to be stationed in Alaska, Washington State, or overseas.

Looking forward to seeing you and giving the presentation.

Very Respectfully,

LTJG John W. Kaser
U.S. Marine Investigations Department
MSO San Francisco Bay
(510) 437-3122

The following e-mail message was forwarded to me from Eric & Emmy Wilbur. It is from Wes & Karen Fox who are cruising members of MBYC. They've been cruising aboard their Miriah 31, the s/v *Caprice*, since October 1999. Currently they are in Phuket, Thailand, thus the reason for concern.

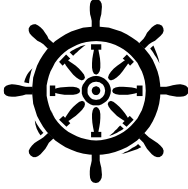
Hi all, thanks for your concern. We're OK - but it's not pretty on land. Hard to e-mail as it's busy. Details later. Love wes & karen.

Did You Know?

The new Signal Editor, Michael Tryon, thought it a good idea to start a new feature in the Signal. The Feature would describe places of interest around the San Francisco Bay, its history, and even a few little facts thrown in for good measure. Since our first cruise of the year is to the Sierra Point YC in Brisbane, it might be a good place to start.

Brisbane was originally inhabited by the Costanoan Indians as evidenced by the oyster shell mounds along canyons and ravines of its creeks. Oyster shell mounds were typical of the native populations around the Bay as we learned from our Brooks Island, a few years ago. Dome shaped dwellings were made of boughs and tules. The squaws would gather watercress at neighboring marshes, the hills provided rabbit and deer, and the Bay shores netted an abundance of shellfish.

Continued on page 4



CRUISING NEWS

2005 Calendar of Events

January

8-9 Cruise-out

**Sierra Point YC
Brisbane**

15 Board Meeting

**USCG Presentation
5 P.M. to 6 P.M.
Dinner 7 P.M.
Oriental Cuisine**

February

19 Cruise-out

**Loch Lomond YC
Evening Theme
Valentines Day
Casino Night**

March

12 Cruise-out

Pt San Pablo YC

Fleet Captain's Log

The Dec. cruise-out was to Ayala Cove and only 2 boats arrived. Chris and Karen and Tallerico on the Lady K and LA DOLCE VITA with Earlene and Paul. The weekend was mild and sunny and we had a fun time visiting with each other. The Jan. cruise-out is to Sierra Point YC at Brisbane. This is large marina with all the facilities large marinas offer. The fleet captain was one of the original berthers at this marina when it open years ago.

They will be treating us to a "killer pasta and meatball" dinner with all the trimmings. Let's try to have a big turnout for the first cruise-out or 2005.

Paul Lagier
Fleet Captain MBYC

As of today these are the boats that are planning cruising-in to SPYC. Chuck Craig on MACLUMLEY, 25' x 9' sail,(2),Chris Tallerico on LADY K, 35' x 10'2" trawler, (3) ,Jim Taylor on UNCLE GEORGE, 27' X 9'3" sail, (2), Barry Eldridge on PIXY TRAILS, 30' x 7' sail, (2),Dave Jacoby on Echante, 42' x 13'8" x 7' draft, (2), and us Paul Lagier, on LA DOLCE VITA 50' x 13' x 7' draft (2), ECHANTE AND LA DOLCE VITA are the deepest drafts. 13 dinners is where we are now. There is some concern as to the weather conditions. If the weather is bad some may drive over for dinner. What are the directions from 101 to the club? Looking forward to a great evening. Will keep you advised of any changes. Thank You,

Paul Lagier
Fleet Captain MBYC

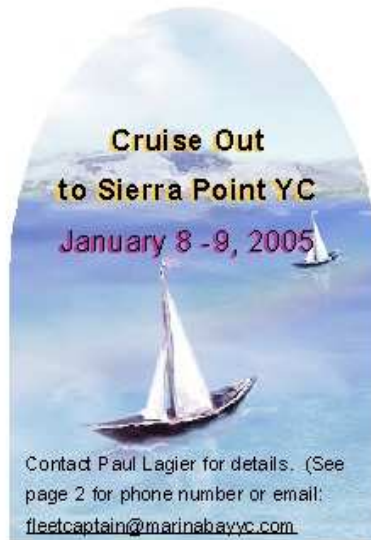
Did You Know? Cont.

According to local legend, during the 1850's, Joaquin Murietta preyed on the San Francisco to San Jose stage line from Costanos Canyon. Costanos Canyon was later the place for moonshiners and bootleggers. The Sierra Point Yacht Club was founded in 1984. The marina site is built on a old landfill operation completed in 1974. The members built the Clubhouse, now occupied since 1998. Sierra Point is a PICYA member club that has a full cruising, racing and social calendar. To learn more about the club, take a look at their website.

www.sierrapointyc.org.



Marina Bay Yacht Club
Upcoming Events
 January 2005



**Board Meeting and
 Installation Dinner
 Saturday**

January 15, 2005

Authentic Oriental Cuisine



Board Meeting 3:00 p.m.

Membership Meeting: 5:00 p.m.

Dinner 7:00 p.m.

Cost: \$15.00 p.p.

Kids <13 = free

Hosted By

The Tryons



Mark Your Calendar!!!

Saturday February 12 2005

(Note that this is the 2nd Saturday of the month)

Board Meeting: 3:00 pm

Ciopino Dinner: 7:00 pm

The Lagiers will be hosting this (what has come to
 be) annual event. Cost: \$25.00 pp.

Also: Berkeley YC will be cruising in

You Don't Want to miss this !!!



Saturday February 26 2005

Eden Isle YC Cruise In

Dinner will be at 6:00 pm

Menu: TBD

We need host for this event:

Contact Mike Tryon if you can do it.

(Complete Details in FebruaryrSignal)

To sign-up for dinners

RSVP

Mike Tryon (510)520-2346 or email:

SocialDirector@marinabayyc.com

