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Commodore's Log



Barry Eldridge

I want to thank you for the honor conferred on me as Commodore. The tasks before us may be impressive, but we have a group of veterans on the Board There are several projects in the making, so at the risk of being a bit wordy, I'll use this opportunity to discuss them.

Signal: I think the club is blessed with a great format, much better then other's I've seen. Many of us have stories to tell about adventures we've experienced while cruising about the world. Paul Lagier, suggested we use the Signal to tell our stories. We'll call this, "I remember when".

Are there any other suggestions for naming this column?
Work Day: During February or March, we will have a working weekend, when we will work on projects around the club, everything from changing light bulbs to building shelves. For example; what can we do about the bar area, the back bar, couldn't this be spruced up with glass shelves and something nautical, like a ship model, lights, or a stuffed fish? ...a back-bar that doesn't obstruct the view? Then there is the Store Room and Downstairs Office areas... we need shelves for supplies and set the office up so your officers have a place to work. The Kitchen has a leaking disposal, which is the Ma-

rina's responsibility, however, the dishwasher sticks out into the room... can't this be re-set into the counter? There are tables that could be assembled, finished off and placed on the patio under a tarp and out of the way. The upstairs office also needs shelves. Let's start a list, including project designs, materials, tools and working bodies... Please send your ideas to me or Ardelle for her organizing skills and we'll go on from there. Ardelle will be setting the date, so watch your Email.

Cruising: During the last Board meeting Port Captain, Charles Craig, made an observation I think deserves some consideration. Not all of us are comfortable cruising unfamiliar waters, even with fine weather and a chart in hand. It's thought that some Members avoid cruises because cruising with others isn't familiar experience, the waters are strange, or the event seems like too much trouble. During this discussion we explored the idea of planning Cruise-Outs aimed towards the uninitiated, or those with little or no Cruising experience.

Fleet Captain Paul Lagier, who has done a stellar job organizing the club's cruises, and Port Captain, Chuck Craig will be working on this so let's see each of you on the next cruise.

Members, what questions do you have about cruising? Email your Fleet Captain!

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Cruising News

The following e-mail message 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, Time for a long overdue message from Caprice.

We're anchored safely at Kata Beach on the west side of Phuket, Thailand. The tsunami that hit here 2 days ago wasn't pretty as you've seen. I'll describe what happened as best as I can.

We were anchored in 30' sand well offshore. 4 other boats were inside us toward shore & 1 was behind us for a total of 6. Planned to go ashore so checked the tides to go in around high as not deep at shore. High showed to be at 10:30, but our depth showed 20 - couldn't be right. Looked ashore and saw sand, lots. Even rocks were showing that I hadn't seen. I recorded at 10:00/19.5'; then at 10:45/45'.

Just that quick the sand was gone and all we saw was water & trees. Then the water receded only to flow back to shore again and again. After the initial surge everything on the beach was swept to land or in the water. Beach chairs, umbrellas, mats, towels, storage chests, propane tanks - everything being swept toward us and the sea. The water was covered with coral and prongs sticking up. A lot sank but most just floated by - it all happened so fast. Our anchorage being so flat didn't have noise except screams. The anchorage to the south of us with had steeper banks, they said when it hit it sounded like an explosion.

All boats here at Kata held with no problems, just the chain noise as it went up & down. Skidoos were then all over looking for bodies. We never saw anyone & they didn't either. The beach north of us wasn't that lucky.

We were OK but one local advised us to anchor further out as another one was expected to arrive in an hour and a half. As we're all upping anchor a voice over the VHF announced a body in the water - not good. Then in couple of minutes the same voice announced "No worries, it's a mannequin." It was - the shops have silk suits & dresses and were washed away. So we just watched over our shoulders to see what could happen next. Nothing - after an hour all quieted down. Local long tail boats were out trying to pickup what was left.

To describe the feeling on the boat it was like a long high swell that just went under the boat - no wall of water. But the force when it went ashore was incredible.

When we went ashore the next day a nice restaurant where we had Christmas dinner - just boards, flattened as were the rest down the line. The Boathouse, more solid with cement - gutted. Metal storage cabinets full of wine were turned upside down, twisted - not pretty. Most shops on east side of road were OK, just power & water problems. Claims of 2 years to get back to normal are in the papers & many booking cancellations will hurt the tourist trade. So what will they learn from this? The Indian Ocean has no warning system! Pacific Ocean does as there are more tsunamis there. It



took 4 hours for the tsunami to get to India - with warning they could have cleared the beaches - we're about 2 hours from quake. Somalia was closer so they probably couldn't be helped. Maybe they shouldn't be building so close to the beaches - looks nice but. . . And as for sailors maybe it's better to stay further out with lotsa rode - you just never know.

We were lucky as it was early morning and no one had went ashore yet so we were all able to manipulate if needed. Most boat damage was at marinas. Some were sunk as they couldn't handle the sudden surge of water.

Well, how did we get here from there? After crossing the South Pacific to New Zealand in 2001 we land traveled the North & South islands for 17 months. April '03 we then sailed to Fiji then to Vanuatu in August. Vanuatu was one of our greatest experiences - primitive - we loved it. October 20th we then sailed from Luganville to Bundaberg, Australia. Christmas 2003 found us at Mooloolaba, Aust. After travels to Sydney, Brisbane, etc., we decided we were never going to see all of Australia so we headed up the east side of Queensland with the boat in April. From Mooloolaba to here we logged nearly 4800 nautical miles in 8 months.

We went inside the Great Barrier Reef around Cape York, through Torres Strait, across the Gulf of Carpentaria to Darwin.

July 31st we sailed to Bali then to Kalimantan to the Kumai River. Hired guide to boat us up river to Tanjung Puting Natl. Park to see the orangutans and other wild life. We weren't disappointed - it was awesome to see them swing through the trees. Also saw gibbons, long tailed macaques & proboscis monkeys plus a crocodile & birds & more birds. Leaving there we checked out of Indonesia at Nongsa Point then crossed the channel to Singapore. We never experienced anything like it! Ships everywhere - huge. Supposed to be the 4th busiest in world. After stay at Singapore we sailed up the west side of Malaysia in the Malacca Strait with stops at many islands - our last stop at Langkawi before checking out to Thailand.

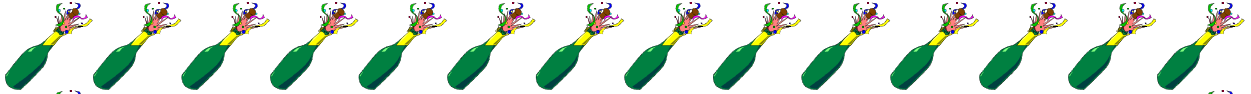
We land traveled to the capitol of Malaysia, Kuala Lumpur plus other cities before sailing toward Phuket the 7th of December. After a short stop at Ko Phi Phi (really shredded by tsunami) we checked into Thailand at Ao Chalong on December 14th. It has been a long haul but very rewarding. We plan on staying here a year. 2006 we plan then sailing toward the Red Sea then the Mediterranean Sea. But who knows?

Wes & Karen Aboard Caprice





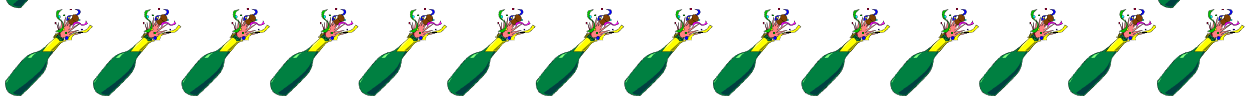
Fleet Captain's Log



This is the christening message Earlene gave when she christened LA DOLCE VITA.

On this day Feb. 29, 1992 "Leap Day" we hope your leap into the water is a great one. May the seas rise with you and may the wind be at your back and may the Lord hold you in the palm of His hand. I christen you LA DOLCE VITA, Buona Fortuna-Good Luck.

Dec 28 '04



Loch Lomond Cruise out, February 19, 2005

Sail North under the Richmond San Rafael Bridge to Red #16 buoy. From #16 steer course 282 degrees true to Green #17. This is the entrance to the San Rafael Creek. Follow the markers to the 1st marina on the north side. Keep the green markers on your Port side. Remember the tidal currants sweep across this dredged channel. You will need to watch the marker behind you as well as the marker ahead to be sure you keep into the dredged channel. The entrance channel into Loch Lomond is also marked. Proceed to the gas dock where I will meet you with a slip # for your boat. We have been up this creek a number of times with LA DOLCE VITA and have not touched bottom. We draw 7' draft. High tide Sat. Feb. 19th, morning about 8:30 AM + 6'. Low tide about 4 PM +1'. Paul Lagier

The cruise-out to Sierra Pt. YC was a fun outing, well attended with 11 members driving over. The "killer pasta" dinner was delicious.

The evening was enjoyed by Dave and Sue Jacoby, Lance and Kathi Warren, Chris and Karen Tallerico, Paul and Earlene Lagier, Chuck Craig, Jim Taylor and crew member Tom.

The Sierra Pt. YC is a small club located in the Brisbane Marina in a clubhouse built by members in 1984. The facility is very user friendly.

The Feb cruise-out is to Loch Lomond YC for their Valentine's Day/Casino night party. It will be a fun evening. I hope many members will attend.

March cruise-out will be to Point San Pablo YC. They have a great galley staff and we can expect a fine dinner.

We are busy scheduling the other cruise-outs for the remainder of the year. If you have any suggestions let me know.

Paul Lagier
Fleet Captain
Marina Bay YC

Remember When

LA DOLCE VITA was launched on February 29, 1992 at Paradise Point boatyard near Stockton. We left on April 1st on our 6 month shake down cruise to Baja and Hawaii and back to California.

The following article is from the Log Book and covers the trip from Ensenada to Cabo San Lucas.

Page 1 From Ensenada to Bahia Colnett – April 26, 1992 seas calm, barometer steady.

My thoughts aboard LA DOLCE VITA (L.D.V.) after 600 miles at sea. I find her to be dry on deck when driving into a head sea which was a nice surprise. The heavy rails seem to knock down spray. The hard chine hull seems to roll less than "WINDCALL" (our previous 40' sailboat) and is a steady smooth yacht under power. Hand steering in a moderate gale between Pt. Sur and Pt. Conception was easy and not tiring. So far I have had little chance to sail, 8 hrs. between San Pedro and San Diego in light winds.

Earlene and I left our mooring at 7:45 AM and motored over to the "PRIMO" for a short wave weather report. Cleared breakwater at 8:15 AM, seas calm, caught a nice Bonita on the meat hook at 9:15 AM. We saw several whales at Punta Bunda. One broached 20' from L.D.V. Pt. Colnett shrouded in fog bank, we approached with care. We came out of the fog about 2 miles off the point and anchored at the southeast end of the bay off fish camp in 25' of water. We cooked the Bonita for dinner.

PAGE 2 from BAHIA COLNETT SOUTH – April 27, 1992. Barometer steady & calm.

L.D.V. spent the night on her bow anchor in calm water. We hoisted anchor at 7:15 AM in dense fog. The fog burned off later that morning. Isle de San Marin abeam at 12:20 PM. Isle San Geronimo abeam at 7:00 PM. Sacramento Reef cleared by 8:15 PM. L.D.V. running smoothly under her Yankee Jib and engine at 1500 RPM. all night, 10 miles every hour and 35 minutes. Cedros Isle light abeam at 9:35 AM. Clear of south end of Cedros at 1:30 PM. Through Dewey Channel at 3:25 PM and headed for Bahia de Thurloe to anchor for the night. We can just make it by dark if the wind holds. We entered Thurloe Bay at 6:00 PM and anchored in 30' of water. This is a beautiful bay and my favorite on the west side of Baja. L.D.V. turned in a run of 215 miles from Pt. Colnett Bay to Thurloe Bay in 34 1/2 hrs. I fixed pork chops, salad, and rice for dinner. L.D.V. lying quietly in this beautiful place. Earlier today off Cedros Island I talked to 3 yachts on the VHF. The "SOUTHWIND", the "PATTY J", and the "GIGOLO" all heading north.

PAGE 3 FROM BAHIA THURLOE SOUTH----April 29, 1992 Barometer steady, calm.

I am up at 6 AM to change engine oil, filter and attempt to fix an oil leak at the T fitting sending unit. Work completed by 11 AM. Cleaned up and ready to hoist anchor at 11:30 AM, under way 11:45 AM and headed for Asuncion Bay. Jib, staysail, and power as we want to arrive before dark. Stiff wind from the north and lots of white caps. We made good time all afternoon with a steadily increasing wind. We arrived at Asuncion Island at 5 PM. The wind is now 25-30 knots. The sail down the south side of the island and into the bay is a reach across the seas. Anchored at 5:45 PM in calm water at 30' depth. One other

sailboat is anchored here, the "BONNIE BELL". Later the "UNWINDER III" arrived and anchored near us. The oil leak seems to be fixed and everything seems fine with the old "Perkins". Pork and peas for dinner and in the bunk early. This is a protected anchorage with quite a community including some new homes under construction that look quite good. I don't know what the industry is here.

PAGE 4 ASUNCION BAY SOUTH – April 30, 1992. Calm, barometer steady.

We are up early, anchor in 6:15 AM and set course for Punta Abreojos. We caught a nice Bonita on the meat hook early in the morning, cleaned it and put in the fridge. Many things happened today that we will remember. Saw a large turtle, a whale, caught 2 nice barracuda in the afternoon, one of which we ate for dinner. L.D.V. finished her 1st thousand miles at 7:24 PM; 900 of them at sea which we celebrated with a fine bottle of Santo Tomas Champagne. It is 8 PM as I write this and Earlene is on watch. L.D.V. under all plain sail with the "Perkins" at 1350 RPM making 6 knots about 40 miles southwest of Punta Abreojos. Abreojos means " keep you eyes open" as many off lying rocks are near this point. When we caught the barracuda this afternoon I got inside our course line and saw a large rock awash ahead of us about 2 miles. I quickly got back on course. Keep those eyes open near this point. I have set a course to clear Cabo San Lazaro by a good distance as this is the most dangerous point on the Pacific coast of N. America with a strong on shore set. The beaches are littered with shipwrecks.

PAGE 5 PT. LAZARO TO CABO SAN LUCAS----May 1, 1992 Barometer steady, calm seas.

Clear of Pt. Lazaro 11 AM and anchored in Magdalena Bay at Pt. Belcher off the old whaling station. We have this anchorage to ourselves. Earlene caught many small fish (10"-16") here. I kept four large "Porgies" for the refrigerator. These fish are wonderful eating when sautéed in butter and white wine. We are up early and ready for the run to Cabo San Lucas. We have a nice overnight run down the 100 fathom line from Pt. Tosco to Cabo Falso. Wind strong from the west at Cabo San Lucas Point and we can hardly believe the "city" as we come up into the bay. We find a place to anchor at the southwest end of the beach off one of the new hotels. We arrive happy and rested after 1000 miles from San Pedro. LA DOLCE VITA and her crew of two are still friends and lovers.

Did You Know?

The Rock? Can a rock float?

There has been some news generated that Alcatraz is actually a floating and moored island. If any of you know whether this is true or not and can substantiate your claim please email your editor and we will publish an article about it next month.

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Commodore's Log continued:

Membership: Past Commodore Jim Taylor, is designing the logo for our club apparel, and style suggestions for: shirts, jackets, hats and wind breakers. There should be examples or pictures at least, for any of us who wish to order something. The club's burgee and the name of the club would be over the left chest (front of cap) with Marina Bay Yacht Club stitched beneath. We can also stitch the name of your boat on the right side for a couple of dollars more. The plan? If club members wear their club shirt, coat or hat while in the marina or out and about, that this exposure will foster interest in our club. If everyone has a copy or two of the club's new information folder in their pocket, one could hand this out... there is a lot of information in this folder. The premise being, a warm body is generally more successful at selling an idea than a mailed invitation or something tacked onto a bulletin board. Any thoughts on this subject?

Resource File: The Club's membership is its greatest resource. Add to this the training, experience and diversity of our members. Don't be shy, if you can tie knots we would like to know that. To simplify this task, we will post a list of subjects we hope covers everything (we will leave some blank lines). To speed things up we'll enclose a stamped return envelope.

Boating and Entertainment Activities: Along the same lines as the Resource File, we will also provide a check off list of activities to assist us in planning future programs and events.

Burgee: Lastly... I've talked around with some of the old timers and discovered our letterhead, the yellow dot with a blue bar across it and a tiny burgee sticking up, doesn't say much. I think we all agree that the letterhead doesn't have the same qualities we recognize in our Burgee. Our Burgee reflects the fact that the Marina Bay Yacht Club and the last visit of Haley's Comet came about on the same year, it honors these events and that's interesting. To increase the Club's visibility, it's suggested we change our letterhead to the Club's Burgee, with Marina Bay Yacht Club printed beneath. This means we would also redesign the sign in front of the Club House. Relocating the sign is also something we need to consider, as the fence and gate screen the present location very effectively. One thought is mounting a waving Burgee above the entrance area, with Marina Bay Yacht Club lettered beneath... visible from the turnaround. The Board hasn't voted on this yet, so Members if you have thoughts on this please share these with your board members.

Future Events

February 12: 2005

Dinner Theme: **Valentines Party**
Hosted By: **Paul & Earlene Lagier**
Menu: _____ Cioppino

April 16: 2005

Dinner Theme: **Spring Dinner (tentative)**
Hosted By: _____
Menu: _____

March 19: 2005

Dinner Theme: **Saint Patricks Dinner**
Hosted By: _____ The Cirinos _____
Menu: _____ Corn Beef & Cabbage _____

May 21:2005

Saturday May 21
Dinner Theme: **Western (tentative)**
Hosted By: _____
Menu: _____ BBQ meat and Chilli _____

June 18: 2005

Saturday June 18
Dinner Theme: **BBQ & Potluck (tentative)**
Hosted By: _____
Menu: _____ BBQ meat and Chilli _____

July 16: 2005

Board Meeting & Dinner
Tentative Theme:
"Red White Blue"

October 15: 2005

Board Meeting
General Membership Meeting and
Election of Officers
Theme: October fest

August 20: 2005

Board Meeting & Dinner
Crab Feed (tentative)

November 19: 2005

Board Meeting & Dinner
Holiday Potluck: tentative

September 17: 2005

Board Meeting & Dinner
Open House & BBQ
(tentative)

December 10: 2005

Board Meeting & Dinner
Christmas theme (Menu: TBD)