

Commodore's Log



Barry Eldridge

Life's events often play a significant role in personal development. From time to time we are reminded of those chapters in our personal story, and reflect on

paths we followed since. What prompted the following events were recent letters in Latitude 38, in which the authors discussed their experience while sailing along the North Coast to the Pacific Northwest.

This was a long time ago and many of you will remember the frustration we all felt by events brought upon us during a war and it seemed that everyone we admired was being shot by some nut. I was living on a boat in San Rafael one Sunday morning when I suddenly came to terms with the fact that the job I had was about as inspiring as a trip to the dentist... the epitome of everything I was trying to avoid as a career. My solution was to leave, change countries... just live somewhere else.

The South Pacific appealed to me, so I took out immigration papers for Australia and New Zealand. New Zealand was tougher than Australia, in that I had to take this vice council out to lunch a couple of times. Anyway, I started looking for a boat to crew on as this seemed like an exciting and economical way to travel. I sold Seaweed, my old motor sailor, then quit my job and started looking. While wondering around the docks of Sausalito, I tracked down this Dweeb with plans for sailing to Granada on his 60 foot Columbia, the Barunita, but that was several weeks and I was in a hurry. I wondered some more and came across this old fellow (he doesn't seem quite so old now). Apparently, Warren single handed his 32' Tahiti Ketch

up from San Diego and wasn't looking forward to doing the last leg to Washington all by himself... so we cut a deal for that last leg of his trip.

After a day on the water we got to talking, mostly about Warren and where he's been for the last year and a half. Warren was raised in New York, where as a boy he learned to sail in the harbor. Then, as a young man, he homesteaded Federal land in Montana where he developed a very large cattle ranch and became chums with fellows like Mike Mansfield, our former Speaker of the House. Anyway, being land bound, he really missed sailing. So as soon as his forth daughter was married off he sold the ranch, headed East and bought a 32 foot Tahiti Ketch... to sail around the world. As you might suppose, Warren was full of stories, which I'll share with you another time... for now, I would like to tell you about the next week on the water. Most of the time we motored... which was a bummer. Although I neglected to mentions this to Warren, this was my first experience with coastal sailing and I had no idea that the best way to sail to the Northwest from San Francisco Bay, was via Hawaii.

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Commodore
Barry Eldridge
(916)487-5351

Commodore@MarinaBayYC.com



Vice Commodore
Ardelle Cirino
510 816-3059

ViceCommodore@MarinaBayYC.com



Rear Commodore
Mike Tryon
(510) 520-2346

RearCommodore@MarinaBayYC.com



Secretary
Earlene Lagier

Secretary@MarinaBayYC.com



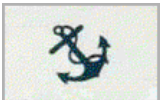
Treasurer
Cathy Warren

Treasurer@MarinaBayYC.com



Port Captain
Charles Craig
707-585-0318

PortCaptain@MarinaBayYC.com



Fleet Captain
Paul Lagier
(209) 599-6635

FleetCaptain@MarinaBayYC.com



Safety Officer
Lance Warren
(925)686-4325

SafetyOfficer@MarinaBayYC.com



Past Commodore
Jim Taylor

PastCommodore@MarinaBayYC.com



Webmaster
Ed Johnson

Webster@MarinaBayYC.com



Signal Editor
Ardelle Cirino

SignalEditor@MarinaBayYC.com



PICYA Representative
Jim Taylor

PICYA_Representative@MarinaBayYC.com

New Membership Applications

Richard Bartels
306 Commodore Dr.
Richmond, CA 94804

Owner of a 38' Bayliner named **After Hours II**
Berthed at Marina Bay on D dock



New Members

--None Submitted

Continued from page 1...

We headed out on a Northwesterly course to avoid beating the weather head on, and we tacked back Northeasterly when we thought we would hit land in Ft. Bragg and the Noyo Marina

We were on the shore-bound leg about 6 a.m., and it was my watch. The wind was negligible, the visibility was about 300 yards and the sea was like glass. I was probably thinking about where we were going to eat in Noyo, when suddenly there was this swirling in the water about 20 yards ahead.

It looked like water surging over boulders, but we were out in the shipping lanes(?). I turned to avoid this anomaly and whatever it was moved with me, then it surfaced and looked at me with its left eye, as big as a large black prune and it didn't blink. A whale, a WHALE and it was saying HI! (I hoped) as it drifted effortlessly along at 6 knots just 20 feet off the Port side.

As I white knuckled the tiller I looked at the exposed back, half the length of the ketch, I remember thinking that with all the barnacles and sea life growing on its back, it must be very old. The blow hole was about 6 inches across and the rubbery flap open and as I watched. A long spray of foggy water "Poofed" out..

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.....Continued from page 2

. now talk about bad breath, indescribable, but I didn't dare move! He or she was still watching me. I said Hi (softly) and waved.

I stayed on course and talked to my new companion for the next half hour or so, when apparently it decided my monotonous dialogue was dribble. It dropped below the surface and was gone... but only for a moment. It surfaced 50 feet ahead for a moment, deciding whether or not to waste this strange creature behind him, but then it was really gone. What a thrill... Then it occurred to me; if the exposed back of the whale was half the length of the boat, then the submerged part made this guy about 50 feet long, and all I had was a story... I had left my camera in the car AGAIN. Warren came up from below as we approached the coast. We hailed a fisherman outside Noyo, who gave us important information about the sand bar outside the harbor. The way one enters Noyo with a sailboat is to ride the swell over the bar... This seemed a bit dicey to me, but I figured I could swim to shore if we pitch-poled. Luckily, I didn't have to test that theory.

A couple of days later, it was about 2 a.m. and I was again on watch. Our next port of call was Newport Oregon. Warren's bunk was on the Lee side and he didn't want to tie himself in and asked if I would wake him if I needed to change course for some reason so he could hang on. We were crossing the shipping lanes, the moon was out and a mist hung just over the surface of the water. I needed to wiz, so I tied off the tiller and stood on the Lee rail. While standing there with one hand holding a shroud, I felt the boat surge under my feet. What a thrill, I thought as I leaned out over the water and back... Then it occurred to me; what if a sudden swale pitched me overboard... Warren was asleep, the tiller was tied off... no one would ever know. I stepped back carefully while contemplating that stupid activity.

Soon after and off the Port bow, I saw the stacked lights of a tug heading south. She was going across our path and had a barge in tow. I held the course as I thought it best to wait until I saw the light on the barge it was towing before disturbing Warren, whom was now fast asleep. I waited... no barge, or at least no barge light, and so I waited longer as the tug slowly disappeared into the

distance. I started to relax, thinking about the inconsiderate twit driving the tug, when my eye caught a flash of moon light off some white water ahead. All of a sudden it was pitch black until I looked up towards the sky. There was the outline of the barge some 50 above us, I could see light between the stacks of lumber... it was in front of us and seconds away from....

I swung the tiller hard over and heard this crash from below... SON OF a B...! Warren yelled. (he knows about the course change). I yelled an apology as I struggled to steady the boat in the barges wake. I settled down and changed course again behind the barge, as Warren mumbled loudly from below. No lights on the barge for or aft... the tender was probably under a stack of lumber with a bottle of brandy... for it was cold. What a thrill...

Then it occurred to me; what if we were a few minutes sooner and got hung up on the submerged barge cable? That tug would have pulled the barge right over us... and no one would ever know. OK, experience is good, but I didn't like the idea that my good intentions could lead me into such a close call. We made it to Newport where we climbed over some fifteen boats rafted tight to the pier. I couldn't fathom the process one needed if their boat happened to be next to the pier and they wanted to go fishing.

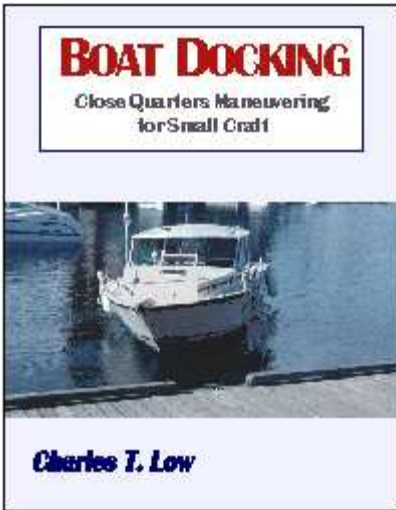
When I returned to Sausalito I found Barunita still wasn't ready, so I made a quick decision to crew with this young fellow on his White Cloud, a Peterson 44, she was heading for the Caribbean and he needed some help. As circumstances prevailed, I didn't make it to Australia for another five years... but that's another story.

Good wind to you all

Barry Eldridge, Commodore



Berth 1) Any horizontal surface whose total area does not exceed one half of the surface area of an average man at rest, onto which at least one liter of some liquid seeps during any 12-hour period and above which there are not less than 10 kilograms of improperly secured objects. 2) Little newborn addition to the crew. 3) Sometimes the result of removing the last article of clothing.



Alongside in a Headwind

— by

[Charles T. Low](#),

author of

Boat Docking

— for [Boat Safe](#) [1998 March]

A high windage boat, trying to come alongside in a 25 knot headwind, has a problem — call it a *challenge*, if you're more positively minded.

The way to accomplish it is to accept that it won't be easy. Know your boat, and its handling well, and practice in lesser winds first. Have your lines and fenders organized in advance, pay attention, and be careful.

These pieces of advice are fairly general. A more specific one would be: "Take it slowly," except that to be more realistic it has to be: "Take it as slowly as possible." This is because the wind demands that the boat have very strong "steerability", and this steering authority comes i) from motion through the water, and ii) from keeping the power on. So, you may have to maintain more speed up than you would like, although, on the plus side, the head wind will slow you down a little too.

This is a very dynamic docking. Things change quickly. You have to do two contradictory things: i) think well ahead *and* ii) throttle and steer very actively, moment by moment.

What's the problem? The trouble arises for several reasons. Firstly, a headwind *yaws* the boat. This turning force varies by boat, being relatively mild and slow with a low-profile

displacement hull sporting a substantial external keel, but tenacious and rapid for a planing hull boat. But in almost any boat, the wind tries to blow the bow "off".

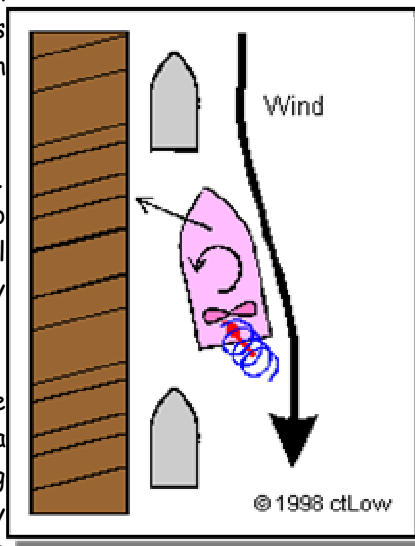
Furthermore, if the wind turns the boat a little to port, for example, then the whole hull becomes an inclined plane, and some of the wind's force now pushes it *laterally* (also to port, in this instance).

So, now we have a boat turning *and* drifting sideways. The skipper's best response is to turn to starboard, perhaps adding in extra engine power to improve steerage. But notice now which way the propeller's discharge current is pushing the boat: **to port**.

It doesn't take long, under these circumstances, to use up your maneuvering room, and come crashing heavily into the dock with the port bow. By the time you're halfway through this disastrous maneuver, you're already beyond the point of no return. You can probably see it coming, and yet can't do a thing about it.

Let's say you have the skill to hold the boat directly head to wind. This would avoid the whole problem, except that you have to turn *into* the slip eventually, and once you turn, the wind may take over.

What's the solution? Not to despair: it gets easier after the first few (thousand) times. Once you realize what's actually going on, and that the boat's behavior is neither random nor capricious, you can handle the situation better.



Stay very focussed. A difficult docking such as this does not necessarily require lightning reflexes (although they help!), but it does demand intense mental concentration.

When you turn (or when the *wind* turns you), **turn very little**, and **straighten out early**.

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Fleet Captain's Report

The May 14-15th cruise-out to Ballena Bay YC was a great one with good sailing winds for those who went. Barry Eldridge and Judy Murray aboard PIXY TRAILS, Lance and Kathi Warren aboard STERLING SILVER ROSE with Zach Sherry as crew, Mike and Janice Tryon aboard WIND LOCK, Jim and Terry Taylor aboard UNCLE GEORGE, Chris Tallerico aboard LADY K, and Paul and Earlene Lagier aboard LA DOLCE VITA. Charles Craig and Marcella drove to the club as did Karen Tallerico and Aaron to join us for dinner.

Most of us left Marina Bay mid-morning and sailed all the way to Ballena Bay in very nice conditions. The boats that left later in the day had much stronger winds, but all enjoyed the time on their boats.

WINDLOCK and LA DOLCE VITA left Marina Bay about the same time Saturday morning setting our sails at the old Kaiser shipyard. WINDLOCK showed us how fast she is under sail even towing her new dinghy. She was so far ahead of us by the time we reached Treasure Island we could not see her anymore. After sailing under the Bay bridge, Dave and Sue Jacoby on Echante sailed up along side us for a chat and then literally sailed circles around us. Poor old LA DOLCE VITA cannot sail near as fast as these modern light boats.

The Ballena Bay YC dinner event was their annual Meatloaf cook-off with 7 chefs participating. Your fleet captain was invited to be one of the 5 judges. What great meatloaves we had, and great dinner. We all enjoyed visiting with their members. Commodore Barry met a fellow at the bar that he had not seen in many years. He met this man when he lived and worked in Hawaii years ago. They both recognized each other--it's a small world.

Paul Lagier,
Fleet Captain

The Tallerico's and Earlene Lagier deciding who's going to pick up the tab



The Cruise- out for June will be to Coyote Point YC , on June 11-12th.

Coyote Point YC is in Coyote Point Harbor. This harbor is 13.5 nautical miles south of the Bay Bridge. If you come under the bridge on the East side of Yerba Buena Island a course of 156 degrees magnetic will bring you to Coyote PT. Harbor day markers #s 1 & 2. You will be approximately 3 miles south of the SFAirport. CPYC offers 3 meal plans for visiting yacht clubs. The prices range from \$18 to \$25. I will select the plan that seems best after I talk with the chef.

This should be another great cruise-out with a nice long sail down the bay. Remember the weather is usually warmer south of the bridge. Please consider this cruise-out and let me know if you are interested. CPYChasa good Web page with much info and a chart.



Board Meeting & Dinner

Saturday June 18, 2005

Women Aboard Cruise-In

Engine Maintenance will be presented by Marty Chen (Bay Marine Diesel)

Cook Your Own Meat Potluck

The Club will provide a delicious tender juicy steak for all attendees, that you will be able to cook to your own liking.

Please bring something to share

- Board Meeting 2:30 pm
- Diesel Mechanic Talk 4:00 -6:00 pm
- Dinner 7:00 pm



NOTE: Please RSVP: E-mail SocialDirector@MarinaBayYC.com or phone Mike Tyron at (510) 520-2346

Cruise-Out to:
Coyote Point YC
June 11- 12, 2005



Contact **Paul Legier** for details or to sign up.
Call: 209-599-6635 or email:
FleetCaptain@marinabayyc.com

We Need Hosts for Monthly Dinners !!!

(See Calendar page for dates available)

contact
Mike Tryon,

email:
socialdirector@marinabayyc.com



Cruise-Out to:
Vallejo Yacht Club

July 2, 2005

Delta Cruise: July 3-10, 2005



Contact **Paul Legier** for details or to sign up.
Call: 209-599-6635 or email:
FleetCaptain@marinabayyc.com

Board Meeting & Dinner

July 16, 2005

Red White & Blue

- Board Meeting 4:00 pm
- Bar Opens (approx.) 5:30 pm
- Dinner 7:00 pm

Menu & Host
TBD



For those of you that found the first article informative, the second Installment of Lance Warren's article on **FIREFIGHTING AT SEA** will be included in the July issue.

More Pictures from Cruise Out
(See Fleet Captain's report- page 5)



Continued from page 4..

Stay ahead of your boat in your thinking. Don't wait until the wind has reduced your options to nil. You really have to *anticipate* what's going to happen next. There just isn't time to make observations, assess them, plan a response and then begin to carry it out.

A little extra speed through the water often helps the hull to track straighter, less susceptible to "wind yaw", and it affords you better steerage. The speed, however, is definitely a two-edged sword. The faster you go the faster things happen. The faster you go the harder it is to get the boat stopped. While you're in reverse gear, putting the brakes on, as it were, your steering ability may be precarious, so in this sense it's good to go as slowly as possible. In the real world, you'll have to find the optimal speed by experience and experimentation, and on balance it will probably be a little faster than bare idle speed.

If you're ever caught off guard by a wind such as this, remember that you can do "power practicing". Try a few simulated dockings out on the open water, before coming into the harbor, and then drive back and forth past the slip a few times. You'll get a quick course on how your boat handles in the present conditions. On your "final" approach, turn a little too little rather than a little too much. It's much easier to extricate yourself from a failed docking if the boat is upwind and head to wind, whereas if you get blown on an angle into the boat abaft, there is no elegant way out.

Conclusion — There is no conclusion to boat docking. In the unlikely event that we ever think we have headwind dockings completely licked, we'll find ourselves docking in a new boat which handles differently, or in a shifting wind, or in one which is one or two points off the bow. We will realize yet again, with joy and eagerness, that there will be many future opportunities to hone and refine our close quarters maneuvering skills.

Copied from the following website.

<http://www.boatsafe.com/nauticalknowhow>

At the Boathouse

We had a wonderful Mexican dinner after the last Board Meeting on May 21st. One of our newest members, Kathleen Kirk joined us, and received her burgee. We also had a couple of members who have been in the club for 5 or 6 months, come to dinner, and receive their burgee also. (See pictures below)

George & Ellie Naill, long time, but not currently members of the club were also there as guests of the Lagiers. And it turned out to be a very festive occasion. We are looking forward to June's shindig, which I am sure you don't want to miss.



Marty Chin will discuss the Maintenance of Diesel Engines between 4:00 and 6:00 pm on Saturday, June 18th. Our dinner will follow at 7:00 pm. Below is a brief description of Marty's experience in this area.

This event is sponsored by Women Aboard in conjunction with their cruise-in to MBYC. Because of the Cruise-In, space will be limited, so please make your reservations early.

Paul & Earlene Lagier will be hosting a cook your own steak (chicken provided upon advance request) and Potluck after the Presentation. If you plan to stay for dinner. Please provide information about what you will bring when you RSVP.

Marty Chin: Marty started working with his father, Philip Chin, in his garage in San Francisco in the early 1970s while still in high school. He also worked as a teacher's assistant during his last two years at Pacifica High School in West Pittsburg, teaching automotive theory. Marty then attended Denver Automotive and Diesel College in Denver Colorado 1974-1975.

He then served in the Air Force from 1975-1993 as a Jet engine mechanic, auxiliary power unit repair, truck and trailer, crane repair. After leaving the Air Force he was visiting a friend on his boat in 1994 at Ballena Isle Marina when a neighboring boater was having problems getting his diesel to run.

The boater had been working on the engine for a week, was frustrated, and could not find anyone who could repair it. He asked if Marty would take a look, and a half hour later the engine was up and running. Happy with the work I did, the neighbor told a friend, and the rest is history!

Marty's company, Bay Marine Diesel, is a customer referral based business. Their focus is trawler and sailboat inboard diesel engine repair. They are also active bay and bluewater sailors, so they understand both boats and boaters!

MBYC 2005 Calendar of Events

January

- 8-9 Cruise-out to Sierra Point YC
- 15 Board Meeting & Club Dinner

February

- 12 Board Meeting & Club Dinner
Valentine's Day
Cioppino
(Lagier)
- 19-20 Cruise-out to Loch Lomond YC

March

- 12-13 Cruise-out to Pt San Pablo YC
- 15 Board Meeting & Club Dinner
St. Patrick's Day

April

- 9-10 Cruise-out to Oakland YC
- 16 Board Meeting & Club Dinner
Cook your own steak, bring a salad.
(C. Craig & A. Cirino)

May

- 14-15 Cruise-out to Ballena Bay YC
- 21 Board Meeting & Club Dinner
Mexican Fiesta (Warrens)

June

- 11-12 Cruise-out to Coyote Point YC
- 17 Board Meeting & Club Dinner
Cook your own meat & potluck
Women Aboard Cruise In &
Diesel Mechanic Speaker (Lagiers)

July

- 2 Cruise-out to Vallejo YC
- 3-10 Delta Cruise
- 16 Board Meeting & Club Dinner
(Need Host!)

August

- 20 Board Meeting & Club Dinner
(Need Host!)
- 27-28 Cruise-out to San Leandro YC

September

- 10-11 Cruise-out to Drakes Bay
(Duvall)
- 17 Board Meeting & Club Dinner
(Need Host!)

October

- 8-9 Cruise-out to Half Moon Bay
- 15 Board Meeting & Club Dinner
(Need Host!)
General Membership Meeting
- 29-30 Cruise-out to Berkeley YC

November

- 12-13 Cruise-out to Oyster Point YC
- 19 Board Meeting & Club Dinner
(Need Host!)

December

- 3 Cruise-out Plans Tentative
- 10 Board Meeting & Club Dinner
(Need Host!)

NOTE: Please make reservations for each Yacht Club dinner you would like to attend.
E-mail: SocialDirector@MarinaBayYC.com
or phone Mike Tryon at (510) 520-2346



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

The Marina Bay Yacht Club Signal is an official publication of the Marina Bay Yacht Club, located at the Marina Bay Yacht Harbor in Richmond, California.

A signed article in the 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 Yacht Club membership or by the MBYC Board of Directors.. Articles and letters to editor can be submitted to \:

Signal Editor
P.O. Box 281, Station A
Richmond, CA 94808-0281

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Attention Marina Bay Yacht Club Members



Don't miss out on a very special presentation on **Diesel Engine Maintenance**. Presented by Marty Chin on June 18, 2005 at 4:00 p.m.

After the talk, Paul & Earlene Lagier will be hosting A **Cook Your Own Meat and Potluck**.

If you plan to stay for dinner... Please provide information about what you will bring for the Potluck, when you RSVP.

---Details can be found inside on page 7---

This issue is packed full of interesting and informative stuff. Please take a couple of minutes to look inside. And if you want to put your two-cents worth in, email the editor with comments.

Ardelle Cirino Signaleditor@marinabayyc.com