



Marina Bay Yacht Club  
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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 \:

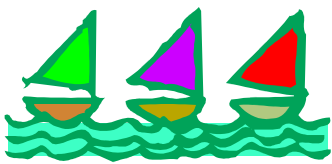
Signal Editor  
P.O. Box 281, Station A  
Richmond, CA 94808-0281

« «AddressBlock» »

**First Class Postage**

## Marina Bay Yacht Club Hats & Shirts

There is new fashion at the MBYC Clubhouse. A number of folks have already ordered and received their new embroidery wear. Shirts and hats are available and costs range from \$ 12.50 for logo hats to \$ 15.63 for logo polo shirt. For additional cost, shirts with pockets and embroidered boat name are available. Contact Jim Taylor for more information via email, [pastcommodore@marinabayyc.com](mailto:pastcommodore@marinabayyc.com) or phone (707) 575-1104.



**editor with comments.**

**Join the Fun and Cruise with the Club this summer**

**Take a Minute to look inside, and find out what is going on.  
And if you want to put your two-cents worth in, email the**

Ardelle Cirino [Signaleditor@marinabayyc.com](mailto:Signaleditor@marinabayyc.com)

*Commodore's Log*



Barry Eldridge

It's Thursday, we arrived home from vacation on Friday, the day before the June dinner. We quickly found the world was once again flat and full of demanding conditions. However, because we

had such a wonderful time, we trudged through it all and we even had dinner at home last night, Wednesday... the first time in three weeks. OK, what does that mean? As most of you have experienced: leaving the family dog, clients, construction projects in process and chores around the house, for two plus weeks, creates dynamics that take on a world of their own... it seems that everyone, including the family dog (our present child), wants everything to be just as it was before we left. Well... wasn't going to happen. We had a wonderful time and enough said.

We also had a very busy weekend at the club. The biggest turnout I've ever seen, plus or minus 50 folks, who tore through pans of steaks, sausages and chicken, salad, beans and pasta, faster than three dogs on a biscuit. The guest speaker, Marty Chin, presented an informative program on diesel engine maintenance and a good time was had by all. Then on Sunday, Zack Sherry threw a party with about 25 guests to celebrate Beth's recent graduation from nursing school, a tough four year process. Judy and I tended bar and we met some new friends... that was a very nice afternoon. Lastly... Signs, we have new signs for the club, which haven't been installed as yet, and they look ok if I may say so myself. We also have a new mop, broom and spider web thingy. The First Mate tells me this is essential stuff.

White Cloud, the Peterson 44, sailed out with crew the Gate to mild winds from the northwest. The day was warm and I remember feeling free and very excited about the unknown adventures before me. The Cloud, was a strong and a good sailor. I recall that we had grins on our face as she was quickly trimmed to course and we could sit back over lunch and cold beer.

We sailed through the night to our first stop in Morro Bay. A few years before, I worked for Jones Ambulance while a student at Cal Poly in San Luis Obispo. It was during that period I became acquainted with a fortieship hippy type Doctor, who was known to step outside the rules whenever the conditions got in his way (you don't want to know). I wanted some pain killers and antibiotics in case I got bonked by a jibing boom or something worse off Central America. I gave him a call and he agreed to help me out.

We met at his office and to my surprise, he cancelled an appointment and drove me up to this barn behind his house on the hill. He opened the doors and there was a large sailboat under construction, 50+ feet I think. . Apparently, he had

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And Now, the Continuing Saga:

## New Membership Applications



Commodore  
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Jim Taylor

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Mickey & Dionne Wright  
6235 Arlington  
Richmond, CA 94805

Owners of a 27' Catalina named Liten Flicka  
Berthed at Marina Bay on D dock

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Scott & Rochelle Morris  
12416 Shorthorn Road  
Wilton, CA 95693

Owners of a 40' Allied Sail Boat named Sea Lion  
Berthed at Marina Bay on D dock.



## New Members

Richard Bartels  
306 Commodore Dr.  
Richmond, CA 94804

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

.....Continued from page 1

been building this boat for over 5 years and my up and coming adventure was just what he wanted to do. I could tell he was frustrated by how long his boat building chore was taking... I didn't say anything at the time, but it looked like to me that he had another 5 years work ahead of him. Anyway, the trip down to the Catalina Islands was uneventful and once there, we decided to rest for a day. The weather was beautiful and we dropped anchor outside this large cave at the northerly island, of course I wanted to go inside. A lady crew-member and I were the only ones interested and so we dropped the dingy and rowed on in. After a few turns, it became very dark... except for some rays of light that seemed to bounce off the rocks beneath, the water, which was like gin... surreal with the sound of the oars and our voices echoing deep into the cavern before us. We soon whispered, as our voices seemed like we were talking through megaphones. The cave seemed to get larger, for I no longer could touch the walls with an oar any more. I held one up and couldn't touch the top of the cave either. I was frustrated without a flashlight as I could imagine all sorts of rock formations, shell fish and seaweed hanging off the walls.

Suddenly there was this loud **ARUUGEAAA, ARUUUAA**, we couldn't see anything and something VERY big hit the water with a terrific, belly flop just in front of the dingy... the splash sent us to the wall. "**Whooh**" And the lady starts screaming... Whatever 'flopped' in the water was in a nasty mood! **It's coming to sink the dingy and its looking for lunch.** I turned the dingy around as fast as I could, with skill driven by fear and a great yearning to survive, in spite of the screaming lady... we virtually hydroplaned out of the cave.

I imagine that one day... a team of paleontologists will be studying the walls of that cave, taking notes and photos, while wondering what sort of creature could have made the circular claw marks on the walls of the cave... Our oars were at least 6 inches shorter by the time we made it back to the boat. The screaming lady blamed me for the screaming bull seal (I think)... and as one might imagine we didn't hit it off. She was getting off in San Diego, so I was OK with that. We arrived in San Diego, where Clouds owner planned a few days haul-out for bottom paint. That's when I learned that this was also going to be a reunion with the girl friend. Apparently, she didn't want to go on

this trip and surprise, surprise... she had her bags packed and now she wanted to go. OK, so that meant I had to find another boat?

I spotted this huge motor sailor across the marina and decided to knock on the hull. The Pez Esparta, was a 90 ton ketch built for the Duponts in the '30s, all wood and a beauty. The masts were laminated fir and varnished, and the main mast had to be over 4 feet thick at the deck and on into the clouds. She had two large saloons, one forward off the main deck and another aft, one deck down, both had fireplaces and one had a piano bolted to the floor. I inquired about the possibility of crewing and after a few questions I was asked to join the crew. I was given a cabin to myself.

The Pez Esparta was then owned by a Texas oilman and his plan was to sail her down through Panama, then up the East Coast and across into the Mediterranean Sea... "WOW," I was ready. This meant I would be going to the South Pacific via the Indian Ocean, and that sounded like a wonderful and exciting change of plans. It was time to forget about the New Zealand option and focused on Australia. If you recall, I had immigration papers for both.

According to the Skipper, the Pez experienced a small fire at sea and the crew was replacing all the funky, 30 year old wiring. "Just one more month and we'll be finished," he said. Free room and board and along that line, we ate well. I liked working on the boat and spending my evenings running about San Diego. However, after two weeks of working on these huge Spencer Diesels, I came to terms with two undeniable facts... (1) In no way were we going to replace the ships wiring in two weeks, much less 6 months or longer and (2) except for the skipper, I was the only one on the crew that knew anything about sailing and I didn't know Jack about sailing a 90 foot ketch. They didn't have electric winches in those days, i.e. who was going to pull all those lines, me? I don't think so.

*I can't change the direction of the wind,  
but I can adjust my sails to always  
reach my destination.*

.....Emailed to editor by Ellie Nail

# Maneuvering in the Marina

By S. Edmund Johnson -

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A recent article in the Marina Bay Yacht Club's *Signal* prompted me to write this article. As a live-aboard, I've had the opportunity to observe all manner of near misses when other sailboat skippers attempt to leave their slip or when they arrive back following a day on the Bay. More than once I've had to assist from the dock when a skipper has had trouble leaving or arriving at their slip, usually when our regular prevailing wind is blowing. And, more than once, a skipper has bumped into my boat while trying to maneuver in or out of his slip. Fortunately, there has not been any damage to my boat as yet.

I don't claim to be an excellent sailor, but I do believe that I can handle a boat under power pretty well, having owned both power and sail boats for more than 22 years. Also, having owned a home on the California Delta with a backyard dock on the river for 18 years, I regularly drove my ski boat on almost a weekly basis for 12 of those years. Now, as a live aboard in the Marina Bay Yacht Harbor, I regularly motor to the pumpout faithfully each week, as that is about the longest interval I can allow before the holding tank becomes full. Since I've lived aboard for over six years in Marina Bay, this means that I've motored my 42 foot sailboat in and out of my slip over 300 times.

Many sailboat skippers don't fully understand the basic physics of boat maneuvering dynamics. They know about them, but they don't really understand them enough to overcome them. So let's talk about some basics.

- First, I believe that we all know that sailboats have a "prop walk" when motoring in reverse. This normally tends to make the boat steer to port. This is very noticeable at lower speeds when first beginning. Small inboard fixed shaft power boats tend to have a prop walk as well, but to starboard instead. This is because their props rotate in the opposite direction. By the way, there is "prop walk" when motoring in forward as well, but that is pretty much negated by the effect of the prop wash flowing past the rudder, and the greater

influence of the rudder when in forward motion.

- Second, all boats need to be making some way (motion) to maneuver; otherwise they will simply drift with the wind or current.

How do you overcome the prop walk? Well, first let's discuss what causes it. It's called P-factor, or asymmetrical thrust. A brief explanation is that when a prop shaft is connected to a conventional marine engine in a sailboat, it usually exits the boat at an angle, sometimes up to 15 degrees from the horizontal. When in reverse, the prop rotates counter-clockwise when looking from the stern forward. As the blades of the prop pass through the horizontal, the blade on the port side has a higher angle of attack to the water than the blade on the starboard side, creating more thrust on the port side and therefore causing the boat to pull to port. If the prop shaft were to be completely horizontal, there would be very little, or no P-factor.

Now let's talk about backing out of a slip. If the skipper initially applies only idle-speed throttle when in reverse, the boat will accelerate very, very slowly and the prop walk (P-factor) will move the boat to port continually until enough motion is achieved for the rudder (assuming it is maintained amidship) to begin taking over and having a greater influence than the prop walk and therefore straightening out the track of the boat. Of course the track is now at an angle to the intended course, and if continued, the boat will hit the port side of the slip. So simply putting the boat in reverse isn't the technique needed to pull the boat straight out of the slip.

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## MINUTES OF MARINA BAY YACHT CLUB BOARD MEETING JUNE 18, 2005

Commodore Barry Eldridge called the meeting to order at 1500 hrs.

Present were Commodore Barry, Chuck Craig, Mike Tryon, Ardelle Cirino, Paul and Earlene Lagier. Absent were Jim Taylor, Lance Warren. Kathi Warren arrived 1550 hrs.

**Commodore's Report:** Progress on anticipated work on the deck and other items that the marina

was to take care has still not happened. We need to move forward and be more pro-active to get these tasks done.

**Vice Commodore's Report:** Ardelle discussed how we can access the messages on the club phone.

**Rear Commodore's Report:** Mike Tryon reported that 2 more applications had been received and the names will be published in the next Signal. On August 20<sup>th</sup> the Catalina 34 Assn. is

cruising-in and they would like breakfast on Sunday morning. Mike stated that he would do the breakfast. They will be providing crab and sides. We will reimburse them.

**Secretary's Report:** Earlene Lagier read the minutes of the last board meeting. They were approved as read.

**Treasurer's Report:** Kathi Warren gave her financial report and that we were in the black. She also told us what is on the new computer and that it is installed.

**Fleet Captain's Report:** Paul Lagier reported on the June cruise-out to Coyote Pt.

YC and the upcoming cruise-out to Vallejo YC on July 2<sup>nd</sup>. Several boats will be going up to the Delta early on Sunday morning for the Hilton Fireworks Extravaganza.

**Port Captain's Report:** Chuck Craig reported that he has called and emailed many clubs with no response. He suggested that we send our invitations in October for the 2006 year as most clubs already have their calendar set for the year. He also stated that the bar glass rack is up, but needs a bit more work.

### **Old Business**

Ardelle stated that the calendar still has some blanks where hosts are needed to do a dinner for the dinner meetings. Mike noted that he would not be able to do 1<sup>st</sup> Saturday breakfasts.

Much discussion on dues notices. It was decided that the notices should go out in November. Membership fees are due by January 1<sup>st</sup>, but we agreed to make request of them no later than January 31<sup>st</sup>. This would give us time to have all names in the 2006 Yachting Yearbook by February.

### **New business:**

We voted to accept Dick Bartles as a new member.

Zach Sherry will be our new Web Master at year's end. He has been working with Ed Johnson on learning the ins and outs of this job.

*Submitted by, Earlene Lagier, Sec. MBYC*

*(Condensed and edited by Ardelle Cirino: Signal Editor)*



## Marina Bay Yacht Club Upcoming Events July 2005

Cruise Out to Vallejo YC

July 2 - 3, 2005

Delta Cruise July 3 - 10, 2005

Contact Paul Lagier for details.  
(See page 2 for phone number or  
email:  
[fleetcaptain@marinabayyc.com](mailto:fleetcaptain@marinabayyc.com)

## Board Meeting and Dinner

Saturday

July 16, 2005

## Fantastic Chinese

(No Host- Catered)

Board Meeting 4:00 p.m.

Bar Opens approx.: 5:30 p.m.

Dinner 6:30 p.m.

Cost: \$15.00 p.p. Kids <13 = free



Hosts needed for September

## Help

If you are interested, please contact  
the Port Captain. (Contact info. on  
page 2) There are many of us that  
can help out if you have not done this  
before.

Cruise Out to San Leandro YC

August 27 - 28, 2005

Contact Paul Lagier for details.  
(See page 2 for phone number or  
email:

[fleetcaptain@marinabayyc.com](mailto:fleetcaptain@marinabayyc.com)

## Board Meeting and Dinner

Catalina 34 Cruise-In

Saturday

August 20, 2005

## Amazing Crab Feed

(Hosted by MBYC Board)

Board Meeting 4:00 p.m.

Bar Opens approx.: 5:30 p.m.

Dinner 6:30 p.m.

Special Dinner Cost  
\$30.00 p.p., Kids = \$15.00

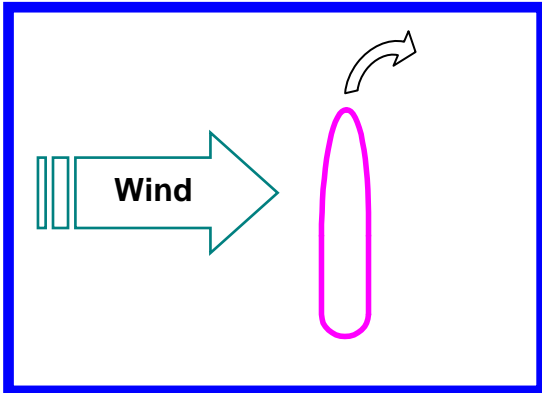
### Mark Your Calendar!!!

On September 17th the City of Richmond will be sponsoring The Festival by the Bay event. **MBYC will be holding an Open House on the same day. (BETWEEN NOON AND 4 PM)** Please set some time aside to come help us meet and greet folks that may stop by. We need your support to grow our club.

(Complete Details in September Signal)

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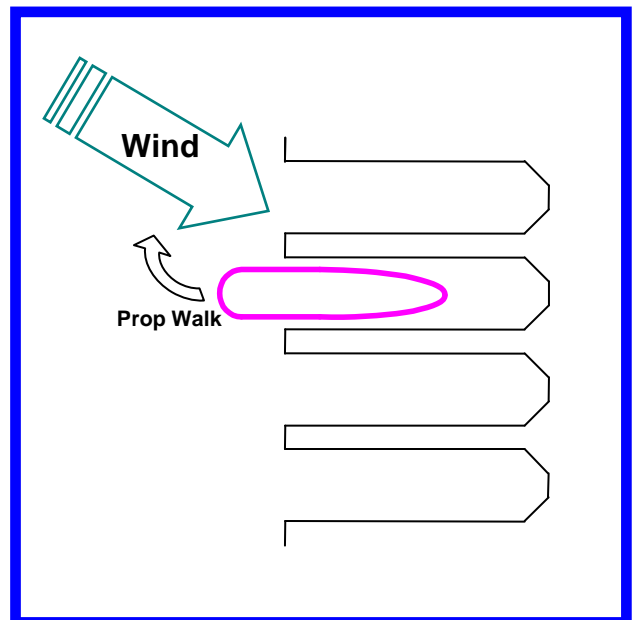
To successfully back a boat, the skipper needs to initially apply enough power in reverse to get the boat moving, then immediately back off the throttle all the way down to dead slow idle. This reduces the continuing effect of the prop walk. Simultaneously the skipper needs to turn half right rudder. Once the boat is moving, and the engine is in idle, the rudder can begin to take over, exerting more influence on the boat's motion than the prop walk. Initially there will be a little drift to port, but then as the speed of the boat increases it allows the right rudder to have the greater influence, and the boat will back straight out of the slip as the skipper adjusts the position of the rudder as necessary. Keeping the transmission in reverse will allow the skipper to apply short bursts of throttle, if necessary, so as to keep the motion of the boat great enough for the rudder to continue to maintain its influence.



This all works well when there is no wind. But how about Marina Bay where there is a relatively constant southwest wind? First let's talk about the second basic fact I mentioned above. In the diagram to the left, I'm trying to illustrate what happens when a boat is dead in the water with the wind direct abeam. Try to imagine the underside of any sailboat. It is asymmetrical. Regardless of whether a boat has a full keel with a barn door rudder or a fin keel with a spade rudder, there is more resistance to lateral movement within the water at the aft end of the boat. The result is that the bow will begin to fall away from the wind first.

So first and foremost, you've got to observe the winds and currents and then actively consider the effects that they will have on your boat before you begin your maneuvers. You should also try to take advantage of the wind and current when conducting your maneuvers.

Well, my situation is that I have a downwind slip, so let's examine that first. Look at the diagram below. This is the situation at Marina Bay with a prevailing southwest wind. I've not shown the other side of the fairway, so you should assume that I only have a limited amount of room to maneuver. With prop walk wanting to pull the boat to port and the wind wanting to push the bow to starboard, the only realistic way to exit the slip is to back out as straight as possible until the boat is about half way out, then turn full left rudder and allow the rudder, the prop walk and the wind to turn the stern of the boat towards the fairway exit (at the top of the diagram). Then back the boat out of the fairway all the way in reverse. This works quite well as the prop walk was initially helping to pull the boat in the direction I wished to go.



If I tried to motor the boat forward out of the fairway by turning the bow to port after exiting the slip, both the wind and the prop walk would be fighting me. I would probably zigzag back and forth trying to turn, as the wind caused me to drift slowly towards the boats and dock fingers to starboard.

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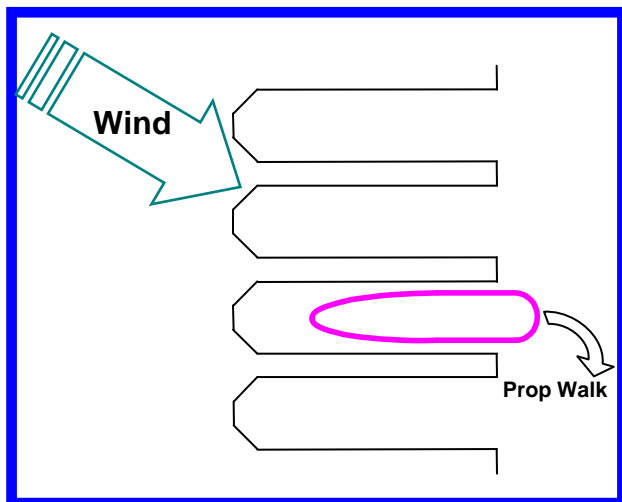
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I've seen skipper after skipper get into trouble by insisting on exiting the fairway bow first (in forward). As I've told friends and neighbors over and over, there is no shame in backing out of the fairway in reverse. In fact it can serve to show off your expertise once you've mastered it.

I often single-hand my boat, and another little trick I use before backing out of my slip, is to pull the stern of the boat closer to the starboard side of the slip just before I jump aboard and man the helm. This gives me a touch more maneuvering room to allow for the initial drift to port when first applying the throttle.

A good place to practice backing a boat is in the Marina turning basin where there is plenty of open space. The goal is to have the boat establish a straight track as quickly as possible from a standing start. Again, use an initial burst of throttle in reverse until the boat begins to move, then immediately throttle all the way down to dead slow idle and apply right rudder.

Now, what about those boaters with an upwind slip with the wind from the same southwest direction? Again, in the diagram below, the exit from the fairway is towards the top of the diagram. This problem is very similar, but a slightly different exit technique is used. In this instance, the boat is backed out as straight as possible using the



technique described above. Then place the transmission in forward to stop the rearward motion, causing the boat to pause in the fairway. The pause will allow the wind to push the bow towards the bottom of the diagram. The boat may need to be put in forward again, just a little, to give a little more maneuvering room on the right side of the fairway, as the wind, while it is pushing the bow away, is also pushing the entire boat towards the right side of the fairway. If the boat is maneuvered forward slightly, turning left rudder will take advantage of the prop's wash against the rudder to swing the stern to starboard. Finally, continue the exit by motoring in reverse all the way back up the fairway.

Next month I'll have some tips for some other maneuvering situations in the marina.

## Election of Officers

Believe it or not, it is that time again to start thinking of the Annual General Meeting and Election of Officers for 2006.

As the immediate Past Commodore, it is my duty to provide nominees and I need help to fill the slate. I hope that many of the current Board will remain and manage the Club for the next year; though not necessarily in the same capacity. We also need some new folks to step up and keep Marina Bay Yacht Club moving forward.

Please contact me by email [pastcommodore@marinabayyc.com](mailto:pastcommodore@marinabayyc.com).

Thank you..... Jim Taylor

# 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  
(Chinese Food- No Host)

## August

20 Board Meeting & Club Dinner  
Catalina 34 Cruise-In Crab Feed

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](mailto:SocialDirector@MarinaBayYC.com)

or phone Mike Tryon at (510) 520-2346