

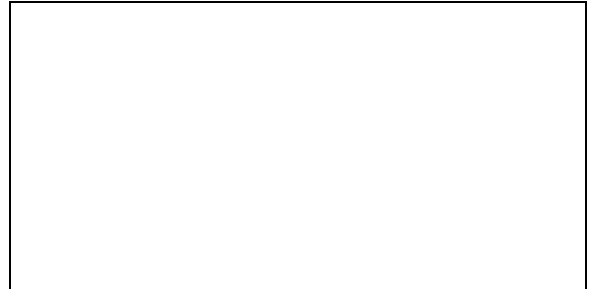


Marina Bay Yacht Club
2580 Spinnaker Way
Richmond, CA 94804-4569

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 \:

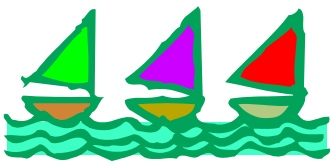
Signal Editor
P.O. Box 281, Station A
Richmond, CA 94808-0281



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 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



The Marina Bay Yacht Club Signal

Volume XX Number 8

Richmond, CA

August 2005

Commodore's Log



Barry Eldridge

We had a good time at the July dinner catching up with those who went on the Delta Cruise-out, over a wonderful Chinese dinner provided by Paul and Earlene Lagier, our Fleet Captain and Club Secretary. But alas, there was too much food for crowd to finish, so we packed it up for everyone to take home... That's what I call a spread!

Some of us returned on Sunday morning to tidy up the loose ends when we heard some awful news; a fellow sailor, while walking his dog on D-dock Saturday night, apparently tripped and fell into the water. It was late, he was fully clothed, the water is very cold, there was no one around to lend him a hand and, as he couldn't get out on his own, he drowned

Ok, short of installing ladders throughout the marina, could this needless death have been avoided? Until a better solution pops up, I suggest that everyone with ladders on the stern of their boat, that they leave the ladders unsecured, or untie them while your boat is berthed in the marina. Perhaps then, should someone inadvertently stumble into the cold bay, they could swim to one of these ladders and pull themselves out of the water. Lets get the word out... and if anyone has other ideas, please let me know?

The Club's Deck: Is getting screwed, washed and sealed (Hmmm), or so I was told by the marina folks. I dropped by to mention the mildew and dry rot in the deck's glass windscreen and they added this chore to their list. I forgot to mention the spiders.

Club Signs: Mike Tryon, our Rear Commodore, installed a new club sign at the entrance to our street, this one shows our burgee, ... now we are official and no longer just a Boat House. A larger version, with the Club's phone number and Web Page is installed on the second story deck off the Board Room. The thinking here is that one would no longer have to squint through

wire mesh and fencing to see the name of our club. Thanks for your time with this Mike...

Cruise-In Event: On August 20, the Catalina 34 folks will be cruising in for dinner... this is a great bunch so keep August 20 open on your calendar. This months dinner will be lobster and not crab as was unfortunately earlier announced. However, we will have a few cans of crab aboard for those who demonstrate that they are sufficiently disappointed.

BIG Mama Breakfast: The following morning, from 8 to 10 a.m. the club will be hosting breakfast for anyone in the marina who wants to attend. The cost will be minimum and we look forward to a big turnout of boat owners, livaboards and crew.

Gallantry is not a lost quality... Our Vice Commodore, Ardelle Cirino got a flat tire and with no jack, the situation was a pickle in the making. Then, out of the bushes stepped Super Mike (yep, same guy), who not only provided the jack, but changed the tire. WOW, and just in time for dinner.

[Editor's Note: The following resulted from my hasty review before printing. I apologize to Barry, but mostly to those of you that read the article and were left high & dry.]

Last Months Story: ended with;..."I don't think so." That abrupt end wasn't supposed to happen, but as we all know, (muffle) happens. So, continuing on...

So, out of frustration I called Sausalito and BEHOLD the Barunita, which you may recall (of course) I tried to crew on two months earlier, was scheduled to leave Sausalito in three days and they had a place for me, assuming I still wanted to join the crew. Yep! We agreed to meet in Newport Beach.

It's Time to Leave: I explained my dilemma to the skipper of the Pez Esparta, a good man who seemed to understand my time constraints (as they were presented of course...). We shook hands and I walked off

Continued on page 3



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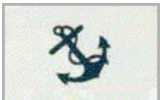
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New Membership Applications

No new applicants as of this printing



New Members

Mickey & Dionne Wright
6235 Arlington
Richmond, CA 94805

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

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.



“Queen of the World” !!!

(Earlene Lagier approaching the Richmond Bridge)

(Continued from page 1

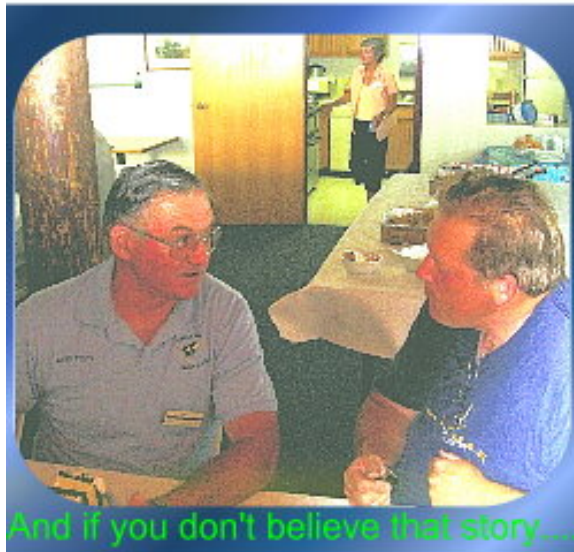
with my sea bag to the 101 and caught a ride with a fellow my age, who just happen to live in Newport Beach.

Pub in Newport: While buying my new acquaintance a beer, I asked if he knew where I might stay for a week or two. As luck would have it, he was on his way to a family event back east, and said I could crash at his place if I wanted... for free. My luck continued, for he also had a bike, on which I found a boat yard on the north side of Balboa, where I talked myself into a short term job caulking decks.

The Barunita: She arrived, with all the bells and whistles one might wish for a 60 foot Sloop in the 60's, which compared to today's standards, didn't amount to much. The crew consisted of the Owner, this fellow Clive, from England, myself and four ladies... darn! Orientation: That day, Clive and I and the ladies caught a bus to Disneyland (get to know each other). Then, a week later we were in Encinada, signing into the country. I still had 5 months to get to New Zealand and now I was on my way, or I thought I was, but that's another story.

Good weather to you all...

Barry Eldridge, Commodore



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.

Thank you..... Jim Taylor

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More Maneuvers In the Marina

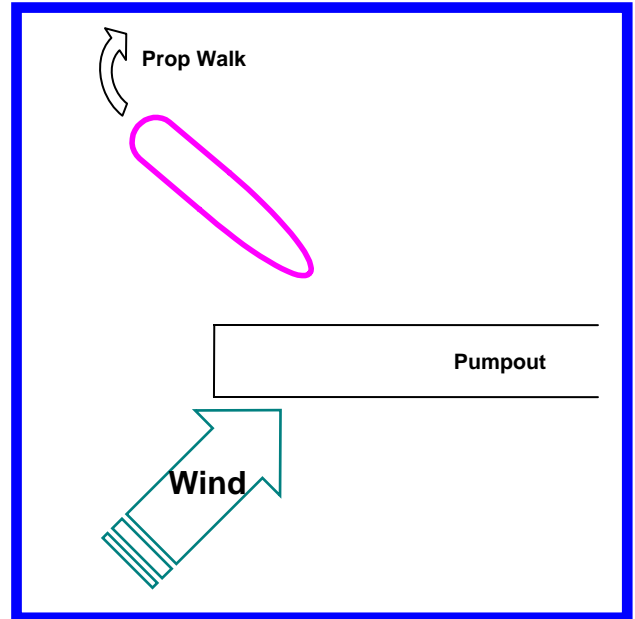
By S. Edmund Johnson - 
© 2005

Recently, I was asked by another sailboat skipper, “What side do you disembark from your boat when pulling into your slip?” I answered “The starboard side, because there is an opening in the starboard side of my center cockpit coaming which allows me an easier exit than the port side.” The skipper was surprised. “Doesn’t your boat want to pull away from the starboard side of your slip when you put your boat in reverse to slow it to a stop?” I answered, “It could, except for a little technique which I use.”

We all know about prop walk which pulls a sailboat to port when in reverse. I discussed this in my article last month. The technique I was talking about recently with the other skipper is to rapidly turn left rudder just as I put the transmission in reverse to slow the boat to a stop in the slip. For that last split second, the rudder seems to have a greater influence over the boat than does the prop walk. The rudder’s action will actually counter the prop walk and the stern will move to starboard as the boat stops, gently nudging the starboard side of the slip. That’s when I exit the cockpit and jump down onto the slip finger to grab the boat’s lines. I use this same technique for my weekly visits to the D Dock pumpout.

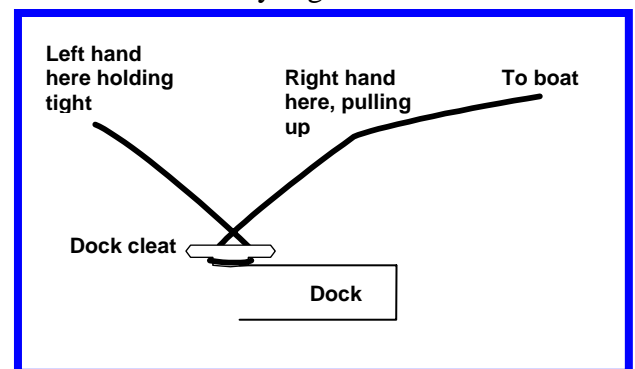
In the first diagram, you can see that for the normal wind situation at Marina Bay, I usually approach the D Dock pumpout from the north at a 45° angle. As I get closer to the dock I begin turning to port to begin paralleling the dock. Using the technique mentioned previously, I quickly turn left rudder as I place the transmission in reverse and to slow the boat. The left rudder moves the stern to starboard, and the boat slowly comes to a stop, gently nudging the dock. The next step requires some hustle, since I often go to the pumpout by myself. Since the wind is now going to push the boat away from the dock, I have to exit the cockpit

and jump down to the dock very quickly. I have pre-arranged a bow line and a stern line to hang on either side of the lifeline gate so that as I



jump to the dock I can take the ends of both the lines with me. I toss the stern line anywhere convenient onto the dock and then concentrate on securing the bow line to a cleat. I then run back to the loose stern line and secure it to a cleat. The boat is now secure, except that it is also about 10’ away from the dock.

Now, to get the boat back to the dock. I un-cleat one of the lines, but “take a turn” around the cleat and hold it tight in my left hand. I reach out with my right hand as far as I can



between the cleat and the boat and pull up.

Fleet Captain's Report

The July 2nd cruise-out to Vallejo YC was well attended with 5 Marina Bay YC boats sailing over. **Echante**-Dave and Sue Jacoby, **Pixy Trails**-Barry Eldridge and Judy Murray, **Quest**-Dick and Del Boss and with them Beth and Zach Sherry, **Windlock**-Mike and Janice Tryon, and **La Dolce Vita**-Paul and Earlene Lagier. Charles Craig, Lance and Kathi Warren, and Jim Taylor drove over to join us for dinner.

Vallejo YC seemed a bit disorganized as far as berthing our fleet, but the dinner (salmon, steak, or chicken) was great. The live band was fine and we danced and listened to the fine music.

Quest and **Pixy Trails** returned to Marina Bay on Sunday. The other boats left early Sunday morning for the Delta cruise and the Baron Hilton Fireworks Extravaganza at Mandeville Tip. The trip up river from Vallejo was great with sailing winds and flood tides all the way to Venice Reach where we all anchored close to **Dakota** (Ed and Dorothy Johnson) and had a Mexican Potluck Dinner aboard **La Dolce Vita**. The fireworks started about 9:30PM and lit up the sky for about 30 minutes.

The Delta weather was kind to us this year with temperatures in the 80's and nice breezes to keep us cool.

The Jacoby's, and Lagier's all went to dinner at the Sunset Grill at Tower Park on Tuesday as guests aboard **Dakota**. **Windlock** had to return to Marina Bay and were not able to join for this dinner. Thanks so much Ed and Dorothy for the ride to Tower Park.

Dakota, **Echante**, and **La Dolce Vita** sailed Thursday morning. **Echante** and **La Dolce Vita** stopping at Benicia for the night. **Dakota** continued on to Marina Bay.

Dakota and **Echante** both had to clear their raw water strainers of Fishweed as we were leaving Thursday morning. (A common event this year in the Delta.)

All said and done we all had a terrific holiday.

Paul Lagier
Fleet Captain

The August Cruise-Out Information

The August 27-28 cruise-out is to the San Leandro YC. I have been in touch with the Port Captain Dan Hand by telephone and email last Thursday and he will be sending me all the info for our cruise-out. As this is over a month away I will be getting all the info to you as we get closer to August 27th.

This will be a very nice destination for us to sail to with a lot happening there when we arrive. Please consider this cruise-out and let's have a big turn-out. Hope to see some new faces joining us.

Paul Lagier
Fleet Captain

Please contact Paul if you would like to join in for this adventure. Summer is fast approaching an end and you don't want to miss out on all of the fun !!!



Marina Bay Yacht Club
Upcoming Events
August 2005

Cruise Out to
San Leandro Yacht Club
August 27-28, 2005

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

Board Meeting
and Dinner
Catalina 34 Cruise-In
Saturday
August 20, 2005

Amazing Lobster Dinner

(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



Hosts needed for November

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 Drakes Bay
September 10 - 11, 2005

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

fleetcaptain@marinabayyc.com

Open House
noon -4:00
Board Meeting
and Dinner
Saturday
September 17, 2005

Fresh Fish from Alaska

(Hosted by the Taylors)

Board Meeting 4:00 p.m.

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

Dinner 7:00 p.m.

Dinner Cost
\$15.00 p.p., Kids <13 = free

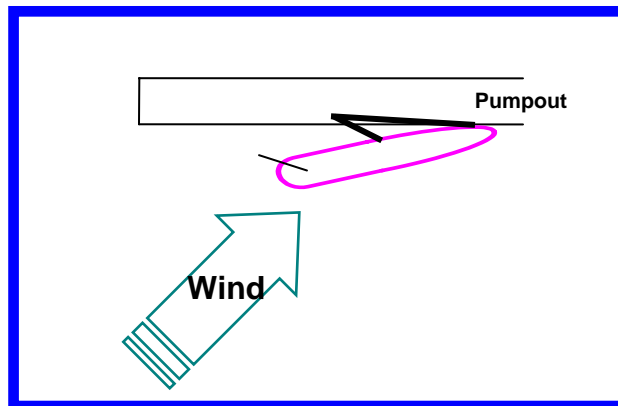
Continued from page 4

This gives me an extra amount of leverage to pull the boat in toward the dock. Letting go of the line with my right hand, I pull in the slack with my left hand, and then I repeat the process over again and again until the boat is snug to the dock.

Leaving the dock is easy because the wind will help me by pushing the boat away as I uncleat and jump aboard. But I still have to be careful that the wind doesn't push the boat away too fast or it will be a long jump. For my weekly pumpout I use 50' dock lines so that I will have plenty to work with. So at the bow, I uncleat the line, but still leave a turn around it. Using the extra line I run it back to my amidships cleat aboard Dakota and cleat it off. Then I uncleat the stern line, and while holding it taught I jump aboard. I flip the stern line off the cleat and bring it aboard. The stern is now starting to drift away from the dock due to the wind. I then uncleat the bow line from the boat's amidships cleat, flip the line off of the cleat at the bow, and I'm free.

So the next maneuver is when the wind has reversed, or if the north side of the pumpout dock is already occupied, and the situation is where the wind is pushing the boat into the dock. First, I arrive at the dock nearly parallel and only two to three feet off. Bringing the boat to a stop, I let the wind push the boat into the dock. There is one caution. Do not stop the boat too far away from the dock. Even at only three feet away from the dock, if the wind is brisk enough, the boat may pick up enough momentum that when it finally closes to the dock, it is possible to burst fenders.

Now that I've pumped out, how do I get away from the dock with a wind pushing me into the dock? First I place a fender near the bow and



run a line from the bow cleat back to a cleat about amidships on the dock, and from there to my boat's amidships cleat. Next, I cast off the stern line, put the transmission in forward, turn left rudder, and apply some power. The boat can't move forward, and the prop wash pushing against the rudder causes the stern to move away from the dock. Next I release the line at the amidships cleat while simultaneously putting the transmission in reverse. The boat begins to pull away from the dock and I flip the bow line off the dock cleat and we're off!

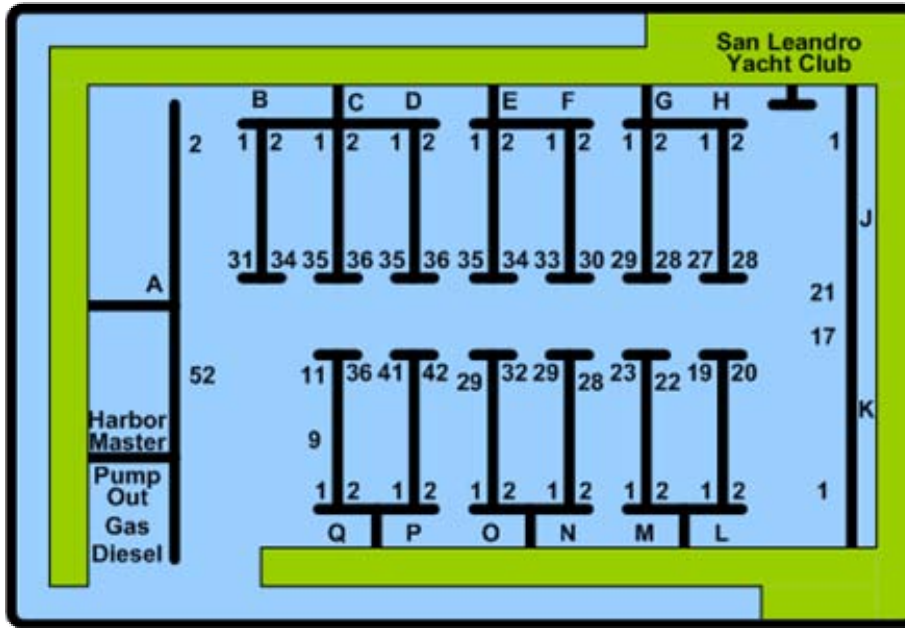
Although I've given some examples of how to maneuver in certain situations, what is most important is for a skipper to literally take a moment and think their maneuvers through. I believe that most skippers simply hop aboard and try to play it by ear. Seriously, take a moment to really observe the wind, the current, and any other factors that might affect your maneuver, and finally consider what you will have to do to counter those effects.

Fleet Captain's Report

Continued

The following is additional information about the San Leandro Yacht Club, retrieved from their website. You will find it useful if you plan to participate in this outing.

Check our [calendar](#) to see if we have a special event planned that you might want to participate in, such as the annual Lighted Boat Parade in mid December, the San Leandro Cherry Festival the 1st full weekend in June or our Invitational Regatta in late summer. Then contact our [Port Captain](#) to reserve your date.



[San Leandro Marina](#)

[Harbormaster](#) monitors VHF 16

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Drive [NEW](#)

San Leandro, CA.

94577-4003

+1 510 351 3102

Yahoo [Map](#) Maptech

[Chart](#)

The 1-2 marker pair of our 6' MLLW channel is located at 37° 40.3' N - 122° 13.2' W (NOAA chart 18651).

At the end of the channel (13-14 marker pair), come hard to Port. You will see the marina fuel dock to your port, which offers easy access to the Harbormaster's office.

As you pass the [fuel dock](#) on your port quarter, Q dock will be slipping past on your starboard. Off your port bow, you will be approaching A dock. Turn to starboard past the end of Q dock to reach B, C, D, E, F, G, H and J docks on your port and Q, P, O, N, M, L and K docks on your starboard. Slips are numbered starting at land and progressing towards the main fairway. Even numbered slips are towards the back of the marina, odd numbers are towards the bay. Our guest dock is nestled between the ends of H and J docks at 37° 41.9' N - 122° 11.3' W.

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- Lagiers)

August

20 Board Meeting & Club Dinner
Catalina 34 Cruise-In **Lobster dinner**

27-28 Cruise-out to San Leandro YC

September

10-11 Cruise-out to Drakes Bay
(Duvall)

17 Board Meeting & Club Dinner
(Fish from Alaska- Taylor)

October

8-9 Cruise-out to Half Moon Bay

15 Board Meeting & Club Dinner
Octoberfest- Tryon
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
Holiday dinner- Kirk

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