



Louis Berg

### Commodore's Log

Hello Fellow Members;

Not too much to report as far as sailing activities in the month, however we did have a business meeting. The meeting was held

in Sacramento at the home of your vice commodore, Roy Edwards. I must apologize for the late notice of the proposed meeting. My computer and I were having a little disagreement and by the time I got it fixed it was quite late.

Dee Sykes was there to make her entrance as our new secretary. Thank you Dee for volunteering to do the job. We shall now have a much better record of our important decisions. Among the topics discussed, the need to purchase liability insurance, the need to revise our by-laws, the Club Nautique's interest in our club and the proposed club sponsored dinners for special occasions. The results have not been entirely resolved yet, but we hope have some answers by our next meeting.

July will be more active in the fun department with the cruise to San Leandro, hope to see you there.

Your Commodore,  
Lou Berg

### Fleet Captain's Report

Hello All,

I just heard from SLYC and they are looking forward to our cruising over on July 14th. They will do dinner on Saturday and a continental breakfast on Sunday for us. Please let me know ASAP if you plan to attend. I do not know the dinner meal yet or the cost, but will let you know when I know.

Here are the tides for Saturday and Sunday at San Leandro

Saturday July 14 <sup>th</sup>	Low - 0705 hours. High - 1415 hours.
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Sunday July 15 <sup>th</sup>	Low - 0717 hours. High - 1455 hours.
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This is a fun club. The bar features the San Leandro fill, which means glasses filled to the rim and you won't be able to pick up the glass. You have to sip it first.

We have had a great turn-out for the last 2 cruises and looking forward to another big cruise-out.

In April, the cruise-out to Benecia had a great turn-out. Those sailing over were: Dennis Gade and crew on DOLCE VITA, Dave and Sue Jacoby on ENCHANTÉ, Mike and Janice Tryon on WINDLOCK, Barry and Judy on PIXY TRAILS, Jim Taylor and crew on UNCLE GEORGE, Marc and Dee Sykes and crew on PEGASUS, and Lou Berg and Roy Edwards on WILDCAT. As I recall the trip over was somewhat unpleasant. Since Paul was in Mexico I drove over and joined the group. Marc's daughter had an unfortunate loss. Her cell phone went overboard.

We had our Board meeting before going to dinner. We were about 16 people and had a nice meal at the yacht club. It was nice to see so many of our members on this cruise-out.

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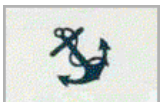
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## New Membership Applications

No new membership applications at this time.

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## New Members

No new members at this time.

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In May the club tackled the Petaluma River. Those sailing over were: Dave and Sue Jacoby on ENCHANTÉ, Tom and Kathleen Wolinski on GRACE, Lou Berg and Roy Edwards on WILDCAT and Marc Sykes and crew on PEGASUS. He had the unfortunate displeasure of spending some time aground. New members Mike and Lupi Shulkins, Barry and Judy and I drove to join the group.

Lou and Roy hosted the meeting and then we all walked into town for dinner. We had a large crowd for dinner.

Petaluma was having their Graffiti Night and there were many beautiful vehicles to see and enjoy. It was a very nice evening.

Thanks to Marc for putting these two cruise-outs together. Anyone up for going to the Delta of the 4th of July Fireworks? Let me know.

As of this date (June 5<sup>th</sup>), Paul and LA DOLCE VITA are in Santa Barbara. Due to weather conditions he may be there the rest of the week. He did come for last weekend for a retirement party.

Happy sailing,

Earlene Lagier  
Fleet Captain, MBYC

## Sailing Tips

Sailing the easy way . . . How to look like the “FIT BOAT” rather than have a boat fit.

Spend a bit of time at the dock checking the settings of the mainsail and jib halyard, reefing, and backstay tension before you need them and the seas have turned

and you’ll look like the knowledgeable skipper and save a first mate too.

Next time you raise the main, mark the line with a piece of tape at some point that is visible to the person who pulls the last bit of tension on it like just at the edge of the winch or stopper for the line.

Now, when you go out, adjust the tape if you find that you needed to change the tension under sailing conditions. After a few times out, you’ll find the correct spot

so that every time you put up the sail, it will always be set correctly the first time. Now you can change the tape mark to a line with an indelible mark.

Repeat this process for other items on the boat as suggested above, including other marks on the main halyard for how much to let off to place the forward reef or set and free a main topping lift, etc.

David Jacoby  
SV Echanaté

## Reprint from May 2002 Signal

A year ago I had the engine in Maenad replaced in San Rafael. The old engine had lost compression at about 180 hours after a complete rebuild. The shop owner and the installer of the new engine made a point of telling me not to use soy diesel in the new engine (I had been using petro-diesel in the old engine). They said that they had recently put a new engine in a boat, and over a short period of time a residue congealed in the fuel tank. They had to scrape out the fuel tank and dismantle the engine to clean crud out of the cylinder head. The boat owner had been using petro-diesel. He drained the fuel tank but didn’t clean it, and switched to bio-diesel for the new engine. Shortly after, the PICYA Log ran an article by Jim Shubin on bio-diesel, which I have excerpted as follows:

‘Jim Shubin is a member of MMBA, and has been using soy diesel in his boats for years. Jim notes that “Boat US” did an article on soy awhile back that talked about soy use in boats. It is said that Dr. Rudolf Diesel promoted the use of agricultural fuel.

‘According to Joshue Tickell, “Bio-diesel fuel is very lubricating, which makes it better for diesel engines than diesel fuel. The best part about bio-diesel is that it requires absolutely no engine modifications.’

I contacted Jim Shubin to get a better fix on the situation, and he e-mailed back the following (edited):

‘Here are some of my thoughts on your concerns:

1. Many people, installers and even my brother-in-law with his engine, have bought the line from the petroleum industry. Remember, the first diesel ran on peanut oil.

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2. Residue in the tank with soy would be the same with petroleum; you should put in the additive that stops growth in diesel in the tank.

3. Some people go 50/50 with petroleum diesel and soy. I discussed this with the people that manufacture soy and they have been running soy in their Volvo station wagon at 100% for years. That's what made me go 100%.

'As for my use, I ran soy in my Farallon Clipper (#7) with a Perkins for the seven years I owned her, at 100%. Unless I couldn't find soy; then I simply filled with petro-diesel. When petroleum diesel was downgraded and people were complaining about engine seals and other rubber being eaten away, we had no such problems. The soy has more lubrication than petroleum anyway.'

I also discussed the question with an in-law who has a Volkswagen garage. He drives a diesel van and uses bio. He says:

'I switched to petro-diesel for one tank-full to see why I was getting some smoke on startup. I wasn't sure if it was coming from bio-diesel or the way I have my fuel injection pump adjusted. The engine is brand new (not rebuilt, but factory new), with a new pump and injectors. So I knew it wasn't a compression/injection mechanical problem. And the smoke is obviously the product of incomplete fuel combustion. I didn't remember it happening when I was running regular dino-diesel, so I switched to find out. Somehow it does seem to disappear with petro-diesel.

'I'm selling bio-diesel fuel (B100 from World Energy) to quite a few other people driving a range of cars and trucks (from a brand-new VW TDI Golf to a monstrous Ford Power Stroke 250 7.2 Liter Cummins). So I've been watching their vehicles and questioning them about it. So far the problem seems peculiar to my van. It makes a nice puff of smoke on cold start-up, and again if the engine is started after being shut down for around 10-15 minutes. Starting after 20 minutes causes no smoke at all; restarting warm after 5 minutes - ditto.

'I'll figure it out someday, I think; in the meantime, I didn't like the way the engine felt during that one tank of petro-diesel. Like it was tinnier, noisier, not as smooth. The only usability problem that I KNOW is attributable to biodiesel results from a characteristic of B100 to clean the interior surfaces where diesel fuel has been living. This is well documented and I was expecting it, but I was still shocked when, in the course of an hour's driving - after running B100 for three weeks in

daily commuting - power went to about 1/3, accompanied by sputtering and otherwise acting fuel starved.

'I was well armed with spare fuel filters and after changing it was rewarded with complete return to normal driving. This occurred again a week later and hasn't happened since in several weeks driving. When I examined the clogged filters I didn't see any evidence of sludge or any other sign anything was wrong - perhaps a thorough back flushing would have revealed something, but I didn't go that far, not being really equipped for it.

'The recommended method for switching to BD suggests removal and cleaning of the tank, but that's a pain in the kiester, and if I can obtain the same results by changing filters a couple times, so be it. I'm also not spooked by the myths/warnings about BD eating rubber, as in fuel hose material and pump seals, etc. I don't know of any fuel system components made of natural rubber, which would also be subject to damage by petroleum products.

'Another nice thing about biodiesel - the toxicity properties: The stuff is less toxic than hand soap, according to all published clinical tests. Same biodegradability characteristics as salad oil. And a higher flash point than diesel by about 30 degrees makes it safer, too.'

'I'm assembling a bunch of information at our Yahoo e-group -- go to <http://groups.yahoo.com/> and search for marinbiodiesel. Of course, you need to be a Yahoo member to access the files section there, but you can read the posts without being a member. Also: <http://Journeytoforever.org> and <http://journeytoforever.org/biodiesel.html>'

So there you have it (I think). If any reader has had experience with bio-diesel, please send your comments to [Signal-Editor@MarinaBayYC.com](mailto:Signal-Editor@MarinaBayYC.com).

And thanks.  
Erwin Gove  
MBYC Signal Editor 2002

# *MBYC 2007 Calendar of Events*

## *January*

13-14 Cruise-Out to South Beach  
Board Meeting & Installation dinner

## *February*

24 Board Meeting & Dinner  
Cruise-Out to Point San Pablo Yacht Club

## *March*

31 Board Meeting & Dinner  
Cruise-Out to Benicia

## *April*

21 Board Meeting & Dinner  
Jack London Square

## *May*

19 Board Meeting & Dinner  
Cruise-Out: Petaluma Yacht Club

## *June*

16 Board Meeting & Dinner  
Cruise-Out: TBD

## *July*

14 Board Meeting & Dinner  
Cruise-Out: San Leandro Yacht Club

## *August*

18 Board Meeting & Dinner  
Cruise-Out: TBD

## *September*

15 Board Meeting & Dinner  
Cruise-Out: TBD

## *October*

20 Board Meeting & Dinner  
Cruise-Out: TBD

## *November*

17 Board Meeting & Dinner  
Cruise-Out: TBD

## *December*

15 Board Meeting & Dinner  
Cruise-Out: TBD

**NOTE: Please make reservations for each Yacht Club dinner you would like to attend.  
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