



Commodore's

Hello members and friends of the Marina Bay Yacht Club...

What does the 4th of July mean to you? Here are my thoughts on this question...

I think most of us think about the 4th of July when summer rolls around, for Independence Day is celebrated early summer over a three day weekend. We have fond memories of vacations, camping trips, fireworks, boats on the water and family reunions.

For us, Independence Day is all about freedom, and that Freedom comes at a price. I often think about my own service to our nation. Today according to the USA Census Bureau there are 306,797,260 people living in the USA. 1,500,000 serve in our armed forces. When you do the math, less than 1/2 of 1% of us are serving our country today.

We all serve our country in one way or another. We pay taxes, vote, argue about current trends, pay more taxes and maybe feel good about being an American and then we pay more taxes. I served in the U.S. Navy from 1970 to 1976. I bet most of you didn't know that Janice also served the U.S. Navy. We met in San Diego and she has been crazy about me ever since.

Most of us have family members who have also served and life in the Military can be difficult (for sure), but then, ...getting up every morning, kissing your bride and talking over a hot a cup of coffee is what it's all about, right? If we can also take in the breathtaking scenery of the California delta from our boat, well, ...you know what I'm talking about.

Mandiville Island: Wonder of all wonders we arrived, sailed close to the Club fleet and drop our hook. Soon we were visiting each others boats, enjoy some wine, good food and together, we all watched the fireworks, ...always a delight.

In the back of my mind I couldn't wait to take on the excitement of the returning cruise home. This is what it's all about for most of us. It's the voyage we crave. One year, while enduring a fierce San Pablo Bay blow, the first mate kept looking at the Carquinez Bridge, "It's still there," she said. Maybe because we were getting wet or maybe she didn't have the unfailing confidence I did in our rigging. She renamed San Pablo Bay (B ____ Bay). I'm sure if you ask politely she would share her feelings on this matter.

This year the toughest leg of the Delta trip was the return, while crossing Honker Bay. The wind was blowing thirty knots on the nose and I was making 2.5 knots. I didn't like those numbers and Wind Lock is a great upwind sailor. So I put up a full main turned off the wind thirty degrees and hung on. I kept the main set in the middle of the traveler and was making 8.5 knots. I tacked back and forth and the water came over my new dodger, off the side of the dodger. Yeah I was wet but flying across a bay named after fowl. So be it. You just have to love this stuff!

I sincerely hope all of you enjoyed Independence Day 2009.

Fatigue and the Cruising Sailor

By Paul Lagier

Several years ago, Earlene and I were sailing non stop from Ensenada, Mexico to Cabo San Lucas. We had guests flying into Cabo to cruise with us in the Sea of Cortez, so we were in a hurry to get there.

Strong Northwest winds were blowing all along the Baja Coast occasionally reaching gale force. After clearing Sacramento Reef, First Mate Earlene was feeling sick and as this was rare for her, I sent her to bed. I suspect she caught some bug while we were in Ensenada.

Continued on Page 3 . . .



Commodore
Mike Tryon
(510) 227-5782
TheCommodore@MarinaBayYC.com



Rear Commodore
(Vacant)
RearCommodore@MarinaBayYC.com



Secretary
Judy Murray
(916) 487-5351
TheSecretary@MarinaBayYC.com



Treasurer
Tom Wolinski
(510) 205-6358
TheTreasurer@MarinaBayYC.com



Fleet Captain
Earlene Lagier
(209) 599-6635
Fleet-Captain@MarinaBayYC.com



Safety Officer
(Vacant)
Safety-Officer@MarinaBayYC.com



Past Commodore
Barry Eldridge
(916) 487-5351
Past-Commodore@MarinaBayYC.com



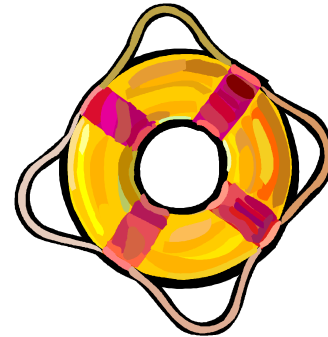
Webmaster
Ed Johnson
Websman@MarinaBayYC.com



PICYA Representatives
Barry Eldridge Paul Lagier
(916) 487-5351 (209) 599-6635
PICYA-Representative@MarinaBayYC.com

New Membership Applications

No new membership applications at this time.



New Members

David Santel and 1st Mate Genny have applied for Regular Membership. They live in Petaluma and can be reached at: (707) 980-5601. They sail a Catalina 30, Pax Vobiscum, which is berthed at Marina Bay F192. The Santels are sponsored by Glen Bigalow and Tom Wolinski.

NOTE: The Board experienced an unfortunate delay of some two months before the Post Office finally got the Santel application to us. So to speed up the process, the Board voted to accept the Santels as Provisional Members to the MBYC. The Board will then formalize this decision at their next Board Meeting in August as required under the By Laws.



... Continued from Page 1

During the night, the winds increased, reaching gale force by dawn. It was very rough in Sebastian Vizcaino Bay, so I edged over close to Cedros Island hoping to find smoother water. By late afternoon I was very tired, as I had been on watch for 35 hours in rough seas. Earlene was up now and feeling better, so we decided to anchor for the night and get a good nights sleep.

We were using Captain Rains Mexico cruising guide, which told us that good anchorage in strong North West winds could be found at the south end of Cedros Island, just beyond the salt loading docks. When we reached the coordinates provided, we found 40 knot winds and very rough conditions, so we decided to turn around and anchor behind the south break water at Cedros Village.

Using the Auto Pilot, we started to turn. We reached 90 degrees and the Pilot would go no further. I opened the hatch into the steering gear and saw that bolts holding the clutch assembly to the quadrant had sheared off. ..."Mr. Auto" was no longer connected to the rudder. I took the helm, steered to Cedros Village and we anchored.

Earlene started dinner while I investigated the problem. The auto pilot clutch is a simple device consisting of a 1/2" aluminum plate that's bolted to the quadrant with two 1/2" stainless flat head bolts. The clutch assembly is then bolted to this plate with six, tapped in 5/16" bolts, ...these are the ones that sheared off.

I couldn't think of a solution, or a way to repair this. I had no way of removing the sheared bolts from the aluminum plate and told Earlene I couldn't fix it, but since there are two business operations on the island (a salt loading facility and a fertilizer plant), I thought there must be a machine shop that could help us.

I removed the 1/2" backing plate from the quadrant, for I wanted this ready to take ashore with me in the morning. I got cleaned up, for Earlene fixed a nice dinner, and then we went to bed.

We were happy to be at anchor behind the breakwater as the seas out in the channel were now breaking.

At 4:00 AM I woke up suddenly and knew how to fix the auto pilot. All I needed to do was drill new holes through the clutch assembly, backing plate and quadrant together, and bolt it back together.

Up at 6 AM and I started boring holes while Earlene made breakfast. I bolted everything together with new 3/8" SS bolts and we were underway by 8:00 AM. The gale had blown itself out during the night and Mr. Auto was happily steering us into smoother seas. ...and has continued to steer us thousands of miles since.

In my fatigued state I just couldn't think of a solution, but after some sleep, the process was obvious.

- 0 0 0 -

An editorial note:

Hat's off to Fleet Captain Earlene Lagier. Being conscientious and hard working sometimes isn't enough, at least when it comes to arranging cruiseout destinations. Unfortunate circumstances, i.e. a fire in the San Rafael Y.C. kitchen killed the March trip and club officers with conflicting information, aced us out of the Oyster Point trip in May. So Bummer! However, being good natured and tenacious more often then not, does the trick.

Thanks Earlene!

What Does a Club Officer Do?

Past Commodore: This officer is responsible for maintaining continuity between past and present administrations. He or she also acts as counsel to the current Commodore, while sharing knowledge and experience with the Board of Directors. Although this officer may be called upon to serve as an emissary for the Board, serve on a special committee or in support of a specific task, the Past Commodore is now a non-voting member of the Board of Directors.



Continued on Page 4 . . .

Coming Home from the Delta

By Tom and Kathleen Wolinski

Our trip back was memorable when we hit Honker's Bay Sunday afternoon, riding a knot and a half ebb current going into 25-30 knot winds.

The combination of winds and opposing current raised waves of 2 to 4 feet and crashed over the bow. It seemed like every other wave resulted in our bow coming out of the water and pounding into the following wave. Our speed dropped quickly from 7-8 knots to just 3.5 knots of very uncomfortable motoring. We figured it would take at least 4 hours to get to Benicia, so we turn around, very carefully, and headed to Pittsburgh for the night. We left at 6AM on Monday, had a easier time out and a very nice trip home.

While we were fighting the waves in Honker's Bay on Sunday we saw a small ski boat just floating with a loose anchor line and with maybe a person laying down in the cockpit.

Kathleen tried to get the person's attention as we bounced past, but with no response. Just then we passed a larger Bayliner type power boat, with people on board pointing to the loose ski boat, indicating to us that they were going back to help. So we continued on and were shortly passed again by the same power boat towing the little ski boat with someone aboard; looked like a teenage girl holding on for her life.

Perhaps it was too dangerous to transfer the passenger to the bigger boat, but this sure looked like a dangerous situation. That's when we decided to turn around and head for the Pittsburgh marina.

An Event

The "Knight Star" ran aground during the third and final leg of Tuesday's Royal Channel Islands Yacht Club's 14th Waller Harris race from Binic, France to Jersey, U.K.

As they passed the rocky La Longue outlet, all 19 of the other boats sailed clear of the shallow water that conceals the rocks in this area. When the "Knight Star" attempted to clear the coastline, however, it became lodged in the rocks and grinded to a halt.

"The enthusiasm of the competition got to them, clearly they went in too close," said the yacht club's secretary. (an understatement..!)



Although the boat looks to have been in a precarious position, surprisingly, it wasn't badly damaged. A metal "wing" on the bottom of the keel protected the boat from serious damage and allowed it to sit upright. (Note the navigation monument off the Port beam... clearly, it there when they looked, ...a chart error?)

San Francisco Yacht Club

We had four boats on this trip. Paul Lagier and First Mate Earlene on La Dolce Vita, Tom Wolinski and First Mate Kathleen on Grace, Mike Tryon on Wind Lock, Barry Eldridge and First Mate Judy Murray sailed over last on Pixy Trails.

Land Yacht Attendees were Ward and Elaine Anderson, and Scott and Shelly Morris. The name of the yachts they road in on, wasn't noted.

There was a wedding taking place at the club, which provided some great people-watching opportunities.

The San Francisco Yacht Club had us covered with a very nice dinner, served at the Cove House, just a few steps away. This was a private home in 1915, This proved to be a wonderful setting for a Lobster dinner.

Continued on Page 5 . . .

... Continued from Page 4



The Board met on Wind Lock and we accomplished a lot anyway.



This Lobster was nicely dressed...
Not a crab among them....



Good Food, Good Wine and no one had to sing...



Our Attending Fleet: The SFYC enjoys a sheltered location tucked in between Belvedere and Corinthian Islands.

The 4th of July Cruise-Out

Three boats made it to the festivities at Mandeville Island this year. This is always an interesting event on many levels, i.e.

- Getting ready for a 3-4 day cruise,
- the cruise up of 8-10 hours,
- the finding everyone once you get there,
- socializing on each other's boats,
- experiencing the outstanding fireworks after a wonderful dinner,
- pulling anchor and the 8-10 hours to the Carque-nez Bridge,
- getting across B___ Bay, into your berth and finally, the drive home, ...a glass of wine, a hot shower or tub and early to bed.

Continued on Page 6 . . .

... Continued from Page 5

On July 2nd LA DOLCE VITA left her slip at Pt. Richmond at 7 AM. Aboard were Paul, Earlene, and nephew Rex Wahman.



Paul and Earlene arriving for a glass of wine...

Our trip up river was uneventful, for we took advantage of the tide and rode this all the way to Venice Reach/Mandeville Island by 2 PM. We anchored, launched the dinghy and toured the reach while checking out all the boats. We were all most caught in a water "war."

There were many raft-ups and lots of decorated boats. That evening it was a spectacular light show. One raft of houseboats was decorated with palm trees and they had a live band, ...Lighted flags abounded and more.

On Friday Paul took the dinghy to Herman and Helen's to pick up our daughter Shari. As he was entering the channel he could see the tugboat bringing in the barge for the fireworks. After he return to the boat, we dinked over there watched the crew setting up for Saturday's show.



Tom and Kathleen Wolinski on GRACE joined us in the afternoon as did Mike Tryon on WINDLOCK. Boats were still coming and the reach was filling up.

That evening we hosted cocktails on LA DOLCE VITA. ...What a nice evening this was relaxing and visiting with good friends over a Potluck Dinner. The fireworks show started about 9 PM and they were beautiful. At the finale the honking of horns abounded.

Sunday morning WINDLOCK was headed down river at 6 AM. GRACE was underway about 2 hours later and LA DOLCE VITA pulled the anchor at about 8:30 AM.

The Return Trip: Our plan was to overnight at the Benicia Marina before crossing San Pablo Bay in the next morning. We arrived at Benicia at 5:00 PM and promptly ran aground on an outgoing tide. A strong wind was blowing and we knew that when we floated off we would be blown into shallower water.

We re-floated the dinghy and set a kedge anchor out in deeper water. We made dinner and decided to watch a movie until we were floating again. At 11:00 PM we were floating and the kedge anchor held us from being blown aground. It was Midnight by the time we retrieved the anchor, so we decided to continue on to Pt. San Pablo YC. We were back in our slip at 4:00 AM.

All in all the weekend was wonderful, a bit windy, but fun for all. Our next cruise-out is August 8th to San Leandro YC. More on that later.

Keep boating.

Earlene Lagier
Fleet Captain, MBYC



La Dolce Vita and Grace waving at each other in the Delta Breeze

Continued on Page 7 . . .



Someone has taken Barry's camera and he doesn't seem to care. I think Judy was in on it...

News You Can Use

I called Steve Orosz, Marina Bay Harbormaster, about the need for dredging in front of the old Ford plant.

As you may know, Bay Harbor's agreement with the City of Richmond, requires that they keep this dredged, however "Big Surprise," the City doesn't have any money for this work, so his only recourse is to keep asking, without P___g anyone off.

The Club might want to think about sending the City a letter expressing our concern, thus supporting the Marina on this matter.

*Barry Eldridge
Past Commodore*

Hmmm...

A Coast Guard cutter tuned in to a faint distress signal from a sinking pleasure craft.

"What is your position? Repeat, what is your position?" shouted the Coast Guard radio operator into the microphone.

The assembled crew waited to hear a response.

Finally a faint reply crackled over the static: "Uh, I'm the executive vice president of First Global Bank. Can you please hurry?"



First mate has the helm, ...smiling and enjoying the day. Hmmm, Oh...! Just noticed her hands, they aren't on the wheel. Apparently, 2nd mate Auto-Pee has the helm.

MBYC 2009 Calendar of Events

January

17 Board Meeting & Dinner
Home of Earlene and Paul Lagier

February

21-22 Sierra Pt. YC
Brisbane

March

14-15 ~~Board Meeting~~
~~San Rafael Y.C.~~
~~St. Patrick's Day~~
CANCELLED due to a fire in the Club's
Kitchen - Bummer

April

25-26 Alameda Yacht Club for the
Western Dinner/Dance

May

23-24 ~~Board Meeting~~
~~Oyster Point Y.C.~~
~~Cinco de Mayo~~
CANCELLED - They apologized.
Apparently they had too many cooks
Interpreting their calendar - Bummer #2

June

6-7 Board Meeting & Dinner
San Francisco Y.C. Tiburon

July

3-6 Mandeville Island Raft-up
Fourth of July

August

8-9 Board Meeting & Dinner
San Leandro Y.C.
Hawaiian Theme

September

5-7 Half Moon Bay YC
Labor Day Weekend

October

17 Board Meeting & Dinner
Harbormasters Bldg.

November

14-15 Schoonmaker Pt. Drinks at the
Sausalito YC. Dinner at Scoma's
Restaurant. Each sailor must call
Schoonmaker directly at 415-331-5550
By October 15th for berthing.

December

5-6 Board Meeting & Dinner
South Beach YC
Annual Meeting & Christmas Party
At Gordon Biersch Restaurant

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

E-mail: FleetCaptian@MarinaBayYC.com