

## Commodore's Log



Mike Tryon

### *Engine Sorties*

In February of 2007...I sailed Wind Lock (Islander 36) from San Diego to San Francisco. I made Santa Barbara in two days but experienced engine problems on my first attempt to make it past Point Conception.

My good friend and mentor Paul Lagier was on board on this attempt, when the engine quit at three in the morning. The sea was building to fifteen feet and raining. It was so dark we couldn't see the water. We sailed back to Santa Barbara and Janice drove down to pick us up.

Two weeks later, after spending several hundred dollars on a mechanic contacted via the internet, I tried again for Point Conception. This course of action is so not recommended...

I sailed out of Santa Barbara at about five in the afternoon. What a change on the ocean: calm, no wind, no rain, seas less than three feet. Once again, my engine quit about two in the morning. I managed to get it started but it wouldn't run faster than about twelve hundred rpm's, I was making less than three knots.

I pulled the kill switch then worked on the engine for two hours. I was about five miles off shore with a full moon illuminated the night. I cut the ends off the rubber fuels hoses and reconnected them and the engine wouldn't start.

After about twenty minutes of contemplating dropping anchor or calling the Coast Guard or both, I put my coat back on. This was lying across the area where the Kill Switch is located and I could see it was still out. After a few words of self criticism I pushed the switch in, started the engine and soon had twenty-eight hundred rpm's.

Two mornings later I was making coffee and saw a huge boulder through my starboard port. Wind Lock was under full sail and heeled over almost on her rail. The boulder was less than fifteen feet to the East. I was sailing into Cypress Point!

I don't know the number of the Golf Green, but as I was furiously turning West I couldn't help notice how easily it would have been to plop a ball on the dance floor with my pitching wedge.

I slept for nine hours and sailed out of Monterey knowing a little more, and I was still happy to be at sea...

Michael Tryon, Commodore MBYC  
"My heart is in the wind"

## Info You Can Use

**The Stale Boat Smell:** When you first step into the Cabin of your boat...does the air smell like the inside of an old refrigerator, Hmmm?

We found that by leaving a 60w, long life bulb on while we're away, makes a big difference, and helps to avoid mildew. What's the Cost you say? About three bucks a month!

**Through-hull Fittings:** Every through-hull fitting in your boat is a potential hole that could sink you in a matter of minutes.

Although they are out of sight and, at times, difficult to get at, through-hulls need careful routine checking, at minimum every three months. Many through-hulls such as engine-cooling intakes and sink or cockpit drains, tend to be left open continuously and the valves may stick in the open position. You should operate the valve by turning it on and off to make sure that when an attached hose fails you can stop the water flow.

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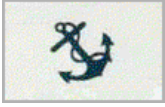
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## New Membership Applications

Anny & Art Caya  
20 E. 12th Street  
Tracy, CA 95376  
Cayacom@sbcglobal.net  
Boat: Islander 30, "Wuchurhuri"  
Sponsors: Barry Eldrige & Glen Bigelow




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## New Members

No new members at this time



*During the January Wine Tasting Party...Capt. Lagier asked often...“OK, now who would like a taste?”*

## Info You Can Use *Continued from page 1...*

As an additional precaution you should get wooden bungs (tapered soft wooden plugs) for each through-hull in your boat. (You can get them at most Marine Supply stores.) Make sure that they are the proper diameter to fit in the through-hull.

Once you get them back to your boat, don't just throw them in a drawer. Take each appropriate size to the through-hull it fits, drill a hole in the larger end and thread a string or monofilament line through and tie it to the through-hull fitting. When the inevitable happens you won't have to go looking for the bung. Just reach down, put the tapered end in the hole, and press down until tight and the leak has stopped.

Remember, a two inch hole just a few feet below the waterline can sink a 30' boat in just a few minutes.

### Club Officer Positions

**FLEET CAPTAIN:** The Fleet Captain plans and arranges cruise-outs, notify members of cruise details and races, and conducts burgee exchanges in the Commodore's absence.

Our Fleet Captain today, also takes on the responsibility of the Port Captain, relative to cruise-ins, when we have them. Back when we had the club house, the Port Captain was responsible for the Club House schedule: hosting events, managing the kitchen, the bar, building maintenance, as well as cruise-ins with visiting clubs. The Fleet Captain is a voting member of the Board of Directors.

### Fleet Captain's Report

**JANUARY, 2010, Marina Bay:** This is my first report as Fleet Captain, and I must admit that I'm feeling some trepidations...mostly because I have to fill the shoes left by Earlene, and she performed the job so effortlessly, I'm a little intimidated. However, I did sign on for the job, so I'm determined to give it my best shot.

Our first cruise-out of 2010 took place on January 16th, and it was actually a cruise-in to Marina Bay, but it was still grand fun with good friends.

Paul & Earlene Lagier graciously hosted a wine tasting party on La Dolce Vita, which they had relocated from its berth at the Point San Pablo Yacht Club, to a

slip on F Dock at MBYH. Attending were Mike & Janice Tryon; Ward & Elaine Anderson; Tom & Kathleen Wolinski; Barry Etheridge & Judy Murray; David & Sue Jacoby; Glen & Pam Bigelow; and guests... Bob & Sarah Rectenwald and Ron Bryan & Cheryl Powell.



*Commodore Mike Tryon takes care of business at the January dinner at Salute's.*

Everyone brought a bottle of wine and we had a great time popping corks and partaking of the appetizers. Of course, there was the usual sharing of adventures and, after I listened to some of the stories, I was ready to set sail for some exotic destination. But, I came to my senses in time to lead the group over to Salute's for a wonderful dinner and more great conversation.

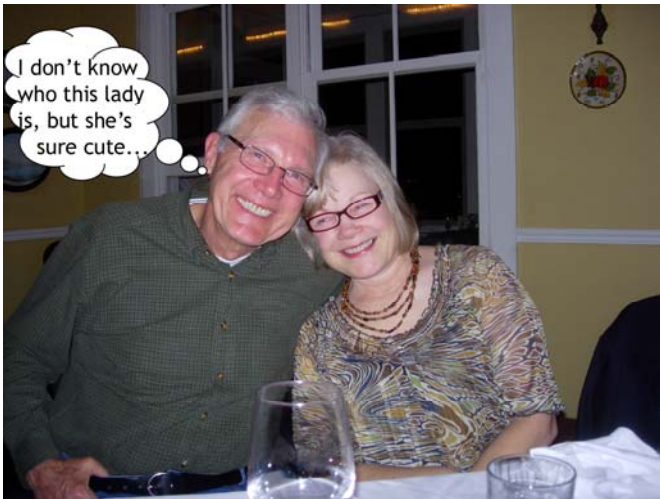


*Ward and Elaine Anderson at Salute's for the January dinner...it's always good to see this wonderful couple.*

Everyone that couldn't make it, you really missed a good time. But, you have a chance to get in on the fun



*Captain Paul Lagier & Pam Bigelow on La Dolce Vita at the January Wine Tasting, "...we're heading over to Salute's."*



*Tom and Kathleen Wolinski are ready for dinner at the January Event.*

**FEBRUARY, 2010, Oyster Point Yacht Club:** The February Cruise took place on Valentine's weekend and for those who didn't make it...well, let me just say you missed an exciting time, in more ways than one.

The event itself was exciting...Oyster Point Yacht Club was most gracious and their annual crab feed was well attended and rocking. The crab was excellent...the pasta was great...the garlic bread was good and garlicy...and, the dessert was delicious and different. A huge cake made up of 100's of cream puffs.

In attendance for MBYC were Paul & Earlene Lagier, Barry Eldridge & Judy Murray and Glen Bigelow with

his guest Ron Bryan. So, although our band of pirates was small...we made up for it with lots of energy.

I started off by saying that you missed an exciting time...and the OPYC event was every bit an exciting time...but what really made the weekend exciting was the unbelievable fog that La Dolce Vita and Gratitude had to navigate coming and going to Oyster Point.

On Saturday, there was fog the entire trip, and on Sunday, the fog became dense as we neared the Bay Bridge. We heard the traffic almost directly overhead, but we still couldn't make out the bridge. Then, once we passed under it, we broke completely free of the fog and had bright sunshine all the way home.

So, the fog we could have done without, but the event at Oyster Point YC did not disappoint...a great group...and a great time.

The next event is at Sequoia Yacht Club on March 13-14th for a St. Patrick's Day event...and on April 24-25th, we're cruising to the San Leandro YC...details to follow for both.

*There are good ships and wood ships,  
and ships that sail the seas.  
But the best ships are friendships,  
and may they always be.*

Glen Bigelow  
Fleet Captain, MBYC



*Earlene & Paul Lagier...Ron Bryan and Glen Bigelow enjoying some great salad, garlic bread, pasta and crab. The Oyster Point bunch really know how to do it right!*



*Oyster Point Yacht Club*



*Gratitude and La Dolce Vita at the Oyster Point Guest Dock...waiting patiently for the Crab festivities to begin.*

**“There's no thrill in easy sailing when the skies are clear and blue.**

**There's no joy in merely doing things which any one can do.**

**But there is some satisfaction that is mighty sweet to take.**

**When you reach a destination that you never thought you'd make.”**

## **A Touch of Blarney...**

Mrs. Pete Monaghan came into the newsroom to pay for her husband's obituary. She was told by the kindly newsman that it was a dollar a word and he remembered Pete, and wasn't it too bad about him passing away.

She thanked him for his kind words and bemoaned the fact that she only had two dollars. But she wrote out the obituary, "Pete died."

The newsman said he thought old Pete deserved more and he'd give her three more words at no charge. Mrs. Pete Monaghan thanked him and rewrote the obituary: "Pete died. Boat for sale"

Slaney phoned the maternity ward at the hospital. "Quick!" He said. "Send an ambulance, me wife is about to have a baby!" "Is this her first baby?" the intern asked. "No ya idjit, this is her husband, Kevin"!

*Crew - heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.*

*Current - tidal flow that carries a boat away from its desire destination, or toward a hazard.*

*Flashlight - tubular metal container used on shipboard for storing dead batteries prior to their disposal.*

*Fluke - the portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this actually occurs on the first try.*





## *Marina Bay Yacht Club*

### *January*

16-17 Marina Bay Y.H.  
Salute's Dinner  
Board Meeting & Dinner

### *February*

13-14 Oyster Point Y.C.  
Crab Feed

### *March*

13-14 Sequoia Y.C.  
Board Meeting  
St. Patrick's Day Party

### *April*

24-25 San Leandro Y.C.  
Dinner

### *May*

15-16 Coyote Point Y.C.  
Board Meeting  
Dinner.

### *June*

19-20 Sierra Point Y.C.  
Board Meeting  
Dinner

### *July*

2-4 Delta Cruise  
Mandeville Island Raft-up  
Fourth of July

### *August*

14-15 Oyster Point Yacht Club  
Board Meeting  
Louisiana Bayou Party

### *September*

3-6 Labor Day Weekend  
Half Moon Bay Yacht Club

### *October*

TBD Marina Bay  
General Membership Mtng  
Dinner

### *November*

TBD Schoonmaker Marina  
Board Meeting  
Dinner in Town

### *December*

TBD South Beach Marina  
Christmas Party

**Note: Coyote Point Y.C. for May is a change**

**Make reservations for each Cruise Dinner you would like to attend by contacting the Fleet Captain - (916) 424-1907 - for email info, see the Club Hotlines page.**