

**Commodore's Log**



**Mike Tryon**

**Huntington Beach**

In 1973 the Navy Seabee's took on a demolition job on the old Highway 1 Bridge crossing the entrance to the small but very upscale Huntington Beach Harbor, land that was part of the Seal Beach Naval Weapons Station.

Yachts traveling in and out of the narrow, 50 foot passage, kept running into the massive, concrete columns and the bridge needed to be wider. The team's goal was to remove 100 feet of bridge from both shores in six months time. As Master Diver, diving operations were my responsibility.

Our toughest task was to drill several 1 1/2" bores, four feet into each of the six columns, in water 18-24 feet deep (tidal range). When we were finished, sixty two holes were drilled in the bottom of each eleven foot wide column. While this was going on, other Seabee's began removing road deck.

Visibility was never good, some three to five feet on good days. The vibration from the 75 pound pneumatic drill was a serious problem for divers, until I concocted a muffler like diversion pipe.



Although we never saw fish on the surface during diving operations. Down below, several large Bull Sharks were interested in what all the noise was about.

I remember feeling this chill and turning my head to an ugly eyeball and gaping mouth full of teeth. This guy was just over my shoulder. One diver couldn't take the fear factor and returned to San Diego.

Given the Coast Guard facility was less than a mile away, we tested several C-4 charges to determine a level of percussion that didn't mess with the Coast Guards instrumentation.

The design objective was to crack the concrete with the C-4 and then move this material with dynamite. This was accomplished by pouring a liquid form into long sausage like bags and tucked these into the drill holes, then strapping five pounds of C-4 in front of each hole.

To scare off large fish, we dropped M80's into the water five minutes before each explosion. Then, one after the other, we blew the C-4 first followed by the dynamite two seconds later.

After removing the big columns we began diving operations on 224 smaller reinforced columns, first by pulling them over with a bulldozer, which snapped them at the bottom, leaving six to eight 3/4 inch rebar exposed. These we cut with an Oxy-Acetylene torch. This was very dangerous, in that the rebar was under tremendous stress and would recoil four to six inches when cut.

On a follow up dive I found myself staring at an unexploded block of C-4. At the time I didn't know that this wasn't dangerous (in that state),...I almost swallowed my mouthpiece.

Union contracts were submitted for this project and the cheapest was six million dollars over a two year period. The Seabee's did the job in six months for less than three hundred thousand.

We received a Unit Citation for our work. The narrow entry is now two-hundred and fifty feet wide.

Seabee's CAN DO!

Michael Tryon  
Commodore MBYC

"My Heart is in the Wind"



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## New Membership Applications

No new applications at this time




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## New Members

No new members at this time



## Info You Can Use

### Cloud Stories

**Cumulus Clouds** are vertically developing. These low, lumpy clouds are considered "fair weather" clouds. However, as they develop vertically (by rising hot air) they may go from small, fair weather clouds to large, boiling, vertically-growing monsters called cumulonimbus.



Vertically developing clouds are the **Cumulus** type. These small, lumpy clouds are low "fair weather" clouds. However, as they develop vertically

(by rising hot air) they may go from small, fair weather clouds to large, boiling, vertically-growing monsters called Cumulonimbus.

**Cumulonimbus** are generally known as thunder-storm clouds. High winds will flatten the top of the Cumulonimbus are associated with heavy rain,



snow, hail, lightning, and tornadoes (and this is cool): The anvil usually points in the direction the storm is moving.

## Remembering

MBYC members and friends.

A few weeks ago our club members and others gathered to say farewell to Jeff and Beth Easterling. This was a memorable evening and our heartfelt prayers continue for all their friends and family members.

Whatever happened to Jeff and Beth may never be known. But what we do know is that they always wore their life jackets and were very conservative sailors. MBYC will not speculate how or why this accident occurred. Our collective hearts are broken but our memories are forever.



### Jeff & Beth at a MBYC Cruise-out Gatherings

In 1779, the following words were penned by John Newton and I feel they are as succinct today as they must have been those many years ago. Known as **'The Sailors' Hymn'** and adopted as the anthem of both the British and American navies. This first stanza is dedicated to all of us who carry fond memories of Jeff and Beth.



*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd'st the mighty ocean deep,  
Its own appointed limits keep: O hear us when we cry  
to thee,  
For those in peril on the sea*

Michael Tryon, Commodore MBYC

## Fleet Captain's Report

### May Cruise-out to Coyote Point Y.C.

The May cruise-out to CPYC turned out to be a land cruise by all the attendees, but that didn't seem to dampen the enthusiasm of the participants.

Coyote Point was hosting a large party in their main room on the second floor, so they set up MBYC on the first floor, which meant we had our own private room with our own bar. Life can be really good to you sometimes.



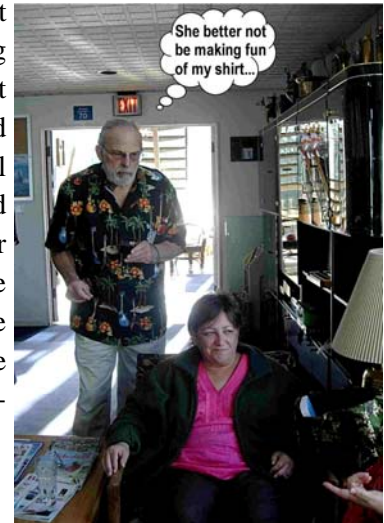
They served up New York steak and pasta for our vegetarians and everything was very good.

Attending were Tom & Kathleen Wolinski; Barry Eldridge & Judy Murray and their guests, Herb & Sharon Hwang; Mike & Janice Tryon; Glen & Pam Bigelow and their guests, Bob & Sarah Rectenwald.

*"A sailor's joys are as simple as a child's."*

### June Cruise-out to Sierra Point Y.C.

The June cruise-out to SPYC turned out to be another land cruise by all the attendees. Tom & Kathleen were going to sail over, but the Bay was having one of those 20+ knot days, and they would have been beating all the way. They decided to stay close to their Berkeley home base and enjoyed some nice sailing and then drove over to SPYC late afternoon.



Sierra Point YC has a wonderful, albeit small facility that is well laid out and very comfortable. The members are very laid back and extremely gracious and truly appreciated our patronizing their monthly dinner.

The food was probably the best we've had all year and you had your choice of New York steak, Halibut or

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Portobello mushroom (which were huge) and all the sides you could ask for.

They had everyone take their entrées to the outdoor grill and oversee the cooking to their liking; however, they did have attendants to do the actual grilling.

SPYC had a Bay Area band playing and the music was universally enjoyed by all. Also, the small yet, well-stocked bar offered a terrific wine selection and they were very generous with their pours.



**Tom Wolinski and Glen Bigelow discussing...h-m-m-m, we have no idea!**



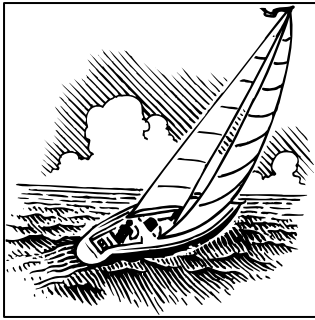
Attending were Tom & Kathleen Wolinski; Barry Eldridge & Judy Murray; Mike & Janice Tryon; Glen & Pam Bigelow and their guests, Bob & Sarah Recenwald.

As usual, those that attended had a great time...so, I continue to encourage everyone to try and make one of these monthly outings, because I know you will enjoy the group camaraderie.

*"Sailing is like life...you can't change the wind, but you can adjust your sails."*

Glen Bigelow  
Fleet Captain, MBYC





**Odyssey of Gratitude**  
continuing...

*Glen Bigelow and fellow sailor Ron Bryan experience: bringing Glen's newly acquired sailboat up the coast from San Diego...*

#### **Day 4, April 13**

After waking up to the early morning sounds of , “Stroke, Stroke, **Stroke**” We looked out to see some 20-30 rowing teams running up and down the main channel. We watched for awhile, then made coffee and left about 7:45am, ...heading for the Channel Islands Harbor in Oxnard.

We had to motor all the way (again), this time with the wind directly in our face, which really slowed my little boat down. The small two cylinder diesel performed well, but with the wind in our face, and at times fairly strong, our speed dropped from 5.7 knots average during the first 3 days...to 4.0 knots, all the way. We arrived at Oxnard about 4:30 p.m., which made for a very long day.

#### **Day 5, Friday, April 14**

The Channel Islands Harbor had the nicest facility so far, i.e., restrooms and showers are close-by, as well as, restaurants, groceries, boat supplies and Laundromat.

We planned to stay a couple of days, to rest and allow our bodies to rejuvenate. The boat also needed a few adjustments, which we discovered during our trip. The plan was to leave there Sunday morning and head to Santa Barbara, a relatively short journey of 28 miles.

From Santa Barbara, the real challenge begins, as we'll have to motor to the remote Coho Anchorage, 38 miles due west of Santa Barbara. This is where we would anchor, spend the night and make an early morning pass around Point Conception. It's only a mile from Coho around Point Conception, but then it's another 46 miles to the first available port, Port San Luis. This is a difficult part of the journey as the prevailing winds are directly in your face.

We're using a weather service that specializes in helping sailors make a safe passages around Point Conception, then head out when weather conditions are favorable. We also decided that we would stay in Santa Barbara until we get favorable news and if this means a week or more, we would probably head home on the train. We won't know anything until we arrive on Monday and talk to the weather service.

#### **Day 6, Saturday, April 15**

An old friend of Bryan's, Darlene, who lives in Thousand Oaks, paid us a visit today and we took her sailing. Accompanying her was her daughter, Natalie, and Natalie's boyfriend and another young gentleman from Sweden. We had a short sail, but a great time as the three young people had never been sailing before.

When we got back to the marina, Darlene graciously offered to chauffeur us to the local Safeways, so we could replenish some of our supplies.

#### **Days 7 & 8, April 16-17**

We laid over in Channel Islands as winds and swell were not conducive to making the run to Santa Barbara.

#### **Day 9, Tuesday, April 18**

Well, we finally made it to Santa Barbara...and the trip went fairly easily...light winds, in our face, so we motored all the way, and covered the 28 miles in about 5½ hours.

The facilities here are very nice and convenient. Restrooms and showers only a few steps away...and restaurants and a small grocery are only a short hike away.

Tomorrow we move on to the Coho Anchorage, slightly east of Point Conception. This remote anchorage has no facilities, but it will give us a protected place to anchor, sleep and get ready to move around Point Conception Thursday morning. Depending on the weather...we will either grab a mooring at Port San Luis, or we will make for Morro Bay, which is an additional 12.5 miles.

*to be continued...*

## More News You Can Use...

### COASTAL NAVIGATION

Most problems in navigation come when you get to the rocky bits around the edge. Many of us are using paper charts and a GPS for navigation. But just as many haven't checked the date to see if their chart was surveyed recently?

When you check the date of the survey, you'll probably find this was done way before they had GPS, and often some hundred years ago. And herein lies the problem.

Your GPS will give you a position within 10 meters, but the chart may be nowhere near that accurate, especially if it's a chart of some unfrequented coastline. So if one relies on GPS for position and they lay that position on a paper chart, and then believe what they see, then they could be in for an unpleasant surprise.

Sailors should always assume that the indicated positions of offshore reefs, rocks, sandbanks and other nautical obstacles are at best approximate on a paper chart. One should assume that the paper chart has not had a major revision for many years and worse, the chart probably wasn't that accurate in the first place.

#### A plug for the ancient art of coastal navigation:



This level of uncertainty suggests that every sailor who ventures outside his or her port or estuary should have a working knowledge of coastal navigation. Relying on your GPS is not sufficient.

Sailors should keep a dead reckoning log and check their position frequently, using a depth sounder, a hand-held compass, dividers and a parallel ruler. A smart sailor will systematically interpret and test their chart with actual conditions to determine their position.

### Officer Positions

Officer positions, as defined in the club's Bylaws, are published for those interested in serving and supporting the Marina Bay Yacht Club.

**CLUB TREASURER:** The Treasurer shall keep financial records, and collect and disburse monies for the club in accordance with bylaws.

The Treasurer shall submit an annual financial report to the membership. This financial report is to be audited as directed by the Board of Directors prior to submission to the membership. This report shall include a summary of initial balance, income amount and sources, itemized list of monies expended and remaining balances as of the reporting date. The reporting date shall be December 31.

The Treasurer shall disburse the funds of the corporation as may be ordered by the Board of Directors, and generally shall perform such other duties as may be prescribed by the Board of Directors or Commodore.

The Treasurer is a voting member of the Board of Directors. The Treasurer is not a Pirate (most of the time).



### A Touch of Blarney...



"Bring me the sail maker!"



## *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.**