

Commodore's Log



Mike Tryon

US Navy 2nd Class Diving School, San Diego, CA, 1971

During the sixth week of a ten week course, I donned the 195 pound MK V diving suit for my sixth dive. The helmet was copper and brass with a face plate that can swivel open, an air cock for the diver to control and a built in communication system.

To save time, I asked a Marine Gunny Sergeant, who is my Tender and a diving buddy, to let me free fall.

I landed 18 feet down on a silt bottom, with a big project bag. That's where I assembled my project. When finished, it felt good and I let this float to the surface where Instructor's noted my time.

To let Gunny know I was ready to surface, I yanked twice on my airline. A strong guy: the Gunny lifted both the Mark V and me to the surface, more then 370 pounds.

Although I didn't know it at the time, I was screaming bloody murder. Several tenders pulled me onto the deck of the school/barge and diving chair, opened my face plate and that's when I felt the pain.

The tenders worked me out of the Mark V and into a recompression chamber, then down to conditions equal to sixty feet, ...that's when the pain left. My face felt like it was going to explode. After gaining my senses we started the discussion to determine what happened. The Gunny thought I had a tooth squeeze. (When during the quick descent, air is forced into a bad filling)

They brought me slowly to the surface, like they do on a simulated dive. I met with the Master Chief later and was told that, as a precaution, was being dropped from the diving school until a Medical Diving Officer

(DMO) cleared me to return

Eye Ear Nose Throat Doctor (ENT): The ENT, a Commander which is just below Captain, gave me an examination, then tells me there was nothing wrong. Then I went to the Dentist who found the filling with an air pocket, ...problem solved!

Diving School: I reported back to the school and the Master Chief said I had to be cleared first by a DMO (Medical Diving Officer). However, the only DMO in San Diego was at the submarine base, Point Loma, on Ballast Point. I made the appointment and made sure I arrived early.

Office of the Medical Diving Officer: I asked a Petty Officer where to find the DMO Captain. He pointed down the hall and said, "it's on the left but go right first and see the Chief, before the DMO." So down the hall I turned right into the Chief's office. He was typing with his back turned. (Note: Chief Petty Officers and line Officers both wear Khaki)



Chief's Office: Now I'm in a cheerful mood, "Hey Chief, how the hell are you?" I was Exuberant! The man turned and I see gold leafs on his lapel, ...very quickly, I snapped to attention.

"What do you want?" he asked while taking my records and not looking up.

After spending thirty seconds on two sets of documents he says, "You probably have a deformed sinus cavity Sailor, you shouldn't be diving, go back to base," as he hands me my records. Dismissed?

Speaking firmly I said, "Sorry Sir but I worked hard to become a diver Sir, all I need is your signature and I will make the Navy proud Sir." ...I was trying to hold my ground. Then, while still at attention, "I'm

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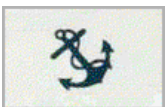
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For email info, please refer to the Club's Hot-lines on our Web Site: www.marinabayyc.com

New Membership Applications

No new applications at this time



New Members

No new members at this time



*Dayle and Anny Caya finally receive their Burgee...
Anny then stepped forward to work the books with Tom...*

US Navy 2nd Class Diving School, San Diego, CA, 1971
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not a sailor Captain, I'm a Seabee," and that's when the Captain looked at me for the first time.

"What the hell, ...what do you mean you're not a sailor? By god son, you're a sailor first and then a Seabee." Just then, the Chief walks in and he says,

"Not a Sailor? Now you look here Seabee you're just as much a part of this man Navy as any of us. The Captain gave you a direct order. You get your ass back to your unit."

"Can I at least keep my NEC 5345 (Scuba Diver)?"
The Captain took my records, wrote something and handed them back. "You're going to need this surgery, and when you do, come back and I'll sign you off and then you'll have your 5345 NEC, ...but you're not returning to diving school."

ENT: I made another appointment with the Ears, Nose and Throat Doctor: . Who, after looking at my records, tells me to return to my unit with, "I'm not going to operate on a man when he clearly doesn't need an operation."

Then I asked,, "Do I have a choice Sir?"

"Why yes, I suppose it's your choice, but let me send a letter, on your behalf, to Ballast Point. Then maybe, we can avoid more of this." A week later I was ordered to go before the Executive Officer.

Office of the Executive Officer: "Petty Officer Tryon, I have been in the middle of a shit storm today. It appears a Commander at Balboa is telling a Captain at Ballast Point that he's not a doctor and even called him a "quack." Now the Admiral in SINCPACFLEET is pissing off the Admiral at Balboa Naval Hospital and both of them are directing this Herculean bullshit at the Old Man." I started to speak but the glair on his face suggested I'd regret it.

"Here's what you're going to do Seabee. You report to Balboa Monday morning. Have them do what ever the Captain says you need done. Can Do? "

ENT: I reported (again)! They drilled two holes into my head just above my left eye. When I woke up there were two hoses drooping down over my eye.

The ENT Doc pushed saline solution into one hose then the other, and this stuff drained into my throat. Then it was two weeks of delivering stuff around the hospital before the ENT gave me a release packet for Ballast point.

Captains Office DMO: I'm standing at attention while the Captain signed my papers, when he looked up and smiled said, "Sailor, I don't ever want to see you again."

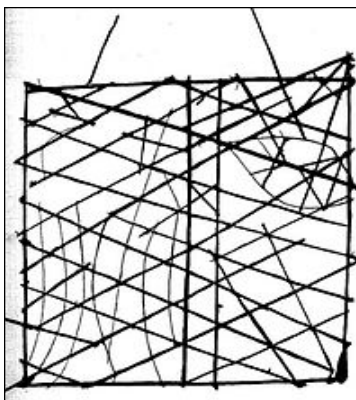
I started to say, "I'm not a sailor, I'm a Seabee, etc." but I didn't. That would mean more flack and I needed that about as much as another hole in my head!

Michael Tryon, Commodore
"My heart is in the Wind"

Ocean Currents

Driving the World's Climate

Polynesian navigators had a system for making long



voyages across thousands of miles of open ocean.

They could travel to small inhabited islands using only their senses and knowledge passed by oral tradition from navigator to apprentice, often in the form of song.

Polynesian navigation device showing the direction of the winds, the waves and where the islands are

The navigators could locate directions at different times of day and year and all by memorizing important facts: the motion of specific stars and where they rise, the set on the horizon, the weather; wildlife species (which congregate at particular positions); directions of visible swells and how the crew felt their motion; color of the sea and sky, especially how clouds would cluster at the locations of some islands; as well as angles for approaching harbors at different times of the year.

While European sailors navigated by watching the shoreline in daylight or relying on dead reckoning by

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Polynesia, Continued from Page 3

compass, Polynesians were navigating a vast extent of the Pacific Ocean.

Polynesia is comprised of islands diffused throughout a vast triangular area with sides four thousand miles

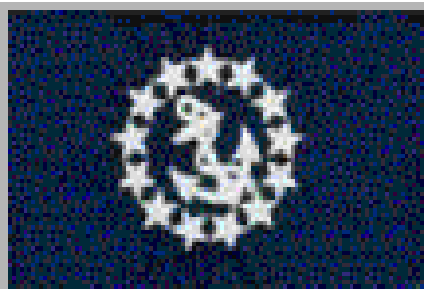
long, with the Hawaiian Islands in the north, Rapa Nui (Easter Island) in the east and Aotearoa (New Zealand) in the south west. The islands were all settled by Polynesians.

It's theorized that Polynesian navigators reached the Americas about seventy-five years before Columbus, where they made contact with Native Americans in Southern California. It's also believed they introduced chickens to South America and returned home with sweet potatoes. END

Club Officer Positions

To encourage MBYC Members to serve as a club officer we will, from time to time, quote from our Bylaws one of the Officer positions that govern your club.

COMMODORE: Marina Bay Yacht Club



The Commodore shall be the chairperson for all meetings of the Board of Directors and the general membership. The Commodore is a voting member

of the Board of Directors.

1. **Presiding Officer:** As presiding officer the Commodore shall be guided by these bylaws and Robert's Rules of Order, Newly Revised.
2. **Business Manager:** The Commodore shall have general and active management of the business of the Corporation and shall see that all orders and resolutions of the Board of Directors are carried into effect.
3. **Corporate Responsibility:** Together with the Secretary and Treasurer, the Commodore shall execute all contracts of the Corporation.
4. **Extended Powers:** The Commodore shall be an ex-officio member of all committees and shall have the general powers and duties of supervision and management usually vested in the office of the president of a corporation.

Secretary's Report for Sep-Oct

Judy Murray, Club Secretary

The following synopsis covers the highlights of two Board Meetings: At Half Moon Bay on September 4, and the General Membership Meeting at Marina Bay on October 2, 2010.

Commodore Mike did a Yeoman's job summarizing the MBYC current position and keeping the 2011 ship on course.

Briefly: Our members have enjoyed club friendships and activities, but membership has continued to decrease; board members are ready to pass responsibilities on to others, and fewer members mean few people are willing to assume leadership positions.

The Board made the following decisions regarding the immediate future of The Marina Bay Yacht Club.

During 2011: The Marina Bay Yacht Club.



1. Will continue as a paper club.
2. There will be at least 4 scheduled Cruise-outs.
3. The Signal will be published quarterly, shortly after a scheduled Cruise-out.
4. Membership renewal will include a choice for those who wish to receive their copy of the Signal through the mail.

Further Action:

1. Scott Morris let the Board know that the Articles of Incorporation were not included with the Bylaws we sent. Mike T. will check storage records and advise.
2. Officers for 2011 will be as follows:

Commodore:	Mike Tryon *
Vice Commodore:	Barry Eldridge *
Secretary:	Judy Murray *
Fleet Captain:	Glen Bigelow *
Treasurer:	Anny Caya **

* Continuing ** Newly Elected

A big 'THANK YOU' to our outgoing Treasurer, Tom Wolinski for a job "Well Done!"

Unresolved Matters:

1. Dues for 2011: Whether we should continue with the initiation fee?
2. Membership Outreach: Whether to initiate contact with the Tradewinds Sailing School? END

Sept. Fleet Captain's Report

Editor's Note: Please notice that some cruise-out photos appear to be time dimensional, i.e. some dummy, and we won't say who, forgot his camera...

The September cruise-out to the Half Moon Bay Yacht Club is/was one of the most enjoyable events of the year. The cruise took place over the Labor Day weekend. HMBYC is a great facility to visit, as



A Very Nice Day in Half Moon Bay

they have a lively group, well stocked bar and an excellent kitchen facility. The recently remodeled club house, is very roomy with large decks and a collection of picnic tables spread around the grounds. For those who make the voyage to Pillar Point Harbor... they also experience the unique dingy dock employed by HMBYC, which is anchored off-shore from the club house. After tying the dingy up, a motorized cable raft makes the short run to the beach...an ingenious approach that keeps the visitor's feet dry.



Celestial Golf Tee? ..or the Radar Dome at Pillar Point



From up the beach, looking South at the visiting fleet...

The Marina Bay YC officers held a board meeting on Sunday afternoon, prior to dinner, which was hosted by HMBYC. The dinner was well prepared and included "Warm Artichoke Dip and Baguettes" for an appetizer; "Grilled Salmon with Dilled Caper Sauce" or "Chicken Marsala" for the entrees; "Baby Greens with Red Peppers, Gorgonzola & Pine Nuts" and "Roasted Garlic Mashed Potatoes" for the sides; and finally "Chocolate Decadence Fudge Brownies" for dessert. Everyone left happy and full.



Attending were Tom & Kathleen Wolinski, who cruised down on "Grace"; Paul & Earlene Lagier who cruised down on "La Dolce Vita"; and then the land yachters...Barry Eldridge & Judy Murray; Mike & Janice Tryon; and Glen & Pam Bigelow.

All those attending had a great time ...so, I encourage everyone to try and make one of the last two cruises to Schoonmaker Marina, November 20th and South Beach Harbor, December 11th.

"Wind and sails were made for each other."

Glen Bigelow, Fleet Captain

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!"



A terrible skipper was going back and forth through the anchorage, searching for a place to drop the hook before dark.

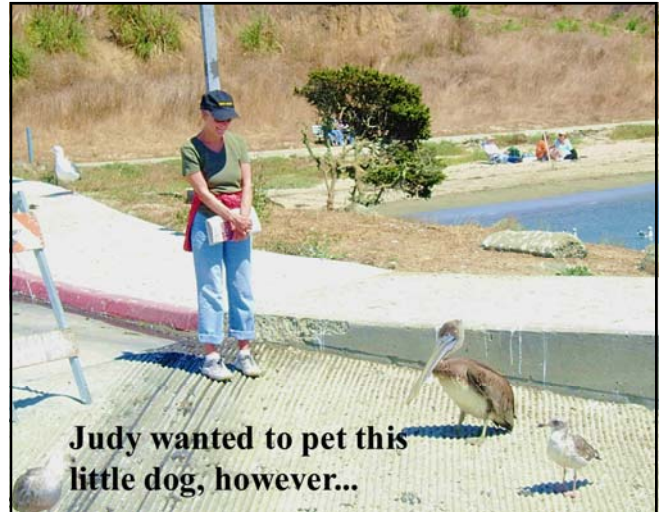
Looking up to heaven he said, "Lord take pity on me. If you find me a good spot, I will donate to charity, give up the demon rum, treat women with respect, pay my taxes, and never again give my crew all of the blame and none of the glory!"

Miraculously, the boat with the best spot in the bay began pulling up anchor to leave.

The skipper looked up again and said, "Never mind, I found one myself."

Continued...

A Touch of Blarney...cont'd.



How much did the pirate pay to get his ears pierced?
A buck-an-ear



A THOUGHT ON SAILING...

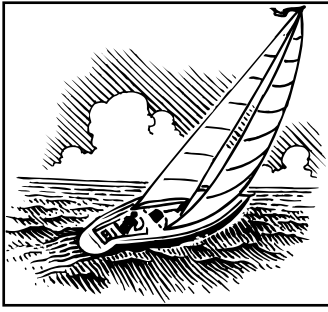
"There's no thrill in easy sailing when the skies are clear and blue.

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."





Odyssey of Gratitude *continuing...*

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

After taking a break at home and rest, ...and, better weather.

Day 12, Tuesday, May 2

Well...hello again...Gratitude is, once again, underway. After leaving Gratitude slipped in Santa Barbara, we returned to our respective domiciles to catch up on much needed rest. It's not that we didn't sleep on board, ...it's the accumulating strain over 3 weeks time. At home, we found it took about 3 days before either of us felt rested.

So back in Santa Barbara, we planned to depart at 7:00am for the Coho Anchorage, leaving there 4:00am Thursday...we hope to make Morro Bay by Thursday afternoon.

We might spend an extra night in Morro Bay, then it's on to San Simeon Friday or Saturday and then it's on to Monterey. We want to reach Marina Bay by May 9th or 10th.

Day 13, Wednesday, May 3

Well...we made the 7 hour run from Santa Barbara to the Coho Anchorage, ...no surprises, just flat seas and light wind. We anchored without any issues and as we planned to get up at 3:00am for a 4:00am departure, we went to sleep at about 6:00pm.

Day 14, Thursday, May 4th

We altered our plan and got up at 2:30 am, when southerly swells woke us up with some lively rock & roll. We got away in the dark around 3:30 am. with only the trusty GPS to guide us...no moon...no stars...just dark, dark, dark! We passed by Point Conception at 4:11am, rather unceremoniously since the only thing we could see was the revolving light from the lighthouse.

Passing Point Arguello was also without ceremony, for I could just barely could make it out and Bryan was down below trying to sleep.

Then it was just an "on" period, as in on...and on... and on...and on. We finally pulled into the much anticipated Morro Bay harbor Friday afternoon, around 3:15pm. This was a very long day...with few distractions except for the occasional seal, a few errant porpoises and one pod of what looked like small whales about 10 feet long. There were 4-5 of them and I suspect they were a pod of Rissos Dolphins.

Morro Bay is delightful and the Morro Bay Yacht Club welcomes all visiting yachtsmen. The Morro Bay club is unusual in that most Yacht Clubs only reciprocate with other PICYA member clubs. We found a nice club house with restrooms and showers they even have a laundry. Life is good! Life needs to be good since it looks like we'll be here until Tuesday or so. The weather is forecasting some winds stronger than what Bryan and I want to deal with...so, we'll take it easy here until the weather improves.

The Morro Bay club members are so very gracious and they invited us to their Cinco de Mayo celebration tomorrow...plus we can use their wireless internet for free. Their club facilities are excellent. So, things could be worse. Hey...we got around Point Conception...life is great!

So, that's it for now...I'll check back with everyone in a few days. Until then...this is the Gratitude crew signing off.

Day 15, Saturday, May 13th

In our last report, Bryan and I arrived in Morro Bay after a long 12 hour journey around Pt. Conception. We checked on the weather and it was soon clear that impending winds and seas were not conducive for continuing on. In fact, the weather forecast was more than either of us wanted to tackle for at least a week, ...so, Bryan returned home to rest and I stayed in the boat.

Break for 11 days rest: waiting for better weather

To Be Continued



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
(cancelled)

August

14-15 Oyster Point Yacht Club
(cancelled)

September

3-6 Labor Day Weekend
Half Moon Bay Yacht Club

October

2 Marina Bay
General Membership Mtng
Dinner

November

20 Schoonmaker Marina
Board Meeting
Dinner in Town

December

11 South Beach Marina
Christmas Party
South Beach, in S.F.

NOTE: If you plan to attend a cruise-out, please make a timely reservation with Fleet Captain Glen Bigelow: (916) 424-1907 or: gbigelow@gmail.com