

**Commodore's Log**



**Mike Tryon**

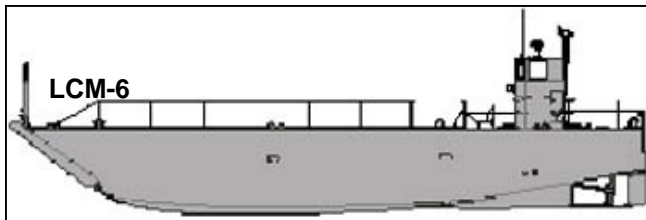
**San Clemente Island, Summer 1971**

After securing my scuba diving credentials, I joined the diving locker at Amphibious Construction Battalion 1 (ACB-1).

My first assignment was to attend the Assault Boat Coxswain School where our diving boat was an LCM-6. There were still plenty of these surplus WWII

boats in the amphibious fleet and can often be seen in the D-Day movies.

The LCM-6 can carry 56 marines or 1 small tank, and is powered by two 671 Detroit Diesels driving twin screws.



The screws are recessed into the underbody and protected by heavy bulwarks that essentially extend the bottom of the boat. This design allows the coxswain to drive onto and off a beach. Our initial training was on the smaller LCVP, which has a single screw, which is lighter and quicker than the LCM-6.

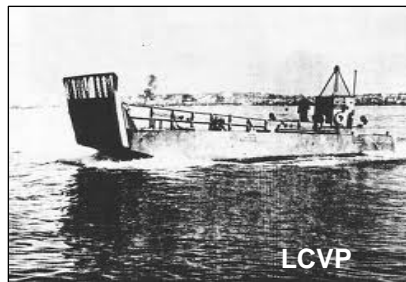
In this program we learned two maneuvers: The first was how to follow a wave onto the beach. With ten foot surf conditions, the trick was getting behind the wave, but not too far as there was always another one behind.

After the wave breaks in front and providing one kept their boat at right angles to the surf, the boat then settles into shallower water.

As you might guess, when the surf hits the beach at right angle the boat, it's easier to control.

This may sound simple but its rather challenging until one learns how to anticipate the timing and movement of the surf.

The Second maneuver is while leaving the beach, for



the Coxswain has to clear the surf area before the next wave forms. Then its full throttle for however long it takes.

With its single screw, the LCVP turns slower and it also requires 4 feet of water. The Coxswain has to back out into an in-coming wave, turn and drive into the next one while maintaining this right angle, it even when the wave direction changes.

Although the LCM-6, with two screws, is easier to turn under heavy surf conditions. Crossing the surf into deeper water is more difficult because it's the slower boat.

A skipper can experience similar conditions outside San Francisco Bay, when sailing near Mile Rock. Massive holes and conditions much like a breaking surf are created in this area when an ebb tide meets the incoming currents.

Should these be confronted, the trick is to try and stay on top of the wave and avoid the low-water and when possible, it's best to stay under full sail, for the sails tend to steady the boat in these conditions. Also, stay close to the shipping lanes until you clear Point Bonita. Plan your route then sail your plan.

Happy New Year everyone...

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



*...as opposed to going into politics!*

## Interesting Phenomena

### *Settle Up*

A wealthy tourist entered the office of a marina on a small Caribbean Island.

Times were tough on this little island and money was hard to come by. The Marina owner became excited because finally, he thought, he might have a paying customer.

The tourist laid \$300 on the counter while saying that he was interested in renting a sailboat for the day. The marina owner told him where the rental slips were located. Then suggested, that his customer should walk down and look them over, to see if there was one boat in particular he would like to rent.

When the tourist left the office the marina owner took the \$300 and scampered next door to the seafood store to pay his debt to the owner of the store.

The store owner then took the \$300 and ran to pay his debt to the shrimper who just pulled into the marina to collect what he was owed from the fish store owner.



The shrimper then scurried off with his recently acquired \$300 to the pub, just down from the seafood store, where he happens upon the hooker who he owed \$300 for services rendered. She took the money and quickly tucked it away.

This young lady, who was an avid sailor, then ran to the marina office and paid the owner the \$300 that she owed him for that month's slip fee.

The marina owner quickly laid the \$300 on the counter.

Then, at that moment, the tourist walked back in, after inspecting the rental boats. He picks up the \$300 and puts it back in his bill fold, while telling the marina owner that he didn't see one to his liking. He then leaves to look some more.

Puzzle? No one earned anything, however, the local islanders were now without debt, and looks to the future with much optimism.

*Tom??*

## Club Officer Positions

*The following outline of a club officer position is taken from the MBYC Bylaws. We publish one with each issue, for those who may be interested in serving their club.*

**FLEET CAPTAIN:** The Fleet Captain shall plan and arrange cruise-outs and notify members of cruise details.

The Fleet Captain will organize a race schedule and races, and conduct burgee exchanges in the Commodore's absence.

The Fleet Captain is elected by the general membership, and is a voting member of the Board of Directors.

Glen Bigelow is our present Fleet Captain

## A Touch of Blarney

### **Gardening During Tough Times:**

The only son of an old man living alone in South Armagh, was in Long Kesh Prison. Because of this misfortune, he didn't have anyone to dig up his garden up so he could plant his potatoes. Frustrated, he wrote his son about this predicament.

The son sent the reply, "For HEAVENS SAKE, don't dig the garden up, that's where I buried those guns!!!!!"

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At 3 AM the next morning, a dozen British soldiers turned up and dug throughout the garden for over 3 hours, but they didn't find any guns.

Confused, the man wrote his son to tell him about this experience and asked him what he should do?

The son replied: "Now plant your potatoes! I'm sorry I won't be able to help next year either. I suggest then that then you send me another note."

## Board Report

During the December cruise-out, the board met for the last time in 2010. The main items discussed during the meeting were as follows:

Anny Caya in her role as Rear Commodore, will be responsible for membership administration and solicitation.

Annual dues will remain \$125, but the \$50 initiation will be waived for the first quarter for any new members.

Glen Bigelow will have a cruise schedule published by February 1st for the 4 cruises in 2011.

## Fleet Captain's Report

The November Cruise-out: Scheduled to be in Sausalito, at the Schoonmaker Marina including dinner. However this had to be cancelled due to inclement weather.

We suffered through our first major storm of the year that weekend and everyone that had been planning on attending mutually agreed we should stay home and stay dry.

The December Cruise-out: The End of the Year gathering to South Beach Harbor on December 11<sup>th</sup>, was a great success and all attending had a wonderful time

Tom & Kathleen Wolinski, sailed "Grace" over and Paul & Earlene Lagier joined them on "La Dolce Vita" and attending board members then met for an "end of the year" meeting on



*The Bay Bridge and Tall Ships...*

Gordon Biersch where we enjoyed a wonderful dinner and we had a great second story view of the Bay Bridge. Attending were Paul & Earlene Lagier; Tom & Kathleen Wolinski; Art & Anny Caya; Mike Tryon; and Glen & Pam Bigelow.

Glen Bigelow, Fleet Captain

## Something to Think About

### Fixed Propellers for Sailboats

Excerpts from *West by North*, Cliff Friesen

Most sailors today have lives outside of sailing, which means: they need power to be somewhere at a specific time (usually happy hour), power to get out of an awkward situations, or while anchoring late in the day.

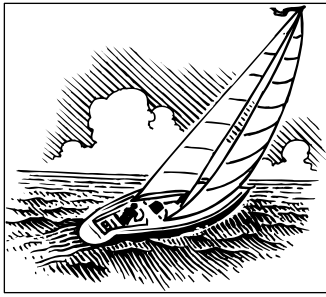
A properly designed prop should give the vessel good thrust while going forward or reverse from minimal horsepower engines, and provide minimal drag while under sail.

**Two-Blades:** The main reason to avoid the two-blade propeller is every keel, fin or hull, has disturbed water that meets along the trailing edge. This takes time to smooth out. Two-blade propellers go through this disturbed water at the same time and that causes a slippage, or inefficiencies because it's on/off/on/off etc.

**Three-Blades:** You only have one blade moving through disturbed water at any one time, while two blades are pushing the boat. This means more efficiency, more thrust, more control and less vibration.



*Disturbed Water from a Sailboat...*



### **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.

#### **Day 15, Saturday, May 13th**

**Morro Bay:** After a week, Bryan returned. We then planned to leave early the next morning for a 4-5 hour journey up to the anchorage at San Simeon. We'll anchor there and plan a very early start for what will then be the longest leg of the entire trip... 14-15 hours to Monterey.

Once we arrive in Monterey, we'll check the weather. We may or may not continue on to Santa Cruz or Half Moon Bay. If we go to Half Moon Bay, then the next leg will be San Francisco Bay and home port of Marina Bay. So close...yet so far.

If I get connected to the internet in Monterey, I'll fire off another update...otherwise, this may have to wait until we get back to Richmond. For now, wish us luck with good weather and no problems...

#### **Day 16, Sunday, May 14th**

We left the Morro Bay Yacht Club about 7:00am and arrived in the San Simeon anchorage about noon.

**San Simeon Bay:** This bay has got to be one of the most beautiful anchorages on the entire California coast. We are just west of the pier and surrounded half by rocky walls and half by a beautiful beach. Then, of course, there's Hearst Castle, sitting high on the hill, casting its gaze out across the surrounding hills that slope all the way down to this small bay, an absolutely, breathtaking setting.

We're planning on getting up around 1:00am and out by 2:00am. So at 5:00pm, after a bite to eat we went to bed.

#### **Day 17, Monday, May 15th**

10:30 (5 hours later): Southerly swells came rolling through the bay's only point of exposure. The anchor alarm went off, indicating the anchor may have slipped, but I didn't think so. Apparently, the swells were moving us around enough to fool this device. So, we just said to heck with it and got up.

We left San Simeon about 11:00pm, starting what would be the longest leg of the journey...82 nautical miles from San Simeon to Monterey (95 statute miles). We motored all night with only the GPS to guide us. Mr. Moon tried to help, but would come and go because of the overcast skies and fog. Finally, after 14 hours, we pulled into the Monterey Harbor at 1:00pm. Monterey has a great little marina...lots of restaurants and shops and personality

#### **Day 18, Tuesday, May 16th**

**Monterey Bay:** This morning we arose around 7:00am...had breakfast...did a few housekeeping chores and left about 10:00am. We had a leisurely sail across Monterey Bay to Santa Cruz, about 25 miles, and made it in about 4 hours.

Santa Cruz has a nice marina. Although we did find a decent burger, there aren't as many places to eat as Monterey.

Back on the boat, a sailor we met in Morro Bay came by for a visit. Forrest is a sailing instructor who lives in Santa Cruz, sailed up from La Paz, where he had spent the winter. He left his boat in Morro Bay and temporarily lost his crew. Arriving by bus, he planned to return to Morro Bay the week of May 22nd to finish his journey.



After showers, we went to bed around 7:00pm for a 4:00am departure to Half Moon Bay. We pulled out of Santa Cruz at 4:00am.

#### **Day 19, Wednesday, May 17th**

This was supposed to be an easy trip, by the fact that we were leaving early enough to miss the wind and rough seas. Wrong...this was probably the hardest trip second only to the 82 mile leg from San Simeon to Monterey.

*To be Continued*



*Marina Bay Yacht Club*

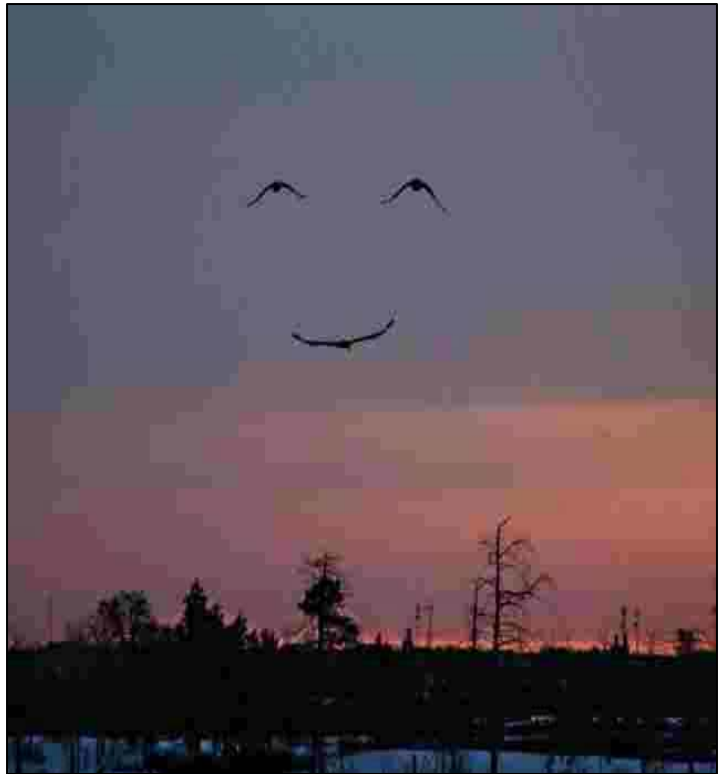
*On or before March:*

*On or before December:*

**South Beach Marina  
Christmas Party**

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*On or before June:*



*On or before September:*

*Goodbye 2010 and Welcome 2011.*

**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.**