

## Commodore's Log



Mike Tryon

**Saturday April 30, 2011**

The Great Vallejo Race 2011

**The Course:** From Berkeley Circle to Vallejo. Only the Michigan Regatta on Lake Michigan, from Chicago to Mackinac Island, is bigger.

Wind Lock's standing rigging was tuned, new halyards were fitted with eyelets. There was little time to prepare and seamanship had to be perfect. This crew consisted of three men and a lady.

Stories were shared of how man and machine triumphed over nightmarish winds on San Pablo Bay. Seasick drugs were taken in haste. Bags were packed, provisions procured and sailors were aboard two hours before the starting gun, Wind Lock sailed under the East side of the old Bay Bridge (the new one too). The wind was up; but a strange wind it was. She blew from the Northeast?? Where was the West wind, North wind or South wind??

Two Hundred and Seventy-five Sailboats were darting about, flirting with the starting line. Sixteen starts: flight after flight sailed upwind toward Brooks Island. In the seventeenth flight; thirteen Islander 36 entrees crossed the starting line and the peculiar Northeast blow held fast. The I-36 Fleet made the first mark and turned to the Northwest.

Asymmetrical spinnaker's popped up like balloons and the colors were terrific. The typical dead wind area east of Raccoon Straight, was a non factor and the Northeast wind held.

Perceptions can be delusional. Wind Lock wasn't catching anybody. Two Hundred and Seventy-five sailboats were stopped, dead in the water, no anchors, 'avast' no Wind. Rules of the race:

- ◇ Cross the finish line by 7PM, or suffer the DNF. (Did Not Finish)
- ◇ You cannot start your engine.

Three and one half hours passed. Still NO WIND!

The Skipper wanted to start the engine, the crew threatened Mutiny. There was even scuttlebutt of a hanging or using the gangplank.

When other boats started engines and disappeared past the San Rafael Bridge the crew relented but only after they were going to miss 7 PM deadline and a really big party. The Vallejo Yacht Club: two hundred Yachts stuffed into the fairways like sardines, DNF (Did Not Finish) that day.

**Sunday May 1, 2011: The return race...**

**The Course:** From the marker in Mare Island Straights to marker off San Rafael channel.

Two Hundred and Seventy-five sailboats were stuck along Mare Island with no wind. The term Bear Off was put to good use as the crew manned



*Wind?? Nada!*

*Continued on Page 3*

## Club Officers

To Email a Club Officer, see Club Hotlines on the club's Web Site: [www.marinabayvc.com](http://www.marinabayvc.com)



Commodore  
Mike Tryon  
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Vice Commodore  
Barry Eldridge  
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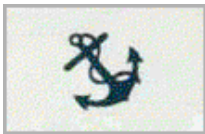
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Secretary  
Judy Murray  
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Treasurer  
Tom Wolinski  
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Fleet Captain  
Glen Bigelow  
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Past Commodore  
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Webmaster  
Ed Johnson



Signal Editor  
(Vacant)



PICYA Representatives  
Barry Eldridge Paul Lagier  
(916) 487-5351 (209) 599-6635

## New Membership Applications

No new applications at this time



## New Members

No new members at this time



## Questions to Ponder

If Jimmy cracks corn and no one cares, why is there a stupid song about him?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

What disease did cured ham actually have?

If Wile E. Coyote had enough money to buy all that ACME crap, why didn't he just buy dinner?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?



## Commodore: Continued from Page 1

the decks. Yacht's adrift floundered into each other; expletives were shared from crew to crew. Skippers, Helmsman, Sea Dog's and Seaman, everyone had the same question. Where was Aeolus, Zephyros and Hermes?

San Pablo Bay had a gentle four knot blow from the Southwest and two hours later, Wind Lock cleared the Napa River, . **Tack, Tack, Tack** and **Tack**. Five PM finish line? Approaching Point Pinole at Four forty-five. Doldrums again.

"Start the Engine!" Sunday DNF.

Michael Tryon, Commodore MBYC

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**Editor's Note:** *It took some digging, but we found a nautical expression that may cover this unfortunate experience: ...'Wind Hole,' and while starting the engine, 'Bummer' also fits.*

## Club Officer Positions

*To encourage MBYC Members to serve as a club officer. we will provide information on one of the Officer positions that govern your club.*

**VICE COMMODORE:** The Vice Commodore, in the absence of disability of the Commodore, shall perform the duties and exercise the powers of the Commodore, and shall perform such other duties as the Board of Directors shall prescribe

1. Voting Member: The Vice Commodore is a voting member of the Board of Directors.

Over the last several years, the Vice Commodore has been in a supportive role to his or her fellow officers, but primarily to the Commodore. It is anticipated that this position will provide sufficient experience for this person to eventually become Commodore of the MBYC.

## Definition

**Husband:** A husband is someone who, after taking the trash out, exudes a humble impression, that he just cleaned the whole house

## Did You Know?



### 1650 chart of California

Not only was San Francisco Bay not charted, but California was shown as an island. The lower part represents what is now called Baja California, and is roughly correct. The Sea of Cortez (Gulf of California) was thought to be open at both ends.

## Bridge Procedures

Traveling the inland waterways can be a pleasant experience but can also bring some special challenges especially for sailboats. Dealing with draw bridges takes some knowledge of how the system works and knowing what you are looking for, especially at night.



Nautical charts only tell you that there is a bridge and what the horizontal clearance (width) and

*Continued on Page 4*

## Continued Bridge Procedures

if you fit under the bridge or will this have to open?

As you approach a bridge there are several things that you should look for.

1. Clearance: Check the right side of the bridge opening for the "clearance board," the minimum clearance, in feet, from the water level to the bridge structure.
2. Know Your Boat: Know the vertical height of your boat prior to approaching the bridge.  
Note: Do not cause unnecessary openings, that's illegal! If the VHF antenna is too high, that's too bad, for they're considered non-structural appurtenances and not essential to navigation.
3. Contact over VHF: The radio frequencies bridge monitors use is usually 16 and 13 or 9. It is customary, in most areas, to contact the bridge tender by VHF radio to request an opening
4. Sound Signal: To signal the bridge with a horn, use one prolonged blast followed within 3 seconds with one short blast. The bridge tender will acknowledge an OK with the same signal.

Note: If there's a problem at that time the bridge tender will answer with a "NO" by sounding five short blasts. You acknowledge your understanding of the "NO" by responding with five short blasts.



5. Name: you will need to know that name to call the bridge.
6. Open on Demand? Even if you know this bridge opens on demand, try not to be demanding. The Tender is cooped up in

space the size of an outhouse, and could be cranky. Just ask when the next scheduled opening is and, most likely, it will be "when you get here."

7. Passing Through: Proceed through with caution. Keep a close eye out and try to anticipate any corrections to be made. Look for other boats that may be waiting on the other side who also want to come through at the same time. Once clear of the bridge you may resume the permitted speed for the area and it is a good idea to thank the bridge tender.
8. In a Hurry?: The bridge structure makes a great place to set up a marine speed trap. So, don't be in a hurry.

## In Spite of Ourselves

### *A new old story on the learning process...*

Someone I know, started the engine on his boat and when he could see the exhaust was throwing water, he went below to do some cleaning.

After a time, a boater from across the way, started making a ruckus and this fellow looked out to see if he was on fire. Nope! He just wanted to say that the exhaust was running dry.

He quickly stopped the engine, disconnected the outlet hose on the through-hull and 'nada' no water! Worms must be growing under the valve, but then, he couldn't get the @%# loose.

He called the boat yard and Vessel Assist, and after waiting three hours, VA finally showed up. After tying up along side, they *wisked* to the boatyard at about 25 Knots.

KKMI hauled him out and removed the valve, only to find that "**nothing**" was plugging the inlet. Sooo, best guess: he was attacked by a wondering plastic bag or the like and that fell off while being towed along to the yard..

**The \$300 Lesson**: When the engine has been running just fine and the exhaust suddenly stops throwing water, run a deck broom over the intake inlet **before** you do any creative thinking.

*Oh, he asked the young fellow how he got the valve off and he replied: "with my hands of course!" ...NUTS!*



## April Fleet Captain's Report

### April Cruise-out to Alameda Yacht Club

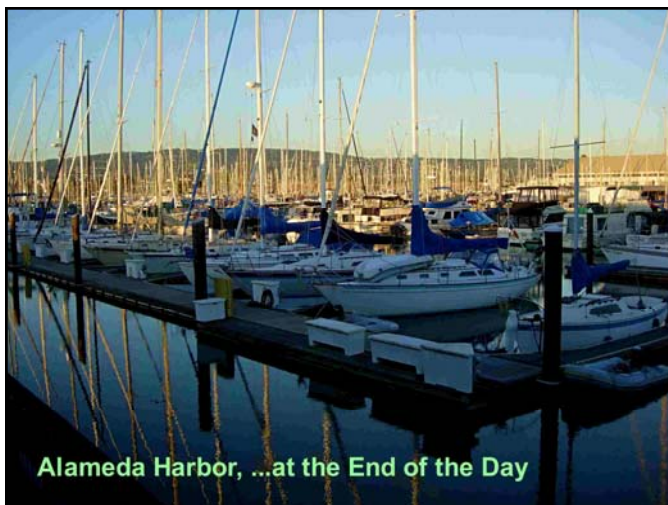
The April 16<sup>th</sup> cruise-out to Alameda YC's "Spring Fling" was the typical great time, and if you've ever attended an event at AYC, you'll know what I mean. I don't think any club on the bay has more fun, ...the AYC has a great group of people and they served a great chicken dinner.

Another treat was visiting the adjacent docks where a wonderful collection of vintage wooden boats are slipped. I've walked around those docks at least a half dozen times and it never gets old.



*Everyone had a story to tell...*

Those in attendance included Paul & Earlene Lagier on "La Dolce Vita"...Tom & Kathleen Wolinski on "Grace"...Mike Tryon on "Wind Lock"...Glen Bigelow & Bob Rectenwald



*One can't tell which way they're going, but that's part of the fun...*

on "Gratitude" and Scott Morris, with his son Joseph and friend Bill Brennan with his son Bryan, as the crew on Sea Lion. Barry Eldridge & Judy Murray and Art & Anny Caya chose to arrive via Land Yachts and with their arrival our group swelled to 16...What a great turnout!



*Bill Brennan with his son Bryan and Joseph Morris... A good place for People watching*



*The rumor has it, that Glen Bigelow is sporting a Mohawk under his fedora...but when confronted, Glen said "No Mohawk, but I do have a marlinspike hidden in my bandage!"*

## June Fleet Captain's Report

### June Cruise-out to Loch Lomond Y.C.

The June 25<sup>th</sup> cruise-out to San Rafael was one of our best cruise-outs. We had four boats and 10 members and the camaraderie shared and wonderful Saturday dinner made it a near perfect adventure.



*Twas a wonderful dinner and... Hmm, that looks like a Cigar Tom, but no, just a bad photographer...?*

Docking at Loch Lomond is a little different as you're required to put your sterns to the dock and then lash your boats together...I understand this approach is quite common in other parts of the world. It does however; require some extra hands on shore or on adjacent boats. The Loch Lomond members were present and ready to help.



*Grace and Wind Lock tie up European style...*

Cruising in on Friday were Paul & Earlene on "La Dolce Vita", Tom & Kathleen on "Grace," Glen Bigelow and Bob Rectenwald on "Gratitude" and Mike & Janice Tryon on "Wind Lock."

The Club hosts a Friday night (no reservations required) casual dinner, weekly, for \$8.00. A local group of Hawaiian musicians came by to jam, so we were entertained with some great music for several hours.



*Paul and Earlene Lagier, enjoying the moment...*

On Saturday, Barry Eldridge and Judy Murray, arrived by land yacht to round out our group.

The Saturday dinner was wonderful. Pork tenderloin with a rosemary sauce complemented with soup and tasty side dishes...it was a great meal for \$15. All in all, a great cruise, a great club to visit and an interesting experience for everyone involved.

Glen Bigelow, Fleet Captain, MBYC

## Why Men are Different

**OFFSPRING:** Ah, children. A woman knows all about her children. She knows about dentist appointments and romances, best friends, favorite foods, secret fears and hopes and dreams.

A man is vaguely aware of some short people living in the house.



## Marina Bay Yacht Club

### June

25-26 Loc Lomond Y. C.

Board Meeting & Dinner

### October to be determined

"Open House" with Pizza and Salad and Desert (of course)

Marina Bay Meeting Room

### July

30-31 Ballena Bay Y. C.

Board Meeting & Dinner

Island Party

### December

10-11 San Francisco

South Beach Marina

Board Meeting & Xmas Party at Gordon Biersch

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.

### Brief of June Minutes

25 June 2011 Board meeting, Marina Bay Y.C.  
Officers present: Mike Tryon, Glen Bigelow, Tom Wolinski, Barry Eldridge, Judy Murray

**Membership:** The Board considered their options for increasing membership during 2012, including the following:

- Flyers:** The Marina's internet billings have reduced the effectiveness of the fliers that are mailed with their monthly bills; we discussed posting fliers at the gate entrances.
- Economy:** The nation's slow economy isn't helping any club at this time.
- The America's Cup:** may generate new interest in sailing and we should look at what happens after that major event.
- Open House:** An open house was suggested for the October General Membership meeting at the Marina Bay. We would serve pizza, salad, beer and wine. The Board also agreed to provide

an informative handout and a copy of the Signal.

The Board will make specific plans for this open house at their next board meeting, including: posters and placing an ad in Latitude 38.

Glen offered to find a pizza place that will deliver and an October date with the Marina office.

**Cruiseouts:** We considered more cruise-outs per year; perhaps 6, with 4 during the late Spring, Summer and the early Fall season.

Meeting was adjourned at 4:55 p.m.

Respectfully Submitted,  
Judy Murray, Secretary MBYC

### Why Didn't We think of This?

IF YOU HAVE A BAD COUGH, TAKE A LARGE DOSE OF LAXATIVES. THEN YOU'LL BE AFRAID TO COUGH.