

Commodore's Log



Mike Tryon

Working Vacation—Kauai:

In the fall of 1973 six divers from the Amphibious Construction Battalion One diving locker on Coronado, flew to Honolulu on a C-130.

The following day we were on a Marine transport helicopter, flying about three

Hundred feet above the Pacific, heading to the Barking Sands Missile Base on Kauai.

Our mission was to make a dozen dives from shore, out to about a sixty foot depth. We made our first dive just south of the Na Pali Coast and our last one about two miles west of Kekaha. We were looking for safe bottom conditions where a Bottom Lay System could be installed.



Barking Sands on the Southwest edge of Kauai

The problem with :Kauai was, they didn't have a deep water harbor. They flew all their fuel in by plane. The solution was to install the bottom lay system, the brainchild of Seabee's during an early military campaign. This is a pipe line from

shore with a flexible end section attached to a buoy. With this in place, a tanker could then drop anchor near the buoy some two miles out, hook-up and deliver fuel to shore.

To install this system, Seabee's first dig a hole on the beach that's big enough to bury the framework for a large pneumatic pipe threading machine. Front end loaders, equipped with special hydraulic jaws then deliver 8 inch pipe, twenty-one feet long to the rack of the 'Threader.'



Navy Warping Tug

After cleaning the threads, this machine installs a special elbow called a Victaulic Coupling (invented by Seabee's during WWII), onto the first section (minus the flexible end). This coupling has an adapter that's compatible to the connection on a warping tug (that does the pulling). After feeding a wire rope to shore from out beyond the surf line. The tug pulls and the machine pushes (while adding sections of pipe), until pipe is laid to about a mile off shore. Then the flexible section is attached and secured to a buoy.

Navy engineers thought the Island of Niihau, seventeen miles west, would knock down seas before they reach this site on Kauai. Maybe it did some, but every dive found us fighting through fifteen to twenty foot swells. boulders,

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Club Officers for 2011

To Email a Club Officer, see Club Hotlines on the club's Web Site: www.marinabayvc.com



Commodore
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Vice Commodore
Barry Eldridge
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Rear Commodore
Anny Caya
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Secretary
Judy Murray
(916) 487-5351



Treasurer
Tom Wolinski
(510) 581-4543



Fleet Captain
Glen Bigelow
(916) 424-1907



Past Commodore
Lou Berg
(916) 487-5351



Webmaster
Ed Johnson



Signal Editor
(Vacant)



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

Update Information

As most of our members know, starting in 2012, the MBYC newsletter, [The Signal](#), is no longer published on a monthly basis. The current process: publishes information on membership applicants prior to a vote by the Board. That process will not be continued, and the By-Laws will be adjusted accordingly.

Update: The Rear Commodore will provide new applications and related information to the Board of Directors. The Board will then vote via the Internet and the Rear Commodore will notify the applicant accordingly.

[The Signal](#) will welcome new MBYC Members and to update everyone's roster, some of their information will be published, including: The boat's officers and crew, where they are from, about their boat and where she is berthed.

The Board of Directors
Marina Bay Yacht Club

New Members

We want to welcome James and Elizabeth Schwartz, and their crew of four:
Alden (7), Victor (6), Lila (6) and Ryder (1)

They hail from Brentwood and their boat is a Catalina 25, berthed in E-132 in Marina Bay.



Four Rent: Must have your own transportation

Board Minutes of 07-21-2012

Meeting was called to Order at 5 pm on La Dolce Vita, by Commodore Mike Tryon.

Other Officers Present: Vice Commodore Barry Eldridge, Rear Commodore Anny Caya, Secretary Judy Murray, Treasurer Tom Wolinski and Fleet Captain Glen Bigelow.

Members Present: Art Caya, Kathleen Wolinski, Paul and Earlene Lagier.

Old Business:

Treasurer's Report: Tom Wolinski reported on the cash on hand and club savings. Report was Approved by the Board.

Web Site: Suggested update and revisions for the MBYC's website were distributed to the Board for discussion. After review and consideration, the changes were approved by the Board.

Club Badges: Anny Caya said we have about 15. of the magnet badges left and a new batch was in order. New badges were approved by the Board

New Business:

Member Matters: Glen Bigelow was contacted by recently by Elaine Anderson, who said she would like to continue her membership with the club.

We all remember our long time member, Ward Anderson, who recently passed on. He is sorely missed by all the friends he and Elaine have made over the years. Glen suggested that Ward's history and those of other past members might make for good articles in the Signal. This idea was well received.

Anyone having a good story, anecdote or moment to share about Ward Anderson, should send this on to the Signal Editor:

SignalEd@MarinaBayYC.com

Signal Distribution: Paul and Earlene Lagier requested that a hard copy of the Signal be sent, that they no longer had the means to download issues.

Rear Commodore Anny Caya said she would send an inquiry to the membership to determine if

others would like copies mailed to them. Glen Bigelow offered to assist with this effort.

Glen will also send out back copies to anyone who requests them. Apparently some members wanted hard copies for future reference.

General Membership Meeting:

Scheduled for October 13: Commodore Mike suggested that the present officers do some thinking about the agenda and what we would like to do in 2013

Officers: High on the Agenda should be the election of officers. In this regard, Mike asked officers to write down what they are actually doing other than what their officer job description calls for.

Program: James and Pamela Duvall recently returned from their cruise along the West coast of Mexico. Jim kindly offered to talk about their experiences at this meeting. The meeting notice should certainly reflect this event.

New Member: Judy Murray moved and Tom Wolinski seconded that we accept for membership: James and Elizabeth Schwartz and family. Their 25' Catalina, **Shiksa**, is berthed in Marina Bay on E dock. We are all looking forward to meeting them soon.

The meeting was adjourned at 5:45 p.m

Respectfully Submitted:
Judy Murray, Secretary

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 or 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. The Vice Commodore is a voting member of the Board of Directors.

Commodore: Continued from Page 1

Once through the surf we encountered huge square boulders, nothing round like one might expect. Many were the size of two story houses. We marked these on our charts. We didn't see any vegetation until we were about forty feet deep. The offshore currents were very strong, too strong to swim against and every dive found us returning to shore along a different course.



...we encountered huge square boulders

On the ninth dive we finally located a flat bottom with few obstructions. We thought we would be asked to return with explosives to open the underwater fairway, but that didn't happen. Years later a system was installed but this was eventually destroyed in a pacific storm.



We were supposed to fly on C-130's back to the main-land, but the first two planes had engine problems. So we were forced to spent seven days as tourists.

We saw the Waimea Canyon (Grand Canyon of the pacific) and hiked through the jungle to a remote waterfalls with a slith

slithering slide. The falls drop some thirty feet into a deep pool. Imagine six Seabee divers sliding down into the open air as naked as a jaybirds.

Eventually, we were placed on a commercial 757 out of Lihue. We were the only passengers on board and some of us drank a bit too much. I was met in California by my beautiful wife who was also Navy at that time.

Just before Janice and I were married, she had orders to Hawaii, but I talked her out of that, with a promise to take her there myself one day. It took twenty-four years to make good on that promise.

Aloha

Michael Tryon, Commodore MBYC

"My heart is in the Wind"

Airplane Chatter

On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field. The control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?"

The tower responded, "Who is calling?"

The aircraft replied, "What difference does it make?"

The tower replied, "It makes a lot of difference:

If it is a commercial flight, it is 3 o'clock.

If it is an Army aircraft, it is 1500 hours.

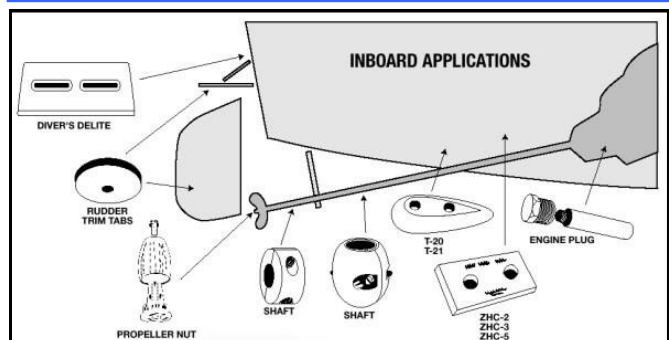
If it is a Navy aircraft, it is 6 bells.

If it is an Air Force aircraft, the big hand is on the 12 and the little hand is on the 3.

If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour."



Point Of Order



Cruiseout to Oyster Point YC

Fleet Captain Glen Bigelow,

The June 16th cruise-out to Oyster Point Yacht Club was, as always, a great destination point. The club facility is great and the members are welcoming and gracious hosts.



...Ol' Mop Head showed us how it's done.

Dinner was very good with a wide selection to choose from. The theme was a Disco Fever Party, so after dinner, an excellent DJ donned up in disco garb and wig, led willing participants through one

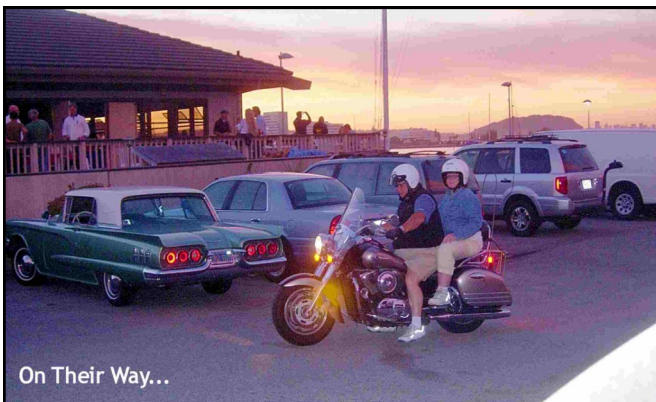
disco dance after another. What a great time!

Paul & Earlene Lagier cruised in with La Dolce Vita and hosted cocktails on board prior to dinner.

Others, who arrived by land yacht, were Mike & Janice Tryon, Barry Eldridge & Judy Murray, Glen & Pam Bigelow.



Paul and Earlene Lagier



On Their Way...

Commodore Mike and First Mate Janice on their zippy, two wheel yacht.



Brigantine

Originally the brigantine was a small ship carrying both oars and sails. It was a favorite of Mediterranean pirates and its name comes from the Italian word "brigantino" which meant brigand's ship

In modern parlance, a brigantine is a principally fore-and-aft rig with a square rigged foremast, as opposed to a brig which is square rigged on both masts



A two-masted square-rigged and the after mast fore-and-aft rigged. (Ok, now, try and say that fast)

Among English seamen, this vessel is distinguished by having her main-sail set nearly in the plane of her keel; whereas the main-sails of larger ships are hung athwart, or at right angles with the ship's length, and fastened to a yard which hangs parallel to the deck: but in a brig, the foremost edge of the main-sail is fastened in different places to hoops which encircle the main-mast, and slide up and down it as the sail is hoisted or lowered: it is extended by a gaff above, and by a boom below.

CruiseOut to Alameda YC

Fleet Captain Glen Bigelow

The July 21st cruise-out to Alameda Yacht Club was a smashing success. AYC is always a laid-back destination, but this was the AYC's birthday celebration, so they were in a particularly festive mood.



Glen and Tom trying on their hats.... Nothing fit!

They had a caterer who specializes in setting up Taco Bar's, and he had every imaginable ingredient to customize a taco for every taste. A great DJ was on scene to get the dancing going and that went well into the night.



...and a good time was had by all.

The club had three boats present. Sea Lion with skipper Scott Morris, his son Joe & Joe's friends, Tommy Lipper and Bryan Brennen, Gratitude with skipper Glen Bigelow & Bob Rectenwald.

Once again Paul and Earlene Lagier extended their pre-dinner hospitality on board La Dolce Vita.



'Twas a fine day on the Bay

Those who arrived by land yacht include Mike & Janice Tryon, Barry Eldridge & Judy Murray, Tom & Kathleen Wolinski and Art & Annie Caya.



Serious discussions prevailed...



Some Thoughts to Ponder

My short-term memory is not as sharp as it used to be. Also, my short-term memory is not as sharp as it used to be.

I love cooking with wine.
Sometimes I even put it in the food.

CruiseOut to Ballena Bay YC

Fleet Captain Glen Bigelow

The August 11th cruise-out to Ballena Bay Yacht Club featured an Asian theme for their dinner and everyone attending raved about the meal.



...and a good time was had by all.

After dinner, Lou Able, the BBYC port captain presented a slide presentation of a week-long cruise through the San Juan Islands. The cruise was organized by the US Power Squadrons association, and participants from all over the US chartered 56 powerboats.



The excellent presentation was full of information and sights associated with the San Juan Islands and included a visit to Victoria on Vancouver Island. Lou did a great job of

presenting his presentation and it was obvious everyone enjoyed it thoroughly.

Paul & Earlene Lagier hosted cocktails on board La Dolce Vita prior to dinner. Members and friends arriving by land yacht include: Mike Tryon, Tom & Kathleen Wolinski, Pete Wolinski, and Glen & Pam Bigelow and their guests, Bob Rectenwald and Sarah Molina.

Wreck of the *Lazando la Brisa*

Years ago we owned a Catalina built Morgan 45 the Lazando la Brisa (To Rope the wind), after a song by Garth Brooks. What follows is the story of her demise. This account originally appeared in the MBYC's Signal in February 2000.

Web Master Ed Johnson

Lazando la Brisa: The weekend started with a gloomy overcast day. First Mate Dorothy and I debated on whether to go out at all that day. But reports of the sun shining through the overcast in Sausalito prompted us to proceed. The plan was to meet friends in Sausalito.

We cast off from Marina Bay's E Dock late Saturday morning, January 8, 2000. Rounding the General Warehouse where the Matson ships dock, we unfurled the sails and began a tack down Point Potrero Reach. Passing channel marker #6, we turned to port for a starboard tack towards Treasure Island. This was to eventually set us up for a port tack straight through Raccoon Strait to Sausalito.



We saw Eric & Emmy on s/v Nataraja along the way

The day went beautifully. As we approached Richardson Bay the sun poked through. The winds were light and temperature rose enough to be on deck without a jacket. We furled the sails as we motored down to Kappas Marina.

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At the marina we picked up our friends, Terry and Laurel, on Sasha, their 33' Pearson Vanguard sloop. We were primed for a day of sailing and fun on the bay.

Later that day we anchored abeam of the Spinnaker Restaurant, set the hook and barbecued our dinner. After taking Terry and Laurel back to their boat, we returned to our anchorage for the night. What a terrific January day!

The next morning, there was no wind. Totally calm. So we weighed anchor and started motoring back to Marina Bay. As we approached the Contra Costa coast, we heard another boat talking on VHF channel 16 about taking on water. The Skipper said that his bilge pump was handling the flow, but that he wanted someone from KKMI, to haul him out as soon as possible. We didn't pay too much attention, since it appeared he had things well in hand. We didn't hear the beginning of his transmissions where he apparently related as to what caused the problem.

About a half hour later, we were approaching the West end of Point Potrero Reach and channel marker #4, a small unlighted red buoy with the number 4 on top. We were doing about 5½ knots in the middle of a flood tide. As we got closer, I started to drift to the buoy, so I corrected to starboard. This was unusual for me, as I normally elect to go downwind, or down current from buoys for obvious reasons. The buoy was about 20 to 25 feet off my port beam

Suddenly, with a loud bang, our boat came to a complete stop. The bow was dipping radically down. We hit something, but what?? My mind raced. It certainly wasn't the buoy's anchor chain. In a state of disbelief, I heard the hull as it rubbed against whatever we hit. I called Dorothy, who had just gone below to get something, hoping she was all right. Apparently, she was in the aft cabin and was knocked completely off her feet, and 'Yes,' she was OK.

I looked below and saw the water. Water! Water down in the cabin. It was coming up through a

now opened floor hatch. It was a lot of water! We had our PFD's on so there was no panic there. Dorothy came topside as I scampered below and onto VHF channel 16. I realized later that I forgot to say "Mayday". I just called the Coast Guard and told them that I hit something and was taking on water.

Not sharing my obvious distress, the Coast Guard operator had a number of questions: the number of persons on board, type of boat and color (aren't 99% of them white?). I said we already had our PFD's on, and then I really don't remember what I said. I think I was preoccupied with opening the center bilge floor hatch and finding the manual bilge pump handle.

I started pumping like crazy to match the incoming flow, but no such luck! I put my arm down in the lower storage compartment, to see if I could feel where the water was coming from, but it was coming from further forward. Farther than I could reach. Beyond was a cabin bulkhead and the forward head and the shower pan. There was just no way to get to the hole!



Dorothy called down to say that a police boat was approaching. Already? It had been just a few minutes since I made my call for help. The water was just now covering the sole of the main cabin and it didn't seem to be rising. What it was doing now was filling up the engine compartment.

To Be Continued...



Marina Bay Yacht Club

CRUISE-OUT SCHEDULE for: 2012



April

14-15 *Oakland Y.C. Board Meeting*
@ 4:00 then Dinner

May

5-6 *Loch Lomond Y. C.*
Cinco de Mayo Party

June

16-17 *Oyster Point Y. C., for Dinner*

July

21-22 *Alameda Y. C.*
Board Meeting @ 4:00 then its
the AYC Birthday Dinner

August

11-12 *Ballena Bay Y. C.*
Classic Rock Party & Dinner

September

1-2-3 *Half Moon Bay Y.C. Bar-B-Q*
Labor Day Weekend, a Popular
Event With Lots of Yacht Clubs

October

13-14 *General Membership Meeting*
Marina Bay Meeting Room @ 4:00
"Open House" with Pizza @ 5:30
w/ Salad and Desert ...of course!

November

10-11 *Schoonmaker Marina, Dinner*
location to be decided

December

8-9 *South Beach Marina, S.F.*
Board Meeting @ 4:00 then the
Holiday Gathering at
Gordon Biersch @ 6:30

Make reservations for each Cruise Dinner you would like to attend by contacting the Fleet Captain - (916) 996-4241 - for email info, see the Club Hotlines page.



*What a wonderful day this has
been...*