

Commodore's Log



Mike Tryon

*To Half Moon Bay, Sunday
September 2, 2012.*

Wind Lock sailed out of Alameda about 8:30 am. A strong flood tide was just beginning and in two hours it was going to get worse. Leaving later to avoid the tide would have put us in

Half Moon Bay after dark.

Conditions were clear in Alameda but the Golden Gate Bridge was hidden by fog. Heading for the North tower, we made good time under full sail.



A foggy Golden Gate Bridge

When we came about there was a tug heading out to sea, pulling a barge on a very long towline. The tug was abreast of our position to port and crowding our route to the north tower. We couldn't safely cross ahead of him, so we dropped back below his tow and crossed over keeping his tow to starboard. We found our-selves just north of Alcatraz.

We noticed the tug stopped moving to sea. It seemed to be waiting for the flood to slow. We had to drop our sails then and fight the 15 knot wind and 4 knot tide. We didn't clear mile rock

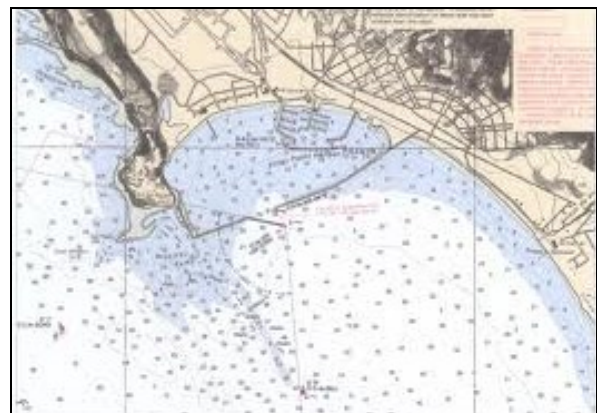


Towing a barge in the fog.

until 1 pm.

The fog lifted slightly but we couldn't see the shoreline. We stayed out about 4 miles under full sail and followed our course. At about 4 pm visibility deteriorated and we had maybe a hundred yards of clear visibility. Although I don't have radar, I had the coordinates for the buoy and was using the hand held Garmin.

We located the buoy within twenty feet of our mark. Then we laid in our course for the #1 buoy and found that too. We still couldn't see the dolphins (bollard placed at the entrance or along a quay) but we got lucky and saw a power boat heading in that direction. We followed his wake and



The Harbor at Piller Point

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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
Mike Tryon
(510) 227-5782



Vice Commodore
Barry Eldridge
(916) 487-5351



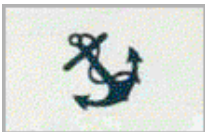
Rear Commodore
Art Caya
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Secretary
Judy Murray
(916) 487-5351



Treasurer
Tom Wolinski
(510) 581-4543



Fleet Captain
Glen Bigelow
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Past Commodore
Lou Berg
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Webmaster
Ed Johnson



Signal Editor
Barry Eldridge



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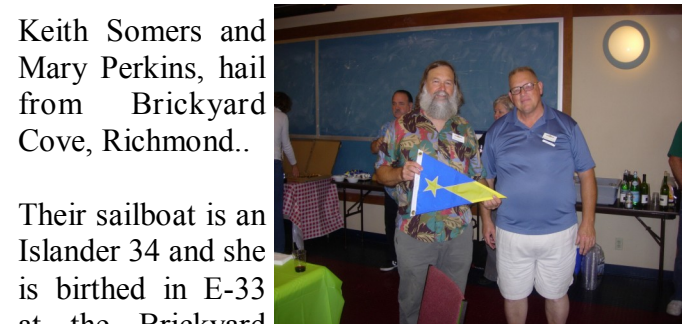
New Members



Commodore Mike presents the club's Burgee to LeeRoy Brock

LeeRoy C. Brock, who hails a ways up the coast in Pt. Reyes Station .

His sailboat is a Catalina 25 and she's birthed in the Delta at Owl Harbor Marina near Isleton



Commodore Mike presents the club's Burgee to Keith Somers

Keith Somers and Mary Perkins, hail from Brickyard Cove, Richmond..

Their sailboat is an Islander 34 and she is birthed in E-33 at the Brickyard Cove Marina



Tom and Jody Watts & Mascot

Thomas Watts & 1st Mate Jody and their crew of two: Sam 28, & Mal-lory 26.

Tom and Jody hail from the foothills in Colfax..

Their sailboat is a Catalina 36 and she is birthed in D-120 at Marina Bay Harbor.



Toilet Bowl, 100 yards north of Hanauma Bay on Oahu, HI

Great Fun: The bowl has a sandy bottom, so when the waves recede one jumps in and waits for the next gush. The surging water lifts you up and wash you onto the side

Board Minutes of 07-21-2012

Marina Bay Yacht Club
Board meeting, 13 October 2012
Marina Bay Harbor Master's Office
Richmond, Ca.

Officers present: Mike Tryon, Glen Bigelow, Tom Wolinski, Barry Eldridge, Anny Caya and Judy Murray

Members present: Art Caya, Kathleen Wolinski, Janice Tryon, Paul Lagier, Earlene Lagier and Elaine Anderson

Meeting called to order at 3:45 p.m. by Mike Tryon, Commodore.

1. We discussed officers for next year. These are willing to serve as MBYC officers for 2013: Mike Tryon as Commodore, Barry Eldridge as Vice Commodore, Art Caya as Rear Commodore, Glen Bigelow as Fleet Captain, Tom Wolinski as Treasurer, and Judy Murray as Secretary. The Board of Directors also agree that these positions will continue until otherwise amended: Past Commodore, Lou Berg, Webmaster, Ed Johnson, *Signal* Editor and PICYA representatives, Barry Eldridge and Paul Lagier.

2. We discussed planning destinations for 2013 cruise outs and agreed that about seven events, beginning in April with warmer weather, was successful in 2012. Our suggestions for 2013 included Mandeville Island for July 4, San Rafael, Papa Taverna Restaurant on the Petaluma River, the Precidio YC, Benicia YC, and Glen Cove YC.

3. Anny Caya suggested we try to have more frequent board meetings to plan opportunities and events that would advertise the club and attract new members. Mike suggested a dinner gathering somewhere in the Valley, and Glen offered his daughter's condo in Brickyard Cove as a place to hold board meetings occasionally.

4. The general membership meeting began informally at 5:00 with an open house and pizza dinner

hosted by the club.

After Commodore Mike introduced the 2013 officers, we welcomed Tom and Jody Watts, Keith Summers, and LeeRoy Brock as new members with membership cards and burgees. New Member's Tom and Jody Watts were recognized later that evening.

Jim and Pam Duvall then graciously presented their slides and detailed information for the documentation necessary to cruise extensively in Mexico.

The board meeting was adjourned at 4:30 p.m. The general membership open house continued until 8:30 p.m.

Respectively 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.



REAR COMMODORE: The Rear Commodore shall be responsible for the development and

management of Club Membership. The Rear Commodore is also a voting member of the Board of Directors.

New Members: The Rear Commodore shall present new membership applications to the Board of Directors for consideration and approval in compliance with Article III, Section 3 of the Bylaws.

Membership Roster: The Rear Commodore shall maintain membership records for the Club.

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sailed into the harbor

I had two students on board, Jonathan and Peter. They did a great job as mates and we had a good time that night at the HMB Yacht Club.

We motored all the way down to HMB, so I was concerned about fuel. Monday morning we sailed over to the docks for fuel. We were early so we walked uptown and had a great breakfast.



No one can say we didn't see the buoy...

We quickly came about and headed back toward the dolphins. Peter got a quick glimpse of their location and I rechecked our route. I recalculated, but I couldn't find my error.

We powered up the Garmin and made a sweeping turn out of the harbor. The fog broke for a minute and

we spotted two sailboats just ahead. We followed them for a while. One turned north and I knew that was too soon. So we followed the other one and lost him in the fog. We held our course for the # 1 buoy but never found it.

I kept heading due west until we crossed our longitude route north. The fog was breaking up a little but at times we were blinded with as little as fifty feet. We stayed on our course however and around 1 pm the fog lifted and we could see the coast.

This was my last trip on Wind Lock. We sold her and I hope the new owners appreciate what a great boat they acquired.

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

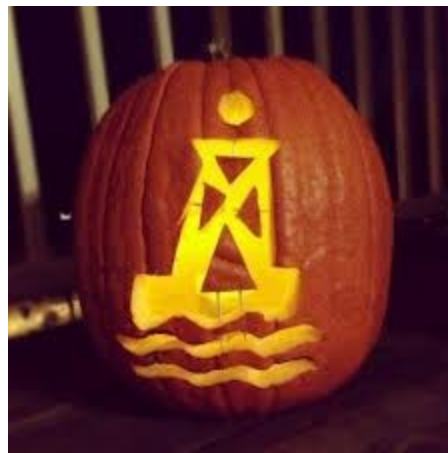
Yes! It's True

It's scary when you start making the same noises
As your coffee maker.

Smile...It confuses people..!!

Politicians and diapers have one thing in common. They should both be changed regularly, and for the same reason.

Nothing sucks more than that moment during an argument when you realize you're wrong



Jack is back...

Old Sailor Tricks To Consider

From the May 1996 Sail

Bronze Fittings: Have your bronze fittings acquired a green tinge? Try cleaning them with clear teak oil. Not only will this remove the tarnish, this will also slow down future tarnishing.

Metal Gauges and Switches: Try cleaning and brightening them with a toothbrush and a white toothpaste. Toothpaste and a cotton cloth also performs magic on scratches one finds on plexi-glass windscreens.

Got Rust & Metal-Discoloration? A wine cork is great for cleaning stubborn rust and spots. Dampen one end of the cork with metal polish and more to the spot. When rubbing, the cork's naturally abrasive properties will go to work.

Half Moon Bay YC

Fleet Captain Glen Bigelow,

The annual Memorial Day cruise-out to Half Moon Bay was well attended and a great time! Half Moon Bay Yacht Club scheduled a variety of events over Friday, Saturday and Sunday. The weekend culminated on Monday morning, with HMBYC serving a complimentary breakfast to all attendee's.



Kathleen and Tom Wolinski, and Earlene Lagiers

The Sunday dinner/dance featured a whole barbecued pig and a wonderful variety of sides. Music was provided by a local band and everyone partied hard and late.

MBYC was represented by Tom & Kathleen Wolinski with their guests, son, Mike and his



Paul Lagier and Glen Bigelow were discussing boats, beer and 'why can't they get along politics.'



Paul Lagier with his son Robert and his wife Erin, enjoying the day in Half Moon Bay

wife Julia and their two daughters. Mike Tryon sailed in on Wind Lock, with his crew: Jonathon Steiner and Peter Levi. Paul & Earlene Lagier sailed in on La Dolce Vita and were joined by their son, Robert and his wife Erin.

Those traveling by land yacht were Barry Eldridge & First Officer Judy Murray. Glen Bigelow arrived with his guests: daughter Sarah Molina and her husband Bob Rectenwald.



Commodore Mike suggested taking a photo of his crew: Peter Levi and Jonathan Steiner.

A good time 😊 was had by all....

Interesting Observation

"I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day."

Frank Sinatra

Annual Meeting at MBYH

Fleet Captain Glen Bigelow,

The October 13th, Annual Membership Meeting and Open House was held at Marina Bay.

The board convened at 5:30 pm. Attending Board Members included: Commodore Mike Tryon, Vice Commodore Barry Eldridge, Rear Commodore Anny Caya, Fleet Captain Glen Bigelow, Secretary Judy Murray and Treasurer Tom Wolinski. After business was concluded, everyone enjoyed pizza from Botto's and potluck salads, drinks and dessert.

We were pleased to welcome four new member sailors and their crew, including: LeeRoy Brock; James & Elizabeth Schwartz; Keith Somers & Mary Perkins; and Tom & Jody Watts.

Also, attending were members: Janice Tryon; Kathleen Wolinski; Art Caya; Paul and Earlene Lagier; Jim & Pam Duvall; and Elaine Anderson.



Jim Duvall gave a detailed presentation on his cruising experience in Mexico's Baja and the Gulf of California,

Our membership officer, Anny Caya noted that there were several visitors expressing an interest in joining the Marina Bay Yacht Club.

Members Jim and Pam Duvall were the stars that evening with a presentation slide show on cruising in Mexico's Baja and central coast regions.

The Annual Meeting and presentation dinner adjourned at 9:00 p.m.

A Visiting Bit Of History

The Potomac: The floating White House reflected President Roosevelt's personal style.



The Potomac: Franklin D. Roosevelt's yacht. She's backing out and heading back home to the Oakland Marina

Though born into an aristocratic family, he preferred informal living and entertaining. The furnishings reflected his wish for simple comfort and lack of ostentation.



Captain Paul Lagier is sizing up the competition

Based on original plans and personal recollections, the ship's structure & furnishings were carefully restored to its appearance in 1939.



Judy Murray is waiting by the fake smoke stack elevator. She thought the old guy wouldn't use the stairs.



Earlene Lagier is ringing da bell: "Heh! It's time for the board meeting!"

Wreck of the *Lazando la Brisa*

Continuing From the Jun Jul Aug Signal: Ed and Dorothy Johnson, on their boat, the Lazando la Brisa, were approaching the West end of Point Potrero Reach and channel marker #4, when they hit a submerged piling.

Web Master Ed Johnson

'...a police boat was approaching.'

I replaced the floor hatch cover to slow the flow, then called Dorothy down to stand on the cover while I went topside. (Later she said, there was something inherently wrong with that picture!)

I went topside to help land the police boat. The Richmond Police Marine Unit, bless them, had a gas powered water pump. In moments they had their inflatable tied up and their pump was evacuating water.

I was surprised they arrived so quickly and asked them about that. They said they were nearby helping Camelot, the other boat. Apparently, they hit the same piling a half hour before we did!

When I went below to relieve Dorothy, she wanted to know what I wanted her to take topside. Soon, with my laptop and her purse in hand, the police helped her onto their inflatable.

I put the pump's suction hose where I thought it would do the most good, but it wasn't enough. The water was still rising. The hatch covers were floating. Soft drinks and beer cans from storage places below, were now rolling around the cabin floor. Before I knew it, another rescue boat had arrived. I couldn't look to see who it was, but their water pump was certainly welcome. Apparently they kept on coming. Dorothy told me later, that at one time, she counted seven rescue boats encircling *Lazando la Brisa*! Wow!

The water kept rising! Two Coast Guardsmen (a guy and a lady), jumped down with me and began stuffing rolled bubble pack and other material to

stem the flow. The water was knee deep both forward and aft, before the water finally stopped rising. We were winning the battle with three gasoline and two electric pumps, pumping water over the side.



These Coasties are standing in knee deep water after stemming the flow by several hundred gallons.

With the situation stabilized, they began towing us to KKMI. When I climbed top-side through the aft stateroom hatch I saw this small armada moving slowly down



The San Rafael Police Marine Unit, providing propulsion replaced the Richmond Police Unit on the port side.

When we arrived at KKMI, both Ken Keefe and Paul Kaplan were there to supervise the haul out.

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But what? They were waving us away, to stand off while they hauled another boat first.



Starboard was the Marin County Sheriff Marine Unit.



To aft was the U.S. Coast Guard San Francisco Group.



Forward, taking the point was Dorothy aboard the Richmond Police boat.

“Whaddya mean wait? We're sinking here!”

The police filled me in on what happened to S/V Camelot and me as well. Apparently, a large ship or barge hit channel marker #4 and the 20" diameter steel piling broke off at a weld that's visible below the surface only at low tide. It turns out Camelot hit the submerged pile a half hour before we did.

KKMI didn't have a large enough space to put *Lazando la Brisa*, so they left her hanging on heir Travel Lift overnight.

At the time of this writing, we didn't know the extent of the damage. She obviously has a good size hole in her hull. Much of the interior was water damaged. The auxiliary engine was idling when it went under water, causing it to hydro-lock.



...she has a good size hole in her hull

I was told we had to replace the generator, water maker, water heater, inverter/charger, the non-immiscible water and sump pumps shower and holding tank macerators.

The submerged piling scraped along the hull, then "oil-canned" inward when it hit the stringer. We then rotated on the piling causing it to scribe a perfect circle in the hull.

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...the damage was unreachable during the panic.

It was estimated that we would lose the use of our boat for between 3 and 5 months.

How We Could Have Minimized The Damage:

- First: Stop the engine, so it couldn't ingest water.
- Second: Have a collision repair mat handy.

I planned on purchasing a collision mat before we started cruising. But lacking that, going overboard with my foul weather jacket, and using that to cover the hole may have reduced the amount of water coming in. But there were other considerations: I would be leaving Dorothy aboard and she wasn't trained on the boat's systems for re-



The circle that the piling scribed on the hull was used as a guide to open the hole The sole of our boat, the port settee, the forward head and the port fuel tank are gone.

trieving me and didn't have the strength should something further go wrong.

We have a lot of praise for the help and assistance that was provided by the officers and members of the Richmond Police Marine Unit, the San Rafael Police Marine Unit, the Marine County Sheriff's Marine Unit, and the U.S. Coast Guard.

We expected to return to sailing following repairs.

Summary:

Following the damage to the Marker #4, the Coast Guard hooked a floating buoy to the submerged piling, and marked that buoy with the number 4. Then they placed a notice in the Local Notice to Mariners, stating that this was an unlighted buoy. However, the notice made no mention of the submerged piling.

Why Did This Happened?: The buoy was chained to the piling and needed slack so that it couldn't be pulled under at high tide. At low tide, it was floating several feet down current from the pile. I rounded the buoy on the up current side at low tide and that's why we hit the pile.

A Channel Rule: Pass around buoys and markers on the down current side, when possible, given clearances, etc. This would prevent snagging whatever is marked and can't be seen, as well as catching tethers or drifting into the buoy or marker. Otherwise, stay well clear if you round

Our Foggy Bay





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!

December

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

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 time to be
on the water*