

## Commodore's Log



**Mike Tryon**

### A Creepy Look into the Deep Blue Sea

In 1973, six Seabee Divers from our diving locker took a vacation to an unknown inlet a few miles South of Ensenada, Mexico.

(31° 44' N X 116° 44' W)

In the middle of this inlet was a small rocky island, between our island and shore and that seemed to tame the sea. Janice and I camped with a little tent and drank a lot of red wine around the campfire, but the scuba diving was why we were there.

My Father joined us, after flying his Piper Cub to San Diego from Michigan. Although he was deathly afraid of the water, I managed to coax him into floating around on a surfboard, with a face mask so he could hang his head in the water and see us below. Visible depth was nearly sixty feet.

Dad panicked a little at a giant manta-ray, maneuvering around the rocky bottom. It was at least eight feet across. But then, he couldn't take his eyes off that magnificent creature.

Deeper into my world, I swam to the ocean side of the island, where I met up with the creature I talked about in my second book. The bottom was cluttered with boulders the size of cars. I was down about fifty feet when one of the boulders moved. (No! Boulders do not move). Terrifying eyes of green and red stared at me and a truly creepy feeling invaded my deepest senses. Looking closer, there were razor sharp teeth, filling a

a mouth as big as biggest shark I'd ever seen. This, however, was no shark but a Moray Eel, with a head as big as a bushel basket. Its snake like body wove in and out of the boulders three times and had to be thirty feet long or more.

As I was less than fifteen feet from those eyes and teeth. I moved slowly away while watching it in awe, as the teeth filled mouth opened and closed, forcing water through its gills. As we watched each other, neither of us moved much. As I moved slowly away, I didn't take my eyes off it for very long.



*...was down about fifty feet, when I saw a boulder move.*

I swam south, away from that creep and saw Janice waving at me, while hovering over the bottom. On joining her, I found she'd discovered what looked like, a field of large Sand Dollars. The shells were all laying on their edge, neatly positioned as if someone had spent hours placing them in rows on the bottom.

Deposits of Sea Urchin skeletons are a highly prized by collector's and many beach comers will snatch them up. However, in Mexican waters you're not permitted to take shells of any kind from the water.

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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](http://www.marinabayvc.com)



**Commodore**  
Mike Tryon  
(510) 227-5782



**Vice Commodore**  
Barry Eldridge  
(916) 487-5351



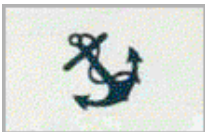
**Rear Commodore**  
Anny Caya  
(209) 564-8338



**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

## New Membership Applications

Sandra and Melvin Gindt  
Lander, WY  
Tanyana 42'  
"Big Wonderful"

## New Members

No new members at this time



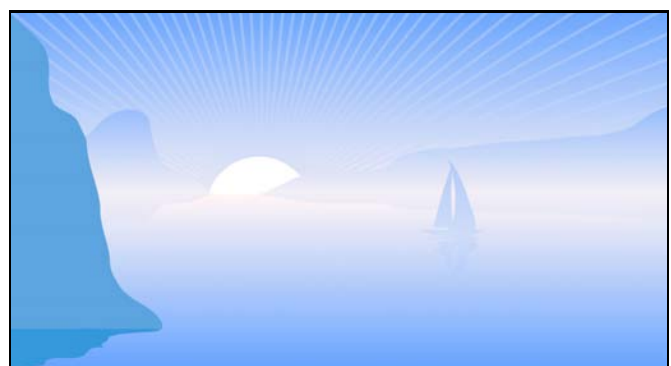
## True Story

*Oldy but Goody...*

**Dead Ahead:** It's on a pitch-black night, when the captain sees a light on a collision course with his ship. He immediately sends a signal:

- ◇ "Change your course ten degrees east."
- ◇ "Change yours ten degrees west,"  
comes the reply. The captain responds:
- ◇ "I'm a United States Navy captain! Change your course, sir!"
- ◇ "I'm a seaman second class."  
The next message reads,
- ◇ "Change your course, sir."  
The captain is furious.
- ◇ "I'm a battleship! I'm not changing my course!"
- ◇ "I'm a lighthouse, ...your call."

Ooops...



*...and then the Sun said, "Good Morning..."*

*Commodore: Continued from Page 1*

Unlike my story of the giant Moray Eel, that many read as a fable (oh so true), this time I had a witness. .



*The shells were all laying on their edge, neatly positioned as if someone had spent hours placing them...*

Stay on the surface friends, there are things in the ocean you might not want to view but then, there are others that will take your breath away. Should I use those words? I wonder?

Michael Tryon  
Commodore MBYC  
"My Heart is in the Wind."

## Cruiseouts

**2012:** Although cruiseouts aren't scheduled for the first three months in the winter of 2012, Fleet Captain Glen has put together a great schedule for Spring, Summer and Fall, ending with our Holiday Gathering at South Beach in December.

Please mark you calendar for the weekend of April 14-15, for this is when we sail by land and sea to the Oakland Y.C. for an evening of good times, including a wonderful dinner hosted by their club.

Commodore Mike has called for a Board Meeting Saturday afternoon at 4:00. Of course the social hour and dinner then follows.



## 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.*



**SECRETARY:** The Secretary shall give or cause to be given notice of meetings to the Member

bership and Board of Directors. The Secretary shall keep minutes of the aforesaid meetings and shall cause to be published in the official publication, a summary of the Board of Directors' meetings. The Secretary shall act as the official clerk for all elections. Should both the Commodore and Vice Commodore be absent, the Secretary shall act and perform the duties of Commodore. The Secretary is a voting member of the Board of Directors.



*Free beer and wine on 'Grace,'  
...Good Times until the wind picked up*

## True Story...

Walking into the pub, Patick said to the bartender, "Pour me a stiff one, Sean. I just had another tiff with the little woman."

"Oh yeah," said Sean. "And how did this one end?"

"Well I'll tell ya now when it was over," Patick replied, "herself came to me on her hands and knees, she did."

"You don't say? Now that's a switch! What did she say?" She said,

"Come out from under that bed, you gutless weasel!"



## Did You Know...

**Schooner** ( Sku nar ) This sailing vessel is characterized by for-and-aft sails, on two or more masts, with the forward mast being no taller than the rear mast (s).



This design was first used by the Dutch in the 16th and 17th century ( but probably wasn't called a Schooner at the time ). Schooners were further developed in North America from the early 18th century, and were more widely used in the United States than in any other country.

The two-masted schooners were the most common, for they were popular in trades requiring speed and windward ability and they were perfect for slaving, pirateering and running blockades.



## It's a Reach to Sausalito...

*...some history into the greater Bay Area's Ports of Call.*

**William Richardson:** spent his early years on the sea, starting as a cabin boy, then rising quickly to a captain. In 1822, while serving as first officer on the British whaler *Orion*. He went into San Francisco to collect supplies and he must have fallen out of favor with the *Orion* captain, for the ship left the following day, without him, .

An enterprising man, Richardson's business interests soon stretched north, across the channel where he supplied ships at anchor with firewood and water. In 1825, he received his Mexican citizenship and married Maria Antonia Martinez, daughter of the Presidio's Commandant.

In 1838 Richardson persuaded Governor Alvarado to grant him 19,500 acres north of the city and across the channel, which he named Rancho del Saucelito - Ranch of the Little Willow Grove. He went on to build a ranching and maritime business, which he ran from his new adobe home on what is now Pine Street and Calidonia.

**Gold Rush:** Richardson and his wife, by all accounts, led an idyllic life during the Gold Rush, when the channel to the bay was aptly named, The Golden Gate. Richardson's wharf became a beehive of activity, selling lumber and supplying boats with, hides, tallow and drinking water.

**Railroad:** In the 1870s, growth in coastal towns and many inland, was triggered by the advancing railroads. Given the length of the bay, trains from the Pacific North, on arriving in Sausalito, would to be loaded onto ferries and shipped back and forth to San Francisco to rails beyond.

**The Golden Gate:** Before the bridge was built, folks heading north from San Francisco, took a car, train and passenger ferry to Sausalito, then traveled through town. When the bridge was completed in 1937, demand for the trains and ferries plummeted and in 1941, Sausalito reached the end of its role with the railroad and ferries. Without the trains and ferries, Sausalito was threatened with relative obscurity, ...until suddenly, World War II was upon us.



*Bridgeway Avenue, on a Foggy Day*

**Marinship:** The Navy signed up the Bechtel Co. to build 'Liberty Ships' and they quickly opened

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an enormous ship building complex along the Richardson Bay waterfront. In less than 4 years, there were over 70,000 workers, and they built 15 freighters, and 78 tankers, for an average of one ship every 13 days.

**Housing:** Across the new highway and North of town, Bechtel built housing for their workers, . Marin City quickly grew from pasture to city with more residents than the Sausalito itself..



*Sausalito's Busy Waterfront is, well, ...Busy!*

**Living on the Water:** Although houseboats could always be found in Richardson's Bay for over 100 years, the present community emerged at the end of the war, when the shipyards closed. Don Arques, the son of a waterfront property owner, started buying up surplus, boats, ferries, barges, and other floating equipment, which he moored adjacent to this property on Richardson Bay.

In the 50's, this floating collection became a campground for San Francisco Bohemians and they were followed in the '60s, by hippies from all over the place. The residents camped in boats, built houses on barges and moved onto the ferries. Even old train cars were called home.

**Lady of Renown** Sally Stanford, a popular Madam from San Francisco, opened a night club for gays and bohemians on a pier 3 ferry. Then later, to the chagrin of those on the hill, she ran for Mayor of Sausalito, and was elected by a landslide. In the 60's, Sally Stanford could be found in her large chair at Valhalla, welcoming her guests to the popular shoreline restaurant in Hurricane Gulch.

Other's who lived on abandoned boats and trains include Baby Face Nelson, Sterling Hayden, Jerry Garcia, Bill Cosby, Julie Christie, Otis Redding and Shel Silverstein, among others.



*Hurricane Gulch: The Golden Gate just over the ridge*

**Yachts and Barges:** In the '60s, after a battle over concerns for health and safety, steps were taken to legalize houseboat in Sausalito. As for yacht owners, the Richardson Bay shoreline now hosts a variety of marinas, with over 1600 slips .

**...Today:** From its early years, Sausalito tussled with a split personality: Its industries on Richardson Bay, long the home to boat builders, marine service industries and craftsmen, and the dwellers on the hill, with their expensive homes and wonderful views. Today: although the waterfront is thought to be gentrified. The split is still there, but now its considered charming.

## From S.F. to Sausalito to...

**Mt. Tamalpais:** The plan was that folks would take the train from San Francisco across the gate to Sausalito and on to the Mill Valley Depot. There they would change trains and ascend Mt. Tam to a mountaintop tavern, or over the ridge and down to Bolinas Beach.

**The Task:** Supplies and laborers arrived in Mill Valley to begin work and by February 1896, over 2,000 men, largely Chinese laborers, graded the route at 5-7% and laid the rails. Tracks were laid to the West Point Inn then on to the top, but not to the beach. ...Except for the roadbed, tracks down to Bolinas Beach (Stinsen) were never installed



*The geared, Shay steam locomotive works its way up the mountain. The trains are pushed up grade, with the engine reversed at the rear of the train.*

During this time many laborers left the job to protest poor pay and expensive board: \$1.75 a day for 10 hrs work and obligatory boarding house that cost them \$5.25 a week. Hmmm



*Shay No. 8 under steam amidst the Redwoods*

Despite the labor problems, construction ensued. Within seven months, the railroad was complete to the top, at a cost of \$5,000. The line had 3.2 miles of straight track, with the remainder composed of 265 curves. The last spike was driven on August 18, 1896, with the first passenger train operating just four days later.



*The Tamalpais Tavern was the northern terminus of the line. The structure provided a gathering place for railroad patrons, with a short walk to the peak.*

**Double Bow Knot:** Billed as the "Crookedest Railroad in the world, the tracks at one point paralleled themselves five times in order to connect point A to point B, 130 feet higher and 800 feet away.



*Mount Tamalpais at sundown.*

**Later Events:** In 1913 a spur was added down to Redwood Canyon, which we know as Muir Woods. Then in 1929, just three decades after the railroad was built, a disastrous fire at the top of the mountain destroyed the Tavern Hotel. Despite its popularity, increasing competition from automobiles and the Great Depression, the Tamalpais Railway experienced a diminished ridership and its ultimate demise.

## For Your Information

*A Good Way to Meet Fellow Sailors: The California Natural Resources Agency of the Department of Boating and Waterways and other important concerns are looking for a few good men and women.*



# DOCKWALKER TRAINING

This **FREE** workshop trains volunteers to become "Dockwalkers," who conduct face-to-face boater education about environmentally-sound boating practices.

Receive free educational materials to distribute to boaters at marinas, boat launch ramps, boat shows, and special events. The efforts of Dockwalkers increase boater awareness about clean and safe boating, thus improving the recreation experience in California while helping to preserve its precious wildlife habitat and water quality.



### 2012 Northern California Trainings

March 3, 2012 – Modesto  
12:00 p.m. – 2:30 p.m.  
Doctors Hospital Conference Center  
1441 Florida Avenue, Modesto, CA

March 31st, 2012 – Sonoma  
10 am to 12:45 p.m.  
Grey Eagle Farm - 201 Meadowlark Lane  
Sonoma, CA 95476 (Studio 8 classroom)

April 5, 2012 – Vallejo  
8 p.m. to 10 p.m.  
Vallejo Yacht Club  
485 Mare Island Way, Vallejo, CA 94590

May 12, 2012 – Eureka  
12:30 p.m. – 3 p.m.  
Coast Guard Humboldt Station  
200 New Navy Base Road, Samoa, CA 95564

For information visit our website at [www.BoatingCleanandGreen.com](http://www.BoatingCleanandGreen.com)

### YOU MUST REGISTER TO ATTEND

Training presented by The Department of Boating and Waterways and the California Coastal Commission's Boating Clean and Green Program, the Santa Monica Bay Restoration Foundation, the Keep the Delta Clean Program in partnership with the US Coast Guard Auxiliary, US Power Squadrons, Vallejo Yacht Club, Humboldt Baykeeper



Funding or assistance in Dockwalkers training provided by these organizations

To register please complete the information below and mail it to *CA Department of Boating and Waterways/CA Coastal Commission 45 Fremont St., Ste 1900, San Francisco, CA 94105* or email to [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov) Fax (415) 904-5216

### YES! I WOULD LIKE TO BE A DOCKWALKER

TRAINING LOCATION: \_\_\_\_\_ DATE: \_\_\_\_\_

NAME OF PARTICIPANT: \_\_\_\_\_

ORGANIZATION: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_



## 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** Schoonmaker Marina, Dinner  
10-11 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.

### Men Who Grow Old

- 1) Growing old is mandatory; growing up is optional...
- 2) Forget the health food. I need all the preservatives I can get.
- 3) When you fall down, you wonder what else you can do while you're down there.
- 4) It's frustrating when you know all the answers but nobody bothers to ask you the questions..
- 3) Families are like fudge...mostly sweet, with a

few nuts.

- 5) Time may be a great healer, but it's a lousy beautician
- 6) Wisdom comes with age, but sometimes age comes alone.

#### THE FOUR STAGES OF LIFE

- 1) You believe in Santa Claus.
- 2) You don't believe in Santa Claus.
- 3) You are Santa Claus..
- 4) You look like Santa Claus.