

Commodore's Log



Mike Tryon

Testing Conditions Between Here and the Farallones

The MBYC, like too many others have experienced the sadness and grief of losing loved ones at sea. We extend our heartfelt condolences to everyone involved in the "Low Speed Chase" tragedy

during the recent Full Crew Farallons race. I've sailed in several races to those islands, but I've never finished due to dangerous winds and seas that suddenly appeared. The following may suggest how quickly poor conditions can develop while sailing off shore.



The Point Bonita Lighthouse on a clear day...

Several years ago my good friend Brian Leong and I attempted the double-handed event. We were aboard "Seabee Diver," an Islander 30 Mark II. The wind was blowing in from the West and all the other boats were pointed to the Southwest. We turned North past Point Bonita thinking we would get a jump on everyone else because of our close hauled tac.

The forecast called for the wind to change and blow from the Northwest., but two hours later the wind was still from the West. We changed course to Southwest and made almost seven knots for over the next two hours. When we were within about six miles of the islands, our speed dropped steadily to less than two knots.



The Farallones on a nice day...

Not wanting to sail around SW Farallone Island in the dark, we started the engine and turned back. Thirty minutes later the wind changed again from the Northwest at a nice 15 knots, we shut off the engine and sailed toward the gate.



Seals on the Farallones. The day is not as nice...

The sea state had been changing all day. The waves were a little larger every hour. Within ten minutes of changing course we began quite a ride. The sea came up behind the boat and looked like it would topple over us each time,

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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



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Vice Commodore
Barry Eldridge
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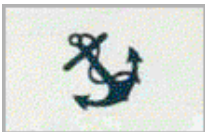
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Webmaster
Ed Johnson



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



Deck Cleaning

A Few Tips on Non-skid Maintenance:

Wash the decks using a mild soap and deck brush, a section at a time, rinsing as we go. This point is important! Many folks, in an effort to get done quickly try to wash the whole boat at once, leaving the soap to dry. Once dried it is impossible to remove with cold water and will leave just enough of the soap to start a dull film. Soap scum build-up isn't just for shower stalls anymore.

Turn the hose on the decks ahead of where your washing to keep them wet till you get to them. You'll find that the longer the surface has to soak, the easier it will be to clean.

Never ever, not once, never, nope, uh uh, DO NOT (have your attention yet?) wear street shoes on a non-skid deck. One can hear you out there saying, "Who me, I always wear Topsiders on my boat."

A better way to say it would be to only wear boat shoes on the boat. Take off the street shoes (which often are Topsiders, by the way) when you get on a boat and either put on boat shoes (shoes which are only used on a boat) or go barefoot, when washing. *Editor's Note: Must state for the record: That we always followed this program. (Not!)*

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but the stern met each wave gently. We began surfing and at first the ride was only a second or two. Within a half hour we were surfing down the side of twenty feet swells.

I was checking our course every few minutes and kept turning South as much as we could. We didn't want to try to cross the Four Fathom bank, better known as the Potato Patch Shoal. Not in those kind of seas.



Behind the Swell: If you look carefully, one can see the top of the Golden Gate Bridge towers

Our speed topped eleven knots during those free falling rides. Each time Seabee Diver surfed down a wave, the hull rumbled and hummed deep thunderous roars .



***It was sunny just a few minutes ago...
Sailing off the Marin headlands***

We couldn't see Point Bonita or the bridge towers, but we could see the top of the Marin Headlands clearly. A low ghostly fog shrouded our view. We talked about how we knew the hull was strong and the boat was sailing true, then we silently hoped for the best.

We were both experienced seabees and sailors, with many hours logged at sea but this was one of those challenging trials . The sea kept building and the swells came up from the rear like mountains rising out of the sea. We tried to prepare ourselves for getting pooped but the boat would have none of that. She sailed true and surfed magnificently. The sails never luffed, not once. Even during the eleven knot slides, our sails stayed full .



Don't mess with the Potato Patch

While on top of the crests we gaped longingly for some landmark. Checking our longitude and latitude every half hour against our charts, we also talked about our confidence in these readings..

Finally we found what we were had been seeking: G "3", the second marker on our way toward the gate. We were close to the sea lanes and soon we saw white water explosions erupting in the Potato Patch to our North. The swells began fading and before long Seabee Diver stopped surfing altogether.

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

Something to Ponder: If the professor on Gilligan's Island can make a radio out of a coconut, why couldn't he fix a hole in the boat?

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.



TREASURER: The Treasurer shall keep records, and collect and disburse monies for the club

in accordance with bylaws. The Treasurer is a voting member of the Board of Directors.

1. Annual Report: The Treasurer shall submit an annual financial report to the membership:
 - a. This financial report is to be audited as directed by the Board of Directors prior to submission to the membership.
 - b. This financial report shall include a summary of initial balance, income amount and sources, itemized list of monies expended and remaining balances as of the reporting date.
 - c. This financial report reporting date shall be December 31 of each year.
2. Disbursement of Funds: The Treasurer shall disburse funds of the corporation as may be ordered by the Board of Directors.
3. Other Duties: The Treasurer shall perform such other duties as may be prescribed by the Commodore or Board of Directors.

Cruise-Out to Oakland Y.C.

MBYC's April 14th cruise-out to the Oakland YC was a great kick-off for the 2012 cruising season.

Oakland YC members are wonderful hosts in a beautiful facility and the food was great.



After another successful board meeting, led by Commodore Mike, we were ready for dinner.



The views of the Alameda Channel were great,

We ordered off of a menu that evening, so everyone was assured of getting what they wanted. Breakfast on Sunday morning was also great.

MBYC had two boats cruise-in... Glen Bigelow and Ron Bryan on "Gratitude," and the Morris Family on Sea Lion, with Scott, Rochelle and Joseph.. Scott also enlisted Bill, Jeannie and Bryan Brennan as crew.

The following members traveled by land yacht... Barry Eldridge & Judy Murray, Tom & Kathleen Wolinski and Mike & Janice Tryon.

Everyone attending had a wonderful time catching up and seeing everyone.

Glen Bigelow, Fleet Captain



The views of the Alameda Channel were great, and there was lots going on...



Cruise-Out to Loc Lomond YC

May 5th Cruise-Out: The Loc Lomond Yacht Club hosted Cinco de Mayo and the food and music for this event were excellent. The lively event was well attended and enjoyed by all.



A friendly, chatty, ...thirsty and hungry crowd gathered on La Dolce Vita

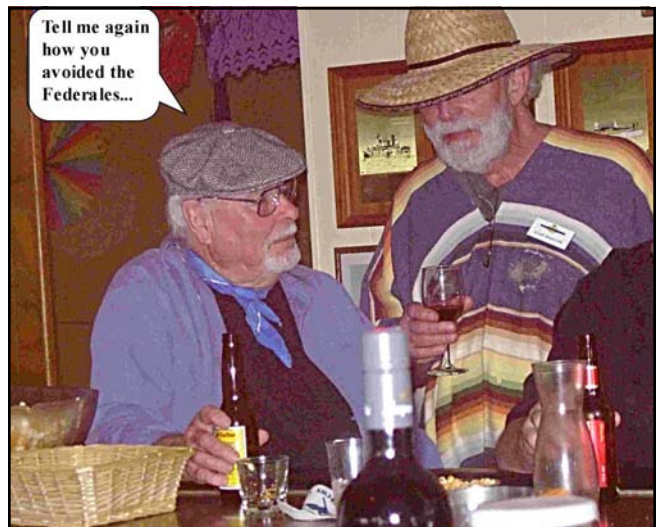
Paul & Earlene Lagier sailed in on “La Dolce Vita” and once again, they graciously hosted the MBYC for a Cruise-Out gathering.



Tom Wolinski and Glen Bigelow discussing strategy

Glen Bigelow, Bob Rectenwald & Ron Bryan sailed in on “Gratitude” and Tom & Kathleen

Also Attending: Barry Eldridge & Judy Murray, Mike & Janice Tryon and Ed & Dorothy Johnson arrived by land yacht.



Ron Brian does his best to welcome the stranger

One interesting note for this Cruise-Out was the low tide we experienced on Sunday morning. As you may know, the moon was close to earth, resulting in high and low tides greater than anyone at the Loch Lomond Marina could remember. La Dolce Vita was on the bottom with her rudder exposed...but, luckily there was no damage.

The next cruise-out is to Oyster Point YC on June 16th...details to follow.

Glen Bigelow, Fleet Captain



Paul demonstrates how bar bells can be used to keep the bow down.

Building a Ferro-Cement Boat

Have you ever wondered what goes into building a 44 foot Ferro-Cement sailboat? Glen Bigelow and Paul Lagier have compiled a fascinating view of the Ferro-Cement sailboat Paul has built from scratch and in his own front yard.

Paul Lagier's father, Fred, was the founder of Fred Lagier and Sons and their firm built 44 boats, of which 6 were Ferro-Cement. Paul's latest is a 44' ketch, with design roots that date all the way back to the 1900's when Colin Archer designed and built Sailing Lifeboats for the Norwegian Lifeboat Institution. The specific design for the Norsk 44, used a Ferro-Cement that was first designed by New Zealand's Colin Brookes..

What does it take to build a boat that's capable of lasting 40, 50 years or longer? Many assume the strength in cement boats comes from the cement. Not so! The strength comes from a complex, galvanized steel framework, similar to that used in steel boat construction. The cement forms the waterproof skin.

Paul used the steel framework design developed by his father, Fred. When Paul's boat is finished, it will be one of the soundest Ferro-Cement sailboats found anywhere in the world.

Paul documented the following chronology on the most recent Fred Lagier and Sons, Norsk 44, which he started in November, 2007.



The beginning: Setting the centerline



Framing Layout: The boat plans were transferred to the lofting platform at full scale. Each frame and the spine are then built to scale.



Installed: The vertical frames.



Stern View: The frames show her shape.

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Deck Frames: Now in place.



Deck Pipe and Hatches: Now installed.



Longitudinals: 3/4" galvanized pipe were first wired on, then welded to the frames.



Mast Collar. The mainmast passes through this deck collar and steps onto the keel.



Forming: Pipe bent to meet the frames, forms the structure. This is a distinguishing feature of the Fred Lagier Ferro-cement System.



Keel: Steel rod & re-bar were welded in throughout then cold galvanized to resist corrosion.

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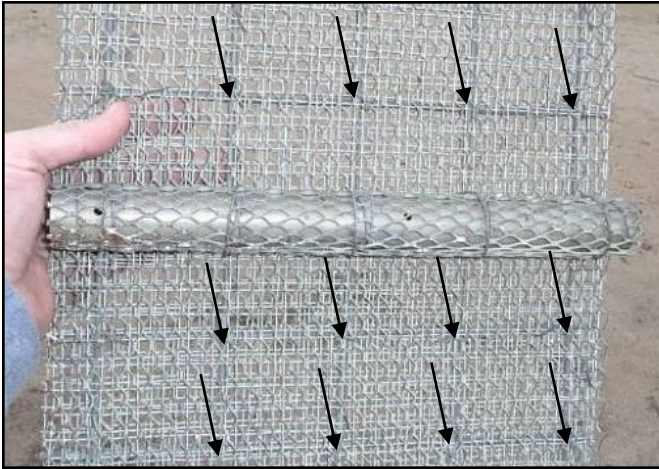
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Side View of Keel: Once plastered, the keel is then ballasted with lead and filled with concrete.



First layer of lath.



Armature: Once the frames and tubing are welded together, the entire hull is wrapped in a metal sheath, the armature. This is a layer of 3.4 gauge galvanized metal lath, followed by 2 layers of 1/2" 19 gauge welded wire mesh. Vertical and horizontal strands of cold worked 8 gauge galvanized wire was then installed 2.5" on center, both ways (Look carefully at the arrows above to see the wire squares). Then two more layers of the 1/2" mesh are installed outside and tied together with galvanized wire at each corner of the 2.5" squares formed by the 8 g wires.



Bow View: Finished layer of lath.



Cross-section of the armature.



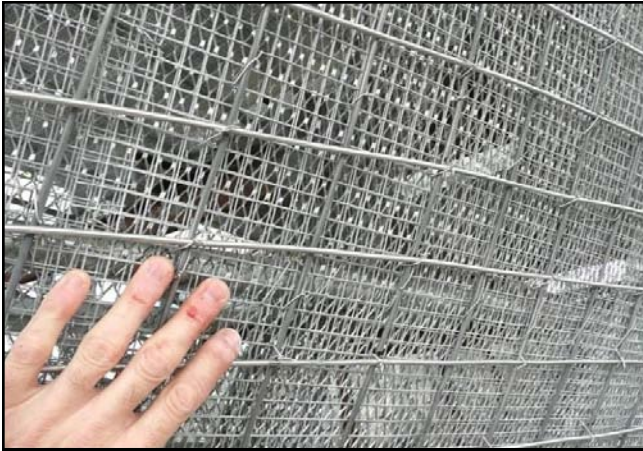
First of Two Layers: 1/2" 19 gauge welded wire mesh is placed and tied over the metal lath.

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Building a Cement Boat...continued from page 5



Wire Stringers: After the second layer of 1/2" w. w. mesh, the 8 gauge stringers are attached.



Two More Layers: The 8 gauge wire is now installed and ready for two more layers of 1/2" welded wire mesh.



Port View: Cutlass bearing after a third layer of 1/2" mesh has been added over the 8 gauge wire.



Final Step: The armature gets a wire twist at each 2.5" intersect formed by the 8 gauge wires



Ready for Plaster...And what do you think?



In the next installment...the Lagier's Norsk 44 gets skin!STAY TUNED!

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

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.



*Now, if this place only had a Pub,
then all would be well...*