

**Commodore's Log**



**Mike Tryon**

**A Little Bit Of History:**

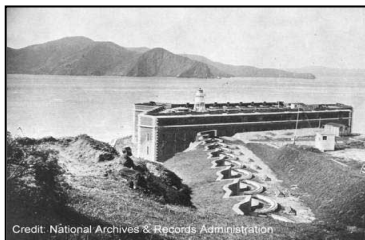
Fort Point: After the United States acquired (?) California from Mexico in 1848, defending the west coast became a military priority. The rush to the gold fields was underway and San Francisco

was vital to the economy of the growing region.

To protect these assets from foreign powers, the War Department recommended casemate fortifications for a pair of works: a fort at the Golden Gate, and barbette batteries (12" guns) on Alcatraz Island.

The fort on the south side of the gate had priority, as this was key to defending of entire Pacific

Coast. Given the location, rough seas and severe weather, this was a complex and labor intensive process.



Plans specified that *Looking Across The Gate*

the lowest tier of artillery be as close to water level as possible, so cannonballs could bounce across the water's surface, hitting enemy ships at the waterline.

On the south side of the Gate, workers blasted down the 90-foot cliff to form a bench 15 feet above sea level.

This structure has walls 7-feett thick and multi-

tiered casemated construction typical of Third System Forts ( seacoast defensive ).While there were more than 30 such forts on the East Coast, Fort point was the only one of its type on the Pacific Coast.



This fort was called the Pride of the Pacific and was considered one of the most perfect models of masonry in the country.

*perfect models of masonry*

In 1861, war was looming in the east and the Army mounted the first 55 guns. Colonel Albert Sidney Johnston, commander of the Pacific branch of the Army, prepared the defenses and ordered the first garrison for Fort Point.



*Ft. Point, beneath the Golden Gate Bridge*

Kentucky-born Johnston then resigned his commission to join the Confederate Army (he was later killed at the battle of Shiloh in 1862).

The Civil War came and went, without the Confederate Army ever launching an assault on the Bay. As time went on, the defensive technology at Fort Point was surpassed. The Army's next move was to build concrete gun batteries & Nike

*Continued On Page 4*

## Club Officers for 2013

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



**Commodore**  
Mike Tryon  
(408) 718-4180



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



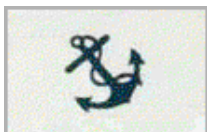
**Rear Commodore**  
Art Caya  
(209) 564-8338



**Secretary**  
Judy Murray  
(916) 487-5351



**Treasurer**  
Tom Wolinski  
(510) 581-4543



**Fleet Captain**  
Glen Bigelow  
(916) 996-4241



**Past Commodore**  
Lou Berg  
(510) 231-0424



**Webmaster**  
Ed Johnson



**Signal Editor**  
Barry Eldridge



**PICYA Representatives**  
Barry Eldridge Tom Wolinski  
(916) 487-5351 (510) 581-4543

## New Members

There were no new applications during this period.



## The Mysterious Mary Celeste

The weather was fine and her crew was composed of experienced and capable seamen. The *Mary Celeste* was in seaworthy condition and still under sail, heading toward the Strait of Gibraltar. She had been at sea for a month and had over six months' worth of food and water on board. Her cargo was virtually untouched and the crew's personal belongings were still in place, including valuables. None of those on board were ever seen or heard from again, and their disappearance is often cited as the greatest maritime mystery of all time.



*The Mary Celeste*

The question of why the crew left the *Mary Celeste* is the subject of much speculation. Theories range from natural causes like under water earth

quakes, to piracy, the paranormal to the Bermuda Triangle, although the ship is not known to have sailed through that area of the Atlantic.

The *Mary Celeste*, with a history of misfortune, was said to be "cursed" even before she was discovered derelict with no apparent explanation, a classic ghost ship. In 1885, the *Mary Celeste* was destroyed when her last owner intentionally wrecked her off the coast of Haiti in an attempt to commit insurance fraud.

## 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.*

**COMMODORE:** The Commodore shall be the chairperson for all meetings of the Board of Directors and the general membership. The Commodore is a voting member of the Board of Directors.

1. Presiding Officer: As presiding officer the Commodore shall be guided by these bylaws and Robert's Rules of Order, Newly Revised.

2. Business Manager: The Commodore shall have general and active management of the business of the Corporation and shall see that all orders and Resolutions of the Board of Directors are carried into effect.

3. Corporate Responsibility: Together with the Secretary and Treasurer, the Commodore shall execute all contracts of the Corporation.

4. Extended Powers: The Commodore shall be exofficio member of all committees and shall have the general powers and duties of supervision and management usually vested in the office of the president of a corporation.

## Alameda Yacht Club

### April 20 Cruise Out...

MBYC's first cruise-out of the year was April 20th to the Alameda Yacht Club for their annual Mardi Gras Party.



*The End Of The Day In The Alameda Channel*

They served a great Cajun dinner of gumbo, jambalaya, pulled pork and dirty rice, which

which was well prepared and enjoyed by all.

Afterwards, there was dancing to a Caribbean beat and for the first time we heard the Star Spangled Banner played on a steel drum.



*Yes! This Was A Stellar People Watching Event*

It was the largest and most successful event that AYC has ever hosted and of course, we all had a rousing great time!



*LeeRoy Brock is hiding, but the Rectenwalds Aren't*

We had 3 boats and 12 members attending, including Tom & Jody Watts on Persistence; LeeRoy & Gary Brock on Fox Glove and Glen Bigelow, Bob Rectenwald & Sarah Molina on Gratitude. Arriving by Land Yacht were Barry Eldridge & Judy Murray; Tom & Kathleen Wolinski; and Mike & Janice Tryon.



*We Believe It's Commodore Mike and Secretary Judy*

sites into the coastal bluffs on both sides of the Gate. Of course those installations were soon obsolete.

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



## A World Of Maintenance

**Diesel Engines:** Don't like to idle in neutral, or even in gear at low speeds; they do like to work hard under load. Properly matched to its boat, a diesel engine can run at its cruising RPM for hour after hour, day after day.

The cruising RPM is approximately 75-80% of the maximum RPM as defined in the owner's manual. However, this will vary from one engine to another. Volvo-Penta, for example, recommends that its larger engines run at 200 RPM below the "obtainable maximum RPM."

After a few minutes of initial warm-up, the engine should move the boat at reasonable speed with minimal noise and very little harmonic vibration. This also maximizes fuel efficiency and longevity of the engine.

Avoid idling the engine for long periods. At idle speeds, fuel combustion is incomplete (compared to cruising under load) so excessive idling wastes fuel. Excessive idling also accelerates wear and tear on the engine, leads to gradual build-up of detrimental varnish on the cylinders, and deposits soot and carbon on the valves and in the exhaust system, particularly at the manifold injection elbow where raw cooling water exiting the engine mates with the exhaust gases.

Don't baby your engine. Run it hard. However...after running at cruising RPM for several hours, a brief cool-down at idle speed, with no load, is beneficial. A few minutes is enough.

## Marina Bay Gathering

### May 18th Cruise Out

The May cruise-out was originally planned for Petaluma, but upon close inspection of the tides, it would have required an arrival too late for dinner. So, I changed the venue to Marina Bay Yacht Harbor and dinner at Salute's.



*With A Corner On The Bay To Ourselves*

Eleven members attend, and we enjoyed a great corner location with a great view of the marina. The meal and camaraderie was wonderful.



*Tom & Kathleen Wolinski, Working Out Who's On First?*

Attending were Tom & Kathleen Wolinski; Barry Eldridge & Judy Murray, Art & Anny Caya; Lee-Roy Brock; Glen & Pam Bigelow and their guest's Bob Rectenwald & Sarah Molina.



*Twos A Pleasant Evening On Marina Bay*





## Marina Bay Yacht Club

### CRUISE-OUT SCHEDULE for: 2013



#### April

20-21 Alameda Y.C. - for Dinner...  
Board Meeting @ 4:00

#### August

17-18 Loch Lomond Y. C.  
For their a Luau Dinner...

#### May

18-19 Marina Bay  
Dinner at Salute's

#### August 30 to September 2

The Half Moon Bay Y.C. Bar-B-Q  
Labor Day Weekend,

#### June

15-16 Oyster Point Y.C.  
It's a Western Night Dinner...

#### October

12 General Membership Meeting  
Marina Bay Meeting Room @ 4:00  
"Open House" with Pizza @ 5:30

#### July

20 MBYC Open House  
Marina Bay Yacht Harbor  
Meeting Room—5:30pm-7:00pm

#### December

7-6 South Beach Marina, in South S.F.  
Holiday Gathering at BoBo's

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.

### It's True

The ant can lift 50 times its own weight, can pull 30 times its own weight and always falls over on its right side when intoxicated. (From drinking little bottles of...?)

Americans on the average eat 18 acres of pizza everyday.

You are more likely to be killed by a champagne cork than by a poisonous spider.



*Are we coming or going? Don't care!*