

Commodore's Log

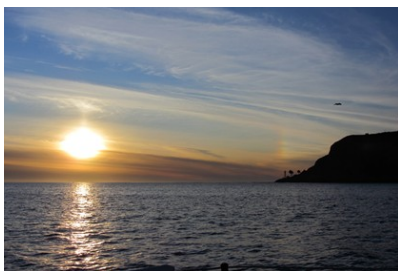


Mike Tryon

Trust your GPS and charts
In 2007, we left Wind Lock in San Diego when we returned to the Bay Area. That February I flew to San Diego on a Friday afternoon, grabbed a taxi at the airport and was at the Chula Vista Marina by 3pm.

Needing both fuel and provisions, I stopped at Harbor Island at a few minutes before 5pm, Took on fuel, drinking water and sandwiches and got underway.

When I cleared Point Loma a couple of hours later, I set Otto for 312 degrees and had something to eat. It was dark and the moon was hidden by the high fog but visibility was great. If I followed my GPS and let Otto, my auto pilot, do the driving I should make Port Hueneme a little after dark on Saturday night.



Point Loma At Sunset

I had been to Pt. Hueneme many times by land and once by boat but that was on a Navy ship during daytime. My route would take two and a half

miles off Santa Catalina Island.

My chart check showed where I was but the nagging doubt wouldn't go away. I began moving toward shore, veering off course just a wee bit. I saw a very tall smokestack in the distance and

and remembered there was one at Point Hueneme. I checked the GPS again and it was telling me to turn to sea. Another GPS to chart check showed I was still fifteen miles south of Channel Islands Harbor. I crept closer to shore and began looking for markers. I was less than a quarter mile off the beach. I had plenty of water under the boat. I stayed the course and began moving west because the shoreline was turning west. I was tired and questioned my navigation.



Looking Back At The Tall Smokstack

I kept watching the smokestack and the more I watched it the greater my anxiety grew. I was very confused and called the Harbormaster at Channel Islands Harbor. The harbor is manned 24 hours a day and someone will always answer the phone. After a short conversation with the Harbormaster I learned that there should be two smokestacks at my location and after looking very carefully with the binoculars I saw the second smokestack. Looking at the chart closer it did show two smokestacks. I immediately changed course following my waypoint the GPS was configured on and calmed down.

Two hours later markers and dolphins helped me sail into Channel Island Harbor. I tied up at the visitors dock and crashed. I was so tired I didn't close up the companionway. I woke up at 5am and was freezing. I got up closed up the boat and went back to sleep. I had a good breakfast and went to sea soon after daylight.

Continued On Page 3

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
(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
(510) 231-0424



Webmaster
Ed Johnson



Signal Editor
Barry Eldridge



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

New Members

Bob McGowan and his wife Sarah Likely, from Walnut Creek. Both Bob and Sarah are experienced circumnavigators and past members of the Hawaiian Yacht Club. They are between boats.

Welcome to the Marina Bay Yacht Club

Open House In Marina Bay

The Marina Bay Yacht Club hosted an open house at the Marina Bay Yacht Harbor meeting room on July 20th, from 5:30-7:00pm.

We served pizza, seafood and a green salad, and of course, choices of liquid refreshment. There were a total of 11 guests and our members fielded a lot of good questions. Several indicated a sincere interest in joining the club.

MBYC members who attended included, Mike & Janice Tryon, Art & Anny Caya, Barry Eldridge & Judy Murray, Elaine Anderson and Glen Bigelow.

Guests in attendance were:

Duane Brumm: Marina Bay
d_brumm@hotmail.com
Dean Davis: Forestville
deanallen60@gmail.com
Glen Green: Clarksburg
Glenn21x@yahoo.com
Joe Hunter: Richmond
Panamamail@pacbell.net
Joan Lunderville: Richmond
joanlunderville@gmail.com
Chris Mellor: Richmond
chrismellor@ymail.com
John Mullany: Pt Richmond
JLM-II@sbcglobal.net
Dale E Sierra: Richmond
510-734-2813
Patti Sparling: Richmond
pschnell118@comcast.net
Minori Tsuge: Richmond
minorit@aol.com

Fleet Captain,
Glen Bigelow



Channel Islands Harbor, 35 Miles South Of Santa Barbara

I tied up at the visitors dock and crashed. I was so tired I didn't close up the companionway. I woke up at 5am and was freezing. I got up closed up the boat and went back to sleep. I had a good breakfast and went to sea soon after daylight.

If you're tired and by yourself the best friend you have is your GPS and charts. Use them wisely.

Michael Tryon
Commodore MBYC



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

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.

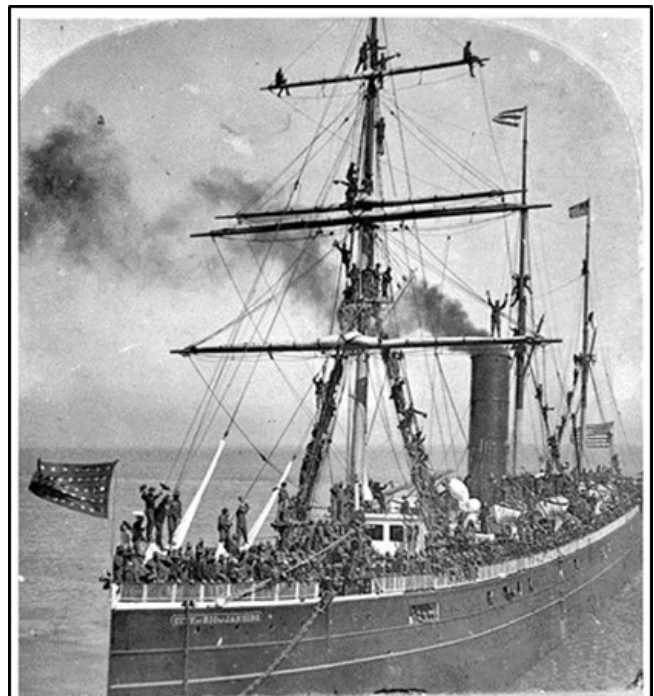
Histories Mysteries

Shipwreck of SS City of Rio de Janeiro

The City of Rio de Janeiro mail steamer was an iron hulled steam powered passenger ship, launched in 1878, which sailed between San Francisco and various Asian Pacific ports.

On 22 February 1901, while trying to pass through the Golden Gate in heavy fog, en route to her home port of San Francisco, the ship struck rocks, reportedly on the southern part of the straits at or near Fort Point, and sank.

The damage was considerable: virtually the entire underside of the vessel had been torn open by the collision and the engine room and cargo holds rapidly flooded. The ship had been built before watertight bulkheads came into use, and sunk in 320 feet of water only eight minutes after striking the reef.



The City of Rio de Janeiro Mail Steamer

Launching of the lifeboats was hampered by a language barrier between her mostly Chinese crew and American officers.

Continued On Page 4

Continuing From Page 3

The wreck was so sudden that the lookout at the Fort Point Lifesaving Station, only a few hundred yards away, was completely unaware of the situation for two hours, when a lifeboat was sighted emerging from a fog bank. Fortunately Italian fishermen were nearby and were able to rescue a number of survivors clinging to wreckage.

Of the 210 people aboard, 82 were rescued and approximately 130 people perished. The captain, William Ward, was not among the survivors. He had previously stated that if ever faced with such a situation, he would go down with his ship.

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*City of Rio de Janeiro...
Mt. Tamelpias Is On The Horizon*

Divers engaged by the Pacific Mail Line immediately began a search for the ship but failed to find any traces of it due to the depth of the water in the area, well beyond the diving or salvage capabilities of the time.

For some years after the disaster, bodies washed up on the beach near Fort Point, including, in 1903, the remains of Captain Ward which were identified by the watch chain wrapped around his rib cage. In 1917, a wooden keg clearly marked Rio de Janeiro surfaced off Point Lobos. In 1919, more wreckage from the ship surfaced off Suisun Bay, forty miles away from the assumed site of the wreck between Mile Rock and Baker Beach.

In 1931 a Captain Haskell announced to a news conference that he had discovered the wreck using a two-man submarine of his own invention and that he planned to salvage six million dollars worth of silver from the wreck.

Captain Haskell disappeared without a trace in July 1931.

The wreck of the SS City of Rio de Janeiro has not been located. Some say that the currents off Baker Beach are too strong for amateur divers and the water is too deep. Some say that currents pushed the ship out to sea as she sank. Some say that because so many ships have perished in the Golden Gate, she will never be found; even modern sonar cannot distinguish whatever remains of the SS City of Rio de Janeiro from all the other disintegrated remnants of sunken ships.

Something To Ponder

An honest man was being tailgated by a stressed-out woman on a busy boulevard. Suddenly, the light turned yellow, just in front of him.

He did the right thing, stopping at the crosswalk, even though he could have beaten the red light by accelerating through the intersection.

The tailgating woman hit the roof and the horn, screaming in frustration as she missed her chance to get through the intersection. As she was still in mid-rant, she heard a tap on her window and looked up into the face of a very serious police officer. The officer ordered her to exit her car with her hands up. He took her to the police station where she was searched, finger printed, photographed and placed in a holding cell.

After a couple of hours, a policeman approached the cell and opened the door. She was escorted back to the booking desk where the arresting officer was waiting with her personal effects.

Continued On Page 5



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.
Cancelled for remodeling

May

18-19 Marina Bay
Dinner at Salute's

August

30-Sep 2 Half Moon Bay Y.C. Bar-B-Q
Cancelled due to conflicts

June

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

October

12 Annual Membership Meeting
Marina Bay Yacht Harbor Mtng. Room
5pm-7pm

July

13-14 Open House at Marina Bay
Marina Bay Meeting Room @
4:00 with Pizza @ 6:00

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.

Continued From Page 4

He said, "I'm very sorry for this mistake.

You see, I pulled up behind your car while you were blowing your horn, flipping off the guy in front of you, and cussing a blue streak at him. I noticed the 'Choose Life' license plate holder, the 'What Would Jesus Do' bumper sticker, the 'Follow Me to Sunday School' bumper sticker, and the chrome-plated Christian fish emblem on the trunk.

Naturally, I assumed you had stolen the car."



Are we coming or going? Don't care!