

Treasure Island Yacht Club, "JIBE"

September & October 2009

Volume 44, Number 6

Organized 1966



Club located at the Marina, Treasure Island in the center of San Francisco Bay



Commodore's Message

Russell Breed



Summer has come and gone or so it seems. We have had a lot of fun. The International Dinner was hosted by Jerry Huff. John Aldous came back into the bay and then cruised with Ted Karavidas up into the Delta getting ahead start on our Delta Cruise.

Matt and Mia blacktopped to Benicia YC only to find that some of the club members had already departed up river while Russ and Lynette got a late start and had to miss the dinner. Unfortunately they were planning on our visit complete with cruiser gift bags. The Delta Cruise was lots of fun with stops at Bruno's Island and Devil's Isle. Thanks to Jim & Sandy even folks who didn't bring their own boats (including Don & Cathy and Sharron) had a great time with daily rides on the pontoon boat and wave runner. Pittsburg YC had an excellent dinner on our return trip with even more black-toppers joining us (Pete, Matt, Mia)

Castaway weekend was another success with a visit to Vessel Traffic Service and a great view of the bridge construction. There were walks around Yerba Buena and dinghy trips around the bridge to view the big move. Who would have known that they used Dawn dish wash soap to move a bridge. We also received a membership application. See Membership Committee for more details.

TIYC helped OYC in putting on the 11th Annual Schreiber Cup fun race. OYC members Sheldon & Jane Haynie provided the boat. Thank you goes to those who also helped on the committee, Sharron, Christa, Lynette and Russ. Unlike last year, this year there was enough wind to sail around the island. There were 5 boats in the race. The Schreiber Cup was awarded to TIYC Past Commodore and current OYC member Bob Becker.

This was followed by our 2009 Community Service Project, the American Heart Association's Heart Walk at Coyote Point Park. Several club members made donations on behalf of Treasure Island YC.

The House Committee has been very busy with club improvements. When you come to the Pig Roast and auction please take note of the new buffet counter and cabinets inside and new gaff and hoists on the flag pole outside. Thanks go to Jim, Don and John.

The Nominating Committee (Desmond, Reg, Jim, Sharron & John) is hard at work in putting together a list of candidates for your consideration in November. Look for the nominations to be published in mid October.

We have ordered new door lock Key Cards to make member access to the club easier. Details of the key card system will be explained at the General Membership meeting in November. *I'm looking forward to seeing you on the water or at the club. Help Treasure Island Shine in 2009*

Commodore:

Russell Breed

Vice Commodore:

Rich Ahlf

Rear Commodore:

Matt Farnsworth

Staff Commodore:

A. J. Desmond Thorsson

Corporate Secretary:

George C. Knies

Treasurer:

Fred W. Gibson

Appointed Officers

Membership:

Lynette Breed & Shirley Ahlf

Office Manager:

Joyce Waters

Port Captains:

Atta & Alice Pilram, John McBride

Publications & Race Director:

George C. Knies

Webmaster:

Desmond Thorsson

Recording Secretary:

Sharron Harper

Safety Officer:

Neil Nevensy

Directors

James B. Aberer Alice Pilram

Donald Mibach Jerry Huff

Sharon Harper Neil A. Nevensy

Peter Van Putten Ray Zahnd

Delegates

Reg. & Debrenia Smith PICYA

Rich Ahlf PICYA

George C. Knies YRA

Russ & Lynette Breed YCA

Telephone numbers and addresses of members are protected by the Privacy Act of 1974. As a matter of policy, rosters of names, addresses and telephone numbers shall not be made available to the general public or any outside organization. Privacy of all rosters shall be safeguarded and the page clearly labeled. The publication of these rosters addresses and telephone numbers on a computer on-line service including the Internet is prohibited by the 1974 Privacy Act.

T. I. ANNUAL PIG ROAST

Join members and friends of Treasure Island Yacht Club, Saturday, Sept 26th for our Annual Pig Roast and Auction.

Saturday, Sept 26,

Auction 15:00, Dinner 19:00

Price \$20.00 per person

Treasure Island Yacht Club

Reservations required by Monday, Sept 21;



E-mail TIYC.org or call Vice Commodore Rich Ahlf 925-672-2514

Pot Pourri

Ken and Susan Fitzgerald have applied for Non-Resident Membership to TIYC. Ken and Susan's home base is Seattle, WA. They spent Castaway Weekend with us. Their Caliber 40, Bint al Khamseen is

cruising south and will send us Their blog is svbintalkhamseen.org and email address is svbintalkhamseen@gmail.com. They are also members of Puget Sound Cruising Club. *Lynette Breed membership committee.*

ATTENTION: IOBG spouses/significant others contact Ann Knies for information regarding IOBG Auxiliary membership. District-14 looks forward to welcoming you as members. *Ann Knies, Vice President IOBGA.*



Modern Piracy and Terror on the High Seas

Compilation by George C. Knies

Yes Virginia, piracy flourishes today. The vast majority of pirate attacks occur at the Malacca and Singapore Straits, Indonesia, Nigeria or Somalia. Piracy tends to flourish most where the economy is bad, the government control is weak and the indigenous people have a boating tradition. Other factors stimulating piracy are coastal waters, in narrow seas, in harbors and in the approaches to choke points. Here is where there are many ships and so, waiting and watching offer huge potential for reward. Piracy today is mostly a brown and green water phenomenon.

In 1970 while on a day sail in a US Navy Recreational Department *Rebel Sloop* in Subic Bay Philippines my Flight Surgeon, John and I were boarded by three bonk-a-boat pirates brandishing knives. With a knife at my throat I quickly surrendered my Ray Ban sunglasses and navy pilots issue wrist watch, while John, eyes bulging out, reluctantly gave them his newly purchased Rolex. Our personal property claims against the US Navy for failure to warn of a danger not normally associated with sailing *failed*; based on the argument that we were sailing in the territorial waters of the Philippines, and that piracy was an accepted "inconvenience" and commonly known by the vast majority of residents and visitors.

One of the most infamous locations for piracy is the Malacca Strait and nearby seas. Working in these waters are criminal-syndicates, political movements, and even many off-duty corrupt military and police units that are called, "lost commands." One-third of the world's trade passes through the Malacca Strait. Challenging safe passage there are Islamist groups in Indonesia, Malaysia and the southern Philippines. Unlike their Middle Eastern counterparts they are island and coastal people. There are partnerships between pirates and terrorists, just as there have been between drug smugglers and terrorists.

One of my former partners sailed around the world. He returned to the U.S. periodically leaving his yacht at major ports. One of these return breaks was prompted by the wait for a convoy assemblage of yachts for passage through the Malacca Straits under armed protection by former British Commando types and Gurkhas.

Several years ago I had a telephone conversation with a TIYC member who is a merchant seaman. He has been sailing from Oakland to North Korea and Bangladesh carrying grain. He reported that while at anchor one night near the Malacca Straits, pirates climbed their anchor chain and engaged in an automatic weapons firefight with the Gurkhas that had been hired by the

shipping line. In spite of exercising every precaution of lighting, posting extra watches, traveling in company, ensuring communication and even laying out fire hoses for repelling boarders, the pirates keep coming. The ultimate safeguard has been the hiring of security teams.

Examination of Insurance claims during the past fifteen years revealed a multitude of piracy attacks on commercial vessels and even U.S. Naval supply vessels. The yachting community is more aware of this issue due to the reporting of pleasure craft boarding's and murders in the many international boating publications. The reporting of commercial piracy has been on the radar screen of many institutions, however the media has been reluctant to publish the incidents because of commercial interests and unresponsive governments either engaged in the act, or embarrassed by their inability to cope with this burgeoning problem.

The Somalia coast is now the riskiest place in the world for pirate attacks, according to Captain Pottengal Mukundan, director of the International Maritime Bureau (IMB), a division of the International Chamber of Commerce. The IMB is advising vessels that do not have to call on Somalia ports to remain 200 nm offshore.

There were eight pirate attacks off the coast of Somalia in '07 and 25 in '08. Somali pirates have even been targeting vessels on humanitarian missions. Authorities say the pirates have been pouring some of their loot back into their enterprises – as evidenced by their higher-quality speed-boats and automatic weapons

These attacks were compiled and reported by the London-based National Union of Marine, Aviation and Shipping Transport Officers (NUMAST). Since March of last year more than 200 successful or attempted pirate attacks, a 15 percent increase over '07 and more than double from a decade ago. Last year 15 merchant seamen were killed in pirate attacks, and 188 taken hostage. Annual property losses are estimated to be \$15 billion. Unfortunately the problem is more widespread than official numbers suggest, since most attacks never get reported; shipping companies would rather accept their losses than see their insurance rates hiked or have a ship stuck in port for months while authorities investigate---usually without results.

Since July 1, 2004, fundamentally all cruise ships and all cargo vessels operating in international waters must comply with the International Maritime Organization's International Ship and

and port facility security safety code. It mandates minimum- measures. The Geneva Conventions declare pirates “enemies of security standards, including a shipboard security officer and mankind” who can be pursued in international waters, but easily crewmembers trained under a security plan in the event of a ter- slip into territorial waters of countries where foreign ships can’t rorist attack, piracy or criminal act. It also requires ships to un- follow. In the rare cases when pirates are captured, tangled inter- dergo periodic vulnerability assessments and take corrective national legal systems are often I’ll equipped to deal with them.

The Great San Francisco Bay Schooner Race



Continued next page



Upcoming Events



- ★ Sep. 4-7 Bay Bridge Closure—Castaway Weekend
- ★ Sep. 12 Interclub Race #6—BAMA Race Committee
- ★ Sep. 19-20 Schreiber Cup Race (Oakland) * Cruise-out (CPYC or OYC?)
- ★ Sep. 20 Heart Walk @ Coyote Point 0900
- ★ Sep. 26 Wheelchair Regatta @ EYC (in morning) & Pig Roast & Auction at TIYC * Bring nautical items!
- ★ Sep. 26-27 Multi Club Cruise-in
- ★ Sep. 28 Bridge & Board Meeting
- ★ Oct. 10 Fleet Week Observation & BBQ (Cruise-Ins)
- ★ Oct. 24 Harvest Pot-Luck dinner
- ★ Oct. 26 Bridge & Board Meeting; 7:00 PM
- ★ Nov. 21 Annual Meeting & Election
- ★ Nov. 23 Bridge & Board Meeting; 7:00 PM
- ★ Dec. 04 Angel Island Light & Gift Exchange Dinner
- ★ Dec. 05 Estuary Lighted Boats (visit to Island YC)
- ★ Dec. 21 Bridge & Board Meeting; 7:00 PM
- ★ Dec. 31 New Year's Eve Dinner



Reservations: E-mail TIYC.org or call
Vice Commodore Rich Ahlf 925-672-2514

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FIRST CLASS

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Submit articles in Word Format
Photos in JPEG with names of participants
and photographers