

Treasure Island Yacht Club, "JIBE"

February, 2011

Volume 46 Number 1 Organized 1966



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



Commodores Report

Matt Farnsworth

We have had a busy winter season at the club with the holiday festivities and cruise outs. Bayview YC was our first cruise-in of the year and they are already planning for viewing America's Cup on the Bay. We're looking forward to it as well.

The club was nearly at capacity for the Crab Feed, and I'd like to thank Kirsty Lugert for recounting the events of her tragic capsizing at sea, rescue and subsequent salvage of her vessel. I learned a little bit about the difficulty of balancing a cruising catamaran in heavy seas between round up, roll and pitch pole; as well as the importance of a (rarely installed) escape hatch --which I will be recommending to my brother for the mega cat that he's building!

The interior of the club has also been freshly painted on the inside and looks great! Now, we need a bit of work on the outside. Please join us on March 12 for a Spring Work Party so we can get the exterior looking its best. The work party will be the week before the St. Patrick's Day party on March 19. Early that same afternoon we will have the annual Officer of the Day training. This is important for new members and watch captains, but all local members are expected to stand a least one watch day a year; so it would be good to attend and keep up to date with policies, procedures as well as where things are stored.

Our new website has become a wealth of information about the club and our events for members and guests. Please check it out for the latest news and calendar. Hopefully, you're receiving the Jibe in time to sign up for the Hyde Pier tour, dinner and sea chantey sing along. We are also looking for speakers to present at our upcoming Saturday social events.

Commodore:

Matt Farnsworth

Vice Commodore:

Jerry Huff

Rear Commodore:

Russell Breed

Staff Commodore:

Rich Ahlf

Corporate Secretary:

George C. Knies

Treasurer:

Fred W. Gibson

Appointed Officers

Membership:

Karen Huff

Office Manager:

Russ Breed

Port Captains:

Atta & Alice Pilram, John McBride

Publications & Race Director:

George C. Knies

Webmaster:

Cior Wills

Recording Secretary:

Sharron Harper

Safety Officer:

Russ Breed

Directors

Alice Pilram Cior Wills

Sharron Harper Peter Van Putten

Delegates

Reg. & Debrenia Smith PICYA

Rich Ahlf PICYA

Jerry Huff 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.



Rear Commodore's Report

Russ Breed



The next "blacktop" cruise out is to the Hyde Street Pier on March 5th for a Tour, Dinner and Sea Chanteys. The Cruise Leader is Cior Wills.

The InterClub racing schedule for 2011 has been finalized and online registration will be available soon. Here is the schedule for planning purposes.

| Race # | Date | First Warning Gun | Race Committee | Course |
|--------|----------|-------------------|----------------------------|---------------------------|
| 1 | 04/16/11 | 12:25:00 | Treasure Island Yacht Club | South Bay |
| 2 | 05/14/11 | 12:25:00 | Island Yacht Club | Central Bay |
| 3 | 06/11/11 | 11:25:00 | Oakland Yacht Club | Central Bay - Long Course |
| 4 | 07/09/11 | 12:25:00 | South Beach Yacht Club | South Bay |
| 5 | 08/13/11 | 12:25:00 | BAMA | South Bay |
| 6 | 09/10/11 | 12:25:00 | Encinal Yacht Club | South Bay |

As you will notice, TIYC will be providing the race committee for the first race on April 16th. A committee boat and volunteers are needed.

Our April cruise-out coincides with the Great Vallejo Races, April 30 and May 1. This is also the Season Opener for the YRA race season. Sign-up with the YRA if you will be joining the Race. Final Call and Grand Turk are already getting ready to go.

In May we have two cruise-outs.

SBOD - Cruise down to Redwood City on Friday, May 13th. Then participate in the South Bay Opening Day parade on May 14th returning home on May 15th. There will also be a blacktop cruise to the South Bay Yacht Club will host Opening Day activities in Alviso with a breakfast and fizzes on May 15th. Cruise Leader is Russell Breed.

Memorial Day Weekend – Plans are coming together for our annual Angel Island Cruise and Picnic & BBQ. For those who want to get an early start, there is discussion about going over on Thursday or Friday to get some buoys. Rafting up on Saturday and picnic on Sunday. Cruise Leader is Don Mibach. More details to follow.

Sign-up sheets are posted in the Club.

Blue Water Cruise - The club is planning a blue water cruise to Pillar Point later this year. We would like to have programs to discuss preparing your boat for offshore cruising. If you have skills in this area and would be available to help with training or lead discussions in relevant topics please contact me. The first session will be on Saturday March 19th and coincide with the St Pat's Dinner.

There seems to be some controversy of how to:

BELAY A LINE TO A CLEAT

The USCG trains their members in a certain way, I imagine so does the US NAVY, and the Merchant Marine and the CG Auxiliary. Yachtsmen seem to follow their bible the ever popular book the "CHAPMAN PILOTING" and sailors cruising, racing or ocean racers learn by their mistakes as I did during my 50+ years of racing on the high seas. Once you get your finger caught in a turning block, with a line that is under a few thousand pounds of load, you will never make the same mistake twice!

Definition of terms: Belay- To make secure, but can also mean to halt or cease, as in "Belay that, sailor!"

History: "Belaying a rope" means securing it or making it fast. Before cleats were common, a rope used to be secured to a vertical pin in a wooden beam called, a "Belaying Pin".

Cleat- In nautical contexts, a **cleat** is a device used to attach a line (rope). The traditional design is attached to a flat surface and features two "horns" extending parallel to the deck. Other cleat designs include some the following:

Cam cleat- in which one or two cams pinch the line but allow the rope to be easily pulled tighter. It controls the movement of the line, so it acts as a safety device.

Jam cleat- in which the line is pinched in a v-shaped slot.

Clam cleat (or jam cleat)- in which the line is held between two fluted stationary pieces. Such a cleat vaguely resembles two halves of a clam shell held back to back.

To belay (cleat) a line:

One of the simplest knots, certainly the most used aboard a boat involves nothing more than turns around a cleat. When fastening a line to a cleat, as with many things at sea, a small error can cause problems later. So it is important to understand the basics of this simple knot.—The line comes at an angle to the base of the cleat to the distant horn, to prevent jamming. It then goes around the base of the cleat so that it passes under each horn once. At this point even a half turn and a firm hold on the line creates enough friction to hold a boat at the dock or slow down a moving boat as it tries to dock. This action is usually referred to as "Snubbing". To finish the belaying, form a figure 8 by crossing over the cleat and under the horn. One and a half or two figure eights are enough to provide a secure knot. Adding more figure eights will add no more security and just adds time to undo the knot.

There are other ways to complete the hitches on a cleat: One can leave the two figure eights under the "watchful" eye of a crew member in case of a boat in tow or spinnaker sheet for example. In this case the line can be freed in a hurry if necessary (spinnaker knock down). For a more secure tie down, to a mooring cleat for example, one can turn the last hitch over so it is tightened to bind against itself).



After belaying, the line is coiled, by starting the turns from the standing end.

SPECIAL USE CLEATS

CLAM CLEAT

As shown in the figure this cleat is used in conjunction with winches that due to friction reduce the load on the line that is secured by the fast release "CLAMCLEAT". Popular with racing sailboats. The line is jammed between the "V" shaped jaws of the cleat .



POWER CLUTCH

The power clutch is "sort of a cleat". It clamps down on a line and allows movement in only one direction. Once the handle is lifted the line is free to run in both directions. The power clutch is used on sailboats to secure halyards that are led into the cockpit for easy access by the crew.



CAM CLEAT

The adjacent figure shows the clam cleat. Usually one or both spring loaded cams pinch the line but allow the rope to be easily pulled tighter. It controls the movement of the line, and can be cast off in a hurry; so it acts as a safety device. This cleat is usually used on sailboats securing the mainsheet or to secure the control lines for the traveler. It is a handy cleat for controlling the spinnaker fore-guy or mainsail reefing.



SAMSON POST

Samson post is a square or round shaped upright post mounted forward or aft in a boat bolted to the keel to which a towing line or anchor rode may be secured



DISCUSSION: SECURING TO A CLEAT

The noted procedure and observed technique used is 2 or 3 figure 8's and a couple round turns to finish. This is a safe and quick method which has been used on main sheets of sailing vessels for decades until jam and cam cleats were invented. The turns are made and pulled taut which jam the raps into each other. The only place in the manuals that references a half hitch to finish a cleat hitch is the discussion regarding securing an Anchor line to a Bit, Samson's Post or Standard cleat. They do not illustrate or note that a half hitch or weather hitch is to be used on any other cleat.

ARGUMENT FOR TWO TURNS and HALF HITCH

Both Seamanship manuals refer to a STANDARD cleat. Most OP-FACs are recreational vessels and very few are equipped with large Standard Cleats. A smaller cleat usually does not provide the space for "two or more figure "8" wraps" and a couple round turns as we see done by regular C.G. boat crews. When a facility has Standard Cleats large enough to accommodate two or more figure "8s" and two

or three round turns, they work fine. Most facilities, however, have smaller cleats and it would be more prudent to take two turns around the horns of the cleat and finish with a half hitch/weather hitch as recommended by CHAPMANS. Remember though, when placing or removing any hitch on a loaded line, there is always a chance of getting fingers caught. Always do so with caution. The danger occurs, not in removing the weather hitch or half hitch, because the load is on the figure eights under the weather hitch. Caution is called for, though, when removing the figure eights and getting to the last turn which bares the strain. In many discussions deals with the time it takes to break down a cleat in an emergency, such as in towing. Breaking down a Slip Weather Hitch is actually faster than unwrapping three cinched in round turns, but there is always the chance of the pull-through loop of the slip

hitch catching on the cleat horns or the tail getting accidentally pulled out, leaving the wraps un protected.

Several expert Skippers have written to say that when towing, a final locking hitch is never used. Omitting this locking hitch: 1) reduces the chance of a jam; 2) facilitates undoing a line in a hurry; and 3) enhances uniformity of practice. However, on small yachts loads are smaller, jams are rare, and the locking turn is in widespread use. Nevertheless, if professional experience condemns the use of a locking turn, it suggests that the rest of us would be wise to learn to cleat a line without it too!

There are many ways to belay a line to a cleat as there are boats on the water. Consequently the sailing industry has developed multiple cleats that have unique applications. ©

Secretary's Musings George C. Knies

Coast Guard Boat Mishap San Diego 12/20/09

Initially the Coast Guard charged four petty officers with crimes including involuntary manslaughter and negligent homicide, showing that it believes the crew committed grave errors that led to its patrol boat hitting a private vessel and killing an 8-year-old boy December 20, 2009 on San Diego Bay.

"Adm. (Joseph) Castillo went down to San Diego from Coast Guard's district headquarters in Alameda, which oversees the San Diego sector. and told everyone that we were going to look into this accident, try to determine what went wrong and hold people accountable.

The parents of the boy, Anthony DeWeese, made no statement Thursday because their civil lawsuit against the federal government is pending. Anthony was part of a three-family group waiting to watch the annual San Diego Bay Parade of Lights.

The highest-ranking person charged on the crew was a reservist, Boatswain's Mate 2nd Class Ian M. Howell, who faces a charge of negligent homicide. He failed to make sure the boat's driver assigned lookouts and kept a safe speed, according to charge sheets released Thursday.

The driver was Boatswain's Mate 3rd Class Paul A. Ramos, who also served as the coxswain, the person in overall command of the vessel.

Ramos is the only person accused of involuntary manslaughter, which carries the longest potential prison time — 10 years.

Another boatswain's mate 3rd class, Brittany N. Rasmussen, is accused of negligent homicide for failing to serve as a lookout. The boat's machinery technician 3rd class, Lavelle M. Teague, faces the lightest charge — one count of dereliction of duty for not acting as a lookout.

Ramos could be sentenced to a maximum of 17 years in prison if convicted on all charges; Howell could get 10 years and

Rasmussen could get eight years. Teague faces up to three months behind bars.

The patrol crew members were reassigned to shore jobs after the accident. They will stay on active duty until the legal process is finished. A fifth member of the boat team was not charged

No officers in the Coast Guard's San Diego chain of command have been punished. The district spokesman said he couldn't speculate on what further actions might come.

The deadly crash happened five days before Christmas, when the DeWeese family was out in a 24-foot Sea Ray as part of a 13-person party for a fireworks show and the parade.

The 33-foot Coast Guard vessel was rushing to help a grounded boater when it smacked into the Sea Ray, hitting it on the stern and running over one side.

Anthony died of blunt-force injuries about an hour later at UCSD Medical Center. Five other people on the DeWeese boat, including two young children, were injured.

The three families involved in the incident, all from Rancho Peñasquitos, have sued the federal government for wrongful death and negligence. Through their attorneys, they said the goal is to make the Coast Guard overhaul how it operates on San Diego Bay.

The Dec. 20 incident sparked outrage in local boating circles.

Some boaters have accused Coast Guard crews of habitually hot-dogging around the bay in their fast, gun-mounted patrol boats.

Given his experience, longtime sailor Tim Lamb said the charges were "probably well-founded."

"I myself as a boater, if I had done the same thing, I'd probably be in jail," he said. "The Coast Guard enforces the laws, but it doesn't follow them. That's where the problem is for me."

Continued next page

"The narrative that accompanies the charges seems to indicate the Coast Guard believes the patrol crew simply didn't take enough care that night.

According to the charge sheets, Ramos, the driver, should have been "well knowing that the San Diego (Bay) Parade of Lights commenced on or about 1740 (5:40 p.m.) and after sunset, and well knowing numerous vessels were throughout San Diego Bay observing the Parade of Lights, and well knowing that background lighting in San Diego Bay made navigating and operating more demanding on the coxswain and crew."

The preliminary hearings probably will be held in Alameda, attorney Neil said, but a trial would likely be in San Diego. The criminal investigation into the Coast Guard boat accident that claimed the life of 8-year-old Anthony DeWeese is revealing a startlingly relaxed and sometimes "cowboy" attitude toward the operation of Coast Guard boats.

The lead investigator into the accident has testified that boat operators failed to assign lookouts during patrols, used cell phones for talk and text while on the water, and failed to evaluate risks before embarking on mission.

The Investigating Officer, Cmdr. Brian Roach said he couldn't believe what he saw when he began his investigation. When the 30-year veteran was taken to the scene of the accident by other crew members for re-enactment, he was stunned by what he witnessed. The four-person crew used their phones and ignored lookout duties: "Disappointing is the better way to put it," Roach testified at the criminal investigation hearing, adding that during a re-enactment... when no one else did it, he started calling out the locations of nearby boats. "The crew looked at me like, 'What are you doing?' My palms were starting to sweat."

Lawyers for the petty officers charged with DeWeese's death don't necessarily disagree with Roach's assessment, but lay the blame with the Coast Guard itself for failing to provide adequate training. Petty Officer 3rd Class Paul A. Ramos was driving the Coast Guard vessel when it slammed into the DeWeese family's 24-foot pleasure boat.

The tragedy, as expected, is going to lead to a civil lawsuit for the death of DeWeese, the trauma his parents endured, and the severe injury to another passenger.

Disposition of Crew's Charges to date:

*Petty Officer Paul Ramos, the boat coxswain, who is accused of involuntary manslaughter, aggravated assault, negligence and dereliction of duty. **General Courts-Martial tentatively set for March 2011***

*--Petty Officer Ian Howell, who is accused of negligent homicide, aggravated assault, negligence leading to hazards and dereliction of duty. **Disposition of Charges pending***

*--Petty Officer Brittany Rasmussen, who is accused of negligent homicide, aggravated assault and dereliction of duty. **Some charges dropped...Letter of Reprimand, Dereliction of Duty.***

--Petty Officer Lavelle M. Teague, who is accused of dereliction of duty. **Charges Dropped**

Petty Officer Ramos was arraigned in a San Diego military court room on charges of involuntary manslaughter, negligent homicide and lesser counts, which could bring to up 20 years in prison.

The Coast Guard's chief trial judge, Capt. Gary Felicetti, allowed the 21-year-old boat pilot to withhold entering a plea. Ramos also didn't specify if he wanted a jury trial or trial by judge.

Ramos' trial is tentatively scheduled for March of this year. At the prosecution's request, the judge will issue a partial gag order on the lawyers. Neither side will be able to make background or off-the-record comments, and a court-appointed officer will review press releases before they are issued. Coast Guard officials wouldn't comment on the reason for the order, but earlier this month information from an investigator's report appeared on the Los Angeles Times website before officially released.



Ramos' lawyers are still pushing to hold the court-martial in San Diego. Thursday's hearing was conducted as a video teleconference with Ramos and one defense lawyer at San Diego Naval Base and the judge, prosecutor and assistant defense lawyer in Alexandria, Va.

The defense has complained that it wasn't able to put on witnesses in person for Ramos' preliminary hearing, held at Coast Guard District 11 headquarters in Alameda.

Adding to that, one of his lawyers pointed out that San Diego Naval Base has metal detectors for better courtroom security.

Judge Felicetti said tighter security might be arranged in Alameda. ©

2011 Calendar of Events

February

- 6th Super Bowl Party
- 7th PICYA Delegates Meeting/Coyote Point Yacht Club
- 15th **Jibe Deadline (Mar & Apr)**
- 25th Reno fun Train (*Russ*)
- 26th Leadership Conference Golden Gate Y.C. Sadie Hawkins Race
- 28th (7:00 pm) Bridge & Board Meeting

March

- 5th Hyde Street Pier blacktop cruise-out (4:00PM tour, dinner, Sea Chantey) (*Cior*)
- 6th Mariner's Sunday @ St. Luke Presbyterian & Loch Lomond YC
- 7th PICYA Delegates Meeting/Half Moon Bay Yacht Club
- 12th TIYC Soring Work Party 9:00—3:00 PM
- 19th St. Pat's Day Dinner — OOD Training Russ 12:00 Dunner 6:00 PM (*Jerry*)
- 28th (7:00 pm) Bridge & Board Meeting ???

April

- 2nd Past Commodores' dinner
- 4th PICYA Delegates Meeting/Aeolian Yacht Club
- 7th Dock-walker Training 7:00PM Sequoia YC 7:00AM Redwood Cty
- 15th **Jibe Deadline (May Jun)**
- 16th Interclub Series #1/Treasure Island YC
- 25th (7:00 pm) Bridge & Board Meeting ???
- 30th Great Vallejo Race...Leg 1 SF—Vallejo

May

- 1st OPENING DAY ON THE BAY
- 1st Great Vallejo Race Leg 2 Vallejo—SF
- 7th Cinco de Mayo (*Jerry*)
- 9th PICYA Delegates Meeting/Oyster Point Yacht Club (OD Awards)
- 13th So.Bay Opening Day, San Leandro YC dinner Blacktop
- 14th South Bay Opening Day, Sequoia YC Brunch
- 14th Interclub Series #2, Island YC
- 15th SoBay YC Gin Fizz Blacktop
- 21st Kaboom?
- 23rd (7:00 pm) Bridge & Board Meeting
- 27-30 Angel Island Cruis
- 28th Master Mariners 28th

June

- 6th PICYA Delegates Meeting/Stockton Yacht Club
- 11th Interclub Series #3/Oakland YC
- 15th **Jibe Deadline (Jul & Aug)**

18th Sailstace (YRA/SBYC Stockton YC, Vallejo YC, Richmond YC, Encinal YC)

27th (7:00 pm) Bridge & Board Meeting

July

- 4th Chilli Cookoff
- 9th Interclub Series #4/South Beach YC — Coyote Pt. YC
- 11th PICYA Delegates Meeting/Bridge Marina Yacht Club
- 16th Sequoia YC Westpoint Regatta (Starting at TI)

August

- 1st PICYA Delegates Meeting/San Rafael Yacht Club
- 13th Interclub Series #5/BAMA
- 15th **Jibe Deadline (Sep & Oct)**
- 22nd (7:00PM) Bridge & Board Meting
- 27th International Dinner (*Jerry*)

September

- 3-5 Castaway Weekend Rib Feed (*Rich*)
- 10th Interclub Series #6/ Encinal YC
- 12th PICYA Delegates Meeting/Presidio Yacht Club (Regatta Awards)
- 17th Schreiber Cup Pig Feed (*Rich*) Dragon Boat Race—Presidio YC
- 26th (7:00) Bridge & Board Meeting

October

- 1st PICYA Delegates Meeting Tahoe Yacht Club
- 7-8th Fleet Week Cruise In: Caliente & Petaluma YCs
- 15th PICYA Management Conference
- 15th **Jibe Deadline (Nov & Dec)**
- 22-23rd SFYC
- 24th (7:00Pm) Bridge & Board Meeting
- 29th Harvest Day Dinner (*Alice*) Great Pumpkin Regatta

November

- 7th PICYA Delegates Meeting Encinal Yacht Club (PICYA Awards)
- 19th TIYC Annual Meeting & COW
- 21st Bridge & Board Meeting

December

- 2nd (Fri) Angel Island lighting/Holiday Club Decoration
- 3rd Lighted Boat Parade/EYC
- 15th **Jibe Deadline (Jan & Feb)**
- 19th (7:00PM)
- 31st New Year's Eve Party

Upcoming Events

FEBRUARY

- ★ 05 SCYAWomen's Sailing Conference
- ★ 06 Super Bowl Sunday
- ★ 07 PICYA Delegates Meeting Coyote Point YC
- ★ 15 Jibe Deadline (March & April)
- ★ 25 Reno Fun Train
- ★ 26 PICYA Leadership Conference
- ★ 28 Bridge & Board Meeting 7:00PM

MARCH

- ★ 05 HYDE Street Pier blacktop cruise out (4:00PM Tour, Dinner at Sea Chantey
- ★ 06 Mariner's Sunday at St. Luke Presbyterian & loch Lomond YC
- ★ 07 PICYA Delegates Meeting Half Moon Bay YC
- ★ 12 TIYC Spring Work Party 9:00-3:00PM
- ★ 19 St. Pat's Day Dinner — OD Training
- ★ 28 Bridge & Board Meeting 7:00PM



Jacque Knies the wonder Dog

Treasure Island Yacht Club "Jibe"
C/O G. C. Knies
2333 Lariat Lane
Walnut Creek, CA 94596-6518

FIRST CLASS

George C. Knies, "Jibe" Editor
2333 Lariat Lane, Walnut Creek CA 94596
T (925) 939-0230 * F (925) 944-0474
GeoKnies@att.net

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