



JIBE



January/February 2007

The Newsletter of the *TREASURE ISLAND YACHT CLUB, Inc. San Francisco, California Vol. 01/07*

*Commodore's Notes: Above Board**

by Reg Smith

Thanks to the work of last year's Bridge and Board, the Treasure Island Yacht Club is off to a rousing start. A special thanks is in order to Staff Commodore Fred Gibson and the entire Gibson family for their contributions to the betterment of TIYC. With Fred "W" as our treasurer and Fred "C's" wife, Daniela, serving as the editor of our newsletter, we are very lucky to have a family that is so committed to boating in general and the club in particular.



"In the Fog" photo by Reg Smith

The year started with a bang as many members participated in a New Year's Day cruise around the Island. In spite of the thick fog blanketing the fleet, we managed to have a great day on the water. Special thanks go out to past Commodores Jim and Sandy Aberer for bringing M/V El Nido down to Clipper Cove. Vice-Commodore Desmond Thorsson and his wife Laura, as well as Rear Commodore Russ Breed and

his wife Lynette, Staff Commodore Earl Ansley and Director Alice Pilram and her husband Atta and family all served bravely as El Nido's crew.

Thanks to the work of past Commodore George Knies and his wife Ann, the Change of Watch was an unparalleled success. Having sold out the event two years in a row, George continues to be a pillar of support for TIYC. The event netted over a thousand dollars, which will surely improve our financial stability as we head into the New Year.

Because several members had expressed concern with not knowing about events with enough lead time to avoid conflicts, the entire calendar for the year is presented in this issue of the *JIBE* so that you can set your calendar months in advance of our scheduled events.

Upcoming events include a tea hosted by my wife Debrenia on January 20th and a champagne and dessert tasting hosted by Atta Pilram on February 10th. There is a past Commodore's Dinner on February 24th as well as a St. Patrick's Day Dinner hosted by Sharron Harper on March 17th. Please make your reservations early because we have invited PICYA member clubs to all of our events this year and several events, as far out as October of this year, are close to selling out.

I will be submitting a list of "virtual committee" chairs to the Bridge and Board at our first meeting on January 22nd. The "virtual committees" do not need to meet physically, but I am hoping that because of our ability to communicate through the Internet, non-resident as well as resident members will be able to make

recommendations to the Bridge and Board in a variety of areas that will make our club more financially secure and more appealing to new members. The “virtual committees” include long-range planning, finance, house, membership, regatta, cruising, program, nominating, spinnakers, governance, teller, and sunshine. The idea behind these virtual committees is that often members are too busy for physical meetings, but could contribute valuable information about the best course of action for TIYC without having to leave your house!

If you are interested in being a part of any of the above committees, please email me at regsmith@ix.netcom.com so that we can be the beneficiaries of your valued knowledge!

The year is just beginning, and the challenges are many, but we have an opportunity to move the club in a direction that is mutually beneficial. The prospect of new members could help lighten the load on current members and provide a source of new friendships and new adventures. Please join me as we work to enhance and enjoy TIYC.

* According to *Traditions and Tales of the Navy*, (Davis (2001), Pictorial Histories Publishing Co., p.1.), the phrase “above board” originated in the days when pirates hid most of their crews behind the bulwarks in order to lure some unsuspecting victim into thinking they were an honest vessel. The captain of a legitimate vessel would command his men to stand tall behind the bulwark in order to show the other vessel the he is “above board.”

Change of Watch!

by Daniela Gibson

On January 6th, TIYC celebrated its annual Change of Watch dinner, another highly successful TIYC event! It is impossible to say which was the more anticipated event—the crab feed hosted by George Knies or the actual ceremony. The food was delicious—thank you George!



Ray Zahn, George Knies, and Jim Aberer enjoying the feast picture by Rich Ahlf

Shortly after the dinner, Fred Gibson’s term as Commodore officially ended and Reg Smith as Commodore, Desmond Thorsson, as Vice-Commodore, and as Rear-Commodore Russ Breed were inaugurated.



Frederick Gibson, Reg Smith, and Desmond Thorsson picture by Rich Ahlf

After dinner, members and guests witnessed a quite impressive gathering of

the International Order of the Blue Gavels (IOBG):



IOBG group photo picture by Rich Ahlf

If the attendance and spirit are any indication, TIYC can look forward to a very successful 2007.



A happy old and new Commodore picture by Reg Smith

“Extreme Waves”
a.k.a. “Monsters” or “Rogues”
by George Knies
(first published December 11th, 2006 in
Marine Update)

Worldwide, an estimated two large ships sink every week for undetermined causes. Such sinkings are routinely attributed to “bad weather.” Many boat casualties caused by these waves go under-reported in Coast Guard investigations, i.e. an extreme wave hits a fishing vessel that results in engine

room flooding, loss of engine, electrical system, etc. The Coast Guard investigation lists mechanical failure as the cause of the causality.

In February 1995 Captain Ronald Warick, master of the *Queen Elizabeth II* encountered a wall of water 90 feet high, stating, “it looked like we were going into the White Cliffs of Dover.” More recently, in February and March 2001, 90-foot South Atlantic monster waves smashed the bridge windows on the cruise ships *Bremen* and *Caledonian Star*. The wave that struck the *Caledonian Star* left her drifting without navigation or propulsion for two hours.



These waves colloquially called “monsters” or “rouges” by many are now categorized as “extreme waves” by oceanographers. Over the years, these waves have been dismissed as being extremely rare. Now it appears that such waves are more common than anyone realized. Some experts now believe that such waves, rising as high as a ten-story building, could be the leading cause of large ship sinkings. Severe weather has been a prime factor in sinking more than 200 large supertankers and container ships during the last two decades, and extreme waves are believed to be the major cause in many such cases.

A new project called Wave Atlas is using two years of data in providing statistical analysis and creating a worldwide atlas of extreme wave events. Extreme waves are often associated with areas where ordinary waves encounter ocean currents and eddies. The strength of the current concentrates the wave energy, forming larger waves. The data

also shows extreme waves occurring well beyond currents or eddies often associated with weather fronts and low-pressure areas.



In December 2000, the European Union initiated a scientific project called Max-Wave to confirm the widespread occurrence of extreme waves by building a model demonstrating their formation and their effect on shipping and offshore structure design criteria. As part of the Max Wave program, radar data from the European Space Agency's European Remote Sensing (ERS) satellites were first used to carry out a global extreme wave census. During the first three weeks of data collected from around the world, the Max Wave team identified more than ten individual waves measuring in excess of 25 meters (81 feet) in height.



Radar data provided from the North Sea's Goma oilfield recorded 466 extreme waves during a 12-year period. Recent research indicates that there are three extreme waves a week, occurring somewhere around the world,

and not necessarily associated with stormy or rough weather. David Feit, Chief of Ocean Forecast Branch for the National Oceanic and Atmospheric Administration (NOAA) Ocean Prediction Center states that for reasons unknown these waves are not indicated on wave measuring buoys.



Feit categorizes these waves as a non-dispersive wave, one you can see approaching you. This wave usually dissipates after it travels 6 to 10 miles. The dispersive wave is the killer; it suddenly seems to come from nowhere and goes away just as quickly. These waves are the culmination of the interaction of numerous elements and are impossible to forecast.



Scientists are realizing that rogue waves are not as predictable as first thought. Many of the computer models assume linear and predictable outcomes from variables (wind velocity, sea state, wind direction, etc) fed into the model's algorithms. Scientists now think the sea is more 'chaotic' and that

chaos theory needs to be introduced into these models. The impact these waves have on maritime commerce and industry is huge. Inquiries into maritime disasters are increasingly looking at the possible involvement of extreme waves. Analysis of a number of ship sinkings suggests extreme waves may rip off the ship's hatches, causing catastrophic down flooding into the main hold, which then rolls or pitch poles the ship or breaks its back. In any case the wave would come from nowhere and the end would be violent and fast.

Here in the San Francisco Bay area we have an area outside the "Gate" called the "Potato Patch"; this area is extremely dangerous during a strong ebb tide with high seas and wind conditions emanating from the west (opposing direction of the tidal flow). Waves are cresting and duplicate the "large-ship" dilemma previously described for smaller recreational and commercial vessels. This situation prevails in greater intensity at the mouth of the Columbia River in Washington State. This bar serves as the training area for the U.S. Coast Guard National Motor Life Boat School at *Cape Disappointment*, located on the north side of the Columbia River Bar training crews to negotiate treacherous surfing conditions in 47-ft. surf-boats.

Coast Guard Addresses Mandatory Licensing for Boaters

George Knies forwards from a media interview with the Admiral Thad Allen, Commandant U.S. coast Guard

WASHINGTON D.C. - State governments would issue licenses to America's 77 million recreational boaters if U.S. Coast Guard Commandant Admiral Thad Allen gets his way.

Allen said the potential for a terrorist attack launched from small boats means that states and the Coast Guard must cooperate better to watch who is on America's waterways.

Though he doesn't yet have details or formal recommendations for how a national permit system would work, he said he'd like to see boating licenses be similar to automobile driver's licenses.

Forty-four states now require some kind of mandatory education before boaters can get on the water, but just one - Alabama - oversees boaters with the same rigor it applies to motorists, according to the National Association of State Boating Law Administrators in Lexington, Ky. Allen told a meeting of the National Conference of State Legislatures on Dec. 6 he expects resistance to his idea from state lawmakers who don't want to deal with the cost and details of licensing and from the multi-billion-dollar boat building and tourism industries, which don't want to risk a drop in revenues.

Still, Allen said the debate on licensing has to start somewhere. "I'm trying to stick my toe in the water and see if I get bit by a piranha," Allen said.

It hasn't yet come to that, but the nation's largest boating advocacy group is wary of the permitting idea.

"Mandatory education is one thing," said Chris Edmonston, director of boating safety for the Boat Owners Association of the United States (BoatU.S.). "We're not opposed to having people take a course. But we wouldn't want to see it turn into a license that could be restricted or taken away."

The driver's license analogy was not a good start, he said.

"Driving a car is considered a privilege conferred by the state, but boating is considered a right," Edmonston said. "It gets back to that 'life, liberty and the pursuit of happiness' sort of thing." Because there are no formal details and Allen just "wants to create a dialogue," neither the Coast Guard nor boating groups would guess how much it could cost for every state to issue more stringent boat permits. What is certain

is Allen's purpose in calling for licenses: America's under-supervised waterways are vulnerable to terrorist attacks, he said.

The United States already has endured terrorism using small civilian craft, albeit overseas. In 2000, suicide bombers in the port of Aden, Yemen, used an inflatable boat to blow themselves up next to the U.S. Navy destroyer *USS Cole*, killing 17 sailors and wounding 39 others.

"As good as we get at surveillance, as good as we get at patrolling and creating deterrence out there, sooner or later we're going to have to come to grips with the fact that we need to know to a greater certainty who are operating boats out there, what boats are out there," Allen said.

At present, state maritime rules and tracking vary widely, said Gail Kulp, educational director of the National Association of State Boating Law Administrators (NASBLA). These rules can vary even between states along the same coastline: Maryland, for example, has no age restrictions on who can pilot a recreational boat, but in Virginia, which shares the Chesapeake Bay, operators must

be at least 14 years old.

Penalties also vary widely, Kulp said. If people in Florida and Indiana are found to be operating boats under the influence of drugs or alcohol, their motor vehicle driver's licenses can be suspended. But 39 states do not penalize driver's licenses for violations on the water. Devising uniform rules and enabling better tracking of boaters will be a priority for the Coast Guard in the coming years, Allen said, along with an appropriate respect for civil rights.

"I can understand as we move toward trying to understand what's going on out the water, to improve safety and security, there's a point to which the rights of our citizens need to be prime," Kulp said.

TIYC Champagne and Dessert Tasting

Atta Pilram and Debrenia Smith are planning a Champagne and Dessert Tasting for February 10, 2007. The fun starts at 6 p.m.

Atta has secured select champagnes to taste and enjoy, along with scrumptious desserts picked out by Debrenia Smith. Rest assured that chocolate will be among the many items served! If you have any further questions, please contact Atta Pilram at attapilram@yahoo.com or Debrenia Madison-Smith at madison@newcollege.edu.

1994 Sunfish/Laser Daysailer #14098 for Sale

Light gray with white bottom and deck. Purple boot top stripe. Super Spars. Waterat center board and rudder blades installed, trued and aligned with hull personally by Larry Tuttle. Molded spinnaker boxes on each side of cuddy hatch. Brand new North sails (main, jib and spinnaker) and lines. Set up completely for racing. Hoisting harness, all required equipment and more, full cover and galvanized trailer with Buddy bearings. Obsessive-compulsive, first owner - like new and clean! Winner of 1995 Presidential NACs at Huntington Lake, CA. \$8500. Multiyear NACs champion, Dave Keran started Daysailer career crewing in this boat. Will deliver anywhere on West Coast; can arrange for meet anywhere else.

Brooks Wilson - Clovis, CA
Fleet 31 (Flamingo Fleet)
(559) 298-3094
jarhead10@earthlink.net

2007 Calendar

JANUARY

- 1 - Around the Island Cruise, 10 am
- 6 - Change of Watch Dinner 6 pm**
- 20 - High Tea w/ Debrenia Smith 3 pm
- 22 - Bridge and Board Meeting 6:30 pm

FEBRUARY

- 10 - Champagne/Dessert Tasting 6 pm
- 24 - Past Commodore's Dinner 6 pm**
- 26 - Bridge and Board Meeting 6:30 pm

MARCH

- 17 - TIYC Island Series Race 12 pm**
- St. Patrick's Day Dinner 6 pm**
- 26 - Bridge and Board Meeting 6:30 pm

APRIL

- 7 - TIYC Work Day 10 am
- 14 - Estuary Inter-Club Race (TIYC) 12:25 pm
- 21 - TIYC Island Series Race 12 pm
- 23 - Bridge and Board Meeting 6:30 pm
- 28 - Opening Day Yachtsperson's Dinner 6 pm**
- 29 - PICYA Opening Day (EYC) 9 am

MAY

- 5 - Community Service Event 10am
- 12 - Estuary Inter-Club Race (EYC) 12:25 am
- 13 - 20 TIYC in Valencia, Spain
- 19 - TIYC Island Series Race 12 pm
- 26 - Cruise-Out Dinner: Angel Island 5 pm
- 28 - Bridge and Board Meeting 6:30 pm

JUNE

- 2 - Schreiber Cup Race 10 am
- 9 - TIYC Island Series Race 12 pm
- Estuary Inter-Club Race (OYC) 11:25 am
- 16 - Cruise Out Dinner @ Oakland YC 6 pm
- 22-24 Sailstice Dinner (Fri) & Brunch**
- 25 - Bridge and Board Meeting 6:30 pm

JULY

- 4 - 4th of July Dinner 6 pm**
- 7 - Estuary Inter-Club Race (IYC) 12:25 pm
- 14 - TIYC Island Series Race 12 pm
- 21 - Cruise-Out Dinner @ Coyote Pt. YC 6 pm
- 30 - Bridge and Board Meeting 6:30 pm

AUGUST

- 4 - Estuary Inter-Club Race (SBYC) 12:25 pm
- 11 - TIYC Island Series Race 12 pm**
- International Dinner (Romania) 6 pm**
- 18 - CHISPA/Youth Regatta 9 am
- 24 - Aberers' Delta Cruise-Out (23rd -25th)
- 27 - Bridge and Board Meeting 6:30 pm

SEPTEMBER

- 1 - Harvest Dinner 6 pm**
- 8 - McBain Picnic (Redwood City) 12 pm
- Estuary Inter-Club Race (BAMA) 12:25 pm
- 15 - TIYC Island Series Race 12 pm
- 22 - Blue Water Cruise Out
- 24 - Bridge and Board Meeting 6:30 pm
- 29 - Wheelchair Regatta @ EYC 9 am

OCTOBER

- 6 - Fleet Week Steak & Lobster Dinner 6 pm**
- 13 - TIYC Island Series Race 12 pm
- 21 - TIYC Work Day 10 am
- 22 - Bridge and Board Meeting 6:30 pm
- 27 - Halloween Pot Luck 6 pm

NOVEMBER

- 17 - Annual Meeting & Election Dinner 6 pm
- 26 - Bridge and Board Meeting 6:30 pm

DECEMBER

- 8 - Holiday Party & Secret Santa 1 pm
- 17 - Bridge and Board Mtg.* (3rd Mon.) 6:30 pm

* All Events: At TIYC unless noted



Treasure Island Yacht Club's



Past Commodore's Dinner
Saturday, February 20, 2007 at 6 p.m.
\$20

With Special Guests
Steve Salmon and Tina Olton
Who will present a slide show and talk about
their around the world sailing voyage and book
"Always Another Horizon"

A review on Amazon.com described the book as "One of the best first person travel accounts we have ever read...giving intimate, inspiring and exciting details of countries and cultures... Highly recommended.



MENU

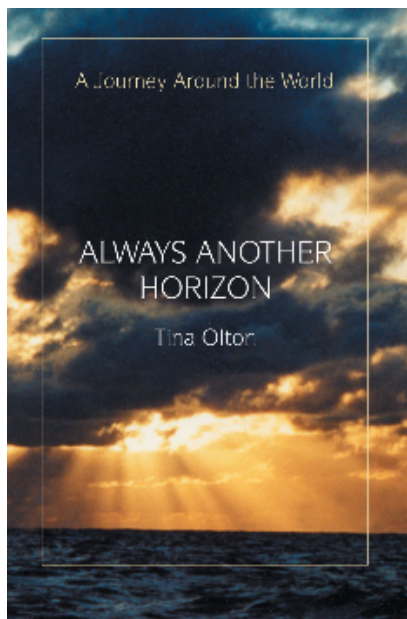
German Sausage (Alternative entrée available)
German Potatoes
Vegetables
Dessert

Name: _____ Phone: _____

I plan to attend the: Past Commodore's Dinner
The Number of people attending,; _____

RSVP Joyce Waters at 415-434-4475 or tiyc@pacbell.net; mail form to
Treasure Island Yacht Club, 66 Clipper Cove Way, San Francisco, CA 94130

TIYC Welcomes
Special Guests
Steve Salmon and Tina Olton
To the past Commodore's Dinner on February 24th



*We are grateful to Steve Salmon, past Commodore of the Berkeley Yacht Club and his wife, Tina Olton, author of the book *Always Another Horizon*, for agreeing to speak to the Treasure Island Yacht Club at our past commodores dinner on February 24, 2007 at 6:00 p.m. What follows is a brief description of the couple and their voyage. Copies of Tina Olton's book will be available for purchase. The cost is approximately \$20. Addition information can be found at: www.alwaysanotherhorizon.com*

For nearly eight years, author Tina Olton and her husband, Steve Salmon, sailed around the world on their forty-foot ocean-going sailboat, *Another Horizon*. In that time, they traveled 45,000 miles; visited sixty-one countries; and crossed three oceans, countless seas, canals, lakes, and rivers.

From Berkeley, California, the couple cast off their dock lines to head west through the Golden Gate. The whole world was before them—the ultimate traveler's dream. The voyage forced them to examine the limits of their determination, their ability to endure hardship, their tolerance of other people—regardless of their behavior or beliefs—and their goodwill toward each other. Tina and Steve soon realized that the journey would either change their lives—or bring them to their knees. They were constantly challenged as to which it would be.

“What struck us most about these experiences, beyond the colorful traditions and beautiful settings, was the generosity of the islanders—not just to their friends and neighbors, but to two boat people who just happened to sail to their shores.”

Tina Olton has been a musician, a librarian, and a financial officer for a scholarly publishing house. She has sailed since childhood, and with her husband, Steve Salmon, realized a voyaging dream—sailing around the world. They currently live in Northern California. Tina's articles about voyaging have appeared in *SAIL*, *Cruising World* and *Latitude 38*.



Treasure Island Yacht Club's



(Sold Out) ~~High Tea~~

~~Saturday, January 20, 2007 at 3 p.m.~~

&

Champagne and Dessert Party



Saturday, February 10, 2007 at 6 p.m.

Name: _____ Phone: _____

I plan to attend the:

~~High Tea~~ _____ ~~and/or~~ Champagne & Dessert Tasting _____

The Number of people attending:

Tea @ \$15 _____,

Champagne & Dessert Party @ \$20 _____

RSVP Joyce Waters at 415-434-4475 or tiyc@pacbell.net; mail form to
Treasure Island Yacht Club, 66 Clipper Cove Way, San Francisco, CA 94130