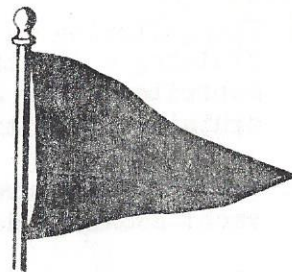


# TREASURE ISLAND YACHT CLUB

c/o Special Services Department  
Building No. 263  
U. S. Naval Station Treasure Island  
San Francisco, California 94130



6 NOVEMBER 79 Thanks to all who attended the Halloween Party at the Club. The costumes were great as was the food and fellowship. The next morning we had four boats participate in the cruise to Coyote Yacht Club. The fleet consisted of QUEENIE, the Vaughn's floating "Love Boat"; Summer Wind, the Maus' floating hospital; DOS COMPANEROS, the Finefrocks' floating delicatessen; and Ed and Lauretta Friese' luxurious new sail boat. In fact the Friese' new boat is so nice they were embarrassed to be in the company of the rest of us so sailed on the Sequoia Yacht Club. (well, to be more truthful our Cruising Commodore made a mistake and had his yacht clubs mixed up and therefore the Frieses' were misinformed. Please accept our apologies for this event, and we hope you will join us again Ed and Lauretta) The weekend was great and TIYC member Bill Mau won first prize for costume at the Coyote Yacht Club. We had 18 TIYC members at the party. And we hope to be invited back next year to make the Halloween weekend a special one each year for our club.

Our next club meeting will be held 19 November at 1930. It will be a Birthday Celebration as three of our club members have their birth celebrated on that day. PLAN TO JOIN US.

A nominating committee will also be selected at the next meeting to decide on a slate of officers for the 1980 Club year.

## COMMODORE'S COMMENTS

The turnout at our monthly meetings has been most gratifying—a grand bunch, short business time, luscious refreshments and just plain fun! Virginia and I had LOGOS at the guest docks for a week (everything minor in nature that could go wrong did, but we survived) and many members visited. Had a note from Roland Caisse:

"10/15/79 Dear Perry: Just a very short note. Virginia and myself leave San Francisco for the American Virgin Islands to join with Lucy and Maurice Baldwin on their vessel, "Ensallah" to do some island-hopping. If you will recall, the Baldwins were active in the TIYC. The Baldwins and the Caisses will return to the Bay Area via air and be here for the Christmas Holidays. Plan to return to the island areas mid-January. Sorry we'll not be able to be with you at the Winter Dinner Meeting. Virginia & Roland Caisse " (see more about the Baldwins in this issue)

Reservations are already coming in for the Winter Dinner Meeting—don't be left out—hope to see all of you there.

The door prizes are coming in and are bigger and better than ever—'nuff said!

Cdr. Robert Newton, XO of TINSAs and member of TIYC joined us at our last meeting. He gave a short talk and was welcomed heartily by the members.

Also, you racers—BANSAs is coming back to life! This means a much expanded inter and intra-club program for 1980 plus reciprocity with many more Yacht Clubs. We'll be having racing from the beginning ranks to the pros.

Next meeting, 19 Nov. we'll celebrate at least three birthdays, so the refreshments should be SUPER - c'mon out!

PERRY BRANDES

The following is an account of Lucy and Maurice Baldwin, TIYC members, cruising activities provided through the kindness of Bob and Christa Schreiber. The JIBE welcomes articles from any of the club members re cruising activities whether near or far.

Last May Treasure Island Club members Lucy and Maurice Baldwin in their yacht ENSALLAH departed on an extended cruise of the type we all dream.

Also aboard were Ralph Hallet, Paul, and TI member Roland Caisse. Roland could only go as far as San Diego then had to return to work. Dick Opperman replaced Roland for part of the Mexican trip.

The ENSALLAH made several calls in Mexican Ports including Alcapulco where a tussle was had with Typhoon ANDRUS. Then on to Panama via Golfo de Tehuantepec, notorious for its high winds and low weather, and Costa Rica. After an enjoyable stay in Balboa came the most interesting canal transit. From the Baldwin's letter:

"Balboa-So much happens every day that it is hard to put all or even part of it in a letter. We loved Balboa so much. Where we were moored on the edge of the channel we could watch ships from all over the world pass by less than half a block away. I could watch them day and night-about 40 a day. One evening as we were eating our dinner in the cockpit during an electrical storm, we saw lightning strike the All American Bridge and most terrifying-a yacht just two away from us. We could see a shower of sparks. No one was hurt, but a fire was started in the bilge and all the electrical gear was put out of commission."

"Now to get underway for the canal transit. Our advisor came aboard at 0732. His name is Leo Robinson(Roby). He is a Columbian and an older mature man. We also have three line handlers on board in addition to our crew of 5-total on board 9. The three young men are from military families in the Zone, and are all home for vacation from American universities. Underway at 0800 and now moving slowly up the entrance channel to the locks. We have to lie to and wait for the ship that we pass through the locks with named the GLOMAR CHALLENGER. This vessel is an oil drilling rig from Galveston, Texas-400 feet long and 65 feet beam. We were given a transit list of the ships for the day, so that we would know our position, thus why I know so much about them."

"Here we go through the first lock. They have covered bleachers so tourists and visitors can watch the ships going thru the locks. A man describes the action in English and Spanish-so we think he was telling the people all about us."

"The Canal Zone not only puts a pilot onboard commercial vessels but also a full seaman crew. The vessel ahead of us had one pilot (largest tankers have 4) and a crew of twenty furnished by the Canal Zone. We scrape up our own. Two men in a row boat just went out to the GLOMAR CHALLENGER with lines. I understand they have tried many methods to get the lines aboard the ships, but the row boats are the best. You can go thru the locks with a yacht tied to a tug, center line, or along the wall. We have elected to go center line and thus will require a minimum of four lines 125' long and the man power to handle them on board. Fifty-two million gallons of water will flow into the lock from Gatun Lake and then into the sea as we pass. The water comes into the locks in 100 - four and a half feet diameter holes with tremendous force. The boat is expected to rock and pitch like crazy as all this water will enter in less than eight minutes. But our boat behaved very well. Roby, our advisor, told me to watch my head as the men high on the top of the locks would throw four lines with monkey fists onto our boat. We attach our lines to theirs and they haul them to the top and put them on bollards and it is our job to tend the lines, til all the water is in. We just went from 44' to 74' in 7 min and 48 seconds.

(Maurice used the stop watch on his new T.I. watch). Now they are walking along with our four lines and we use the engine to go from one lock to the other. The ship in the lock with us is pulled by electric engines called mules. All during this time the advisor is giving orders to the line handlers aboard our boat and none of them have made a transit before with the exception of Sandra. We go thru this two more times as there are three locks to lift us up; The last lock lifted us to a lake that will take us across the continental divide-then its all down hill...."

After passing thru the locks to the Atlantic side-"We anchored in a small harbor called the 'flats' and will go to the Panama Yacht Club tomorrow."

"The club is nice with an air conditioned bar 50' from where we are tied up- open 24 hours a day. All beer is 40 cents and mixed drinks 60 cents, so we won't go broke here."

In Balboa the Halletts had to leave and a girl, Sandra Williams, was signed on Dennis Baldwin also joined here for a few weeks.

Leaving Panama course was set for Porvenir, Port of Entry for the San Blas Islands, home for the Kuna Tribe, said to be the last of the full blooded Carib strain that inhabited the Caribbean before the Spanish conquest. A fabulous time was had in these islands, unspoiled as yet by commercialism as told by the Baldwins:

San Blas Islands: "After our Panama transit ENSABLA heads for San Blas Islands After two days of rough and tumble weather we arrive at Porvenir, the port of entry, and obtain our cruising permit. Because the San Blas Islands are not well known and so unique, we'll repeat some of the things we have said before. The Kuna Indians are living much as they did 5-800 years ago. They build their thatch homes on islands 2-15 miles off the coast of Panama. The islands are all very small, low and surrounded by coral reefs. In most cases the houses cover the entire island with 3-5 foot walkways as streets. They survive by the men commuting to the mainland of Panama and cultivating the land. They raise coconuts, bananas and most fruits and vegetables. They commute by canoe, or sailing Cayucos hewn out of trees-great boats. No commune, each family have their own land and farm it individually even though they may live within inches of each other. An island may be much less than  $\frac{1}{2}$  mile in diameter and have a thousand people living on it. Why they live on the small island is not clear, but it seems there are no insects, cool with a nice breeze and less malaria. Even the young Kuna people seem content to continue this way of life."

"For us this was quite an experience in many ways. There are few charts and every group of islands have numerous detached and uncharted treacherous reefs. Two boats had been lost there so far this year."

Three young men came aboard to visit and Dennis and Sandra spoke to them in Spanish most of the afternoon. We finally bought 5 crabs from them (I think they were penned up in water near their homes) When we got them aboard they were so large we didn't have a pot large enough to cook them. Even though they have no electricity or gas the boys took the crabs home for their mothers to cook on wood fires and brought them back about 8:30, just in time for dinner."

"The women all wear colorful costumes, even at home, with beads on their wrists and ankles, veils, colorful skirts and Mola tops--covered heads."

The following day we sailed to Carti Keys and anchored between four islands that were so close together that as we swung on our anchor we cleared each island by 100' or so. Dennis and Sandra go ashore to Carti Tupili and soon we are all invited ashore to dinner in a Kuna home. Dirt floors, some furniture, We had fruit drink, rice, fish, fried plantanos (a cooking banana)."

After ~~the~~ San Blas Islands on to Cartagena, Columbia. On to the next letter:

"Cartagen 'of the Indies' for centuries the most important Spanish port in the new world and certainly the most heavily fortified city. Going into the harbor was just beautiful after sailing all night back and forth just outside the harbor because we were afraid to enter the port even in the light of the full moon. The Old Fort Pastilello is now the attractive dining terrace of the Club de Pesca."

We were not told in Panama that Columbia now requires a visa and of course we arrived without one and you can't get one in the country. There is no way we could enter and would have had to leave had we not gotten a good agent. As far as our passports are concerned we have not been to Columbia as we never went to immigration. Because ENSALLA is a documented vessel, the agent treated us as though we were a big freighter where the captain and crew do not need visas. We were given seaman's cards and all was fine."

After Cartagena course was set for Haiti, but short of arrival word was received of Hurricane DAVID approaching. A quick change of course to avoid an encounter with DAVID took the ENSALLA to Aruba.....

"As the hurricane drew closer we lost all our wind and we were grateful that we had a lot of diesel aboard, as er then had to motor all the way to Aruba. It has been very hot here because the trade winds have joined the hurricane and the natives seem to be suffering more than we. Beautiful white sand beaches and turquoise blue water and we have been too busy to go to the beach. On the island of Aruba they grow nothing as the soil is poor and not much rain. Everything you have in the states is here canned, plus things from Holland and New Zealand. Meat all frozen. Fresh milk is \$1.00 a quart, beer \$1.35 in the store, ad meat about \$3.00 for a half pound."

"When Maurice went to visit the Port Captain, he had some hair raising stories to tell about the area of the Guajira Peninsula which we had to pass. That is the area where all the dope and marijuana comes from-th Maffia rules supreme here. People on boats have been machine gunned down and their boats taken. I don't think Maurice believed all of this at first, but does now. We gave the Northern Coast of Columbia a wide distance of abut 100 miles. Even so we loved Columbia and hope to return and spend a few months in Cartagena-"

After Aruba, plans were to head for Curacao, Bonaire (more Dutch Islands) then on to Venezuela. This was the end of the last letter.

Much thanks to Bob and Christa Schreiber for sharing the Baldwins' adventures with us. They ahve said all of us are welcome to share the complete letters with them. And to the Baldwins-may-you have fair winds and following seas! You are the envy of many of us and we wish you the best in your voyages.

18 Dec  
1:00  
18 Dec

