

NO BRIDGE MEETING



GENERAL MEETING JUNE 9-POT LUCK



RACES: JUNE 3 SERIES #3
JUNE 4 [MAKE-UP]

THE JUNE 1995

JIBE

CRUISE OUTS JUNE 17-18
BALLENA ISLE YC

RACE ADVISORY BOARD MEETING
JUNE 10 - 10AM
ALL INTERESTED PARTIES WELCOME



FROM THE COMMODORE John Miller

As announced in last month's Jibe, we are instituting an organized volunteer program, where members are assigned a committee task. At last month's meeting, those present met together with their committee members and began planning things to do. As stated in the Jibe, our intention is to get members involved for three reasons; first, the jobs to be done can be spread over a larger group, thus lessening the individual workload; second, new ideas and initiatives will come to us as more of our members become involved; and three, the perceived notion that power and control is centered in a small group will be dispelled. It is our intention to get all members that are practically available assigned and involved in the program. If you haven't yet seen your name assigned, you will.

The Board of Directors has appointed a nominating committee for the purpose of recommending a slate of officers to the membership for next year. The Board has also established that the dues for next year will remain at \$125. This amount was arrived at because, although as yet we are not required to pay any rent or utilities, we are told that we will. Further, it is my belief that within the next 4 to 14 months we will convert to a civilian yacht club, at which time we will lease this building from the City of San Francisco. We will then be paying rent to them as well as paying for our

utilities. As is envisioned by your leadership, at the appropriate time within this time frame, we will ask the City Redevelopment Agency to request the Navy to declare this building no longer needed by the Navy, thus making it immediately available for acquisition by the City. We will then enter into an interim lease of this City property and become a "new" yacht club. As agreed to last October, those members not party to the Building Fund will, at the beginning of next Club fiscal year after we become a civilian Club, have the option of discontinuing their membership or reapplying for membership as new members, paying the appropriate building fund assessment and initiation fee. I really think this transition can happen sometime during our 1996 fiscal year. We must accomplish the transition as soon as we can so as to establish our firm presence on the Island, but delay it as long as possible so as to incur as little expenses in the way of rent/utilities as we can. When we are leasing our building, we can begin working with the City on plans to remodel or rebuild, if that is what the membership wants to do. All of the foregoing, in more detail, is being presented to the City as a Master Plan for the Treasure Island Yacht Club. I will keep you informed of further progress.

**There will be NO BRIDGE
MEETING IN JUNE.**



Racing Sheet John Miller

REITERATION:

RACE ADVISORY BOARD
DAVE ADAMS, CHAIRMAN

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For Crew **Cardoza**, Treasure Island Yacht Club's cruise to Half Moon Bay started on Friday

night, April 21. I had just arrived home after a week of travel to greet **Barbara's** visiting parents and catch the weather on the 11:00 PM news. It seemed that the weather "window" was perfect, forecasting light winds and mild temperatures. The cruise was a "GO".

Visiting and packing left us with only a few hours sleep. We arrived at the Marina just before 7:00 on Saturday morning to start preparing **Kachina** for her first "off shore" passage. I wandered up to the club at 7:15 in search of a cup of coffee and expecting to see two or three people at the skippers' meeting. Imagine my surprise to see the club full of people from 13 sailboats committed to the adventure!

Terry and Marion Sigel, the cruise leaders, had prepared a list of waypoints. Terry gave a comprehensive safety briefing, answered questions about schedule and course, and we were off, departing TIYC about 8 in the morning.

We caught the ebb, departing San Francisco bay in light winds with most of the fleet motorsailing. Barbara and I had doused **Binnacle and Bilgewater** with Dramamine, unsure on how the urchins would react to the anticipated 5-10 ft. Pacific swells. They were zonked out in their respective bunks by the time we sailed under the Golden Gate bridge. This stuff works great! We should try it at home! For good measure, we took some ourselves.

The seas were a bit bouncy outside the Golden Gate, but the motion became almost pleasant as we turned south at the bar channel. We found ourselves struggling to stay awake as we motorsailed south, with faithful "Tristan" our autohelm, steering a steady course. The scenery was magnificent. We sailed by the infamous "Devil's Slide" and the magnificent Point San Pedro, assisted by a 1-1 1/2 knot favorable current.

Following Terry's accurate waypoints, we rounded Buoy "1" at Half Moon Bay, enthralled by the sight and sound of the Pacific swells breaking over the outer reefs. Binnacle had just awakened, struggled into her PFD (personal flotation device), and come up into the cockpit.

Watching the large blue breakers, she asked "Are we in Hawaii?"

Entering Pillar Point Harbor, we received the expected news that the harbor was at "110% capacity" due to the start of the commercial salmon season. One group of the TIYC fleet opted to anchor out. A second group, including **KACHINA**, rafted out from commercial fishing boats at end ties. The remainder of the fleet found spots at various places in the harbor.

Barbara and I were completely charmed by Half Moon Bay. We had visited before by car, and Pillar Point Harbor together with its stout breakwaters, were part of my responsibilities in the Corps of Engineers. Nevertheless, there is some special quality associated with entering such an extraordinary place by sea.

We enjoyed talking with the fisherfolk and marveled that entire families were preparing for a hard season, some fishing under sail. We also enjoyed spending time with the townspeople of El Granada and partook of the hospitality of the Half Moon Bay Yacht Club.

Imagine the consternation of the small restaurant staff of "Ketch Joanne" when I requested evening reservations for 30 people! We worked things out by arranging for two different seatings. Actually, this worked out great since people preferred dining at different times anyway.

We awoke Sunday morning to thick fog. After breakfast and a long walk on the beach, we departed Pillar Point Harbor at 10:20, sailing in company with **GRAND ILLUSIONS**. Ahead were the first group, led by **SPIRIT**. The remainder of the fleet departed behind us. Following Terry's waypoints, we sailed out of Half Moon Bay, listening with apprehension to the breakers and relief at the gonging buoys appearing out of the fog when and where expected.

The wind died about 3 miles out of Pillar Point, and we proceeded North, motorsailing against the same current that helped us the previous day. We sighted dolphins and the occasional

wayward sport fishing boat. Several members of the TIYC fleet reported sighting whales.

We sailed out of the fog opposite Pacifica, and crossed the San Francisco Bar to catch the afternoon flooding tide. The engine was shut down as the usual W-NW wind gave us a great ride all the way back to the Marina.

A special thanks to **Terry and Marion Sigel** for leading us on a memorable cruise!

SPIRIT; ZEPHYRUS; JUSTASWISSFARM; MARY JOY; FLYIN BYE; =LIBRIUM; MIRAGE; US SKUTSJE; ESCAPE; ALIKA; LANIKI; GRAND ILLUSIONS; KACHINA.

Upcoming cruise-outs remaining:

17-18 June	Ballena Bay Yacht Club
1-4 July	Treasure Island
19-20 August	Bay Model at Sausalito
2-4 Sept	Labor Day cruise to Coyote Point.
16-28 Sept	Delta Cruise
28-29 Oct	San Rafael YC
18-19 Nov	Cruise to South Beach Harbor.
9-10 Dec	Jack London Square



JUNE CRUISE OUT Jeanne Taschioglou

June 17-18, 1995.

Stressed out? Ready for a vacation? How does a week-end on an island sound? No, not Hawaii - too expensive and too far away for a 2-day trip. TIYC has the perfect destination for you at an unbeatable price!

Join the group sailing to Ballena Isle Yacht Harbor on the beautiful island of Alameda, right here in San Francisco Bay! There is a great yacht club, a fine restaurant serving breakfast, lunch and dinner on a deck overlooking the

harbor, a cafe/deli for more casual dining, and walking paths to keep you moving between meals. Do it all, or do nothing at all. Your choice.

The Ballena Isle Yacht Club will be serving dinner which includes dessert and coffee for less than \$15, and the food has always been top drawer. Dinner will be served at about 7, Happy Hour is ~~a~~6.

Low tide is around noon and you must check in with the Harbormaster before 5 PM. Call the Ballena Isle Harbormaster on Ch.16 before entering to receive a berth assignment. There is a \$2.50 charge for electricity and you are expected to check in at the office, located to the right of the Whale's Tail, in person. Reservations are required no later that Monday, June 12.

A sign-up sheet is posted at the yacht club or call the club answering machine at 415-392-2794 to reserve by phone. Please leave your name, boat name, length, beam, shore power requirement and if you plan to dine at the club.

Drive-in members are encouraged and must also reserve if they are planning to dine at the club.

By car, #880 South - EXIT at 23rd Ave. - straight to Park St. Bridge - 5th stop light on Park to Central - Right on Central - 4th stop light to Ballena Village Apt. sign on left. (about 2 miles) Turn into parking lot at Harbormaster Office sign on left. Walk toward water, turn right to club.

Hope you'll try this mini vacation right in our own back yard.

See you on the Bay!



**NEXT CRUISE IS 1-4 JULY AT
THE TREASURE ISLAND
YACHT CLUB.**

CLUB MANAGER'S PERSPECTIVE Joyce Pucci

If you're wondering what that logo is around the headline of this newsletter, you can take your choice. Does it mean that the members are #1? Sure! Does it mean that this a #1 Yacht Club? Certainly! But what does it really mean? Easy, it means that I'm hoping that this is the "one and only last JIBE" for me. Our new JIBE Editor has run into job commitments that will take him out of the country so he had to take an early retirement from the JIBE. But, fear not, I am here behind my trusty computer, computing. But, if there's anyone out there, (hello'ooo) come forth and do your YC duty. You only need a computer, English as your first language, a definite sense of humor, patience and determination. And the benys are that you only have to do it for one year, at which time another faithful member will take your place.

Enough of this----what's going on at the club?

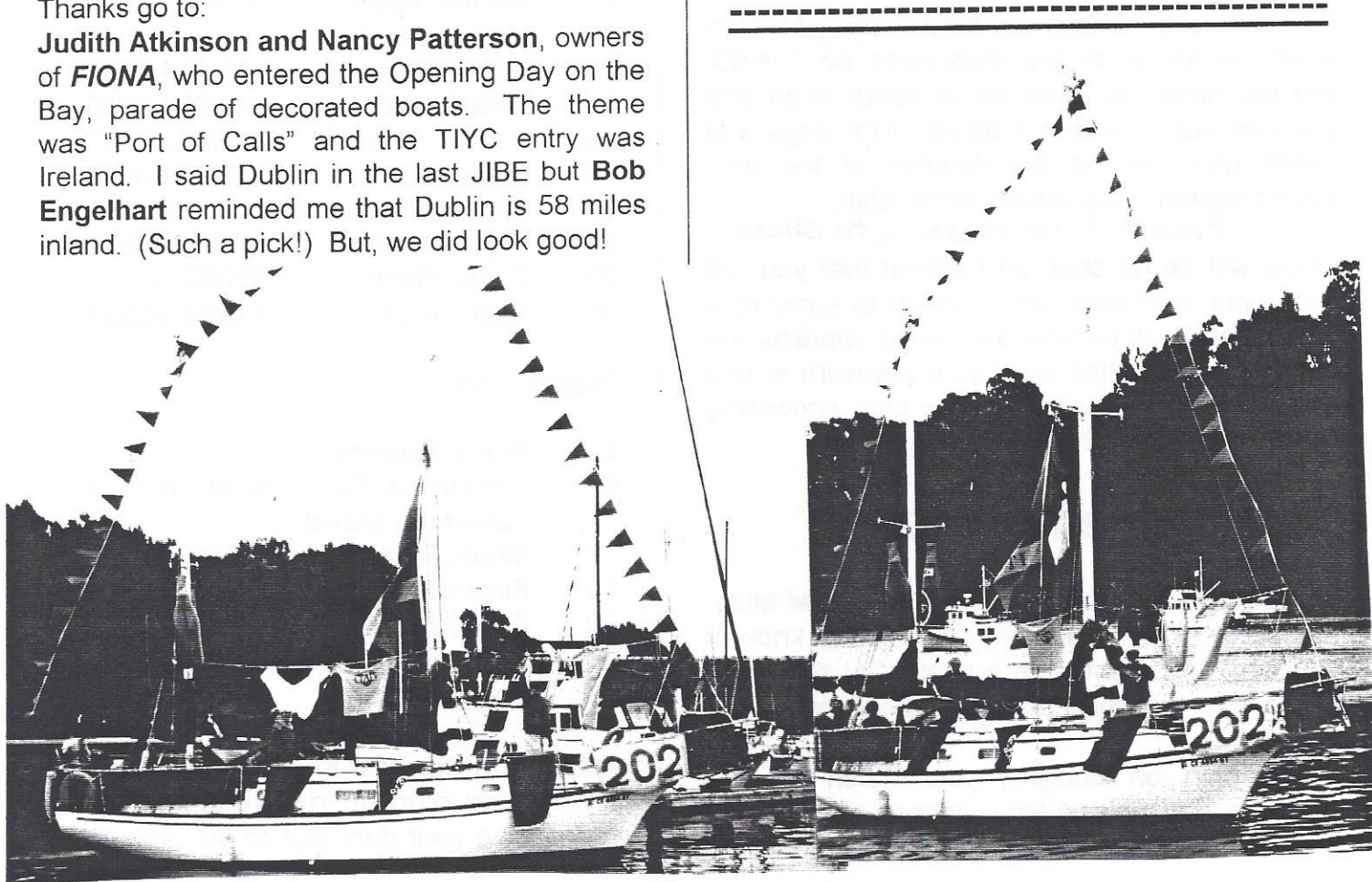
Thanks go to:

Judith Atkinson and Nancy Patterson, owners of **FIONA**, who entered the Opening Day on the Bay, parade of decorated boats. The theme was "Port of Calls" and the TIYC entry was Ireland. I said Dublin in the last JIBE but **Bob Engelhart** reminded me that Dublin is 58 miles inland. (Such a pick!) But, we did look good!

Nancy skippered while Judith was on a Coast Guard Aux. boat patrolling the parade route. On board **FIONA** and dressed in Irish green were: Mrs. Murphy, a.k.a. **Jean Rieth**, in her red wig and mixing up the chowder with an oar. A pair of overalls popped out of the chowder. (not your neatest housekeeper) and she waved them about. The little people were, **Suzanne Sylvester, Christa Schrieber, Art Eggers** (who sang in a fine (or is it foine) voice "Who Threw the Overalls in Mrs. Murphy's Chowder?", **Edie Penton**, and herself, **Joyce Pucci**.

Thanks go to **Edie Penton** for obtaining an oversize Irish flag and **Art Eggers** for getting and arranging the pennants on the fore and aft stays. Our beer salesman, **Sean Duffy** donated all the satin flags and the huge air filled beer bottles. **Jean Rieth** brought the long johns and various other clothes to hang on Mrs. Murphy's clothes line. The TIYC, extra large, burgee flew grandly from the starboard stay.

Thanks to **Ken Groves** and his daughter for taking pictures of **FIONA** as she motored into Clipper Cove. Pictures follow:



MARCIA'S GRAD PARTY

was really fun. After years of hard work, **Marcia** received her diploma from U.S.F. and we all celebrated at the TIYC on 20 May, 95. The clubhouse was jam packed with Marcia's family and friends.

Suzanne Sylvester and **Joyce Pucci** tended bar. A good time was had by all.

JUNE MEETING INFO:

General Meeting, as usual on the second Friday of the month. We will have a pot luck, short meeting and a talk by Todd Cummer of the Sea West credit union. He will inform you of the options the union holds for TIYC members.

THERE WILL BE NO FORMAL BRIDGE MEETING IN JUNE. The Commodore will be at the June meeting at 5:45pm, prior to the pot luck to address any input from Bridge Members.

UPCOMING SOCIAL ACTIVITIES:

Fourth of July. There will be a "cook your own food", barbecue at the clubhouse on 7-4-95. We will have the coals on at about noon and you can buy "fixin's" for \$3.50. Hot dogs and hamburgers will be the delights of the day. We'll probably have potato salad, also.

Please bring desserts, to share.

There will be no chef, so I repeat that you will cook your own food, etc. I need to know how many of you will partake and would appreciate a call from you stating what your pleasure is and how many. Just call in on the club answering machine at 415/392-2794 prior to 6 June.

June 3rd Series Race #3

Hamburgers will be cooked by TIYC Chef Mike. Please let Race Manager, John Miller know if you wish to purchase a burger after the race. You can let him know at the Skippers' meeting.

Better plan on bringing your lunch for the following day unless Mike informs you on the

3rd. that he'll be back the next day. Don't forget to inquire.

THE WATCH

The following is a list for Watch Duty for the next several months. Please mark your calendar and make plans to show up for your watch or to find a replacement if you cannot. A list of duties and a sheet to fill out is located on the counter. Everything you need to know should be in the folder.

June 1995

3	Bob Hole
4	Ken McBain
10	Albert Lawrence
11	Gary Liggett
17	William Martin
18	Bob Kenyon
24	Christa Schrieber
25	Thomas Mitchell

July 1995

1	Nelson, Frank	510/633-3099
2	Northrup, Len	
8	O'Daniel, John	415/574-1441
9	O'Neill, Jack	510/937-0250
15	Persky, Don	415/563-2512
16	Kagle, Don	415/421-9011
22	Pilotis, Anastasios	
23	Prijater, Karen	415/367-0833
29	Zuber, Chris	510/271-7992
30	Rieth, Jean	415/583-2924

August 1995

5	Riggs, Roberta	
6	Von Driska, Gil	916/758-7674
12	Satterfield, David	
13	Saum, Robert	415/367-1169
19	Schanck, Gordon	
20	Schmitz, Thomas	
26	McNicholas, Bill	
27	Scudder, Marian	510/769-7867

Please try your best to show up for watch duty. It is not our intention to have to fine you \$50.00 for missing your duty, but as you know, this is a

very important function. Maintenance of the club is a must. Most watch officers have stated that the "duty" is a very pleasant one. As I type, **Noel and Linda Hyde** are in the club. They brought donuts and are shinning the club and doing it with a pleasant attitude. It's a beautiful day out there, TIYCrS are cruising/racing to Vallejo and the Hyde's are working in the clubhouse doing their duty. Thanks Noel and Linda and to all the other members who work so diligently. **Alan Hicks** did a great job on his duty also. He had the duty when **Marcia Thompson** had her Grad party. The club was full and Alan really had his hands full. What a great group!

Be aware that you will receive a bill for the \$50.00 if you have not filled out the duty form. This is the only method I have of knowing who has been here and who has not. If you did the duty and did not fill out the form, and do receive a bill, please inform me if this has happened to you.

TOM AND MILLY MCCOY MAKE SAILING MAGAZINE.

The picture in the next column shows **Milly and Tom** on their Tartan 28', **MARY JOY**, sailing in the Delta waters somewhere below Walnut Grove. See the article about the McCoy's in the April, '95 SAILING magazine. ➡

Congratulations go to Tom. He's the new XO at Oakland Naval Hospital.

ON THE COMMITTEES:

At the May General Meeting, Committees were formed to allow members to partake in the "running" of the YC. If you were not present and wish to join a committee, call me [Joyce] at 415/392-2794 and I'll give you the name of the Committee Chair. Race and Housekeeping committees have already planned future meetings and have plans at the ready. Bar members did not show up in force nor did Entertainment and these are very important committees. Maintenance is planning a future

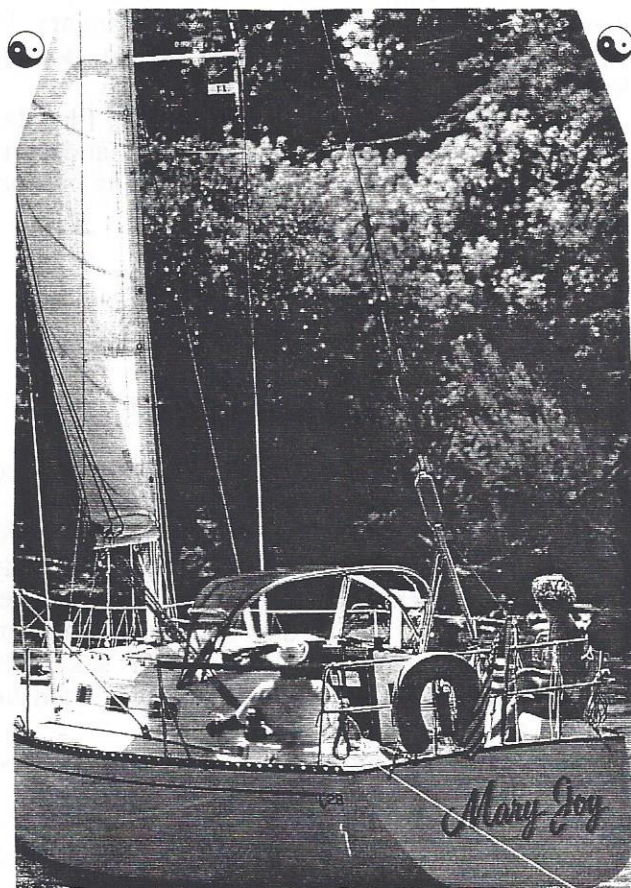
meeting, also. Remember, these are voluntary positions. Yes, you do not have to do Watch Duty if you are **active** on a committee. The Watch list in this JIBE has not yet taken into account the people who are on committees. That of course is because the committees are not as yet set up to go into action. The Watch Duty list will be updated and you will be omitted, once again, if you are **active on a committee**. If you are dissatisfied with your particular committee, speak up. There's no problem with switching you to another. If you prefer to be on the Watch Duty, fine. Just let me know what your desires are and I'll make it happen.

you don't have to be on a committee if you're
BYE, FOLKS. JIBE EDITOR!

I will not be in the office or the club house from 7 June to July 11. The office will be closed during that period as I head out to the British Isles to enjoy a barge cruise in the canals in and around the Chester area.

Bob Wilcox will be around to answer Marina questions and if you have any serious problems you can call our Commodore, John Miller.

That's it for now, happy sailing



note:
the
T.I.
burgee
flying

The Coast Guard will record a first when the new Z-drive propulsion system is installed on the new Keeper-Class buoy tenders currently under construction at Marinette Marine Corp.

These 175-foot coastal buoy tenders will be outfitted with twin Z-drive diesels with fixed-pitch propellers. Wisconsin based Marinette Marine Corp., is building the new buoy tenders, the first one of which will cost \$22 million. They will be equipped with Ulstein Z-drive units directly shafted to a pair of Caterpillar diesels.

The selection of Z-drives propulsion for coastal buoy tenders was based on dynamic positioning requirements for installation of aids to navigation.

Z-drive propulsion is similar to an oversized johnboat, the type that has one or two outboards in a well about two thirds of the way back from the bow. Z-drives along with a bow thruster will provide the best maneuverability for maintaining position in coastal waters while servicing aids to navigation. The two main diesels will deliver an output of 885 hp per unit, which will drive two propellers through right-angle azimuthing propulsion thrusters, with each engine directly shafted to its Z-drive. A 400 hp electric bow thruster will be installed, which when working together with the Z-drive will allow the vessel to virtually spin its own length.

The first Keeper-class vessel, to be named *Ida Lewis*, is expected to be delivered in January 1996. After sea trials the vessel will sail to Boston or Rhode Island for initial deployment.

CWO Mark Allen of St. Petersburg Florida will be her first skipper. He has commanded three other Coast Guard buoy tenders during his nearly three decades in the service.

WOULD YOU BELIEVE?

Possible cause of the following accident

FLATULENCE ATTACK!

Columbus Islen, a 289 ton research vessel owned by the National Science Foundation and under charter to the University of Miami, grounded in Looe Key National Marine Sanctuary (Looe Key is located 20 miles east of Key West).

She was on a 14 day oceanographic cruise when she went aground. She had 21 scientists on board from Woods Hole Oceanographic Institution, as well as some foreign scientists.

She smashed across four coral spurs - coral formations that grow up to 330 feet in length. The

weather was clear, with winds at 20 knots, seas running three to four feet. The Captain and one crewman was on the bridge at the time of the grounding. Several vain attempts were made by the Captain to back clear, before she became hard aground.

Salvage crews stated that the ship was loaded with navigation equipment; "she's got every type of antenna known to man."

The Captain stated that he "blackened out" for six minutes just prior to the grounding and could not remember the events. He later recanted this statement and instead said that he had not blacked out and that he was not going to make any further statements.

Coast Guard officials would not release any information on the possible cause of the grounding due to the ongoing investigation. It appears that all bridge navigation equipment was operational prior to the grounding and there were no equipment or mechanical problems that could have contributed to the accident.

Damage estimates to the ship run between \$500,000 to \$1 million.

During the two days that the *Columbus Islen* pounded the reef, a 500 by 30 foot section of coral was destroyed. The time spent aground was punctuated by disagreements and uncertainties between would-be salvagers, environmentalists and Coast Guard officials who took charge several hours after the grounding.

Two crewmembers have indicated that both the captain and the seaman on watch had walked out to separate bridgewings immediately prior to the grounding because of offensive odors in the relatively confined wheelhouse. The incident occurred just moments before the vessel, operating on autopilot, went aground.

Reports indicate that the vessel's skipper was so embarrassed by the incident that he immediately asked to be relieved of command and subsequently surrendered his 1,600-ton license to Coast Guard officials.

Reports indicate that the captain had grounded the same vessel previously and was operating under informal 'probation' as set forth by the vessel's owners.

"We kept this quiet from everyone," said one of the ship's crew. "We didn't tell the Coast Guard or anyone until it finally came out when we got into formal depositions with lawyers and all that."

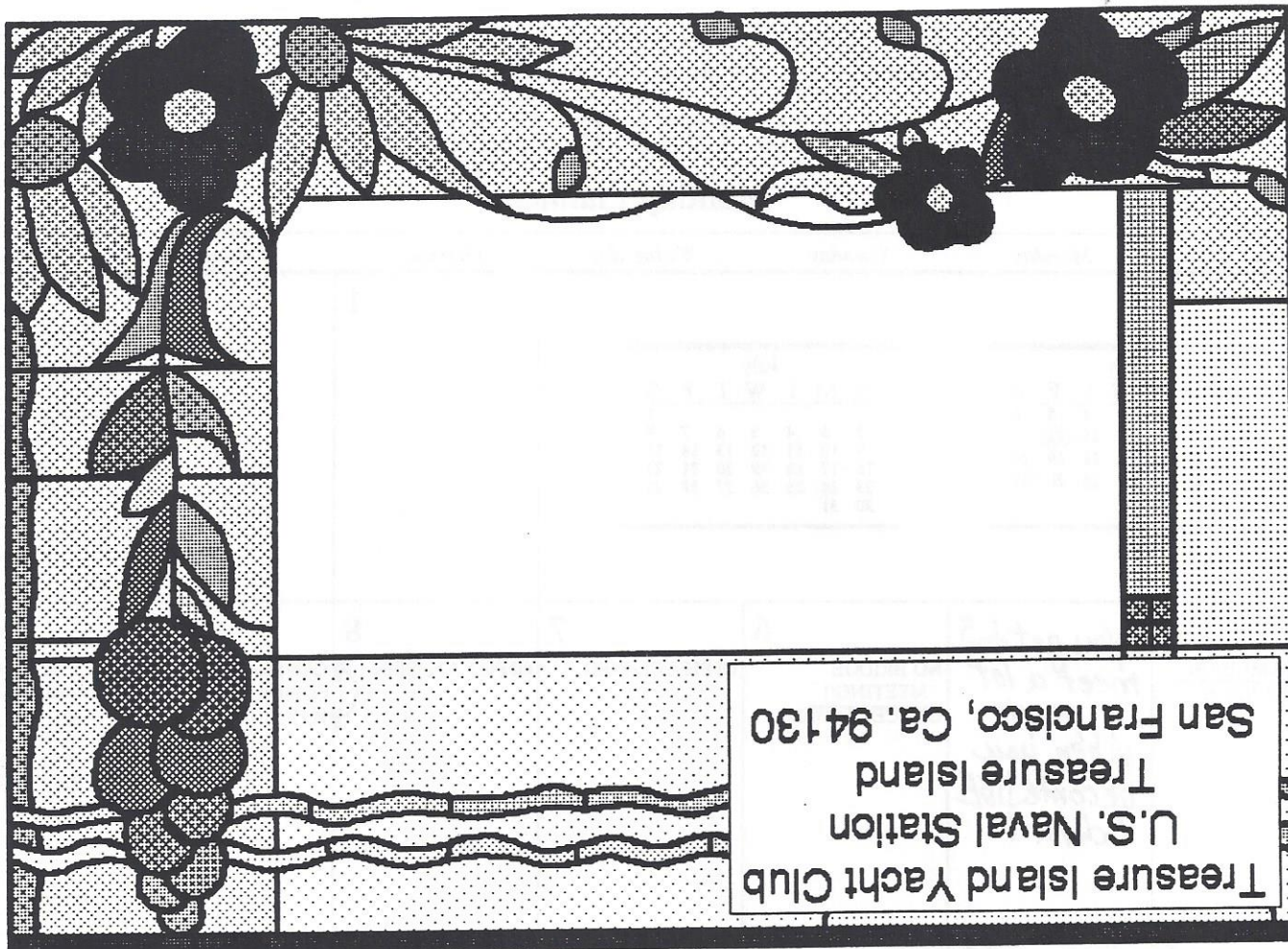
Human Error and perhaps dietary intake accounts for the majority of boating accidents.... watch the chili intake **PRACTICE SAFE BOATING**

TREASURE ISLAND YACHT CLUB

JUNE 1995 EVENTS

Monthly Planner

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
						[W] BOB HOLE HAMBURGER BBQ AFTER SERIES RACE #3
4	5	6	7	8	9	10
[W] KEN MCBAIN MAKE UP RACE	<i>You get to meet a lot of people when you become JIBE Editor!</i>	NO BRIDGE MEETING!! OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	GENERAL MEETING OFFICE CLOSED POT LUCK DINNER	RACE ADVISORY BOARD MEETING- 10AM [W] ALBERT LAWRENCE OFFICE CLOSED
11	12	13	14	15	16	17
[W] GARY LIGGETT		OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	[W] WILLIAM MARTIN CRUISE OUT BALLENA ISLE YC OFFICE CLOSED OYSTER PT YC CRUISE IN
18	19	20	21	22	23	24
[W] BOB KENYON CRUISE OUT BALLENA ISLE YC		OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	[W] CHRISTA SCHRIEBER OFFICE CLOSED
25	26	27	28	29	30	
[W] THOMAS MITCHELL		OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	OFFICE CLOSED	<i>You don't have to stand watch if you edit the JIBE!</i>



TREASURE ISLAND YACHT CLUB BOARD, BRIDGE, STAFF AND COMMITTEE HEADS

COMMODORE	JOHN MILLER	408/736-2696	JIBE EDITOR	JOYCE PUCCI	415/588-4351
VICE COMMODORE	GORDON STROM	510/886-1979	JIBE CIRCULATION	RUTH BURTON	415/362-7736
SECRETARY	GEORGE KNIES	510/939-0230	SUNSHINE SECT.	JEAN RIETH	415/583-2924
TREASURER	WILL DEBRUNNER	415/776-0578	STORE MANAGER	JOYCE PUCCI	415/392-2794
PORT CAPTAIN	ERIC MUELLER	415/355-7883	STAFF COMMODORE	BOB WILCOX	415/395-3395
CLUB MANAGER	JOYCE PUCCI	415/392-2794	BOARD OF DIRECTORS:	LEN CARDOZA	
RACE CHAIR	JOHN MILLER	408/736-2696		ART EGGERS	510/937-8535
PICYA DELEGATE	ART EGGERS	510/937-8535		GEORGE KNIES	510/939-0230
PICYA DELEGATE	EDIE PENTON	414/697-7087		JOHN MILLER	408/736-2696
COMPUTER CONSULTANT	JIM BROWN	510/426-0947		BYRON TASCHIOGLOU	707/448-9176
CRUISE CHAIR	Len Cardoza			BOB WILCOX	415/395-3395
				WILL DEBRUNNER	415/776-0578
TRAINING	ROGER ANDERSON	415/594-1974	RACE ADVISORY BOARD	DAVE ADAMS	415/664-6553
TIYC CLUBHOUSE		415/392-2794	HOUSEKEEPING	SUZANNE SYLVESTER	510/748-0533
TIYC FAX #		415/392-2794	BAR	SUSIE RACHFORD	415/521-7670
MARINA MANAGER	BOB WILCOX	415/395-3395	ENTERTAINMENT	DIANE DORAN	
MEMBERSHIP	HARRY MCBAIN	916/344-3464	MAINTENANCE	FRED/PHYLIS BRISLAWN	

You get your name listed here — if you become Jibe Editor!