



JIBE

The JIBE is the Official Newsletter of the Treasure Island Y.C.

NOVEMBER, 1996

INPUT FROM THE COMMODORE

by Jim Brown

The crab feed seems to have been a resounding success. Thanks to all the members who helped plan and carry out this event. The weather was about the only thing we didn't have planned down to the last detail, but the Chaplain apparently took care of that (Next year we'll see if the Padre can't come up with some wind for the Double-Handed Race).

Several members have already fulfilled their FY97 obligation (and some put in a lot more) in preparation for the Crab Feed. Watch for a list of those who are off the duty roster for the coming year. If you worked, and your name doesn't show up on the list, call Joyce or me and we will ensure that you get proper credit for your hard work.

The Club operated at a slight loss for FY96. It was only about 1% of the budget, but we don't like to go into reserves to meet the current expenses. We are tightening up for FY97 to ensure that we break even. The volunteer labor helps, so if you can help out on one or more of the upcoming workdays, please do. We depend heavily on volunteer labor to keep the expenses down while we keep the Clubhouse presentable.

Planning continues for our transition as the Navy leaves. The Bridge and Board met with a representative from the Navy caretaker agency last month. The only hot news is that there isn't any hot news. We will keep you informed as things develop, but for now, we are at a stage where nothing will be happening for at least a

couple of months.

TIYC will conduct a Mid-Winter race series. This started as a multihulls-only event, but we will give a start to anyone who wants to come out. Races start and end off the end of the Club Dock. Courses will be optimized to avoid the heaviest tides, which are the curse of San Francisco sailors. First race is Sunday, 3 November. Call Bob Donovan or me for more information.

If you haven't been down to the Clubhouse in a while, come and see all the improvements which have been made. TIYC is here to stay!

BOTTOM JOB SPECIAL

Yachtmasters in Vallejo has agreed to give any member of Treasure Island Yacht Club a **SPECIAL BOTTOM JOB PRICE** during the months of December, January and February. You furnish the bottom paint and Yachtmasters does the rest!

YACHTMASTERS

will haul your boat, pressure wash and prepare the bottom and paint one coat for a total price of

\$8.75 per foot.

A second coat can be applied for an additional \$2.00 per foot.

Contact TIYC member,
Terry Sigel

@

707-226-9868

for scheduling and other details.

CRUISING NEWS

by Suzanne Sylvester

There are two primary recollections that I have regarding TIYC's 1996 Delta Cruise. The weather was perfect and the hospitality of host clubs like Discovery Bay YC, Stockton Sailing Club, and Caliente Isle YC was unequaled. By comparison, some of our local Bay Area clubs don't appear to understand or care about the principle of reciprocity. With the exception of a singularly annoying Old River railroad bridge tender, those Delta folks are consistently congenial and friendly.

The Mildred Island anchorage experience was relaxing and fun, thanks to a variety of water toys. Of our six-boat group, only one touched bottom briefly while attempting to find the illusive Mildred Island entrance. Earlier in the trip, an episode of larger proportions occurred when 83.5 gallons of diesel fuel was inadvertently pumped into the bilge of a boat not belonging to John Miller. The problem was resolved in a scant three hours with no outside assistance, which I consider a first-class recovery.

Did I mention that Discovery Bay YC arranged a total lunar eclipse that we viewed from their expensive upper deck? How could we reciprocate?

Five boats participated in the October Cruise to San Rafael YC. Trader Joe's, a few blocks from the club, was the most popular walking destination. Gary Liggett, aboard his friend, Lyle's, Challenger 32, joined us from Lyle's home port in Vallejo. Gary brought a fruit ambrosia to die for. Among others present were the Cardozas (big & small), the Novacks, Jean & Byron Tasch, and me.

SOUTH BEACH
CRUISE OUT FOR
NOVEMBER HAS
BEEN CANCELED.

Thanks to all who have participated. I personally have enjoyed the season and look forward to doing the whole thing again next year. Maybe some new locations. Your suggestions will be welcomed.

THANKS TO VOLUNTEERS

by Jim Brown, Commodore

Thanks to the volunteers who showed up on 8 September to help fix up the Clubhouse. Several indoor and outdoor projects were finished. Over the last few weekends, members have donated approximately 150 man-hours to build a new deck, walkway, and outdoor bar in the back yard, refurbish the area around the indoor bar, remove the unserviceable washer and dryer, and refurbish the planters at the front door.

Even at minimum wage, those hours represent upwards to \$750. which did not have to come out of the budget. If you haven't been around the clubhouse lately, come by and see how volunteers like you are keeping costs down and the appearance of TIYC up.

Remember that participation in a work day counts as one of your two annual service days, so you can do it now and not come up on the Watch List later. We will be finishing up on a few more projects, so why not plan to stop by and help. The date of the next work day is available by calling Joyce.

JET SKIS NOT WANTED NORTH OF THE GOLDEN GATE

A group of North Coast residents, business owners, and environmentalists are taking steps to ban jet skis from Muir Beach to Bodega Harbor. They claim the craft are an inappropriate source of noise and threaten marine wildlife in the Gulf of Farallones Marine Sanctuary. Plans are being made to hold a public hearing soon, to see if new regulations should be drafted.

RECOVERING OVERBOARD CREW

The West Marine/Modern Sailing Academy Workshop

by Charles B. Warren

On the 22nd and 23rd of July, 1996, West Marine Products, probably the largest retailer of marine hardware in the United States, sponsored a workshop on the recovery of crew overboard. The venue was the Modern Sailing Academy in Sausalito, California. This workshop was the third in a series, but was distinguished by the introduction of night practice, and the use of dry-suited swimmers as the objects of the recovery.

The workshop was by invitation. Some of the invitees included John Rousmaniere, author of *Fastnet Force 10*, Chuck Hawley, who in addition to representing West Marine, is a noted west coast racer, and Jim Heffelfinger, Education Coordinator of the American Sailing Association. The remaining participants may not be as prominent in the sailing community, but were expert sailors in their own right. Many were instructors in sailing schools. One represented the sailing schools of British Columbia. The swimmers were also expert. Lee Burnell, who did most of the swimming on my boat, also does rapid water rescue.

The conditions were good. In San Francisco Bay the winds, day and night, were in the fifteen to twenty knot range, with about two feet of wind wave and no swell. After dark there was still a fair amount of ambient light because of city lights reflected on the fog deck about three hundred feet overhead, and because of the first-quarter moon. On the ocean, the wind wave was one foot or less, about four feet of swell, and about ten knots of wind. Visibility was effectively unlimited at all times in both areas.

The reason I preface this with a description of conditions and the qualifications of the participants is to emphasize the importance of prevention. We have had the misfortune in San Francisco the last few years of losing one or two people per year to drowning as a result of going overboard. Cold water saps the strength quickly, as well as inducing hypothermia. Ten minutes is not a bad rule of thumb as a dividing line between recovering a living person or their dead body, absent flotation. Doing a classic

figure-eight man overboard recovery maneuver in a full keel cruising boat, I brought the swimmer alongside in nine minutes. *Californian*, a square topsail schooner and the state tallship, recently had the misfortune of losing a crewperson, their first loss in twelve years and a quarter of a million miles of operation. The schooner got back to the vicinity of their lost person in about seven minutes. She lacked flotation and was not recovered, or even seen again. Extremes of recovery time in this workshop approached ten minutes.

The use of personal flotation devices, PFD's, lifejackets, has become more common. There has been a proliferation of convenient and comfortable equipment in the last few years. But nothing is as good as staying on the boat in the first place. Always wear your PFD *over* your harness. A few years ago a local sailor was in the process of being winched back aboard by his harness when he reached up to the boat. The harness was over his PFD, and he slipped out of both, falling back into the water. He was never seen again. This is one of the attractions of devices which include both harness and flotation.

So prevention is important. The old adage is one hand for you and on for the ship. Today, harnesses and jacklines are common on racing boats. There is a selection of combination units that include a CO2 inflatable PFD on a harness. There is also the Mustang float coat that combines harness and flotation, with a crotch strap to prevent your falling out, as well as reduce hypothermia risk. Are harnesses convenient? Yes, for moving about the boat. They are also convenient when you want some extra support in a task. Try using a short tether and leaning into it. Some people use two tethers so that they need never be detached while shifting a tether between jacklines. On some racing boats, the crew off watch leaves their tethers hanging in canvass pockets at the companionway. Going below, or back on deck, the tether goes on or off when the crew is at the foot of the companionway ladder and is still attached in the cockpit. There are varying

opinions on locking carabiners. They are harder to affix to the jackline, but cannot be twisted off as may happen with the non-locking variety. Using the weather side is an important consideration. If you lose your balance, you are much more likely to fall inboard. Even if tethered, it is much better to stay on the boat. My old friend Yuki Hasebi had a good news-bad news story: The bad news was that he fell overboard. The good news was he was wearing his harness and tether. The bad news was he was single-handing, and with the boat moving five or six knots on self-steering, he couldn't climb back aboard. The good news was that the boat stopped. The bad news was that it stopped on the Great Barrier Reef. The good news was that it was insured.

An important aspect of prevention is preventers. One of the most common causes of crew overboard is the crewperson being struck by the boom. Preventers as well as harnesses have had mixed reviews. People have broken bones as they dragged through the water with preventer attached. Sometimes under that sort of pressure, deck hardware has broken, leaving a hole in the hull. And if for some reason the main backs against the preventer, such as a round-down broach, not only does it create difficulty in maneuvering, but releasing the preventer can be tricky. These problems are mostly common to heavy weather.

On *Antipodiste*, the lines originally rigged as spinnaker twing lines to change the sheet lead forward, were quickly and permanently converted to boom preventers the first time the boom thrashed around the cockpit in light air - lumpy sea conditions.

The question of breakage remains. The response is to choose the weak link. Perhaps a light preventer line, or a light wire "fuse" between shackle and line would be suitable for your boat. Large rubber loops can be rigged as shock absorbers in the preventer gear. I have a vivid memory of a round-down broach on a passage to American Samoa, with the boom hanging overhead centerline in the moonlight that filtered through the

clouds. The rubber band was stretched to about six feet long. The consensus, though, is that preventers prevent people from going overboard.

Visibility is the first issue in recovery of a person in the water. It was not a problem in this workshop, but it commonly is in actual situations. Man overboard poles are a requirement on ocean racers. Frequently, however, they are difficult to deploy. With limited crew resources, would you rather have a look-out to spot the person overboard, or somebody head down, heaving an overboard pole out of its stowage tube?

The Man Overboard Module, MOM, includes an inflatable pole and can be deployed by pulling a pin. The Coast Guard uses a throwable floatation device with a strobe light attached. The strobe doubles as a drogue to keep the life-ring from drifting away downwind. After dark, and especially at long ranges, strobes are very visible markers. Some are critical of them because of their slow cycle time and the short duration of their flash may make them less easy to locate in the close-in maneuvering that precedes the pickup. At fairly close range, a continuous crew light focused by a simple Fresnel lens was clearly apparent, but so was the strobe. Personal pyrotechnics, pocket-sized rocket flares, were not very apparent in the daytime. Their short burn time would probably limit their usefulness at night as well. A smoke flare was good in ten knots of breeze. Twenty-five millimeter flares can be used to indicate a direction. The batch that was employed, however, required two or three times to achieve ignition. The expiration date was October 1999. Because of the low cloud deck, a parachute flare was less successful. Most of its burn time was spent out of sight in the cloud. The parachute, also 25 mm with an expiration date of 10-99, required three trigger pulls to ignite. Reflective tape on jackets and life jackets is a good idea and required on Coast Guard equipment.

Making a connection with the person in the water is the next topic.

The simplest way is heaving a line. If a person is conscious and active, this is pretty self-explanatory. An interesting variant on the heaving line is the Throw Bag, a small bag stuffed with a floating line. It is probably quicker than the trad-

itional heaving line, because the line in the bag is already faked out to run. It throws well, because of the weight of the line in the bag. No monkeyfist is necessary or present to strike the target in the head. The bag arrives empty. It has a strap to give a little more leverage to the cast. In drills, connection with the fender or buoy which is the target of the exercise is typically made with a hook. With a person, that proved to be problematic. While it may be the only way to retrieve an unconscious person, absent a rescue swimmer, in one case the swimmer was hit in the face. In another, the collapsible pole disassembled itself and, in yet another, the only purchase (which worked by the way) was by snagging a lanyard on the swimmer's gear. There seems to be room for some creative ergonomic design in the boathook department.

Once a connection has been established there is a question of bringing them aboard. The lee side is preferable, as the boat is less apt to drift away from the person. The lee side will be closer to the water, the water will be less disturbed, and the recovery crew will be somewhat sheltered. Yes, it is possible to hit the swimmer with the boat, but it is also true on the weather side where the swimmer is more likely to hit the turn of the bilge. In some cases the whole recovery maneuver is dictated by the accessibility of gear, a halyard, or lifting hardware on a particular side. This can add time to the recovery. Therefore simplicity and adaptability as to port or starboard recovery is preferred. On some race boats, modern cruisers, and power boats, it is easiest to bring the person aboard at the stern, where there will be an open transom or swim step. Absent the swim step, there is a problem of raising the person two to four feet. For a conscious and active person, the simplest technique is a fore and aft running bight of line led to a winch, known as an "elevator." The swimmer crouches on the line as the bight is winched straight. At a certain point, the person, holding the toe rail, and held by crew on board, stands and levers himself aboard.

Next in complexity is attaching a halyard to the swimmer. This is easier if the person has a harness, PFD, or Lifesling. Without some such provision, there will

be a struggle while some sort of rope-work is devised (bowline, running bowline, studding sail tack bend) to attach to, probably, an extremity like an arm, which will be most assessable. The Coast Guard puts a rescue-swimmer in the water to assist in this process: a young, strong, well-trained person with a drysuit, and attached to the boat by line and harness. The temptation to do something similar should be resisted unless the equipment, personnel, and training are similar. There are numerous incidents of losing either one, or both, people in the water. Variants of sails or, in one case a ladder, were tested. With two points of attachment on the boat, and a halyard attached to the outboard side or corner, the devices form a bight, into which a person can be manipulated. With the person horizontal in the bight, they can be winched aboard. This proved in the case of all three devices to be easier said than done. Still, something of this nature may be one of the few feasible ways to recover an injured or unconscious person.

The employment of equipment presumes the ability to maneuver back to the person overboard. Note that, these being sailboats, there are a lot of lines in the water. These are rather poisonous to spinning props. For that matter, spinning props are not too great for swimmers. In the workshop, only sail power was employed. To successfully get back to a person, it is imperative that you not lose sight of them: stop the boat - stay close. Lowell North demonstrated the quick stop method on a recent Transpac race. At night, down wind, with the chute up, he simply spun the boat upwind and called the watch below. The spinnaker blew back into the shrouds and the boat was stopped, or making some sternway, while the sail was doused. The distance from the person in the water never exceeded a few boat lengths. The boat was moving slowly. Voice and visual contact was established and maintained with the overboard crew. Some people now call this the quick return technique.

Close hauled, it works a bit differently. The helmsman bears away for six seconds without touching the sheets, then tacks, backing the jib. Then he aims downwind to the person in the water; the jib is released. The final approach is upwind with the main either oversheeted or



released, depending on the maneuvering characteristics of the boat.

The classic figure-eight technique, with its long legs sailing away from the swimmer, is now generally regarded as more useful as a technique to teach maneuvering under sail than a practical means of recovering a person in the water. Is it necessary to say that familiarity with the boat's maneuvering characteristics is requisite to executing any recovery technique? Practice makes perfect. Even with highly experienced crew and helm, recovery times improved with practice.

On the full-keel cutter, traditional techniques such as hauling the main to weather to help a tack, was well as backing the jib, proved to be important, but were not well applied early in the workshop. Modern fin-keel boats tend to stop with the wind roughly abeam if the helm is put all the way to lee while all sheets and the boom vang are released.

The heavier cutter would stop at a roughly close-hauled angle to the wind with the jib and staysail sheets released, the main oversheeted, and the helm to lee. If you are not used to slow speed, close quarters maneuvering under sail, then practice will quickly improve those

skills. If you remain addicted to the use of power in overboard recoveries, pay particular attention to lines in the water. The first rescue I ever performed involved a pair of waterskiers, whose boat had sucked their towlines into its jet drive.

Then there is an area that nobody wants to practice: being the person in the water. Whether you practice or not, know that there are techniques that can be employed to contribute to the success of your recovery. The rescue swimmer who worked with us always wrapped any recovery line around his foot, so that he was towed feet first and face up, rather than hands first and face down while being reeled into the boat.

If you are being lifted on an elevator line, keep your center of gravity down by crouching. Your buoyancy will reduce the load on the line and facilitate the process of grinding it up. Also, it will be easier to balance on the line. With straight knees, balance is likely to be a problem. If you lose your balance, the odds are that the line will need to be slacked and the process started over again.

Positive mental attitude is crucial to survival in most extreme situations.

Adrenaline is useful in the lunge to the deck. I recently watched two men overboard, wrestle their way up a boat with four feet of freeboard as I was speeding over to assist: an amazing feat of strength. In a similar incident, two San Francisco racers scrambled up the sheer, rocky cliff at Point Bonita after their boat grounded and sank in the surf during the infamous Doublehanded Farallons Race of 1982: pure adrenaline. Of course a harness and tether minimizes your choice of going in the water, and a PFD minimizes your chance of sinking if you do.

So, did we actually lose anybody during this workshop? Of course not. With numerous eminently experienced personnel, chase boats, and nearly ideal conditions, the average time from the call of "man overboard!" to being alongside and stopped, ranged from two-to-four minutes. The recovery was completed in times ranging from five-to-ten minutes. In less good circumstances, it is certain that it will take longer. Actual experience has produced several fatalities in the past few years. So the best technique for man overboard recovery is the first one: don't go over the side.

Prevention!

All material from this point has been composed and/or compiled by the Club Manager.

SAILBOAT FOR SALE

RANGER 23 - RAPID TRANSIT JR. 6HP EVINRUDE OUTBOARD, DODGER, AUTOPILOT, 2 MAINSAILS, 2 HEADSAILS, 2 SPINNAKERS, HALYARDS LED TO COCKPIT, SELF-TENDING JIB BOOM, 2 SPEED BARIENT 22 WINCHES.

TURN KEY BOAT - \$5,000. CALL SUZANNE SYLVESTER @ 510/748-0533

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BRIDGE MEETING FIRST TUESDAY, LIGHT SUPPER; MEMBERS OF THE BRIDGE, OFFICERS, CAPTAINS PLEASE BE THERE.

.....

A THANK YOU LETTER HAS BEEN RECEIVED FROM THE ADOPTIVE PARENTS OF BABY HALEY A., THANKING TIYC MEMBERS FOR THEIR WONDERFUL SUPPORT IN HELPING THIS ~~1~~^{2 1/2} YEAR OLD CHILD REMAIN IN THE ONLY HOME SHE HAS EVER KNOWN.

.....

RACING by Bob Donovan

Following are the results of the "Founder's Day" Doublehanded Race:

Division I	Division 2
1 MISTRAL	1 SEA BIRD
2 MYTOY	2 ALREADY THERE
3 NANGOR	3 PAU HANA
4 STARFIRE	4 FLYING BYE
5 LONE RANGER	
HUSSAR [WITHDREW]	

During the "Founder's Day" Doublehanded Race, *HUSSAR* was initially disqualified for not observing the "Around the Ends" rule after a premature start.

Review after the race of standing TIYC Race Instructions revealed that the "Around the ends Rule" was not covered.

After the race, *HUSSAR* was reinstated and actually came in 3rd but later withdrew.

It is normally the responsibility of fellow racers to bring omissions and/or infractions to the attention of the Race Committee.

APOLOGY by Jim Wiltshire

HUSSAR learned after the Doublehanded Race on Founder's Day, that it had been disqualified for an improper start. Feeling quite strongly that a proper start was made, we lost our "cool" and wrongly made accusations in the presence of, unfortunately, a crowd of people. For this, we sincerely apologize to all, friends, members, families, visitors and anyone within earshot. Unquestionably, all conversations regarding the incident should have been confined to the Race Committee. Upon being reinstated as a qualified finisher, *HUSSAR* then withdrew, hoping to put an end to this incident.

WE ARE IMPROVING

The Fleet Admiral Chester Nimitz Regatta was conducted on Sunday, 6 October starting and finishing off of Berkeley. A lack of wind delayed the 12:00 start until about 12:45. Three TIYC boats participating in this annual team race were; *HUSSAR*, *MISTRAL* AND *MYTOY*.

TIYC last year gained the third place trophy (the white Nimitz Flag) in our trophy case. That white flag will now have a mate. This one is red and represents second place. The club finishing with the lowest number of points wins first place, etc, etc. *MISTRAL* came in second, *MYTOY* was third and *HUSSAR*, ninth. Our team score $2+3+9 = 14$ points gave us second. The first place team, The Richmond Yacht Club turned in a; $1+4+5 = 10$ for the lowest score. The third place team turned in a $6+7+8 = 21$ points.

The requirements for this race are that the PHRF ratings of all three boats must equal at least 500. TIYC boats *MISTRAL* at 120, *HUSSAR* at 180 and *MYTOY* at 204 equals 504. Spinnakers are included. Each

year this has been an exciting race with some really solid competition. If you have an interest in this race see the race committee chairman, Bob Donovan or contact me.

Bob Becker.

FOUNDER'S DAY

A fantastic success thanks to a tremendous team effort by all who helped, i.e., nail pounders, painters, cleaner uppers, builders and that guy who came up with the idea of our very own "Organization Day (Founder's Day) and made it happen, our new Commodore, Jim Brown. A particular "WELL DONE" to Jim who labored untiringly to get the backyard of our club up to where it now is.

This should be an annual function. We had 103 attendees. We started by circumnavigating Treasure Island. Many boats dressed ship for the Blessing of the Fleet during which our own Scotsman bagpiper Don Perdue untiringly played "Amazing Grace". This was all followed by the Double Handed Race where visitors were allowed to ride on the participating boats as observers. The Commanding Officer, Naval Station TI and her family sailed on MISTRAL which turned out to be our luck charm for we were first to finish in the mono-hull division.

The gigantic crab feed that followed was the absolute best. More crab than any of us could eat.....sweet,.....delicious,..... fresh crab cooked only a few hours before by Spengers. Just thinking about how good it was whets my appetite for next year. Thank you George Knies for this marvelous crab, all 225 pounds of it!

Bob Becker

OPENING DAY ON THE BAY 1997

Christa Schreiber is working on decorations for this festive occasion. If you can help her out, please come and join her before the regular general meeting on the second Friday of November. She'll be here at 5ish to gather ideas and try to formulate a plan for the decorating of the TIYC boats. She needs a lot of volunteers to make this work.

WATCH LIST FOR NOVEMBER, DECEMBER, 1996

NOVEMBER

2	DINELLI, ROGER
3	EDWARDS, FRED
9	EDWARDS, THOMAS
10	EISBERG, BUD
16	NEED VOLUNTEER
17	ENGLAND, ROBERT
23	FOULTS, DAVID
24	FOWLER, ART
30	GLADWIN, HOWARD

DECEMBER

7	GRONA, FRANK
8	GROVES, KEN
14	GUSTAFSON, FRED
15	HAGAN, JOHN
21	HEIL, TIMOTHY
22	MCLERAN, CHARLES
28	MCNICHOLAS, WILLIAM
29	MIELLENZ, ROBERT



GET
WELL
JACKIE!!!

Jackie Stevens, TIYC Entertainment Chair and former Harbormaster at TI, suffered an aneurism on the 29th of October. She is currently recovering at Alta Bates Hospital in Berkeley.

We wish her a speedy and complete recovery.

MARK YOUR CALENDARS FOR THE ANNUAL
COMMODORE'S CHANGE OF WATCH DINNER.

THE REGULAR MEETING IN DECEMBER, THE
SECOND FRIDAY, THE 13TH., WILL BE THE
COMMODORE'S DINNER, 7PM. ATTIRE WILL
BE SAILING CASUAL.

INCOMING COMMODORE JIM BROWN WOULD
LIKE US ALL TO ENJOY A CASUAL EVENING.
WE'LL HAVE A BBQ STEAK OR CHICKEN
DINNER. *at T.I.Y.C.*

AWARDS, FLAGS, ETC. WILL BE GIVEN OUT.
PRICE IS \$12.00 EACH FOR CHOICE OF
ENTREE, BAKED POTATO, SALAD, DESSERT
AND COFFEE.

PLEASE FILL OUT THE RESERVATION FORM
AND SEND TO: Club Manager, Joyce Pucci, U.S. Naval
Station, Treasure Island, San Francisco, CA 94130

Name _____ #of Dinners at \$12.00 each _____

Entree choice: Steak _____ [how many] Chicken _____ [how many?]

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Make checks out to TIYC

One More To Go

If you did not renew

your membership - this will be the
first to the boat. JIBE you will

receive. Send in your renewal now
and you're in for another 1997

year of boating. Call 415/392-2794
for information or questions.

TREASURE ISLAND YACHT CLUB
US NAVAL STATION, TREASURE ISLAND
SAN FRANCISCO, CA 94130