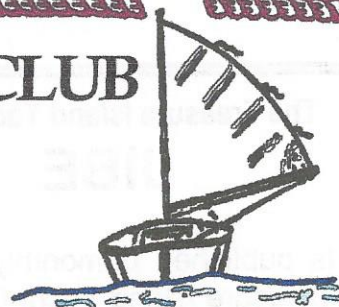


TREASURE ISLAND YACHT CLUB



JIBE



Volume XIII

MARCH - APRIL 2000

Edition 2

POINT BONITA LIGHT

AT THE ENTRANCE TO
SAN FRANCISCO BAY

RECEIVED

APR 17 2000



The Treasure Island Yacht Club

JIBE

Is published bi-monthly by the
Treasure Island Yacht Club,

**312 Juanita Avenue,
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to let club members know of
activities, events and items of
interest. Articles or photos
without a by line have been
provided by the Editor.

Please address all articles,
information or photographs to
the Editor:

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ization. Appropriate credit is re-
quested.

Deadline for information to be
printed in the May / June JIBE
will be May 31st, 2000.

SPECIAL DINNER MEETING

Treasure Island Yacht Club is planning a Dinner,
in conjunction with a St. Francis Yacht Club
Cruise In to Clipper Cove, on 15 April, at the
CROSSROADS CAFE (The original TIYC club
house) on Treasure Island. Accommodations may
be limited due to Crossroads Cafe kitchen
facilities. Dinner should start around 6:30PM with
complimentary drinks aboard Compass Rose or
El Nido.

For further details, and possible menu, contact
our TIYC Manager, Joyce Waters at 650-588-
4351 or e-mail: tiyc@pacbell.net.

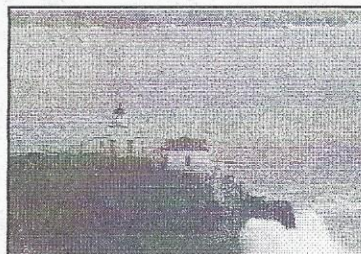
AMATEUR RADIO and the FCC

For anyone that may have thought about getting an
amateur radio license but felt the testing was too
much, the Federal Communications Commission is
reorganizing the whole Amateur Radio structure.

Effective 15 April, there will be only three classes of
license. Technician, General and Extra, and there will
be only one code speed for all. Five words per minute.

COVER

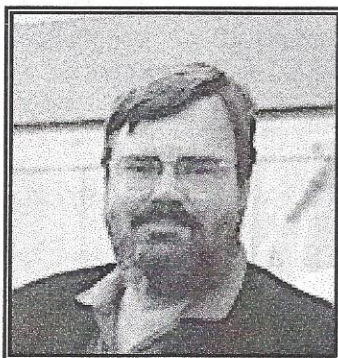
On the cover of this issue of the JIBE is a look
at the Point Bonita Light on the Northern side of
the entrance to San Francisco Bay. One of the
first or last mainland locations to greet mariners
when entering or leaving our area.



COMMODORE'S REPORT

HARLAN VAN WYE

I am writing this on the evening of Wednesday, March 29th with the knowledge that some of the matters discussed herein will be overtaken by events. Still, it is incumbent on me to keep you all informed with the most up-to-date information about the Club's affairs. First and foremost on everyone's mind and agenda is the clubhouse.



As you all know, we have proposed to the Delancey Street Foundation that we lease the 15' by 45' space in Building 298 adjacent to the *Crossroads Café*, our old clubhouse, for use as an interim facility pending the buildout of new permanent facilities in the new marina some three or four years hence. With new head and shower facilities now provided by ALMAR for Marina tenants and kitchen and dining facilities available at the *Café* we can make the 675 square feet of Building 298 into an acceptable facility for a return to Clipper Cove.

All of the major players – the City and County of San Francisco, the Delancey Street Foundation and ALMAR – have indicated that they look favorably on our return to the Cove. One problem arises, however, and that is a prohibition of a lease, *per se*. The Navy is still the owner of Treasure Island. The Island is leased by the Navy to the City and the City sub-leases Buildings 183 and 298 to the Delancey Street Foundation. The Foundation is precluded from sub-leasing portions of its sublease to anyone by agreement or policy – and that prohibition simply will not be changed for policy reasons deemed valid by higher authority. The good news is that we don't need a lease to accomplish the Club's ends. We are seeking a license to use the facility, much as the City originally took the Marina itself on a license from the Navy back in 1997. The idea of a license

appears to be getting as favorable reception from the City and the Foundation.

The Club has, of course, been in steady contact with the interested parties. Marianne Conarroe, the former Harbormaster and current City staff member, has been working to arrange a meeting where all interested parties can sit down and see

if a deal can be worked out. There is a tentative meeting set at Building One on Tuesday, April 4th, which may well be crucial. I will be there along with one or two other Club officers, and we will report to the Bridge and Board at the regular monthly meeting at the Berkeley Yacht Club at 6:30 PM that evening. (All Club members are welcome to attend, by the way.)

I would be remiss if I failed to note that the Club is fully supported in its bid to return to Treasure Island by both ALMAR and the Pacific Inter-Club Yachting Association. We have been in active contact with both organizations, each of whom understands the value of a functioning yacht club at Clipper Cove. I anticipate that both ALMAR and PICYA will have representatives at the meeting on the 4th.

Moving on to other subjects: Thanks to all for the great turnout at our annual St. Patrick's Day party. With a wife named Gail Patricia and a son named Patrick I guess an annual tradition has been established after the third year in a row. 'Tis a blessing.

Our April get-together will be on the evening of Saturday the 15th. If you have any money left after dealing with the taxman you can spend it at the *Crossroads Café* that night – but you've got to plan early! In mid-January I was contacted by Hibbard Williams of the St. Francis Yacht Club concerning a cruise-in by StFYC to

Clipper Cove for the weekend of April 14th-16th. At that point we had hoped to be farther along on our return to TI and we agreed to do a joint dinner on Saturday night at the *Crossroads Café*. They are expecting about 10 boats and around 40 people. Curiously enough, the *Café* itself can accommodate around 40 people inside. Somehow we are going to make things happen, but we will probably have to limit numbers and ask for advance reservations be sent to Club Manager Joyce Waters (650-588-4351). See her notice elsewhere in the *JIBE*.

Some further notes for that weekend: this will be the Treasure Isle Marina's first cruise-in and TIYC has pledged to help Keith and Shirley Christianson make it a success. *Compass Rose* in Slip C-9 will be temporary Club Headquarters for that weekend (likely with a major assist from *El Nido* on D-Dock. I would greatly appreciate some assistance in the form of several informal Officers-of-the-Day to assist in landing dinghies (StFYC will be anchored out) opening the gate, etc. (Call me at 925-253-1096.) Finally, ALL TIYC members are invited to stop by on that Saturday afternoon for drinks aboard one or both of our club boats.

Miscellaneous notes: Our May dinner/meeting will be decided upon at the Bridge & Board meeting on April 4th; contact any B&B member if you have a suggestion. The TIYC 13' Boston Whaler is currently afloat next to D-Dock; we expect to haul it out and store it at the San Francisco Sailing Center. It needs a cleanup and an outboard motor – any volunteers or leads?

The Sailing Center will be hosting Olympic 2000 trials for several small boat classes (including Star and Finn) in early April. Vice Commodore Brewer has generously donated a computer to the Club to replace the steam-powered one that Joyce has been using and George Knies is providing some software. Kent and Nancy Brewer will be vacationing in Ireland from around April 16th to May 6th – Nancy will be continuing her research into ancient Celtic

designs for her Masters program at St. Mary's College.

Opening Day on the Bay is Sunday, April 30th; Christa Schreiber is coordinating TIYC activities. The venerable dean of San Francisco Bay Yachting, Ward Cleveland has joined the Club. I had the pleasure of joining him and Christa at the March PICYA delegates meeting and dinner at the Stockton Yacht Club.

Several TIYC boats are planning to cruise to the Sacramento Yacht Club for the Memorial Day Weekend Jazz Festival. If you are interested in taking your boat – or would like to crew on another boat for all or part of the trip up and back please contact Club Manager Joyce Waters.

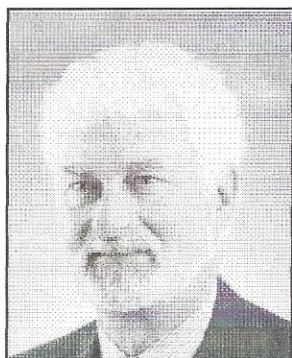
Compass Rose will be entering the Encinal—Santa Barbara Yacht Clubs Coastal Cup race. Starting date will be Saturday, June 24th off of the St. Francis. The awards dinner should be Tuesday evening the 27th at the Santa Barbara Yacht Club. We'll harbor-hop back up the coast arriving in San Francisco on July 1st or 2nd. If you are interested in working your passage let Kent or me know. It's an amazingly beautiful trip (if the weather-gods cooperate).

We are still working on creating a first-class web page for the Club. I met with Kent, George and Ted Karavidas on March 28th to go over e*Burgee's proposal to us. We'll be going back to them for some clarifications of their proposed contract. This is something that should be worked out and we have already registered the TIYC domain name.

Well – once again I've made it to the bottom of the page. Look around this month's *JIBE* for other articles of interest. My thanks again go out to the McBains for their wonderful work on this publication and their devotion to the Club. All of your officers and Board members are doing everything reasonably possible to promote the long-range future of your Club. Take an active part when and where you can – and thanks for your ongoing support.

A PREMISES REPORT

by Kent Brewer, Vice Commodore



We do not yet have physical premises at Treasure Island, and to be honest with you, whether we can be so before mid summer at the earliest remains to be seen. It seems that the City of San Francisco does not permit subleases to sublease. In other

words, since the Navy still "owns" the land and is leasing to the City, it appears that the Cross Roads Café is a sublease. Contract restrictions to which the City is subject do not permit it to allow a sublease by the Delancey Street Foundation, sublease of the City, to a still further sublease to such as TIYC.

We have a second obstacle, consisting of an objection by the disabled persons faction in San Francisco to any commercial usage of the marina which does not permit handicapped access. The above being said, however, does not mean we have hit a wall. Representatives of the City have suggested that a direct sublease, or license, may be possible so that the shed we desire could be subleased directly from the City. It appears that the Delancey Street Foundation may favor this usage as they are not really using it themselves.

The handicapped organizers appear to be making a statement more suitable to a permanent installation at Treasure Island. We have proposed, and the City has cooperated, in tentatively setting a meeting for 4/4/00, at which time we will present our position and desires to the City staff, the Disabled organization, the Marina and ourselves to try and cut through the red tape. The Marina staff want us there; this means more boater traffic. The Cross Roads Café wants us there; this means more eater traffic. The City wants us there; this means more revenue. Bit by bit we are making progress; it just seems like forever.

A RACE FOR EVERYONE

The Schreiber Cup will again be contested on July 15, 2000. The Cup is, of course, in honor of Robert Schreiber, former Commodore of TIYC, and is jointly sponsored by TIYC and the Oakland Yacht Club.

The race commences at approximately noon near the entrance to the Estuary and goes around Treasure Island, you pick the direction, with a finish off of the Oakland Yacht Club dock.

Come and participate; this is truly a fun race. All types of boats can enter. Last year the small boat power division was won by a dinghy. Your sailing and/or racing skills are not the issue, it is the participation that is the event.

We will talk more about this event as the date grows closer, but whomever we can enter will probably be delighted to have club member guests on board. The more the merrier. Don't be shy and don't refrain simply because you may not have raced before.

Kent Brewer, Vice Commodore and skipper of Compass Rose, was last year's first to finish in our division.

CROSSROADS CAFE

Some updated information from Joyce Waters, our Club Manager, about our April 15th dinner. Joyce has communicated with the Crossroads Cafe and their seating arrangements are for about 80 people with inside and outside tables.

Joyce needs a reply not later than 10 April from anyone that wants to attend this function so tables and all can be planned. Dinner will be \$28.00, and breakfast will be \$8.50. Please hold payment until you arrive at the Cafe.

Liquids will be available on the Compass Rose and the El Nido at dockside on Treasurer Isle Marina, starting around 6PM.

HELLO!

by: Ted Karavidas
Rear Commodore



Well, Spring has sprung, and as for me, I'm happy to see the passing of the wet week-ends. This year even my boat tired of all the rain. Her twenty years began to show, yes, there are those mystery leaks. Oh well, finding and sealing the leaks will be entertaining over a

few sunny week ends. But, I'd much rather be sailing.

Those of you that could not attend the last two dinner meetings, Feb. 18 at Ballina Bay Yacht Club, and March 17th at Harlan and Gail Van Wye's home for which Gail organized a wonderful dinner for both meetings, missed a good time. Thank you Gail!

With the longer days and warmer weather approaching, it would be nice to see more members attending our dinner meetings. To grow as a club, we need to share ideas, and since we are still being delayed from returning to Treasure Island, where we would most likely communicate with each other on a regular basis, we need to visit and have input at our dinner meeting.

By the way, the last membership count I received was eighty members. Not bad for a club with out a place to hang our hats! I know yacht clubs with buildings and full facilities that have less members. Let's keep introducing our wonderful selves and our club and cause to the world to gain more members.

Although we don't have a particularly active sailing program right now, do watch for upcoming events in which club boats will be participating. There is the Coastal Cup in June featuring your Commodore, Vice and Rear Commodores aboard Compass Rose, and the Schreiber Cup Race between Treasure Island and Oakland Yacht Clubs this summer. And hopefully by the time our next newsletter is in print, we will have organized more events in racing as well as cruising. Any

input regarding racing or cruising would be most appreciated. You can always contact me by phone at (925) 831-1473 or e-mail at :
tkaravidas@bigplanet.com.

Folks, I don't have anything to report as to the state of the Club. What I would say would only be redundant to what the Commodores' report is.

So, until we meet again,
Happy sailing

ATTENTION: BOAT OWNERS

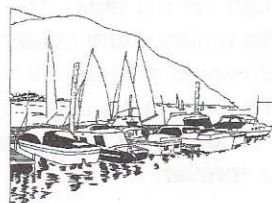
There was not much response to this prior request so we will try again.

Please provide Vice Commodore Kent Brewer with the berthing location (the marina) of your boat. Please also indicate, if your boat is not presently berthed at Treasure Island, whether you have any interest in relocating to TI when the Marina build out is complete. This information is for our internal planning, and not for publication to others. Responses can be sent to any of the following:

By e-mail to **forkent@pacbell.net**

By mail to R. Kent Brewer
142 El Toyonal
Orinda, CA 94563

By telephone (925) 254-6244 (eve)
(925) 934-8988 (day)



REPORT FROM YOUR PICYA DELEGATE

By: Christa Schreiber



I would like to tell you a little about the PICYA. The letters stand for Pacific Inter Club Yacht Association. This is the organization that has offered you a year book for the last 78 years.

Every member is entitled to one issue each year, but many skippers like to have two books - one at home and the other onboard their boat.

On page 3, of the PICYA Year Book, you'll find a table of contents just to give you a quick overview of what it is all about. There is also a complete alphabetical listing of over 95 Yacht Clubs, and their members, in the Bay and Delta area all the way to Lake Tahoe. In addition, there is a yellow page section with information about products and services and many advertisements, and a section on history and trophies.

On page 5 you find the schedule for the monthly PICYA Delegates Meetings. If you would really like to see first hand how all the attending clubs participate, and "network," you should attend a meeting as a guest and who knows, you may even be interested in becoming one of the three delegates each club is entitled to. If you are interested in attending, please call me at 510-531-2442.

And now about the new Year Book. It is being printed and should be available soon. Please ask for a copy from our Yacht Club because I am sure you don't want to miss the discount coupons, included in the book, for gas for your boat.

NEXT

MARCH UPDATE Opening Day on the Bay 2000

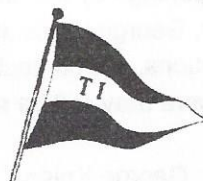
THEME: "MILLENNIUM VOYAGE"

Pacific Inter-Club Yacht Association
Decorated Boat Contest and Parade
Sunday, April 30, 2000, at Noon



This is a chance for all my friends who told me last year "next year". Treasure Island Yacht Club needs your participation, needs to be seen and needs credit for the Club Of The Year award. Please call me ASAP about application form and further information, (or check the PICYA Web site at www.picya.org). As soon as we know who are interested, we can have a meeting and plan the details. Please come and have fun. While you read this I will be in Squaw Valley for a week to collect all the energy to organize the best fleet for the parade.

Remember in 1997 we won the category for the best decorated power boat.



COMING EVENT

MEMORIAL DAY, 2000 JAZZ

JUBILEE "CRUISE-IN"

May 25 through May 29

Combine your love of cruising with one of the best Jazz Jubilees in the United States. See over 100 jazz bands from 10 countries, and then in the evening, relax at the beautiful Sacramento Yacht Club and sleep in comfort on your own boat. The Sacramento Yacht Club does the rest.....

- a.. Serve great food (breakfast, lunch & dinner) at bargain prices
- b.. Provide FREE dockage for PICYA affiliated club members
- c.. Offer shuttle rides to the Jazz Jubilee in old town
- d.. Provide fellowship with other Delta yachters
- e.. Have clubhouse bar open every day
- f.. Offer entertainment, day and night, including horseshoes, bingo, dancing, and just plain fun
- g.. Make Jubilee tickets available at cost. Come join the fun at the 27th Annual Sacramento Jazz Jubilee and the Sacramento Yacht Club! Cruise reservations will be accepted from Yacht Clubs only, on a first-come, first-serve basis. Space is limited, so make your reservations now. Sign up with your Club's contact person as soon as possible. Reservations are already being received by Club's that have attended in the past.....

This event is such a popular one that there may not be any further openings by the time this JIBE gets to you. However, George Knies advised that there will be cancellations, so contact him if you are interested and there may still be room for you.

Sign-up contact: George Knies:

Tel (925) 939-0230 Fax (925) 944-0474

e-mail machbuster1@earthlink.net

SAINT PATRICK'S DAY

If you did not attend the Saint Patrick's Day dinner and meeting at Harlan's mansion on the hill you missed a great time. Lots of food, liquids and socializing.

They really went all out on the food supply and Gail stated that she hopes some folks would take some food home with them because she did not have room for left-overs.

Harlan also has a great exercise location, but I'm not sure they use it. The last fifty feet or so to their door, when you park in the street, is up a steep hill and that helps work up the appetite and thirst.

Hope they decide to have another fun-time in the near future.

DELTA NEWS

Something new. For anyone interested in news from the delta and produced by the famous Hal Shell, Contributing Editor for the Bay and Delta Yachtsman magazine, there is an online site that provides a new newsletter that has all kinds of information. Even for anyone that does not frequent the Delta, the information may be interesting enough to give them the urge to go look.

The on-line newsletter is by Hal Shell for California Delta Chamber & Visitors and is nearly automated for subscribing. I say nearly because you do have to press a couple of keys on the computer keyboard. If anyone does not like what they are getting, there is also an automatic keyboard function that will cancel the subscription.

If interested, generate a blank e-mail, no subject and no text, to:

calif-delta-on@mail-list.com

You will receive a return e-mail to confirm that your e-mail address was correctly entered and the answer to that if all is OK is another couple of key strokes. After that you will get a thank you e-mail and the current copy of what Hal has put together.

MARINE UPDATE

02-00

By: George Knies

On February 26th I had the pleasure of hearing an address by Captain Larry Hall, USCG, Commander Group San Francisco, at the Sequoia Yacht Club. Among many other subjects he mentioned a recent incident that occurred on San Francisco Bay, involving a sailboat and a 900 foot commercial ship. The dolt skipper of the sailboat insisted on the right-of-way over the commercial ship while she was proceeding up a narrow channel. To avoid a collision, the commercial ship had to take evasive action and apply full reverse power. Fortunately, a collision was avoided and the Coast Guard was able to apprehend the guilty party and cite him for negligence.

Under Rule 9 of the International and Inland Rules of the Road, all vessels less than 20 meters (66 feet), vessels engaged in fishing and all sailboats cannot impede the passage of a vessel that can only operate safely in a narrow channel or fairway. In addition to the foregoing, some channels have been designated as Regulated Navigation Areas (RNAs) in order to organize traffic flow patterns. Rule 9 places the obligation on you, the small vessel operator, to avoid impeding the large vessel while operating in a deep draft channel. Failure to heed Rule 9 may cause a collision, that may have disastrous consequences to human life, the marine environment and personal property.

Commercial vessels monitor channel 14 to announce their intentions and to communicate with Vessel Traffic Service VTS).

Duty to Rescue, from Custom to Written Law:

Courts have acknowledged that there is a legal concept called the "*Unwritten Law*", which is founded on tradition and usage. Such a tradition and usage can establish a practice, which will then acquire the force and effect of law. This legal concept has resulted in the courts creating the legal duty to render assistance to persons and/or property in peril at sea.

46 U.S.C. § 23004 (a) applies to all vessels whether or not they were involved in the casualty or situation. When a person wrongfully fails to attempt to rescue another on the high seas or his negligent attempts to rescue exacerbate the injuries to the victim resulting in their death, injury or further injury, such conduct creates a recognizable maritime tort, which would be for a monetary maritime claim, triable in the Federal Court system. Statutory basis for this cause of action being found in the **Death on the High Seas Act**.

Since 46 U.S.C. § 2304 (a) constitutes a statute designed for the preservation of life in the advent of calamity at sea, the violation can constitute negligence. When the violation of this safety statute is so gross as to constitute a conscious disregard for the life of another that then leads to the loss of the person's life, the misconduct becomes gross negligence. Such gross negligence can be basis for a manslaughter prosecution under 18 U.S.C. § 1112 (a), provided that the applicable jurisdiction requirements of 18 U.S.C. § 7 are met.

Once the rescue attempt of persons in peril at sea is undertaken, the would-be rescuer must act in good faith and exercise reasonable skill and prudent seamanship. Any rescuer whose conduct falls below the standard must be held accountable to the same degree as would one who was negligent in performance of any assumed or imposed duty.

This universal custom of the sea that is found in the foregoing Federal Statutes and appropriately in State Statutes, mandates that the rendering of assistance to those in peril at sea is the responsibility of the individual in charge of the vessel and that they should use every means reasonable to save the life of a human being, who has no other source of help. What has been an adequate rescue attempt must be decided on a case-by-case basis, but the burden of proof is on the Master to show that they did everything possible, consistent with safety of their ship, passengers and crew to ensure the success of the operation.

Go-Fast vs. Swift-Boats: Today the maritime smuggling method of choice is the small, ocean-going speedboat, or **Go-Fast**, possibly the most serious challenge ever faced by maritime law enforcement. The go-fast is uniquely suited to defeat modern military and law enforcement surveillance systems. They are small... 20-30 feet... Made of fiberglass or wood, making them extremely difficult to detect and track on ultra-sophisticated radar systems designed for combat. Smugglers have developed stealth tactics, such as sprint and drift to counter Doppler Radar and camouflage to reduce visual signature from the air. They take full advantage of the off-the-shelf GPS and secure Communications Systems. Speed is their greatest asset... they carry enough fuel to run the length of the Caribbean in 40 hours. (There are few assets in the military and law enforcement systems that can outrun them. I know of one craft, the Mark V **Swift-Boat**, that is dedicated to international missions, joint rapid response teams, Air Force/Seal units. I was aboard a Mark V two year ago at McDill Air Force Base during their evaluation phase, but that is another story). If detected, the **Go-Fast** runs, and even faster assets that can give chase successfully, i.e., pursuit aircraft and helicopters, lose them because they are limited by fuel consumption, thus allowing the **Go-Fast** to escape during refueling turn-around or growing darkness.

I boarded two prototype speed boats that were specifically designed to interdict **Go-Fast** at last years Miami Boat Show that were impressive and included "state-of-the-art" armament (Federal License required). The Navy Special Boat Unit 1, utilizes modified cigarette boats (**Swift-Boats**) to work in concert with other service assets to form a powerful counter to the smuggling threat.

The bottom line.... what had been a relatively unsophisticated threat has become a significant challenge to military forces and narcotic traffickers use technology with a sophistication that rapidly approaches and in some cases surpasses that of the Navy, Coast Guard and local enforcement agencies.

DIGITAL SELECTIVE CALLING (DSC): (Some source material furnished by Naval Institute Proceedings) Channel 70 is reserved for DSC and automatic Mayday calls. It will allow a VHF radio to function more like a telephone for conducting ship-to-ship private calls. It also incorporates a Mayday button that provides automatic distress calls and when interfaced with LORAN or GPS, the vessel's location will be automatically broadcast as well.

It is disheartening to know that the Coast Guard is not now monitoring or responding to digital distress calls on Channel 70 and are not likely to until their equipment upgrade is completed in 2005.

Admiral James M. Loy, USCG, made the following reference to the *Morning Dew* tragedy in the August 99 issue of Retired Officer magazine. 'A man and three teenagers drowned, among other reasons, because a Coast Guard watch stander didn't have equipment to read a tape of the radio transmission and distinguish what he had heard. Simple things like playback capabilities, transmission enhancement and direction-finding capabilities are enormously important'.

The Coast Guard was admonished by the National Transportation Safety Board (NTSB) in their investigation of this mishap for failing to modernize it's distress communication system which, at the local level, relies on 20-year-old technology that cannot get a triangulated fix on a VHF call for assistance.

The transition to the new Global Maritime Distress and Safety System (GMDSS) is underway internationally due to amendments made in 1988 to the Safety of Life at Sea (SOLAS) convention, to which the U.S. and all major nations are party to. Last February 1, large commercial ships were required to have DSC capability and monitor Channel 70. It is interesting to note that new radios are already on the market with DSC capabilities. The FCC requires radio manufacturers to include DSC capability on new models beginning last May. Hand helds are excluded. Fixed-mount VHF models are available with DSC from \$270 - \$500.

CRUISING MEMBERS

By: Judith Atkinson

We crossed from the Gulf into the Atlantic Ocean on Thursday, Jan 13 at 1330 and are now securely tied to the dock at Burdines Marina in Marathon, FL while waiting out one of the "Northerners" that pass through about weekly. The 200 or so boats anchored out not far from here had a rough time of it and one of them ended up against the bridge. Nancy went to Pensacola and brought back the truck so we have ground transportation again.

We spent Christmas and New Years in Tarpon Springs, a lovely little Greek sponge diving settlement up the Anacote river north of Tampa. While we were there, we had the opportunity to visit the Manatee Preserve at Hermasossa Springs. Later, we found there were Manatees in the Bayou that was walking distance from our dock. Friends from San Francisco joined us for New Years and cruised with us down to Naples. Most of that trip was on the Intercostal but we sailed in Tampa Bay and in and around the Fort Meyers/ Sanabel Island area.

A typical day for Willow while in the Intercostal included going aground two or three times a day. It happened at least three or four times while we were cruising along right in the middle of the marked channel! One of the cons of having a boat with six foot draft. We thought we might have to re-name the boat Bump Along but have since recovered our senses. We had several wonderful days sailing after leaving the Fort Meyers area. 12 to 14 knots of wind with full sail making 7 to 7½ knots on a beam reach with the air warm enough for shorts and tee shirts. Just delightful. It's good to remember what this paradise stuff is all about. Boat and systems are all fine. A few leaks and some rigging adjustments to take care of but the sails, engines and all else are doing just fine.

Nancy is getting her gear ready for her first dive off Sombrero reef near Marathon. The dive compressor works well, takes close to an hour to fill a tanks but time is Island style now. We have made a lot of new friends along the way. A Tayana 37 from Alameda named "Plan B" trucked to Pensacola with Kyle and Heather and a Gulf 32 from Port Aransas, Texas with Dale and Martha from Colorado have become our running buddies.

From Pensacola to Marathon, people have stopped to admire "Willow." She really is a fine lady and great sailor.

ALTERNATE CRUISING METHOD

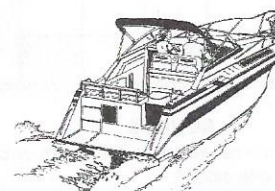
In a recent e-mail conversation an alternate way to cruise was talked about. A couple of our members, Angie and David Fincher, have been exploring quite a few of the beautiful ocean and inland waters without having to maintain a boat, find dock space when it's not in use and can really enjoy the scenery.

In their adventures they either charter a bare boat, or if the boat is a super expensive one, they get it with professional skipper or they go on Ocean Liner Cruises.

They recently took a trip from Charleston, SC to South Port, NC on the Intra coastal Waterway on a 60 foot Viking power boat.

Angie and David left our area in February for another adventure, and are in Hawaii where they spent a day on Kaneohe Bay on a pontoon boat, and visited some of the Yacht Clubs there.

Hope you two are having fun. Let us know where and how any new boating trips are doing.

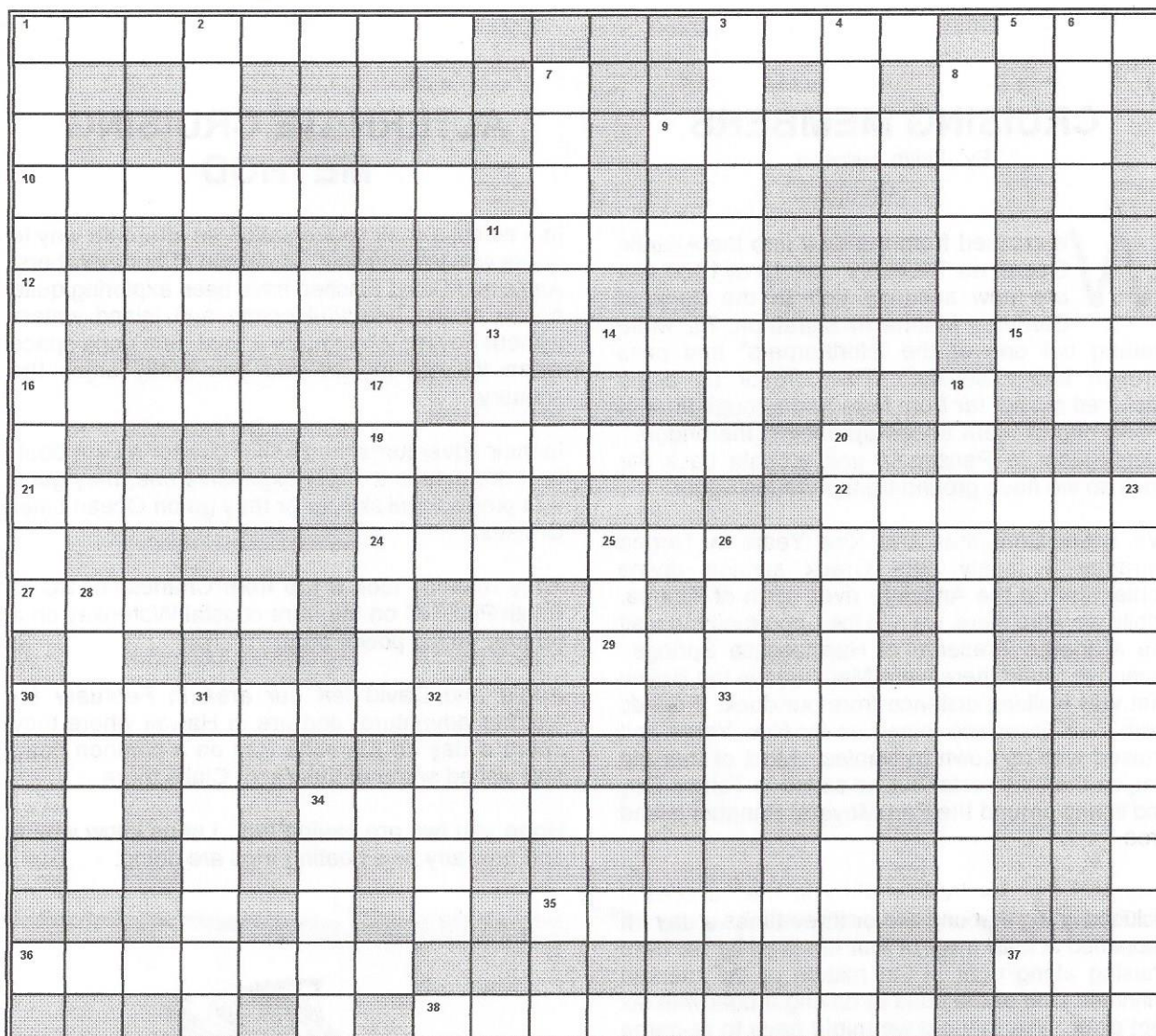


NAME TAGS

If you would like to have a Treasure Island Yacht Club Member's Name Tag let Marilyn McBain know.

Contact Marilyn for further information and price, at 916-344-3464, FAX and phone are the same, or e-mail at:

hmmcbain@pacbell.net



ACROSS

1. Center of boat with reference to it's length or breath
3. To tip or lean to one side
5. To allow a line to feed freely
9. A detachable engine mounted on a boat's stern
10. Toward the direction from which the wind is blowing
11. The distance in nautical miles a vessel can travel with available fuel on board
12. Can be pivoted to steer a boat
14. On or within the boat
15. Structure to control water flow
16. Standing rigging that supports the mast at the side of the boat
19. Point from which a boat is handled
21. In _____, inability to maneuver without placing vessel in jeopardy
22. Away from the coast
24. Openings in the ship's side for admitting light and air
27. The part of standing rigging supporting mast from forward and aft
29. To record a ship's progress into a journal
30. Seaworthy craft that usually have some living quarters
33. A change in wind direction which will impede progress
34. The turning of a boat parallel to the waves
35. A device to slow a boat's speed or keep it's stern to the waves in a following sea
36. An arrangement for securing a boat to a buoy or pier
37. Used to row a boat
38. Small sport crafts intended for day cruising, water skiing or fishing

DOWN

1. Across or at right angle to the centerline of a boat
2. _____ Reckoning
3. Modified cruiser with all conveniences of home
4. _____ tide, receding of tide
6. Not at anchor or made fast to a pier
7. At right angles to the keel of the boat, not on the boat
8. Living compartment aboard a vessel
13. To make fast
17. An opening to allow water to run off the deck
18. One who steers the boat
20. _____ hull, plows through the water
23. Can be raised or lowered through a slot in bottom of a boat
25. The main body of a vessel.
26. Used to identify the size, direction of movement, or status of the vessel
28. Object seen on a radar screen
31. When engine is mounted inside the hull
32. The ratio of the length of anchor line deployed to depth of water
34. Loran warning alarm

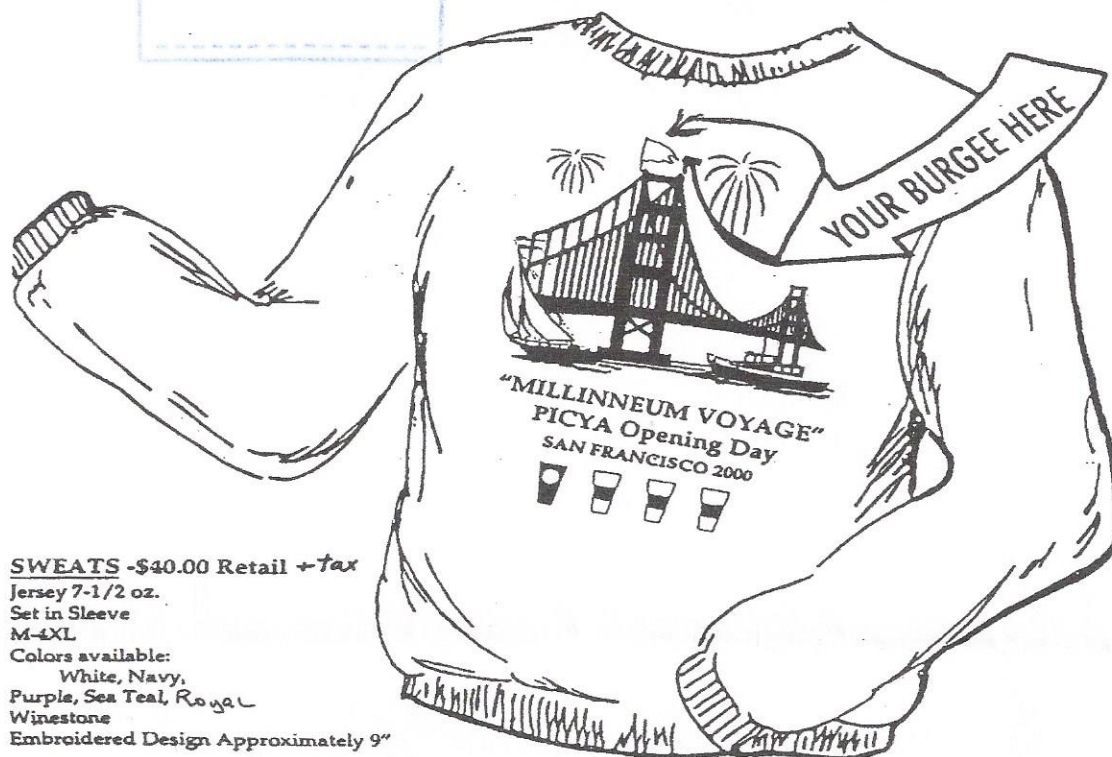
Answers elsewhere in this issue

by: Marilyn McBain

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Answers to March / April puzzle

ACROSS

1. Amidship
3. Heel
5. Run
9. Outboard
10. Windward
11. Range
12. Rudder
14. Aboard
15. Dam
16. Shrouds
19. Cockpit
21. Irons
22. Inland
24. Portholes
27. Stays
29. Log
30. Cruisers
33. Header
34. Broach
35. Drogue
36. Mooring

37. Oar

38. Runabouts

DOWN

1. Athwartships
2. Dead
3. Houseboat
4. Ebb
6. Underway
7. Abeam
8. Cabin
13. Secure
17. Scupper
18. Helmsperson
20. Displacement
23. Daggerboard
25. Hull
26. Lights
28. Target
31. Inboard
32. Scope
34. Blink

From:



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|||||
TO: **GEORGE KNIES**
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