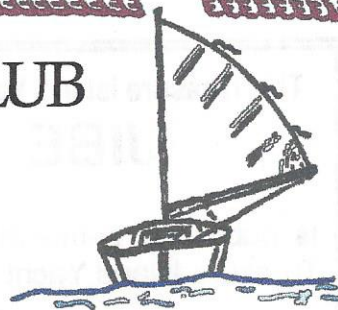


TREASURE ISLAND YACHT CLUB



JIBE

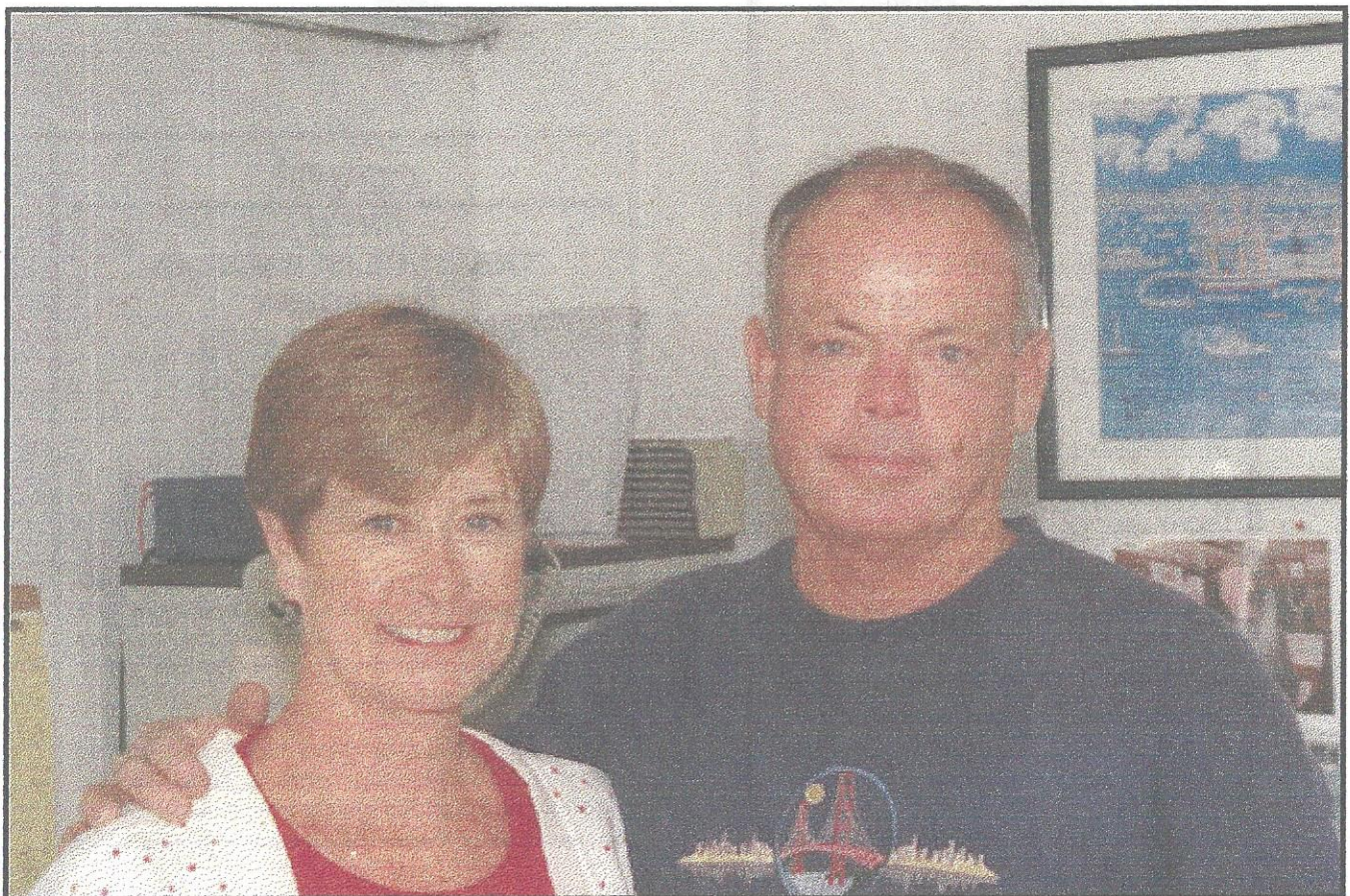


Volume XIII

JULY - AUGUST 2000

Edition 4

NEW
TREASURE ISLE MARINA
MANAGERS



The Treasure Island Yacht Club

JIBE

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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:

**Harry J. McBain
3918 Tricia Way
North Highlands, CA 95660-5387**

Phone: 916-344-3464
FAX: 916-344-3464
e-mail: mcbainh@cs.com

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Deadline for information to be
printed in the September /
October JIBE will be September
29th, 2000.

Lucky Burton

by: Joyce Waters

Lucky Burton crossed the bar in June 2000. A memorial service was held at St. Luke's Church in San Francisco to honor our good friend, Lucky Burton. Many of Lucky's TIYC friends were there to pay tribute to a colorful and fun guy.

Lucky was an excellent sailor and he and Ruth partook of many of the TIYC races and cruise outs. His boat, "Loveboat" was a unique kind of a boat having many extra's on board, even a dishwasher!

One of Lucky's favorite pastimes was singing. All you had to do was start singing "The other night dear, as I lay sleeping", and Lucky would harmonize to "You are My Sunshine" like none other. One of his favorite songs was "Don't Fence Me In." The song, characterizing his life style was played at the memorial and sung by the guests and it was difficult to keep a dry eye.

Lucky was a very special guy, one that we shall all miss.



COVER

NEW

TREASURE ISLE MARINA MANAGERS



There has been a change in the Treasure Isle Marina leadership. The new managers are Suzanne and Richard Watson and I'm sure our Treasure Island Yacht Club members will get to meet them in the future.

One thought. You may notice the different spelling for T. I. The Marina's name is **Treasure Isle Marina**, and our Club middle word is **Island**.

COMMODORE'S MIDSUMMER 2000 REPORT

Harlan Van Wye

I'm writing during the last week of July to let you all know that we are steadily moving forward on our goal of returning the Treasure Island Yacht Club to a home at Clipper Cove. To those members who were present during our Club meetings on June 9th at the Berkeley Yacht Club and at the July 15th meeting at the Oakland Yacht Club some of what I am reporting will seem familiar, but everyone needs to know just where we are.



Back to Clipper Cove

In May I had several conversations with City and County of San Francisco staff regarding our Club's interest in leasing the 15' by 45' space in Building 298 next to the Crossroads Café as a temporary facility pending the marina buildout. (We had worked with the City and the Delancey Street Foundation, who holds the lease to that space through September 2000, in the earlier part of the Spring, and DSF to their great credit agreed to relinquish the space when their lease comes up for renegotiation. They also promptly moved all of their stored materials out of the space and nicely cleaned it out.) These conversations led to a meeting at Building 298 with five representatives of the City's Department of Building Inspection on Wednesday, June 7th.

Two days later I received a faxed copy of the DBI report which I shared with the attendees at our June 9th meeting. The report was generally quite favorable to us in that it outlined approximately 12 changes that would have to be made for us to use the space for meeting purposes. All of these changes are minor.

Through the efforts of Vice Commodore Kent Brewer we engaged the services of a licensed architect who prepared three sheets of drawings along with specific comments to meet all of the aforementioned concerns. These were informally and unofficially forwarded to the City staff by me on Thursday, July 20th for an advance look and comment so that any "bugs" can be worked out before we make a formal submission or request to lease to the City. I met briefly today (July 25th) with two of the senior City staffers to insure that there would be an expeditious review.

Throughout this process we have kept in touch with senior ALMAR representatives so that we never work at cross-purposes with them in our quest for a temporary home and to lay the foundation for a harmonious relationship when they become our permanent landlords after the marina buildout. This is especially important

as our efforts proceed because there are some potentially serious applectarts that no one wants to upset. It is clearly in the long-term interest of the Club that both ALMAR and the City have complete confidence in the Club's willingness and ability to fully cooperate with them.

I hope to be able to bring further favorable news to the next Bridge & Board meeting on August 9th, as well as the general meeting on August 11th, both at the Berkeley Yacht Club.

The Schreiber Cup

I appreciated seeing so many of you at the Oakland Yacht Club on July 15th. The Schreiber Cup racing was great and *Compass Rose* would undoubtedly have been declared the consensus winner (if there had been a consensus). Thanks to George Knies and his race committee onboard *Rattler* for arranging a challenging start and a roaring finish. Thanks also to our hosts at the Oakland Yacht Club – and let's hope that we can host next year!

Coming Up

I hope to see all of you at the next Club meeting on Friday, August 11th at the Berkeley Yacht Club. *Compass Rose*, now up and functioning following some engine problems, will be participating in the BYC's "beer cup" races that evening. We should be laying at the

BYC guest dock from about 5:30PM to about 6:15. All are welcome to come aboard for a brief visit and then to repair to the Club for a drink and dinner. The racing usually ends a little after 8:00 and the finish line is right at the BYC deck. Kent and I promise to regale all with exciting sea stories about thrilling gybes and dangerous tacks.

September promises a cruise-out to Angel Island arranged by Rear Commodore Ted Karavidas (details to come at the BYC meeting on August 11th). Godspeed to Ted and his companions on their race to Hawaii.

Finally, a Personal Note

Gail and I are extremely happy to report that Patrick has been undergoing a spectacular recovery. Once his hair has had a few more months to grow, the only visible effect of the accident will be a slight nick in his left ear, which may be the subject for some minor plastic surgery next year. The frequent expressions of concern by so many of you are appreciated more than you can imagine. We have been very lucky and very fortunate.

So – thanks again; and we hope to see you all at the meetings.



REAR COMMODORE'S COMMENTS

by: Ted Karavidas



By the time you read this, I should be somewhere in the Pacific, between San Francisco and the Hawaiian Islands. Friends of mine from the Berkeley Yacht Club are beginning the first leg of a circumnavigation aboard their 1999 Pacific Seacraft Crealock '37. I'm excited about the prospect of this passage, especially since I've never made a passage of this length, over 2000 miles without hitting land in between. We will be leaving Berkeley a few days before the start of the Pacific Cup race to Kaneohe Bay, Oahu, Hawaii. Our destination is also Kaneohe Yacht Club where the Pacific Cup finishes. So, once there, it should be one hell of a party sharing cheer among many friends.

Folks, in the last edition of the JIBE, I mentioned organizing a raft up picnic at Angel Island to be held in September. At our June 9th dinner meeting held at Berkeley Yacht Club some members expressed interest in the raft up if organized after Labor Day. So, here are the dates I am planning for, September 16 & 17th. It would be great if a couple of boats arrived Friday September 15th to secure a good mooring, close to the dock and the beach. At this writing, I am planning to arrive Friday evening.

As for the picnic, my thinking is a pot luck lunch Saturday the 16th at 1:30 PM. By that time, everyone should be either rafted

up, at the dock, or arrived by ferry. Also, I'll need a few volunteers to help with set up and clean up of the picnic area.

Last, but not least, I spoke to Ranger Dan Winkelman about opening his Victorian home for an hour tour during our island visit. His home is one of the three overlooking Ayala Cove. He works that weekend, but will try on Saturday the 16th to give us a tour. **NO PROMISES!**

All that I need now is some feedback from the TIYC membership. Who will be coming by boat, (day sail, or a weekend raft up), and who will be arriving by ferry. Some idea about what food you will make for the pot luck, cold or hot. Please provide me or Joyce Waters your information by August 27th. My phone number is:

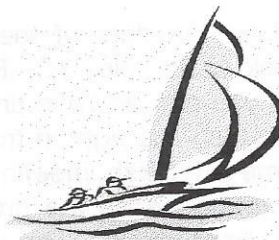
(925) 831-1473.

E-mail is tkaravidas@bigplanet.com

Joyce is **(650) 588-4351**

and e-mail is tiyc@pacbell.com.

Although I will be away until approximately August 10th, Kathy will be home and available to take your messages and respond to your inquires.



FROM OUR TIYC CLUB MANAGER

Joyce Waters



BoatsUS:

Please check the BoatsUS information in this issue of the JIBE. You can save quite a bit of money by signing up using the Club's account number. Questions call Dave Adams, our rep. Dave cannot continue to be the rep and has asked me to try to find someone to take his place. Any volunteers? It's not a big job, requires that you belong to BoatUS and that you send in the member's applications, a once a year job. Call me if you are interested..

YC Logo Clothing:

Because we have been using various YCs for our meetings, I have not had the opportunity to bring along the clothing that I have in the office. We have a good selection of Sweat Shirts, T-shirts, and ball caps. Burgees are available also. Call me at 650/588-4351 for information on designs, sizes, etc. The blue and gold, and yellow and blue T-shirts with TIYC 2000 imprinted on them are especially good looking. It's no problem to ship them to you.

August Meeting:

August 11 will be the date of the General Meeting to be held at Berkeley YC. Races will take place and you can arrive in time to see them cross the finish line right in front of the club. Dinner time is 6:30ish, meeting follows. Lots of new information on the progress of getting the club back into TI. The dinner will be a BBQ, you BBQ your own entree then partake of the delicious salads, breads, desserts, etc. Prices vary with your order but are not expensive.. Good camaraderie, great

ambiance. Please call entertainment chair Sandy Aberer with your dinner count. I arrive home from Costa Rica and the Galapagos Is. On the 11th late, so Sandy will take your head count. Please call her at 925/837-8271.

September Picnic:

Rear Commodore Ted Karavidas is setting up a picnic at Angel Island for our September get together. This will take place on the weekend of the 16th and 17th of September. See his column, this Jibe. This will be a lot of fun. For you long time members it'll bring back a lot of memories of our yearly picnic on the Island. For those of us that do not have boats the Red and White Fleet can be our ride for the day. Check into their schedule and don't miss the event. Anyone sailing over for the day that has room for a few members please contact Ted or Joyce and let them know. Interested? Let us know. More information will be sent to you via Flyer closer to the date. Never too early to think about how to get there.

Website:

TIYC is working on a Website. I will be the Web Master for the Club. Will keep you informed as to what it will look like..

Boat names:

I saw something that made me laugh the other day. I was having lunch with a friend at Pete's Harbor in Redwood City. A holding tank cleaner boat was at work. The name of the boat was M.T. Head! Too funny!!

Enjoy the rest of the summer. Fall sailing is coming up fast. Aren't we lucky to live where we can sail almost all year around.

INDEPENDENCE DAY THINGS TO REMEMBER

Provided by: George Knies

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died.

Twelve had their homes ransacked and burned. Two lost their sons serving in the Revolutionary Army; another had two sons captured. Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

They signed and they pledged their lives, their fortunes, and their sacred honor. What kind of men were they?

Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKeam was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the battle of Yorktown, Thomas Nelson Jr, noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his gristmill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart.

Norris and Livingston suffered similar fates.

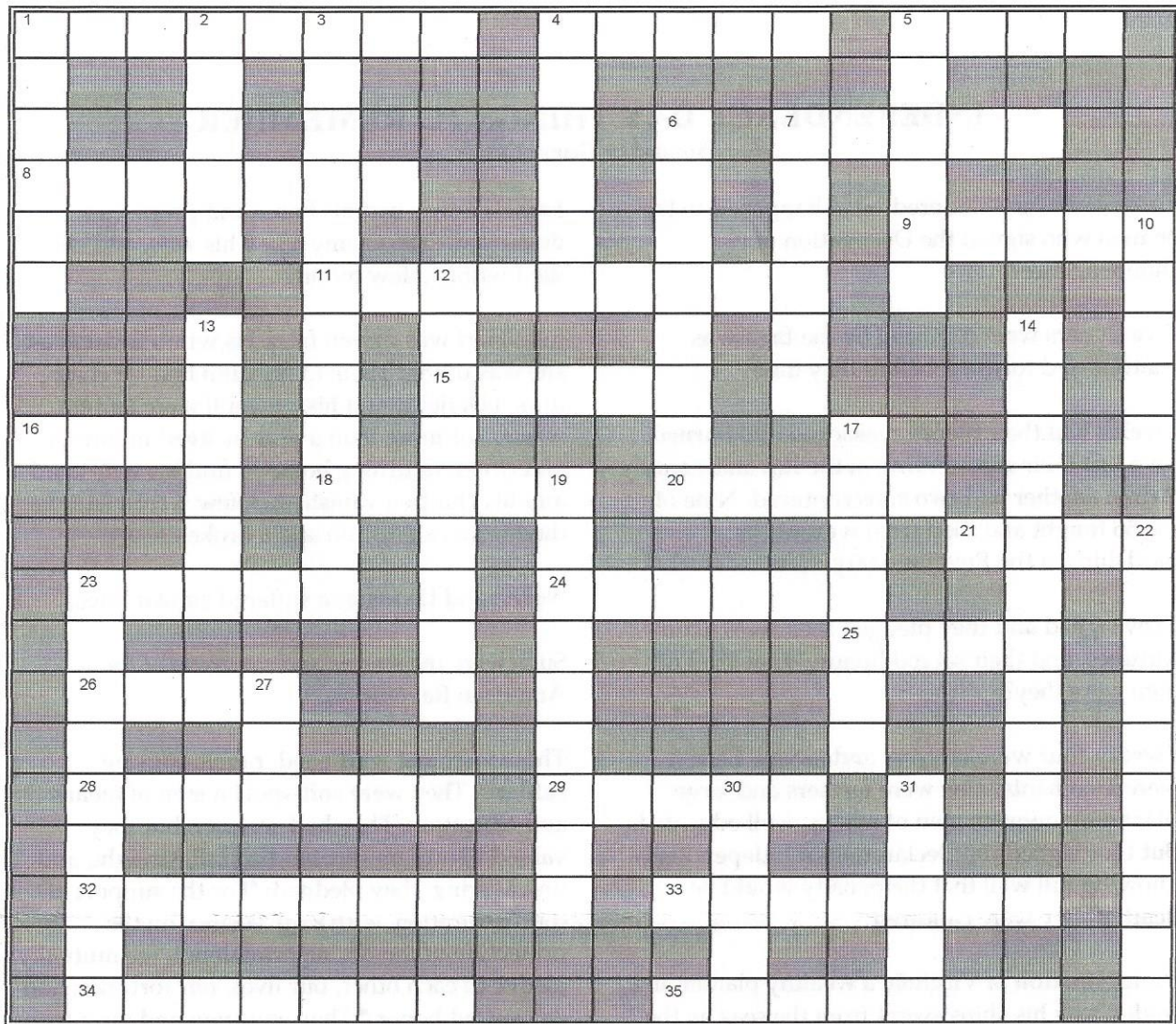
Such were the stories and sacrifices of the American Revolution.

These were not wild-eyed, rabble-rousing ruffians. They were soft-spoken men of means and education. They had security, but they valued liberty more. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with firm reliance on the protection of the divine providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor." They gave you and me a free and independent America.

The history books never told you a lot about what happened in the Revolutionary War. We didn't fight just the British. We were British subjects at that time and we fought our own government! Some of us take these liberties so much for granted, but we shouldn't. So, take a few minutes while enjoying your 4th of July holiday and silently thank these patriots. It's not much to ask for the price they paid. Remember: freedom is never free!

Charles W. Schell
CWO2, CEC, USN
OIC, CBU-403





ACROSS

1. Navigation involving frequent or continuous reference to charted objects
4. To fill with waterproof material
5. A spar attached to the mast for extending the foot of the sail
7. To place object in line
8. Small fittings which allow the turnbuckle to lie in the same straight line as the stay or shroud
9. The after edge of a fore-and-aft sail
11. The effect of the vessel's magnetic field on the compass
15. To pass a line through a block or other opening
16. The after, lower corner of a sail to which is attached the sheets
18. A straight segment of a river or channel between two bends
20. A single-masted vessel with working sails (main & jib) set fore and aft
21. To lay a line down in circular turns
23. The base line from which a chart's vertical measurements are made
24. Stones or broken rock thrown together to provide a revetment
25. Opposite of windward
26. A loading or mooring platform extending at an angle (usually a right angle) from the shore
28. The general term for all the lines on a vessel
29. Nautical command to stop
32. To run a line completely through and out of a block
33. A vertical piece around the edge of a cockpit, hatch, etc. to prevent water on deck from running below
34. Great circle formed by passing a plane perpendicular to the axis of rotation of the earth
35. Device used for drawing straight lines on a nautical chart

DOWN

1. The pin-like fittings on the rudder which serve as pivots when inserted into the gudgeons
2. Electronic navigation system (obsolete)
3. An inset in a nautical chart with a different scale from related chart (2 words)
4. A small dome-shaped tower or turret rising from a building
5. A line or wire secured at both ends in order to distribute a strain between two points
6. An instrument consisting of two pointed legs used for measuring distances or coordinates
7. The imaginary line connecting points of zero variation
10. An opening in a boat's deck fitted with a watertight cover
12. The angular difference between the magnetic meridian and geographic meridian at a particular location
13. A seat or brace running laterally across a boat
14. A device which measures the velocity of the wind
17. Instrument designed to determine direction
19. A large tropical storm with winds in excess of 65 knots
22. A lighted beacon of major importance
23. A known location (fix) from which a dead reckoning plot is initiated
27. The arrangement of a boat's sails, masts, and rigging
30. An offshore hazard to navigation at a depth of 16 fathoms (30 meters) or less, composed of unconsolidated material
31. The speed in knots at which the current is moving

Answers are elsewhere in this issue

by: Marilyn McBain



We've Signed On for Another Big Year with BoatU.S.!

The BoatU.S. Cooperating Group Program has proved so popular with members that club officers are renewing our "partnership" for another year. Because of this special arrangement, you get 50% off when you join the nation's largest Association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$19.00 - only \$9.50 a year.

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- BOAT/U.S. Magazine - a full year's subscription is included with Membership!

Contact: **Dave Adams, 415-664-6553**
for a BoatU.S. Membership application.

If you are renewing your BoatU.S. membership, be sure to mention your Co-op Group # **GA 81538Y** to get the special \$9.50 rate

Answers to July / August Puzzle

ACROSS

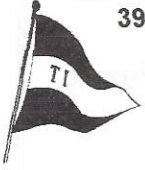
1. Piloting
4. Caulk
5. Boom
7. Align
8. Toggles
9. Leech
11. Deviation
15. Reeve
16. Clew
18. Reach
20. Sloop
21. Coil
23. Datum
24. Riprap
25. Alee
26. Pier
28. Rigging
29. Avast
32. Unreeve
33. Coaming
34. Equator
35. Plotter

DOWN

1. Pintle
2. Omega
3. Index Diagram
4. Cupola
5. Bridle
6. Dividers
7. Agonic
10. Hatch
12. Variation
13. Thwart
14. Anemometer
17. Compass
19. Hurricane
22. Lighthouse
23. Departure
27. Rig
30. Shoal
31. Drift

From:

T.I.Y.C. JIBE
3918 TRICIA WAY
N. HIGHLANDS, CA 95660-5387



TO: 
GEORGE KNIES
2333 LARIAT LANE
WALNUT CREEK CA 94596-6518

