

P^{ORTHOLE}

Presidio Yacht Club / Travis Marina

Fourth Quarter 2011

Words from the Editor

I am putting a call for sea tales. If you have a sailing story to tell, please send it to me and I will publish it here in the Porthole. For those of you keeping web logs, please help me by grouping your log entries together and send them to me.

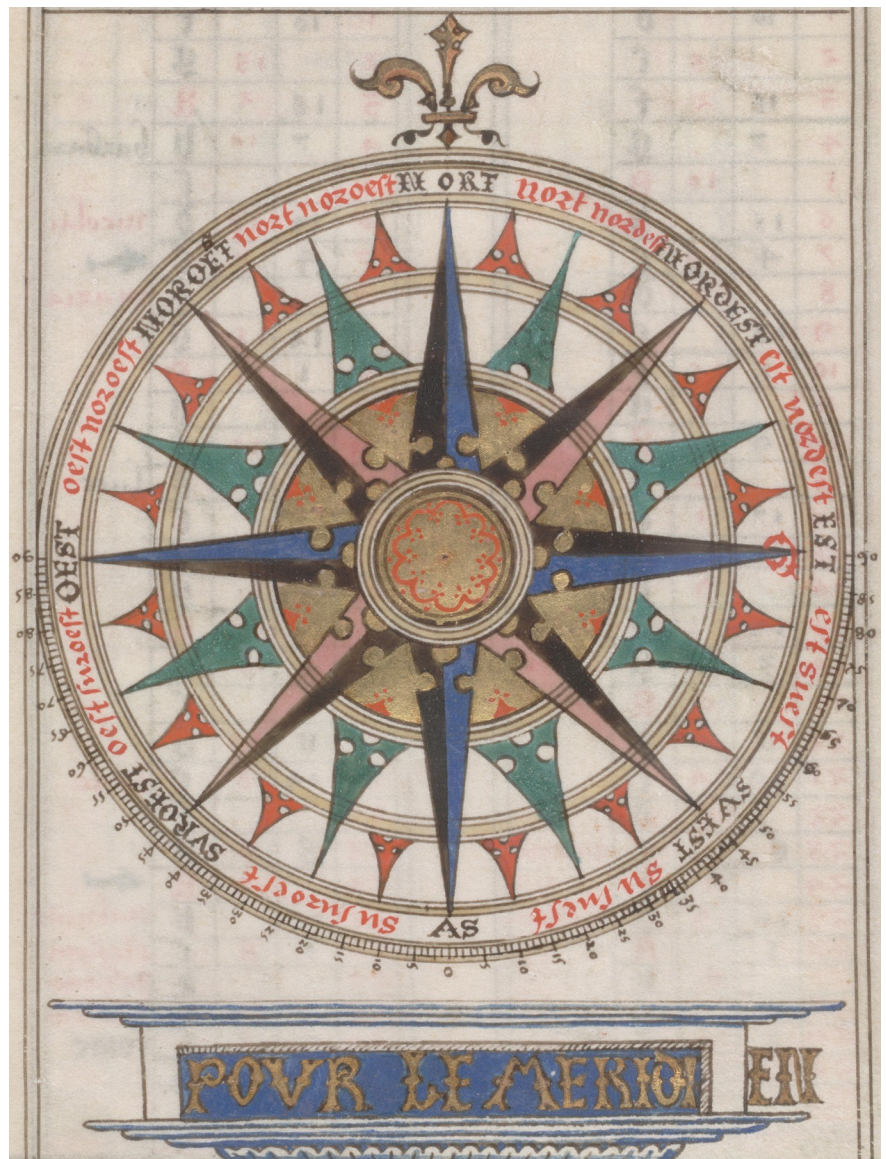
From Jack Gordon I have this recommendation: "I took a cruise to Cozumel in Mexico two weeks ago and found a neat opportunity. A small firm there bought 'Stars and Stripes', the winner years ago (1987) of the America's Cup. For a modest fee of \$87 you can crew in a race against another cup contender 'Canada II' for about an hour. I worked the main grinder in a tropical squall. Wet but fun."

Our Commodore, James Earhart, is vacationing right now in South Africa. He reports from the Southern Hemisphere that he went to the Royal Capetown Yacht Club for lunch and exchanged burgees with their members. By coincidence there was a couple from the Corinthian Yacht Club doing the same thing!

From the Port Captain, Steve Peters, in order to be in compliance with Travis AFB's requirements, all persons with boats in Horseshoe Cove are required to submit current registration and insurance documentation to the Marina Manager. There are unfortunately a few boats in the Cove that have not be kept up and the leadership at Travis is not happy.

Just a reminder, during the November dinner we will be presenting the awards for the racing series. And we have planned a special menu of Cioppino from the galley being prepared by Frank and Joanne Beauchamp and crew. Since this entails a significant amount of work and seafood expense, please plan to attend and make your reservations early. The weather in November, a shoulder month, is usually fantastic. Hope to see you there.

A call to arms! Well, at least kitchen knives. I would like to ask, on behalf of the



Rear Commodore, if any members would be willing to cook for one of the monthly dinners in 2012 and, if so, contact the Rear Commodore who is in charge of those events and give him your contact info and menu ideas. We have a handful that routinely volunteer, but we would like to give other members an opportunity to try, so please don't be shy. This is your chance to play "Iron Chef".

In July, We had a cruise-out to Angel Island for a barbecue picnic. Mine was the sole boat, which was unfortunate, because that day was also the grand reopening of the newly renovated historic immigration center. It was also a fantastic day for sailing.

In September, we had a cruise-out to the Saint Francis Yacht Club. Mark Tishler and his crew were the sole boat that time, but a large number of members came by land. The feast was a little expensive (for poor folk like me), but the food and the view were excellent!

This was followed by a cruise-out to the Treasure Island Yacht Club the very next day for the Dragon Boat Races and the TIYC's Annual Pig Roast. Three boats made that trip (including mine). I have written about the Dragon Boat Races before, so I won't repeat how much fun those were to watch.

Did you know there are several wineries on Treasure Island? I know of one that I have visited each time I've cruised over for the Dragon Boat Festival. This is from Arien Krause, their Public Relations person: "The Winery SF is San Francisco's new winery, and we'd love for your members to sail the bay and stop over at our winery which is located on historic Treasure Island. The Winery SF is a winemaking/tasting/events center on Treasure Island, directly next to the Treasure Island marina. The Winery SF Yacht Club Program is simple for your guests to receive discounts and deals going on at The Winery. All your members have to do is show their yacht club card and they will receive a 2 for 1 tasting & 10% off wine purchases." I think that is worth a trip!

Jason Funk

America's Cup

And now some news about the upcoming America's Cup races. This is a bunch of information I have collected while attending a couple of meetings about the Race. The facts are presented below in no particular order. Note that though the plans are firming up there is still room for changes. First, the dates (for the races being run in the San Francisco Bay):

2012

17 Aug - 26 Aug

14 Sep - 23 Sep

2013

4 Jul - 7 Jul

Opening of the series and fleet races

13 Jul - 4 Aug

Louis Vuitton challenger races

10 Aug - 18 Aug

Louis Vuitton Cup semi-finals

23 Aug - 1 Sep

Louis Vuitton Cup finals

7 Sep - 22 Sep

America's Cup 34

Races will not run on all days of the week. About half of the days will be "reserve" days which will be used as weather back-ups. However, it is anticipated that races will run on all Saturdays and Sundays. That is because those are the days most people have off and will be the easiest for spectators to attend. Each race day will have a window opening at Noon and closing at 5 PM. During that period boaters should expect the race area to be closed to general traffic.

The United States Coast Guard will be starting the process of writing the nautical regulations relating to the races soon. They will be posted in a Notice of Proposed Rule Making in January 2012. There will be several well advertised public meetings and a comment period of at least thirty days before the rules become official.

NEW MEMBERS

Roberto Ramirez
James Roberts
Richard Hicks
Robert Barter
Mitch Perkins
William Bergendahl
Dane Faber
Richard Fortmann
Kevin Quinn
William Smith
Robert DaPrato
Malcolm Dunlap
Mark Rennie
Gordon Edelheit
Rick Holdbrook
Paul Anderson
Beth Goldstein
Don King
Michael Chamout
Randy Brawley

Welcome aboard!

The America's Cup Race Management (ACRM) group is still planning on participation from local boaters to help mark and monitor the boundaries of the racing area. Those that participate will be called "Ambassadors". In the next couple of months, the ACRM will post information about how to get involved in the program. It will require attending training and certification sessions in January or February of 2012. They are looking for people with maneuverable boats with good radio equipment. They are planning on providing free fuel for the Ambassadors.

The AC45 boats that are running now and into 2012 are 45 feet long and 70 feet high. They have been clocking speeds sometimes in excess of 30 knots! The AC72 boats, which have not been built yet and will be the ones raced in 2013, will be 72 feet long and 130 feet high. No one knows how fast they will run, but pretty much everyone expects they will do at least 30 knots.

During the races all of the deep-water channel commercial traffic (this is, the tankers and the container ships) will use only the north channel that goes north of Harding Rock and then to the east. That means all the big boats will pass right by Horseshoe Cove. "Look both left and right before crossing the street!"

The City and County of San Francisco, through the Port of San Francisco, has hired a company called Environmental Science Associates (ESA) to prepare the draft environmental impact report (DEIR). I noticed that the DEIR did not match the Park Service's diagrams. The ESA representative acknowledged that and said they knew they needed to match the report up with the Park Service's plans and vice versa. San Francisco has no control

over the Park Service, so it's up to the city to negotiate with the Park Service for what it wants, so the plans are definitely in flux.

Two differences I noted were: 1) The DEIR shows the Fort Baker pier as being reserved for VIPs. The Park Service diagram showed the pier open to the public during the day and available to be reserved at night. 2) The DEIR shows a television media center at the very point of Cavallo Point. The Park Service diagram showed the point open to the public and the media center on top of the battery.

On the Park Service diagram it had Horseshoe Cove (the waters) marked as "restricted with exceptions" with a note that said "no mooring except as permitted [by] NPS, USCG, or current marina users".

On the Park Service diagram Travis Marina and the docks were marked in yellow. Yellow meant "special use potential", which meant those areas are available for potential use by the America's Cup organizers or others. Steve Kaiserski, a Park Service employee whom I've talked to before and who use to be the property manager for Fort Baker, said the diagram was in error. The area should have been marked in orange. Orange meant "open continuity required". Orange is good; yellow is bad.

CALENDAR

OCTOBER

8 Workday and Dinner
16 Lady Skipper Race

NOVEMBER

12 Workday and Awards Dinner

DECEMBER

10 Workday
31 New Year's Eve Party

The racing area has been changed from what was first shown at the beginning of the year. The area is now much smaller than I would have expected. They have also removed the two spectator boat areas inside the course. The America's Cup representative said they realized having spectators in the race area was not a good idea, so spectator boats will instead have to be around the outside of the race area.

Web sites:

"www.americascup.com"

"parkplanning.nps.gov/AC34"

"www.americascupnepa.org"

"www.oewd.org/Development_Projects-Americas_Cup.aspx"

"www.sfplanning.org", search for "America's Cup"

"esassoc.com/projects/34th-americas-cup"

Jason Funk

Vice Commodore's Report

Well I have to say in earnest that the last few months of the sailing season were about the best. It started off with a bang with our Fourth of July. This was one of our most notable Fourths. We take a great deal of pride in the fact that for many years now we have provided free meals and rides for the military. People from all branches of service, retired and active, show up and we do our best to take care of them.

This year I decided to tap the shoulders of our power boaters. I think as a sailing club we don't appreciate the work they do both as volunteers and as boat owners. As it was, Frank and Joanne Beauchamp and crew, in their 38' and Warren Roll in his 42' Criss Craft hosted about 30 rides for about 160 military and family members. I have to say, having been one that, in previous years, took people out for scary sailboat rides under the Golden Gate, that power boats are a lot more luxurious and smoother ride for the novice family members who honor us with a visit to the club.

The next big event was a Cruise Out to Angel Island. I only had a few guys including Jason, who sailed over with Cashman, Roger, and I, who came over on the first ferry to secure a good spot. Even though we had a small turn out, we all had a great time.

We all showed up with some food and I got us a prime little barbecue spot ahead of a large crowd that was mostly Asians. They were there to commemorate of the Asian immigration to the U.S. Most of us are immigrants of one sort or another, so I figure their heritage is ours and ours theirs. It's called being an American.

We queued up some fine dogs and, as it turned out to a being guys' day out, had to sample each other's beers we all brought. Afterwards we all (well almost all of us) took a hike over the hill to work some of the calories off. The California Parks Department really had their act together. We toured the museum and later we all sailed back - dropping me off in Tiburon.

In September I pulled three rabbits out of my hat. First, we did a cruise out to the Saint Francis Yacht Club. Manny, being an influential member of the PICYA, set it up for us and then got called back home at the last minute on some personal business. He could not join us, but our thanks certainly go out to him.

The SFYC had just renovated their formal upstairs dining room. Keeping with their Catholic Heritage, Friday was fish night. (That's sort of an understatement considering they had everything like salmon, crab, shrimp, and a cheese cake to die for.)

We had about twenty in attendance filling the tables in an elevated private seating area above the crowd. In addition to me and my sweetheart Vicki, who were celebrating our 37th wedding anniversary, we had Jason, John Cashman, Commodore and "Mammadore" Earhart, Roy and Marcy, not to mention Mark Tishler and his crew of nine that, all told, filled the tables. Needless to say, we had a great time. And since no one started throwing crab

legs at the crowd, they told us we could come back. I am presently working on same.

The next day, Saturday, we did a cruise out to Treasure Island. They had their Dragon Boat Races day. There were only about 30,000 people there, but luckily, there was plenty of parking for yacht club drive-in's like myself and dock space to spare for Jason, Jack Anderson and his grandkids, and a couple of others. We started out with one of their cadre members, William Smith of www.sfvodka.com, giving us a vodka tasting. There are six vintners and he the one distiller on Treasure Island. Bill has formulated vodka made from Napa grapes. It has won a Double Blue Ribbon for the Americas - no small thing. But the coup de gras was a succulent pork that we watched turn on the spit for twelve hours. When it was finally cut down and served, it melted in your mouth.

The following Sunday we had race number six. During this quarter we had our fourth, fifth, and sixth Baxter Cup races. The final results will be listed after the November dinner. Of the more notable moments, in the August race, John Rolien, in true form, showed the rest of them how it was done when he came in twenty minutes ahead of the rest. Louis did as much in race number five with a big old jib he pulled out of the closet blowing in from the Point Bonita lighthouse. And race number six was won by Louis Canotas over Mark Tishler by no more than eight seconds! When I often say this is the most competitive race in the bay, I mean it.

I want to take time for a special thanks to my Race Committee members. Annie Springer has a heart of gold. She gives up working and making the stuff that pays the rent to come and volunteer every month. John Cashman would stand by you no matter what. He and Annie have worked flawlessly to ensure we have an accurate count for the Baxter Cup which will be awarded at the November dinner. And of course Jack Machum, the "Big Dog" of us all, has held his own in this club for more years than I can count. He has headed the Race Committee correcting me on a few details as I learn the ropes.

Sometimes we don't think in terms of the maintenance and cost of the boats. I want to take a moment to thank the people who raced but did not place. Marika and John had different boats. One was a modified racer they put a new keel on and poured money into. It went to the Big Boat series this year and placed fifth. They used us for practice runs. Roy's Stern's boat blew out a jib. Thanks one and all, skippers and crew, for your participation in the race.

Racers please note, we have a few changes to the rules we will be posting for next season. More to come.

James Pennington



Sailing Master's Report

The Basic Keel Boat sail training program has had another good year. There was a lot of enthusiasm by the attendees, thanks to our volunteer instructors.

This season we trained 18 students, all but 4 were active duty. Last year we trained 27, so this year was not as productive as last. The total would have been greater except for many last minute cancellations because of duty commitments. The course does not offer ASA certification. We did offer follow on ASA certification to those who finished the course by arrangement with an ASA instructor.

Our thanks to the instructors who gave their time and skills to make the program a success, in alphabetical order: Rodger Anderson, Oliver Field, Gary Hlady, Darcey Kauer, Steve Mahaley, Roy Pitts, Leonel Rocca, John Schoenfeld, and Mark Tishler.

Jack Machun

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