

P RTHOLE

Presidio Yacht Club / Travis Marina

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The PYC's Website:

presidioyachtclub.org

The Porthole Goes Electronic

By Jennifer Schripsema, Editor

Just like your bank statements, utility bills and just about every other facet of modern communication, the *Porthole* newsletter is going fully electronic. Last quarter, I wrote about plans for the PYC and Travis Marina to go digital with the *Porthole*. Well, this is it. In order to provide one last opportunity to get the word out and call for updated email addresses, Jack Machun worked with Lt Col Vaughn, the 60th Services Commander who agreed to print and mail one last issue of the *Porthole*. After this we will be publishing the newsletter electronically to the maximum extent. From now on you will receive all future issues via email, or you can view it directly from the PYC website. Not only does this mean a cost savings and less paper in your mailbox, but you will also get PYC news and information in a timely manner. With that in mind, if you have not received any recent emails from the PYC, please email your information to presidioyachtclub@hotmail.com to be added to the email distribution list. Your email will not be sold or shared with anyone outside the PYC. If you still require a paper copy, you must contact D'Vonne Hutchins at 415-333-1687. Don't wait to give us your updated email so we can provide you with the latest news and events! ♦

Your New Marina Manager

By Louis Canotas

Things have certainly changed for me here at the PYC. Gary Howell is gone. Chris Parkman has recently left to sail the Northwest Passage. When I joined the club 6 years ago, I never thought that I would end up managing this place. Well, surprise! Here I am after two very quick weeks on the job, getting up to speed. So far, it has been fun. We'll see what the future holds in store. Regardless, for as long as I am at the helm, I will try my best to make a positive contribution and turn the marina into something of which we can all be proud.



I'm looking forward to some fun events, and hope you all can make it. As I've said before, it won't be the same without you. On that note, I encourage you all to participate in work day, come to the monthly dinners and come racing! Yes, it's true, the faces of the club have changed. There are certainly some new people you might not recognize, but so what? Meet some new people, join in a new sense of camaraderie and have some fun. The club is still here, we're not on life support. With some luck, participation and proactive behavior i.e. letter writing to senators, generals, representatives...we will continue to be here for a very long time. I urge you all to think on this and take action. I can be reached at 415-332-2319 or by email: travissailing@sbcglobal.net. ♦

COMMODORE'S LOG*By Steve Peters*

I have recently returned from Alaska via the Dawn Princess cruise line. This is my third trip to Alaska (two privately) and my third trip aboard a Princess Cruise Ship to help support Pacific Inter-Club Yacht Association, PICYA. While the proceeds to PICYA are minimal (\$50 per cabin), the trips are full of camaraderie for those who attend. For instance, at a special reception organized by Johnny Owen, two WWII vets realized that they attended boot camp together. Your Vice Commodore, D'Vonne Hutchins reacquainted with a High School classmate, and I...no wait, never mind. All were members of other yacht clubs and were eager to share stories and catch up. The only two in this group not members of a yacht club were my brother-in law Steven and his wife Pamela Schultz.

Upon departing June 10th at 1609, we headed out to sea under the Golden Gate Bridge. Drinks and shuffleboard abounded. For those seeking information we learned that patches of the ocean floor are covered with 'manganese nodules' potato sized concretions of iron and manganese oxides that sometimes contain copper, cobalt and nickel. Our lovely and dangerous



Glaciers in Alaska

potato patch.

We spent two days at sea (our noon position on June 12 was 49 degrees 30.5N 130 degrees 43.5W) and anchored in Sitka June 13th. By the time we went to shore by tenders, there was one hour to enjoy this old fishing village that came with our purchase of Alaska.

June 14th found us in Juneau. There was enough time here to book cruise tours (very expensive) and see the sights. We found a local bus that for \$12.00 round trip/person took us to a local glacier and waterfall. Even though Juneau is the capital of Alaska, shopping is the main activity.

Skagway was next on our agenda on June 15th. This was a charming old town right out of the Gold Rush era. While most passengers opted for cruise tours, we once again opted for a self-guided tour. Our feeling all along was not to get off a ship seeing sights to get on a boat to see more sights.

Visually, the highlight of the cruise was Tracy Arm (roughly 57 degrees 17N 133 degrees 55W). This fjord gets deeper and deeper into iceberg territory. When we reached a major moraine to go around and make our way to South Sawyer Glacier and the end of the fjord, the Captain deemed the waters too full of ice to proceed. With apposing bow thrusters, he spun the ship around and we made our way back to sea.

From here, we had two days at sea, with a brief stop over in Victoria, to reach San Francisco at June 20th, 0700.

It was a wonderful trip, as were the past two. Plans are in the works for next years cruise and requests are being taken. If you are interested in a particular area for an eight to ten day cruise please let me know and I will pass on the information to the PICYA cruise chair. ◆

Port Captain's Notes*By Jack Gordon*

We will complete in July, the repair of the last broken piling. This has put five slips back into use since we started using this method. Meantime, the fingers and docks have deteriorated somewhat while we focused our effort and resources on this. We will turn our attention to the fingers and docks now. The guest dock is in a sorry state but I am reluctant to commit significant resources to a dock the produces no revenue. We've sought federal grants to finance the rebuilding of that dock and will continue to do so.

Our biggest challenge is to find a cheap practical method for increasing the flotation of fingers and docks. The tubs cost over \$100 each. We could use plastic drums and they are cheap, but I haven't found a way to reliably keep them in place. Bright ideas would be welcome.

The weather has been great if a bit windy, see you on the water. ◆

A LITTLE VICE

By D'Vonne Hutchins, Vice Commodore

I am very pleased to announce that Presidio Yacht Club placed second on Opening Day in the "Sailboat Decorated to Theme" category. Pictures are on the PICYA web site and a picture and the plaque are hanging in Mike's Place by the ladies restroom. Special Thanks to Jack Gordon who loaned us his boat, HHS Bliss and Bob Hallin who captained her. Special thanks also to the crew who also helped Commodore Steve decorate the boat: Jennifer Thornton and two of her sons, Hazel Caldwell, Ross Zest, and Jean Ninos. They had a lot of fun!!! Thanks so much - we surely could not have done it without you. Do you know that PYC has placed first or second in the last five parades? That shows that our little club has a lot of heart!!!



PYC's Decorated Boat for the Opening Day on the Bay Parade

The race season is going excellently. Anyone who wishes to participate can! Show up on a race day to either enter your boat or volunteer as crew! You might be surprised to know that we often need another hand or two! The race schedule is listed on our web site and is also below in the "calendar" for this quarter. Our Race Committee Chair, Hazel Caldwell, is doing a fantastic job. Would anyone like to give her some assistance? It would involve one Sunday a month for about four hours. Give me a call (415-333-1687 or 916-794-0122) or an email at dvon48@msn.com.

We are updating our membership database and our email lists. Please let me know of any changes to your contact information.

You are important to us and we want to stay in touch with you. Your email address is important because we will soon be transmitting the Porthole electronically to those who have email. If you have an email address and have not been receiving email reminders, please send your email address and we will update our records. You can contact me by phone at 415-333-1687 or 916-794-0122 or by email at dvon48@msn.com. ♦

PYC Bridge and Governing Council Nominations for the 2007-2008 Term

By Jack Gordon, Nomination Committee Chairman

Nominations for the Bridge:

- Commodore - D'Vonne Hutchins
- Vice Commodore - David Chamberlain
- Rear Commodore - Lowell Olson (*To be installed on return from Iraq*)

Nominations for the Governing Council:

- Ernie Filippo
- Bob Hallin
- Mary Jane Hutchinson
- Lowell Jett
- Jack Machun
- Peter VanDerWerff

The Constitution and By-Laws provide that if there are no competing candidates, the slate may be elected by acclamation at the General Membership Meeting in October. In addition to those named by the Nominating Committee, any member wishing to be nominated for any position can do so by submitting a petition with at least ten signatures of members to the Governing Council by 31 July. The names of the members nominated by this process will be added to the election ballot. Jack Gordon can be contacted at hjg2706@sbcglobal.net. ♦

VALENCIA OR BUST

By Manny Mier, PICYA Delegate

On the day after Opening Day on the Bay 2007, my wife Pat and I left early for Travis AFB to catch a Space A flight to Charleston AFB and then the next day to Rota NAS, Spain. It went all according to schedule!! Team Travis did right by us. We were to pick up our 40 foot Catamaran Charter for the semi finals of the Louis Vuitton Cup. The Cup winner then becoming the challenger to the America Cup Defender, Switzerland. We wanted to see the races up close and personal. We figured with us there the Cup would return to America...

Since we were not picking up the charter until May 13, we had some extra time. We rented a car and headed to Lisbon and Fatima, Portugal. It was a great trip where we visited castles, rode on their cable cars, and hiked the equivalent of several Mt. Tamalpais mountains. We then made arrangements to take a trip to Barcelona by high-speed train. It was so fast that I lost my cell phone.

Barcelona is a fabulous city that has everything. We were able to stay in private reciprocal hotel with San Francisco's Marine Memorial. A special treat. After a few days there we took a train to Valencia. The trains run right on time so don't be late.



Italy, Spain and New Zealand, but where is USA?



Pat Mier, Manny Mier, Jon Rolien, Jean Rolien and Friends in Spain

We checked into a hotel for a night and went to see our catamaran. It was a great boat but I wondered where the 10 members of the crew would stay. Bear in mind there were 4 double cabins and 2 singles and 2 heads. The crew was most flexible and no mutiny occurred.

I was fortunate that I "hired" two skippers, one being S/C Jon Rolien from PYC. He and Jean were the other PYC reps. Four were from Treasure Island YC, one from Alameda YC and one from Golden Gate YC., seven guys and three females and no cooks, but many bartenders. A most interesting and talented crew.

Monday we were supposed be checked out and go see the first race of the semi final USA vs. Italy and New Zealand vs. Spain. The wind had picked up to 27 knots and all I could think about was, "we can get out of the slip but how will we get in?" We were in a row of other cats of all sizes. We were told that the race was in danger of being cancelled if the wind got any higher. Anyhow all went well except for BMW/Oracle as they lost for the first time. We were able to get very close to the races and were very excited. We got to see the races every day except on the last day. As you all know by now USA only won 1 race and were eliminated 1-5. Even the Spanish team won 2 races and the Spaniards went wild as it seemed like a New Years Eve. It was an incredible trip and we hope to make a First Friday presentation at the club. We have some great pictures! ♦

Team Sandpiper Update Part IV

By Tom and Amy Larson, USCG Retired

Ahoy PYC!! As I write this Team Sandpiper is anchored at Lizard Island far north Queensland, Australia's east coast. Lizard Island is 15 miles off the mainland and is where Captain Cook and his crew from the Endeavor made his last stop in Australia back in 1774. There is a large hill here on Lizard Island where Cook walked to the top with his telescope to get a view of the outer fringes of the Great Barrier Reef and was able to see a pass through the reef where they were able to escape these reefs that caused him so many difficulties now named Cooks Pass. Sandpiper's last stop was at Cooktown which is 50 miles south of here, Cook and his crew of Endeavor stopped there for 44 days to patch up their ship as they had just pulled it off a reef south of present day Cooktown in a 2 day effort after throwing much of their equipment overboard. Last weekend we were in Cooktown where there was a 3-day celebration called Discovery Days where they reenacted Cooks landing back in 1774. Cooktown was one of my favorite stops in Australia as it is so small and remote. The town's population is 1500 and is 90 miles from the nearest town; they just got the road paved last year. There is a mix of white Australians and Aboriginals, and the whole town is on one street with more bars than restaurants. We met some really nice people in Cooktown, but had to move on due to weather.

As our last writing from Broken Bay just north of Sydney, Sandpiper has covered 1200 miles traveling up the east coast of Australia and we still have 300 miles to get over the top of Australia. Australia is such a large country with its endless coastlines and open unexplored lands. From where we are anchored now we will not see another town till we get to Darwin and that is still over a thousand miles from here! It is hard to compare the size of Australia to any other country as it so huge and has such a long unpopulated coastlines.

On Sandpiper's trip up the east coast from Sydney many of the harbors we stopped at are much like the U.S.'s West Coast, many requiring crossing shallow river bars to enter. This changed once we made it around Fraiser Island (the largest sand island in the world), as we sailed inside the Great Barrier Reef. The Great Barrier Reef is about 30 miles offshore at the southern end and provides a nice break from the ocean swells. The farther

north you go up the reef the closer it gets to shore, by the time we got to Cairns, the reefs were just 4 miles off shore and off Cooktown there are reefs all along the shipping lanes making the night sailing a little more adventurous. Even with the many reefs in this area, the charts here are very accurate with reliable aids to navigation making sailing at night not an issue, and if we were to restrict our sailing to day time only we would never be able to cover the distances we need to travel to get around the north end of Australia. The Australian Weather Service really does a great job as well, providing very accurate weather predictions that we are able to plan our trips along. However, being this far north we are no longer receiving them on VHF, only on our SSB radio.

Team Sandpiper's current plans are to try to arrive in Darwin by early July to be able to depart in the Darwin to Kupang Sailing Rally with 100 other boats from all over the world while we all sail through Indonesia for 4 months. We are hoping to arrive in Phuket Thailand by early December where we are planning on spending a year to explore inland and possibly make a trip back home to the states on a MAC flight from Singapore. If you have any information about flying from Singapore please drop us an email at sandpiper_38@hotmail.com.

If you have not had the chance, check us out on the web at sandpiper38.blogspot.com where we post photos and give updates on our positions, you can also track us on Google Earth. We are hoping to be able to post Podcast's as well so you can hear audio files from some of our trips. Hope to see you out here! ♦



Tom and Amy Larson in Australia

Did You Know That:

By Jack Machun

- Towing with a line is easy in open water. However, in confined areas, such as Horseshoe Bay, a tow line may not be the best idea as the vessel being towed sometimes makes it difficult to turn in the direction the towing vessel wants to go. In tight spots it is better to tie up along side the disabled vessel as both boats will then move together. The powered vessel should be tied onto the disabled vessel as far back as possible to give the powered vessel better rudder authority.
- If you offer to tow a disabled boat you are considered to be a Good Samaritan. You are protected from liability as long as you operate with good seamanship. That is sort of a nebulous area. Your liability insurance may or may not cover you for a towing accident. It would be good to check with your carrier before the need arises.
- When docking along side a dock remember that it is easier depart in reverse than it is departing going forward if the dock is on the starboard side. This is especially true if you have a strong wind pushing the boat against the dock, such as we normally have at the guest dock in front of the club building. Most boats have props that cause the stern to swing or walk to port when in reverse. If the dock is on the starboard side and you back out, this will cause the stern to swing away from the dock allowing the boat out into clear space. When backing out, the rudder will also push the stern away from the dock. If you depart going forward and you try to steer away from the dock, the stern will be pushed against the dock. You will need help pushing the bow out so that you can depart gracefully. This procedure also applies to boats with an outboard motor. ♦

Welcome New Members!

- Bryan Bell
- Joseph Buzella
- Leonard Chasteen
- Joseph Chinier
- Rand Dobleman
- Connie Dodson
- Dean Echenberg
- James Grayson
- Mike & Pat Griffin
- Rae Kleinen
- William 'Tony' Lavelle
- Roger Machin
- Stephen Mahaley
- Ron Peterson
- Rick Popplewell
- William & Pat Wardle

In Memoriam

By Dolores and Robby Robinson



Ermie Hummel's daughter Joanne Siebe informed me that Ermie, a long time member of the Presidio Yacht Club, passed away May 10th in Napa. She fell and broke her hip and passed away after two weeks. She would have been 84 in June. Her wishes were that there would be no services. Her ashes will be placed with her husband Jim.

She had moved from her home in San Francisco to Napa where she enjoyed her family, new activities and meeting new friends.

Her family's address: Joanne & Jim Siebe, 3605 Idlewild Ave, Napa, CA 94558 (707) 224-5250. ♦

☞ Club Calendar ☜

- 7/4 – Independence Day BBQ 11am – 3:30pm
- 7/14 – Workday 8:30am, No Workday Dinner
- 7/15 – 4th Race: Meet at Mike's Place, upstairs lounge, at 11am
- 7/28 – Basic Keelboat Sailing Lessons

- 8/3 – First Friday Activity 7pm
- 8/11 – Workday 8:30am, Workday Dinner 7pm (Cocktails 6:30pm)
- 8/11 – Basic Keelboat Sailing Lessons
- 8/18 – Cruise-Out: Picnic at Angel Island 11am
- 8/19 – 5th Race: Meet at Mike's Place at 11am

- 9/1-9/3 – Cruise-Out to Marin Yacht Club 11am
- 9/8 – Workday 8:30am, Workday Dinner 7pm (Cocktails 6:30pm)
- 9/8 -- Basic Keelboat Sailing Lessons
- 9/16 – 6th Race: Meet at Mike's Place at 11am

Contacts: | Dinners: Dave Chamberlain 916-804-1659 |

First Friday/Cruise-Outs/Racing: D'Vonne Hutchins dvon48@msn.com

| Workday: Jack Gordon hjg2706@sbcglobal.net |

Sailing Lessons: Phyllis Burns-Keeton pburns@dhs.ca.gov