

# P<sup>ORTHOLE</sup>

Presidio Yacht Club / Travis Marina

Fourth Quarter 2012



## From the Editor

As many of you have heard, Travis purchased a brand new boat. Not a good used boat, but a boat straight off the line. The boat, a Catalina 315, was christened "Kestrel" last month by one of the officers in the 60th Force Support Squadron. It replaces the much aged and badly damaged 30 foot "Warrior". I have had the opportunity to sail her once. Because the boat is brand new, the Marina is going to be a bit more touchy about who sails her. Sailing "Kestrel" requires a checkout. Being checked out on "Warrior" does not qualify. "Kestrel" is very different. For Volunteer Skipper sails, normally two checked out crew members will be required. For the time being, classes will still be held on the old 27 foot boats. Students will then need to sail a few times with checked out skippers before advancing to getting checked out themselves. This is not a hazing program; this is designed to preserve a brand new asset.

The biggest news this last quarter and the beginning of this one? The America's Cup. For two weeks, the medium size boats have been ripping across the waters of the bay. (I say "medium" because next year they will bring the "big" boats.) Some of our club members have participated by working the course. Some have been spectating from shore. Some of us have been watching from boats on the water. And some of us just watch it on television. No doubt these races are very different from America's Cup races in the past. Start thinking about next year. In 2013, the races will need more marshalls and there will even more opportunities to watch by land, sea, or "air" (television or web streaming). One thing that will happen are opportunities to take the Club's new boat out with spectators on board.

I have made some communication changes recently. For many years the club used Hotmail to send out announcements about club events. Then Hotmail put on restrictions that made using that service very difficult. I created a Google group to deal with those limitations. It worked ... for the most part. But, unfortunately only about half of our members signed up. For some it was the idea of creating yet another account. For others it was the cumbersome sign-up process. Last month I switch the club announcements over to a Gmail account. So, from now on, all announcements will come from "presidioyc@gmail.com". If you gave us your e-mail address but are not receiving any notices, check to make sure your e-mail service isn't blocking the new Gmail address. The Google group is still there. It is now an open forum for the members. So, feel free to use it to ask questions or offer advice about sailing.

I would also like to note that communication at the Presidio Yacht Club is not unidirectional. If you, the members, have suggestions about what you would like to see happen at the club, please seek out a member of the Bridge or the Council and let them know. We have had a few suggestions about having some of the monthly meals set-up as luncheons in the afternoon instead of having only evening dinners. Also, a new member suggested a picture 'book' on-line with pictures of members with their name so new members



*Another view [Roy Stern]*

could tell who is who. We also had a member suggest activities that we could put on for active duty and reservists returning from long deployments. We appreciate all the comments; especially if you have an idea about how we could execute some of the suggestions. And of course, what every club really needs are people who not only come up with recommendations, but are willing to help implement them. This club has no paid staff. We function entirely on the efforts of the members.

One more thing: If you would like a real name tag - not a flimsy paper tag - for when you visit other clubs or go to sailing events or even for use around our club, new member Nancy Hensley found a company that will make it for you: F & P Trophy on 475 Military East in Benicia. Having a name tag is a real bonus when going to events since it makes it easier to place names with faces and everyone becomes less of a stranger.

For grins, I'll close with this link to a write-up of our club on a local news web site:

<http://blog.sfgate.com/culture/2012/08/20/tourist-trapped-presidio-yacht-club-and-mikes-place>

- Jason Funk

### **Commodore's Report**

In my 4th installment to the Porthole, I have several things to report including some from what I will call "A Historic Perspective of the America's Cup 2012", news on the lease, and a marked lack of interest in dinners ... and a tip, one sailor to another.

As the AC 34 races approached last year I was informally elected by council vote to take on the task as primary delegate to what morphed from the AC 34 Committee into the Bay Area Yacht Club Association. We organized a handful of us as first and second string of delegates in groups of three from the PYC who met with a group of bay area yachtsmen at different clubs. We enjoyed cocktails and appetizers at the Sausalito YC, San Francisco YC, Marin YC, our own PYC, and eventually a culmination of events celebrating the Cup at the Golden Gate Yacht Club. Members involved in this were the Bridge as primary and council member Earhart and Council President Funk as seconds. As things progressed, we realized a good note taker was needed and asked Marika and Steve Hocking to step in. There is a picture of the logo on the main page of our web site. It changes somewhat as clubs join. The club burgees are organized by date of creation.

As things progressed with the Cup, I organized forty-five or so volunteers. Most of the good hearts have not yet been utilized. It is my hope that next year there will be a bit more organization.

As it is, several members were a great help to the effort on the water. John Cashman reported that he was on the water with one of the 20 marshaling boats all six days. These boats provided a valuable service marking out the sidelines and keeping casual boaters out of the official race area. About six stake boats, large sailboats used to mark off the corners of the race course, are also required. Steve and Marika have a 45 foot Beneteau recreated as an Open One which they made ready for placing in the Rolex series earlier this year.

Here is Steve's version: "We had pretty good idea where we were suppose to be. The skippers meeting was necessary to understand how it was all suppose to look like and flow. The presentation was a success. Here is the routine, pick up the radio and a box lunch, drive to your appointed spot, and wait for radio transmitted GPS coordinates. Move to a new position and report in on station. After another transmission, move to new location and hold position waiting for the "lock down" command which means to drop anchor. The idea was to mark the perimeter and the marshal boats will keep the boats out. Stay on that side of a line between the two boats with red flags. Anchoring in 80 feet in not easy with wind and tide against us. It was easy to drag anchor. Twenty-five knots of wind sent us flying down the course and before we knew it we were in the starting area! Lucky for us, we got it all under control and the show went on. The course marshals had the work to do. Once we were set on our anchor, we could sit back and watch the show. They, on the other hand, had to patrol the perimeter and keep the spectators out of the boundary. I observed this to be a lot of work.



*Lisa Theodoratus on a marshal boat [John Cashman]*

John Cashman will vouch for this. He was out there all six days. The Coast Guard and the police were also on patrol - with more authority. I got to see lots of action close up over six days. I used my binoculars most of the time. The best view was from either the bleachers or the spit. The spit was free and marked one end of the finish line. We saw boats capsize, cross with hulls flying over their opponents, and fantastic team work. The event was a success." Everyone should recognize the great skill it took to skipper marshall and stake boats.

Other members had peripheral duties. One was Alan Johnson. Alan has been involved with the American Sailing Association's (ASA) programs and more recently with the ASA's work with China where he has made a few great contacts. One of those was William Wu from China. He gave a talk late in July for the team from China. Mr. Wu, a proficient sailor, was finalizing his ASA Instructor Clinic at the Sausalito Sailing Club.

On to other things of importance. The marina lease has been extended by the Park Service for another year. Not to look a gift horse in the mouth, but I stand firm on the belief that we are not a coffee stand; we are a historical organization tied to over 52 years of history. It is my hope that this will become clear to the Park Service with our efforts next year.

Our club is on the verge of our Annual Membership Dinner. We will have some really great gifts for Christmas up for grabs with an auction and raffle. The prizes include 3 magnums of wine that I got from West Wind Wines, Ravenswood, and Silver Stag wineries. That is just the tip of the iceberg. Also part of the members dinner will be the final election of the new Bridge and Council by the attending members. I hope we all have a great time then and again in November when we install our new Bridge.

I wish to note there has been a marked decrease in our dinner attendance. We had to cancel two of our dinners from lack of interest. This is normal in the summer months for many clubs as people are often involved with family, vacations, and other activities. It is my sincere hope that our membership will continue to support us. We are a valuable asset to the Morale Welfare Recreation effort for Travis AFB and its personnel. Not to mention our club volunteers are excellent hard working men and women who have put their hearts into their work here for years.

On the theme of "Tip, one sailor to another" I have to share a bit of a story. It goes like this: I was asked to take on a couple as a Volunteer Skipper with our Catalina 27, "Peg". It was a young couple recently married. I found out the gentleman was an injured pilot recuperating on leave. On a beautiful 20 knot day, I tacked to a beam reach on starboard across the bay, then, on a controlled jib, the boom broke right in half. I would have expected the boom to be compromised at the gooseneck. All was well as I relieved the sail and motored back. A definite thumbs up to the new bride who kept her cool. But the boom was literally broken in half. So, tip of the day: one of our members put us on to Blue Pelican Marine Nautical Consignments. Their address is 2021 Alaska Packer Place in Alameda. Not only are they a great shop for used booms, but they made our club a great deal on an almost new boom for "Peg". The place is huge and has quality used boat part consignments for power and sail.

- James Pennington

### **Vice Commodore's Report**

Since the last Porthole, your Club has run the remainder of the monthly races for the Baxter/Judson trophy. The results are known to only a few and I am not one of them. Primarily because Annie Springer does such a capable job of computing corrected times based on course distance and PHRF handicap. A salute to my racing committee consisting of Annie, James Pennington and, most recently, Gayle Permar. Thank you for helping with the starts, the finishes and the corrected times.

The big news of course is the America's Cup World Series. There were six race days in August and, as I write this, we have completed the first of six race days in October, culminating with Fleet Week and the Blue Angels. This is a busy week on

### **NEW MEMBERS**

David Fullerton  
Shawn Brown  
Adrian Burton  
Patricia Senner  
Christa Hertzka  
Dan Potash  
Adrienne Miller  
Keith Schellin

Welcome aboard!



*The view from a marshaller. [Lisa Theodoratus]*

our Bay. On Tuesday, October 2, Lisa Theodoratus and I had the pleasure of working as a course security marshal for the practice round. You will note from the photos we had our Club burgee prominently displayed on our boat. Course marshal work is largely just that; work. Actually the AC45s had a little fun with us, the course marshals, at the end of practice by darting outside the course and then back. You have to be nimble to stay out of their way. They accelerate really fast. We patrol a given segment of the perimeter of the race area. We - politely - ask spectator boats to stay back from the perimeter, although we do not have the authority to compel them to do so. However, the Coast Guard, in their Protectors with twin 225 HP outboards, blue flashing light, siren, and hailers, do have the authority. And they use it. In August, we saw two spectator boats boarded by the Coast Guard. Why? We do not know.

There will be a ladies skippers race on Sunday, October 21st. As most of you know, a female must be at the helm at all times although she may have whatever crew she deems appropriate. I shall try to lay out a challenging but fun course for that race.

Of interest is our racing schedule for 2013. America's Cup is planning 55 days on the water from July 5th through September 22nd. Racing will not take place all day on those days. In September, I attended a meeting at the San Francisco Yacht Club regarding racing on the Bay in 2013. John Craig, the Principal Race Officer (PRO) of the America's Cup, was adamant that the Cup races have minimal impact on 2013 yacht club racing. In that regard our Club is, geographically, in a better location than, say, the St Francis and Golden Gate Yacht Clubs.

At a recent Council meeting it was proposed that we follow the same race date pattern as before. An alternate proposal is that we start racing one month earlier, have no races in September during the Cup races, and conclude slightly later in the year. A decision will be made later this month as our race dates must be submitted to both the San Francisco Yacht Racing Association, which obtains our Coast Guard permits, and Latitude 38.

Last, although our race season is over with the ladies skippers race on October 21st, racing does continue on the Bay during the winter months. I encourage our skippers to keep sharpening their skills and to participate in some of those races. For those of you who keep up with the Racing Rules of Sailing, there is a new edition coming out for the years 2013-2017. I understand the changes are relatively minor except for giving mark room in the zone when overlapped. Let's not go there now.

- John Cashman

### **Past Commodore's Report**

Viewing the America's Cup-34 Races: Thinking we would enjoy both the fresh air and a preferred viewing location, Donna and I went to the Travis Marina on the Sunday of the last race in August with the intention of sitting atop Yellow Bluff (Point Cavallo) with our binoculars.

After watching for about 10 minutes - albeit in sparkling sunlight and a gentle breeze - I opined that it would be much better to sit in the club, watching the matches on TV and enjoying its ambiance. I was pleasantly surprised at how well the commentators explained progress, zoomed in for details, and at how well the technology supported both "putting us on the boats" and drawing course lines, finish lines, and so forth. It sure beat watching baseball, football, or other slo-o-o-w sports.

As a mono-hull fossil, I was also impressed by the updated rules these catamarans use: flying one hull over an opponent's hull, or over a mark is not a foul; contact is necessary. While this may be the rule, I'm sure it is tight-sphincter time for the race participants. If



propaganda out of New Zealand, where the Emirates-NZ team is trying out its AC 72 catamaran, is true it may be possible to fly both hulls over an opponent, not just the one like we saw here.

- James Earhart

### The Log of Octavia

What a pair of sloths we've turned into. We are currently anchored in Punta Mita and we'd reserved all day Friday to take the bus into La Cruz, pick up the Volvo then go into Puerto Vallarta to get supplies from two superstores, Costco and Mega. Also to pick up our friend John from La Cruz so that we could visit Nuevo Vallarta and Paradise Village marinas to see if we could get better deals than La Cruz for berthing our boats when we need a safe 'hurricane haven'. Cissy also wanted to continue her Spanish lessons from Ana in La Cruz and also visit the chiropractor. So you see we had a full day planned. Problem was that Cissy and I were sitting on Octavia thinking it was either Tuesday or possibly even Wednesday. Imagine our surprise and disbelief when we discovered it was already Thursday. We have no idea how we lost two whole days. Mind you it's easily done with this lifestyle. We'd also planned a whole day of snorkeling on the local reefs for tomorrow, but 'today' was actually tomorrow. That's a convoluted way of saying that we lost not one, but two days.

A couple of weeks ago while anchored off Punta Mita, we had just had dinner on Octavia with a couple of friends when they suggested we turn all the lights off and stare into the water. What we saw was truly spectacular. As the fish swam around the boat you could plainly see their wake. The phosphorescence in the water was so strong it lit up like sparklers. Sometimes four or five fish would swim towards us creating a large sparkler effect then split into the four or five individual shooting star patterns of phosphorescent tracks like a 'fleur de lyses'. We imagined that these fish were able to see the phenomenon as they plainly looked like deliberate actions.

Wednesday we decided to have a relaxing day as we had been working hard for some time, so after our usual breakfast of mango and banana in cream and several coffees we took the dinghy into town for a walk around and get some ice. But not before talking to a guy that paddled up to Octavia with a dog sitting on his paddleboard. The dog was Neptuno and the paddler was Black Bear. He was a native and a real character. Then Jeanie paddled up to us and asked us to look for her daughter and friend on their paddle board using our binoculars as friends were waiting for the daughter ashore to share a birthday cake as it was her 21st birthday. Jeanie moved here in 1980 as a boat delivery captain. Another character. So it's not really that hard to see why it's so easy to lose track of time while accomplishing nothing at all.

After a couple of days, we sailed for the anchorage at Punta Mita as the conditions at the Islands were not ideal for snorkeling or exploring the islands due to the unsettled weather. We were at Punta Mita for about four days just 'hanging out' and snorkeling, exploring, and eating. The nighttime thunderstorms continued to shock and awe us. With the lightning continually lighting up the sky behind thick clouds so it seemed to be light longer than it was actually dark. The interesting phenomenon was the lack of thunder. We assume that meant the lightning was actually crackling a long way away or the fact it was so prolific it somehow didn't cause thunder. Whenever the lightning did appear directly overhead, the thunderclap was incredibly loud and you could actually feel the percussion. During one of these close calls our wi-fi antenna must have been hit as the Internet died. Upon inspection the Ethernet

#### CALENDAR

##### October

13 WORKDAY. 9 AM - 1 PM.  
GENERAL MEMBERSHIP MEETING AND  
RAFFLE. 5:30 PM.  
GUEST SPEAKER. 6 PM.  
WORKDAY DINNER. 7 PM.  
21 LADY SKIPPER'S RACE. 11:00 AM.

##### November

10 WORKDAY. 9 AM - 1 PM.  
AWARDS AND CHANGE OF WATCH. 6 PM.  
WORKDAY DINNER. 7 PM.

##### December

8 WORKDAY. 9 AM - 1 PM.  
WORKDAY DINNER. 7 PM.  
31 NEW YEAR'S EVE.

cable at the computer end had fused to the PoE (Power over Ethernet) receptacle. I only found it as it created a strong electrical burn smell that I was able to follow with my nose. I still do not understand how a lightning strike would only take out such a small cable, as it must inject thousands of volts into the system, but we were happy that the damage was limited. I've heard of other boats having their anchor chain welded together and the whole electrical system being destroyed by lightning.

- Derek Elliot and Cissy

There is much more at: [www.presidioryachtclub.org/octavia\\_4.pdf](http://www.presidioryachtclub.org/octavia_4.pdf)

## **Member Report**

It is time, with autumn upon us, to mark our calendars for the final quarter of the year. Mark December 31, 2012 to be at the Presidio Yacht Club for New Year's Eve. We are planning another festive evening for the members and our loyal guests. This of course means that the legion of visitors to PYC is also most welcome. Of great importance will be the necessity of prepaid reservations. The cut-off date to be determined by the NYE committee. You, of course, are welcome to join this esteemed committee. While the menu is being finalized, the event is being planned to be a low cost, first class evening; approximately \$35-40 per person. Menu will likely include hors d'oeuvres, no host cocktails in Mike's Place, a first class dinner with all the trimmings to include salad, choice of three great entrees (selected with reservation), side dish, and desert. As per PYC custom, wine will be included with your meal. Champagne will also be furnished for a toast. Louis, our manager, has hired a popular band that features a new PYC member as female vocalist. We are negotiating with the band for a PYC member discount. Hopefully the band will join us for dinner. Tentative schedule will be: cocktails at 7 PM, dinner at 8 PM, and music at 9 PM.

Please, plan on joining us. And for those of you that must be home early, come for the no-host cocktails and hors d'oeuvres. Support Mike's Place in its outstanding revenue year that has contributed so much to the many great Non-Appropriated Fund activities at Travis AFB! These are the important morale and welfare activities that are so important to the airman and their families. We have been at war for over 10 years now.

For those of you that live up north or around Travis AFB, if you want to come to New Year's Eve but don't want to drive all the way back home afterward, take a look at the United States Coast Guard lodge available in Novato. Web site: <http://www.uscg.mil/baseAlameda/PSD/MWR/novato.asp>

Questions? Call Manny Mier at 415-350-1269.

- Manny Mier

## **Marina Report**

A few items from Louis, the Manager:

Travis AFB has changed the rates for dock fees at the marina. The new fees are \$7.50 for military and \$9.50 for civilians per foot.

Louie has added the NFL Channel to the television. So, if you like football, you can now watch just about any game in Mike's Place. You can expect Maria to have it on every Thursday afternoon before the bands start playing.

The boat house has been fitted with a new electronic lock. If you have a boat at the marina, see Louie for a fob that will open the lock. Each fob is coded for the individual.

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