

P^{ORTHOLE}

Presidio Yacht Club / Travis Marina

First Quarter 2012

Words from the Editor

In the last issue I put a call for sea stories and got two cruisers from our club sending in their logs for their journeys down to Mexico. The first is Derek Elliot on the sailing vessel Octavia. The second is Marshall King on the sailing vessel Zero Tolerance. Both have been very prolific. So much so that I cannot publish their whole logs here in the Porthole. So, I will publish a short vignette from each and include a link to the full logs, which I will post on our web site. Thank you guys for sending us your stories!

The dates for the 2012 America's Cup races have changed slightly. Here is the latest: 11 Aug - 19 Aug and 27 Aug - 2 Sep.

The 2013 dates for the America's Cup have not changed, but they may be refined later this year. Currently, July 4th is still the opening of the series with races running off and on through to 1 Sep. The finals are current scheduled for 7 Sep - 22 Sep.

It is with great sadness that I must report the passing of one of our long time members. Ward Anderson rang eight bells in November. He is survived by his wife, Elaine, who remains a member of the club.

Jason Funk

Commodore's Report

News from Commodore Pennington:

The Presidio Yacht Club has joined with several of the other clubs lining the America's Cup race course and is now part of the Bay Area Yacht Club Alliance. The purpose of the Alliance is to share information about the America's Cup races and provide mutual support for each of the clubs' activities during the races.

Those wishing to participate in the America's Cup races as a course marshaler or as a stake boat must attend one of two special training and certification courses. Marshalers must be power boats (as they will be running back and forth warning overzealous spectators). Stake boats must be sailboats of at least forty feet in length. The California Maritime Academy will be giving the training and there is a nominal charge of \$50 for the training. You can contact them at (707) 654-1000 or visit their web site at "<http://maritime-education.com/courses.html#feb>". These are two day courses running from 8 AM to 5 PM on a Saturday and a Sunday. The dates and locations are: Feb 11-12 at the California Maritime Academy and Feb 18-19 at the Marin Yacht Club. Commodore Pennington strongly advises every who intends to attend the training to call the California Maritime Academy for updates.

Vice Commodore's Report

From the Vice, your Race Chair and the Treasurer. As your Vice for 2012 I automatically became your race chair. The Council has allowed me to continue as Treasurer for the foreseeable future.

I am looking at the PYC calendar for 2012. Wow ! By now you have all received our calendar for February. Super Bowl party on the 5th, followed by our great annual crab feed on the 11th and a warm-up sail race on the 19th.

I will have the Notice of Races (NOI) and the Sailing Instructions (SI) posted shortly.

We will have our usual complement of six Baxter-Judson races this year, preceded by warm-up races in February and March. Followed by the ladies skippers race in October.

We hope to have several cruise-ins during the year. Invitations to nearby yacht clubs have gone out.



Ernie helping James during NYE.

Your Co-Commodore, Mark Tishler, is handling the cruise-out calendar this year. You will be hearing from Mark regarding our plans for those events.

Opening Day on the Bay will be Sunday, April 29. The Golden Gate Bridge 75th anniversary will be celebrated over Memorial Day weekend, on May 26 and 27. We are anxious to learn what crowd control, if any, will be in place over Memorial Day. Those of us who were here in 1987 for the 50th (I was one) remember access to Fort Baker was on foot, no cars.

The AC34 races will take place on the Bay the 11th to 19th of August and the 27th of August to 2nd of September. Our Club is a member of the AC34 Yacht Club Alliance comprised of nine yacht clubs bordering the race areas. Your flag officers have been attending Alliance committee meetings, the most recent being on January 17 at SFYC, to coordinate our volunteer efforts.

October 4th through the 7th will see us with Fleet Week and the Blue Angels.

Yes, a busy year, and it's just started. I encourage all of you to come out for the races. If you don't have a boat, come anyway. We can almost always find a boat on which you can crew.

And your flag officers will put their heads together and see if we can come up with some interesting prizes and trophies for each of the races, including the warm-ups.

With the able assistance of Mary Jane Hutchinson and Steve Peters we have an ample supply of goods for sale in our ship's store. Including burgees, hats, sport shirts, t-shirts and fleece vests. If you are traveling, pick up a PYC burgee to take with you to exchange with another yacht club. And fly those burgees when either racing or just cruising for pleasure.

And try on a shirt or two. The prices are reasonable, especially when compared to what other clubs are charging.

To close, this is your Club. Suggestions, comments, yes, even criticisms (tactfully worded) are welcomed.

See you at the Club and on the water.

John Cashman

NEW MEMBERS

Greg Braswell
Deirdre Cox
Stephen Curiel
John David
Robert Dinelli
Michael Flood
Michael Flynn
Emily Green
Ernst Gutierrez
Steve Hewett
Elaine Kilkenny
William Kuimelts
William Lee
Tim Major
Edward Meagor
Barbara Morgan
John Morral
Mike Nelson
Donald Persky
Charles Roady
Paul Ronan
Jim Scharff
Robert Simmons
Josh Sims
Jennifer Tallon
Chris White
Sidney Wisdom
Kris Youngberg

Welcome aboard!

Log of Octavia

On October 23rd 2011 at 9am in lovely California sunshine I sailed out of Travis Marina at the foot of the North end of the Golden Gate Bridge, accompanied by half a dozen pilot whales, to start a 1500 mile journey to Mexico & the commencement of an almost lifelong dream of single handing my boat to Mexico.

12:30 PM, I start getting radio weather reports of unseasonable SW winds approaching. As I'm on a SW course this means sailing directly into the wind which is not good, so I decide to run for Half Moon Bay and safety. The wind started to veer and I now had it directly on the nose so I took all the sails down and motored in the last 7-10 miles. While motoring in I got a hell of a fright as I thought I'd run over a crab pot. Fishermen put their crab pots down and attach them by line to small buoys so they know where they are and can pull them up. The problem with this arrangement is they are difficult to see and running over them it's easy for my propeller to get caught in the line from the buoy to the crab pot. If that happens you're screwed, as the line wraps round the drive shaft, kills the engine and can actually pull the shaft out so that water starts pouring in. In panic I knocked the engine out of gear and reduced the revs only to see the supposedly crab pot buoys were large orange jellyfish covered in algae. They were everywhere, 100's of them seemingly just below the surface. Then I noticed what looked like small fish skipping on the water, so I went over to investigate and circling I saw they were the fins on Sunfish. Sunfish are real weird fish. They are large disk like fish with two fins for swimming and a small fin like tail. They look like something Hollywood or Disney would think up. They were on their side eating the jellyfish, some were huge, over ten feet long.

One of the problems with working on the boat outside the cockpit when single-handing is the 5-foot line or tether you have attached to you and to the boat that stops you accidentally falling overboard. It constantly gets in the way. You either tripping over the thing or it gets caught somewhere along the safety line (Jack line). You attach a strong line to the boat that you can clip your tether onto and it enables you to get round the boat safely. Still it beats the alternative.

[While moored in Half Moon Bay,] I heard a knocking on the hull. Thinking it was the Harbor Master or a kayaker I went outside but couldn't see anything. Just then about 40 feet away from Octavia a sea otter surfaced and I watched as it attempted to open a shellfish on its chest by striking it with a rock. When it saw me it swam back to Octavia, dived and started striking his lunch against my hull again. I started hitting the hull in time with the sea otter but must have frightened him as he then swam away. At lunchtime I was eating my sandwich in the cockpit and heard a commotion. It was a bloody great seal, shaking a big fish like a terrier shakes a rat or toy, and then letting it go. He was breaking bits off to eat and loads of seagulls were chasing after the little bits.

Left Half Moon Bay Wednesday 26th about 8am. Patchy fog giving me between ½ mile and infinite visibility. Seas were rather large mainly from the NW and sometimes confused (coming at you from sneaky angles) kinda makes you wonder why you're out here. 9:15am, approximately 6 nautical miles offshore. I have the full main and 100 percent jib sails up in approx 10 to 15 knot winds. The seas have started to calm a bit. Cannot see the shore as it's in fog, but I'm in the clear and can see any crab pots. I'm doing about 5 knots. I have something called a Winchmate. You put it over the winch, pull the trigger and it turns the winch for you. Saves you having to put your back into manually winching the sails up. Problem is it packed up as I was putting the main up, so had to do it manually anyway. Now I'm knackered.

8pm. Just had an interesting conversation with a 1000' container ship. One of the navigation aids I have is a high tech system known as AIS. It allows you to see ships over 200 tons up to 300 miles away. Not only that, it shows the vessels course, speed, destination, name, closest point of contact and lots of other stuff. By AIS I could see this ship called APL Thailand about 30 miles away coming straight for me. I called the ship and said I had him on my AIS and could he see me, as I was only 40'. He said he couldn't see me so I told him we were on a collision course. He replied rather incredulously "You want me to change course???" By now I'm beginning to feel a bit silly for bothering him, then he said, "What is your position?" When I told him he once again said incredulously "you are 34 miles away". The Coast Guard then came on telling me to change channels as the one I was using (Ch 16) should only be used for emergencies and hailing. Must admit by now I'm feeling a real prick. I did eventually see him 8 miles away all lit up like a Christmas tree. I can now see two other great ships 80 miles behind him showing that we are on collision courses. Think I'll wait a bit longer before I bother them. I was also concerned because I could see a tug behind me matching my speed and course, obviously towing



The Bridge by Pete Petersen

a bloody great barge. If I'd stopped this thing would have been right up my arse. I changed my course from 140 degrees to 160 degrees. The problem when the seas are as rough as this is the compass card sways all over the place and you tend to lose any sense of direction. You can't see ... as its pitch black and can only steer by your instruments. If your only frame of reference is wobbling all over the place and occasionally standing on its side, it gets rather confusing and you have to fight the urge to panic.

[Passing Point Conception,] 10:56pm. Off to my port is a bright glowing green light. Not just bright but it actually looks like a burning intense green. Can't see how far it is from me as its pitch black out there. According to the chart there appears to be something marked about 3 miles away but I can't work out what it is. Just went below and found my microwave, printer, and various sundries on the floor. I usually tie, nail, or screw everything down that can move, but this part of the journey is rougher than before.

12:26am. What are the chances? There is a 965' freighter about 35 miles from me named 'Octavia'. Should phone him and [screw] with him. "This is Octavia calling Octavia. Can you see me??"

1:31am. These oil rigs are incredible. They are massive, covered in lights with wands that spew fire. Coming up on

them they remind me of giant galleons all lit up.

Derek Elliot

[There's a LOT more. Read it at "www.presidioyachtclub.org/octavia_log.pdf".]

Log of Zero Tolerance

Sat, 10 Dec 2011. We left Vallejo several days ago, and anchored for the night in Clipper Cove at Treasure Island. In the morning, we weighed anchor and sailed to Half Moon Bay. The mapping in the GPS gave out soon after we left SF Bay which prompted the stop at Half Moon. Without the marine mapping, we had to guess what the channel markers were telling us. Obviously, we missed seeing one of the markers and motored right over a shallow reef. At one point, we only had one inch of water between the keel and a very rocky bottom. There are no stores near Half Moon Bay that could help us in any way.

Next morning, we left for Monterey where there is a West Marine store within walking distance. We made good use of the jib but kept the motor on, the combination giving us hull-speed. About mid afternoon, we ran over a large patch of sea grass which got caught in the prop and immediately dropped engine RPM. We stopped the motor, evaluated the situation. We decided to re-start the motor and carefully engage the transmission. Everything seemed OK except for a very slight different vibration from the engine. Could our prop shaft be bent? Could the prop be damaged? We weren't even sure what the patch of stringy stuff was and suspected it to be a net of some sort. Anyway, we were still able to move efficiently so continued on.

We stayed in Monterey for two nights. West Marine sold us a new Garmin GPSmap76Cx and I was able to talk the guy out of the chip with the mapping for California as well. The last evening there, I dove the boat to discover the

CALENDAR

February

5 FOOTBALL POTLUCK. 3:30 PM.
11 WORKDAY. 9 AM - 1 PM.
CRAB FEED DINNER. 7 PM.
19 FUN RACE. 11:00 AM.

March

10 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
18 WARM-UP RACE. 11:00 AM.

April

14 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
15 FIRST RACE. 11:00 AM.

May

12 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
20 SECOND RACE. 11:00 AM.

June

9 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
17 THIRD RACE. 11:00 AM.

July

4 FOURTH OF JULY. Boat rides and BBQ
start at Noon and go until 4 PM.
14 WORKDAY. 9 AM - 1 PM.
15 FOURTH RACE. 11:00 AM.

August

11 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
26 FIFTH RACE. 11:00 AM.

September

8 WORKDAY. 9 AM - 1 PM.
WORKDAY DINNER. 7 PM.
16 SIXTH RACE. 11:00 AM.

October

13 WORKDAY. 9 AM - 1 PM.
GENERAL MEMBERSHIP MEETING. 6:30
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.
31 NEW YEAR'S EVE PARTY.

prop fouled with sea grass and even some stuck between the rudder and hull. It was easily removed. In addition, the hull was now very clean. I can't recommend hull cleaning by running over sea grass, but it sure worked.

The crew decided it was time to put up both sails after leaving Monterey. We did this but lost valuable time gibing. After three hours or so, we hadn't gained much distance and the wind began to die. Then, we made a very brave decision to try to make it all the way to Santa Barbara non-stop. It was mid-day. Could Zero Tolerance go 250+ miles on a single fuel load? Did we have the skills to make it around Point Conception in the early hours of the morning after being up all night? Could we get some purchase out of the wind to help us?

Obviously, we did make it. The wind ended up not being any help as it was traveling down the coast at less than 7 knots through out the day. Luckily, the swells were traveling almost the same direction and they gave us an extra 1/2 knot push. A few miles before Point Conception, we motored through a large oil slick. Being super eco-friendly, my Crew convinced me to contact the USCG and report the dark brown slick which had patches of black crude some several feet in diameter. Just after the "Point," we stowed our foul-weather gear and the crew emerged wearing shorts and tank tops. I suspect they wanted a free USCG inspection which didn't happen. We continued to motor on and discovered several more slicks (without the black crude patches) along the way. It is truly a shame what we are doing to our environment as a result of our hunger for oil. I'll bet many people would reconsider their habits if they saw all the dead sea-life that I did between Point Conception and Santa Barbara. Anyway, 7.5 miles from Santa Barbara (while in a large oil slick by the way) the engine sounded suddenly different. I immediately discovered no water exiting the stern which is needed to cool the engine. We shut the engine down, and threw up the jib. Winds were a very calm 3-4 knots. I went below and checked the raw water strainer for the engine. It felt oily but was not clogged. I thought the oil had dissolved the impeller. Immediately, I called Boat US and asked for a tow. They said it was going to be 2.5 hours before they could arrive. There was no way I was going to try to enter a strange marina after dark under sail. My thoughts were we could continue to sail toward Santa Barbara and possibly find an anchorage if all else failed. Since there wasn't much else to do, crew was handling the boat nicely, I went below to get a head start on replacing the impeller. That's when I discovered the real problem - a broken fan belt lay in the bilge. I rushed to tell the crew to continue on our present course and try to keep the boat as smooth as possible. After locating my spare belt, I set to work. The generator had to be removed first. The new impeller belt was put on and adjusted, then generator back on and its belt adjusted - all in about 10 minutes. I topped off the engine oil - transmission oil was fine. Still had 1/4 tank of fuel because we added 5-gallons 20 miles back. I told the crew the oil levels were fine, we had 1/4 tank diesel, let's **START THE ENGINE**, roll up the jib, and get underway. We started the engine but no water came out the back. What was going on? Was it a double failure? The engine was immediately shut off. Then I realized the water had drained from the engine when I checked the strainer. We restarted the engine and all held breaths during the 1/2 minute it took for water to start to appear in the exhaust. The crew then took down the jib. Boat US was called to cancel the tow and we were on our way. We had been underway for 36 hours, 243 miles, before pulling up to the dock in Santa Barbara.

Wed, 21 Dec 2011. I went to the Mexican Consulate yesterday, which really wasn't much of a help. It looks like there isn't any paperwork I can do until I arrive at the first immigration port in Mexico.

Tomorrow, Thursday the 22nd, we'll leave as early as I can get my crew moving (likely 10:00). We have 50 miles to go to get to the next port. Winds are predicted to be from the north so we should be able to sail the vast majority of the way without any difficulty. Likely, we'll stay there at anchor for a day or two because the port/anchorage after that is just over 100 miles (a full day).

So far so good, we haven't had any equipment failures or breakages. The new jib has been working out GREAT! We have a good GPS with marine mapping and a back-up if that fails. Diesel and food are reported to being less expensive and the weather is supposed to get warmer the farther south we go. We plan to continue to port/anchorage hop our way south because it's worked out so well so far.

Marshall King

[There's a LOT more. Read it at "www.presidioryachtclub.org/zt_log.pdf".]

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