

P^{ORTHOLE}

Presidio Yacht Club / Travis Marina

Happy New Year!

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CRUISING DOWN THE LI

By Mike Schripsema

Jennifer and I are finally nearing the end of our two year assignment to Korea. We were never able to find the sailing opportunities we were looking for, but we did get a chance to do some great traveling in Asia. In fact we just returned from a trip to Central and Southern China. A highlight was our boat cruise down the Li River in the Guangxi province. The river

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Of Special Note

By Steve Peters, Commodore

The Travis Marina Advisory Council Meeting was held December 8, 2006. Of particular interest for our members is the status of Presidio Yacht Club. I am happy to report that we have a firm contract with the Park Service until September 30, 2009. At that time, the Park Service expects to take over and completely redo Horse Shoe Bay. Their plan is to eliminate all slips and redevelop the property for greater public consumption. We wait anxiously. In addition, most of you are aware that our manager Gary Howell will be leaving in mid December. A search has been on for some time now for his predecessor. I am happy to announce that Chris Parkman has been selected among several highly qualified applicants. While Gary has given us five productive years as a manager, we look forward to Chris's acute knowledge of Travis Marina to respond to problems and solutions as they arise over the next three years. ♦

Boaters Must Not Operate 121.5/243 MHz EPIRBs After 31 Dec 2006

Reprinted from USCG Aux-V Dept Website: <http://safetyseal.net/>

WASHINGTON - The Coast Guard reminds all boaters that beginning January 1, 2007, both 121.5 and 243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) are prohibited from use in both commercial and recreational watercraft. Boaters wishing to have an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

The January 1, 2007, date to stop using 121.5 MHz EPIRBs is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz beacons will terminate. Following this termination date, only the 406 MHz beacons will be detected by the International Cospas-Sarsat Satellite System which provides distress alert and location data for search and rescue operations around the world. Continued on Page 4

Happy New Year from your Happy New Bridge. D'Vonne, Dave, and I are pleased to be working on behalf of PYC for the next year to bring fresh insight into established events.

Most of you have received the calendar of events for the coming year and have noticed subtle changes. For instance, only one overnight cruise out is planned this year but several day trips for food, fun and camaraderie are taking their place.

Of particular interest for this Bridge is our involvement with other boating activities and organizations. Indeed, our Yacht Club has been involved in outside organizations since the beginning. Our participation in The Pacific Inter-Club Yacht Association (PICYA) has earned us two "2 Star Club Award" certificates in the past two years. This is due to our participation in such events as Opening Day on the Bay, attending delegate meetings, holding safety demonstrations and numerous other categories. We have won this two star category because some of our members attend to these activities. I would like to see more members involved.

Another area of interest is The Yacht Racing Association (YRA). Doug McVae, a former member of PYC, and a past Commodore (1987) of Richmond Yacht Club to sponsor an YRA race in August, has approached us. I have graciously accepted on our behalf. Our first 1st Friday is March 2nd and Mr. McVae, who is a senior racing coordinator will be our speaker. He will be touching on racing topics such as proper flags and flag sequence, timing for starting divisions of the race and, of course scoring finishes. I urge all who race and are interested in racing to attend. He estimates that six volunteers are needed to run an YRA race so a large attendance would be important. This is an event that PYC has sponsored in the past, but not in the last ten years that I have been a member.

In recognition, I would like to single out Jennifer Schripsema for her wonderful, devoted work for our Club. She did a fantastic job on organizing information for the directory then designing a beautiful presentation. In addition, she took on the task of editing the Porthole and having new membership cards designed. Moreover, she is in Korea! While she would be happy to continue as Editor, she would prefer to give the job to another eager volunteer who is looking for a way to get involved with the PYC. Thus, we are recruiting for a new Porthole Editor. Who would like this stimulating job? ♦



November Change of Watch: Manny Mier, Rear Commodore Dave Chamberlain, Vice Commodore D'Vonne Hutchins, Commodore Steve Peters, and Marci Stern.

A LITTLE VICE

By D'Vonne Hutchins, Vice Commodore

A new year is beginning and I am so very excited to be serving as your Vice-Commodore. We feel we have a good team and we are looking forward to getting things going. I have a few topics to discuss and they are not necessarily in the order of importance.

Race Committee: We desperately need a Race Committee – if we cannot get one, we cannot have races this year. Racing is a large part of our enjoyment of our club and I strongly encourage two to four people to collaborate on this. It would be a shame to miss our racing.

Opening Day on the Bay: The theme this year is "A Page in Time" which is an historical theme. We need a committee to work up a design and decorate the boat. I can only think of "San Francisco – or Busf" with an 1849 gold rush décor – or pirates/buccaneers with flying pennants and treasure chests on the deck. I am sure a committee would do better! I would also like to have one boat designed and decorated by "youths". Youths were not defined, but I should think anyone under 21 is a "youth". The boat does not have to be piloted by the youths. We have done so well in the past that I am eager to begin this project!

Other news of interest:

Half-price Membership in Boat US: PICYA and Boat US have, again, extended the certificate for half price membership in Boat US. The certificate number is GA83983Y. *Continued on Page 6*

By Jack Gordon, Port Captain

As I was overcome with illness for the November workday, I can only thank Louis Canotas for taking over for me, and superbly managing a good workday. Another finger re-floated, a broken finger sistered, handrail repaired, excellent setup for the Change of Watch dinner. December workday was blessed by the weather gods. In spite of a fairly big storm, we had two minor rain squalls and the rest was clear. We built seven new yokes and ran out of lumber, resealed a yoke ripped out by the storm, cleaned out the drainage ditch in rear of building, gathered debris from about the harbor for the Raccoon to take away.

We are making fine progress on the docks, which are in better shape than in a long time. Pilings and dredging are a big issue, but not one we can fix without assistance. I plan to apply again for grant money for the guest dock in February, and if we win, would get the money approximately October 2007, but don't hold your breath on that one.

Does any one have a device, which would detect magnetic anomalies underwater? We have a buoy anchor, which is quite substantial, about 500 lb of iron and lead, but we can't find it in eight feet of murky water. So, if we could use a magnetic device that would help. That's all folks! ♦

'Cruising the Li' Continues from Page 1

and its surrounding limestone karst have inspired Chinese poets and painters for centuries. For us it was a chance to experience a China that we thought only existed in storybooks. Even today you can still find fishermen standing on bamboo rafts using trained cormorants to earn their living. The tame cormorants have their necks tied preventing them from swallowing their prey. More common now, Chinese entrepreneurs use the bamboo rafts to sell trinkets and souvenirs to passing tour boats. As a tour boat approaches, they position themselves to run along side, then tie off on a bollard on the boat deck.



The cruise started from a port just south of the city of Guilin. As we traversed the river, around each bend the scenery became more and more dramatic. After four hours, we arrived at our destination of Yangshuo. Yangshuo is something of backpacker's mecca in China. Although little original architecture remains the new building nestled among the limestone peaks possess a traditional feel. The streets near the tour boat docks are quaint--full of shops, cafes and small hotels. At one point we came across a blind street musician playing traditional Chinese music on his single string instrument. Combined with the beautiful scenery and aroma of nearby wood fires, it was a magical feast for the senses. We absolutely fell in love with the place. Our only regret was not arranging to stay longer in Yangshuo.

By the time this is published we will likely be getting settled in Turkey--the birthplace of Homer. We are looking forward to continuing our adventures exploring the ancient ruins and modern culture along the Aegean Sea. We would like to consider setting up a PYC sailing "Odyssey" in the area if there are any fellow members interested out there. We will still need to look at charter options, but if there is anyone interested please let us know at mike.n.jen@hotmail.com. ♦

SAIL TRAINING

By Phyllis Burns Keeton

Did you know that the Travis Sailing Academy has a Sailing Master?

The term Sailing Master, comes from the Royal Navy. During the days of sail, the Sailing Master was the officer in charge of navigation and steering. Their responsibilities included planning the journey, advising the Capitan while en route, and ensuring that hazards or obstacles are avoided. The position was later renamed the Navigating Officer, or today the Navigator. You could tell who he was at a glance, because his hat didn't go front to back like the rest of the officers, but side to side – like Napoleon's.

Today, sail schools all over the world use the title Sailing Master to denote the person who is responsible for the day-to-day operations of the school. Much like the Royal Navy Sailing Master, the Sailing Master of today is responsible for planning, organizing, scheduling instructors and students, directing and evaluating the conduct and teaching performance of the on-the-water sailing instructors. They also create the lesson plans, curricula, lectures, teaching aids, and drills used in the sail training programs, hoping to avoid obstacles and hazards.

In the case of the Travis Sailing Academy (TSA), the Sail Master is also responsible for establishing the budget for the sail training program from the Air Force Non-Appropriated Funds; establishing the training schedules; publishing the training schedules; ensuring the schedules are uploaded to the Travis Air Force Base (TAFB) and Presidio Yacht Club (PYC) websites; providing for the training of sailing instructors; ensuring that the TSA stays within the budget set; providing ways to improve the sail training and the upgrading of equipment; purchasing materials, textbooks, supplies, and rigging; and representing the TSA and the TAFB, at American Sailing Association (ASA) functions and PYC meetings.

The Travis Sailing Academy Sailing Master is Phyllis Burns Keeton. You can contact her through: pburnskeeton@yahoo.com. ♦

EPIRBs' Continues from Page 1

The regulation applies to all Class A, B, and S 121.5/243 MHz EPIRBs.

It does not affect 121.5/243 MHz man overboard devices which are designed to work directly with a base alerting unit only and not with the satellite system.

This change, in large part, was brought about by the unreliability of the 121.5/243 MHz beacons in an emergency situation. Data reveals that with a 121.5 MHz beacon, only one alert out of every 50 is a genuine distress situation. This has a significant effect on expending the limited resources of search and rescue personnel and platforms. With 406 MHz beacons, false alerts have been reduced significantly, and, when properly registered, can usually be resolved with a telephone call to the beacon owner. Consequently, real alerts can receive the attention they deserve.

When a 406 MHz beacon signal is received, search and rescue personnel can retrieve information from a registration database. This includes the beacon owner's contact information, emergency contact information, and vessel/aircraft identifying characteristics. Having this information allows the Coast Guard, or other rescue personnel, to respond appropriately.

In the U.S., users are required by law to directly register their beacon in the U.S. 406 MHz Beacon Registration Database at: <http://www.beaconregistration.noaa.gov/> or by calling 1-888-212-SAVE. Other users can register their beacon in their country's national beacon registration database or, if no national database is available, in the International Beacon Registration Database at <https://www.406registration.com/>.

The United States Coast Guard is the lead agency for coordinating national maritime search and rescue policy and is responsible for providing search and rescue services on, under and over assigned international waters and waters subject to United States jurisdiction. ♦

BOATING SAFETY #1: GETTING READY FOR THE SEASON

By D'Vonne Hutchins, Vice Commodore

March starts our sailing season with our pre race. It would be good practice to use the time between now and then to thoroughly check your boat and be sure she is in tip top shape and ready to go for the 2007 season.

The engine is our most distressing issue, and one of the most dangerous. Check your bilge for leaks. Check your fuel lines. Check your batteries. Run the engine until it is fully warm. Run it under full power and reverse. It's probably a good idea to run it around the cove for a while, just to make sure it can do the job.

Check your personal flotation devices (life jackets). If any have chaffed fabric, tears, holes, sun damage or signs of mold, they should be replaced. Of course, you will have life jackets for everyone on board while sailing. These could be the basic orange vests, they don't have to be extravagant.

How are your visual distress signals? Do you have flags and flares? Are they up-to-date? Do you have lighted devices in case you are caught out a night? A large flashlight will do.

Are your fire extinguishers charged properly? Check that the indicator is in the green area. Shake them gently front to back to be sure the powder has not compacted inside the cylinder.

Do you have sound producing devices that work? Check your air horns to be sure they have not corroded or have a big, loud whistle. The device should be loud enough to signal your intentions or to signal your position in reduced visibility (fog).

Do your navigation lights work properly? It's easy now to go get the bulbs and covers. We don't always intend to be caught out after dark, but it can happen to us if we get delayed due to conditions on the bay.

It's a good time to visit a pump out station and have your boat pumped clean!!

And don't forget to check your radio and GPS. Be sure to have plenty of back up batteries in good zip lock baggies.

A few precautions now will assist you in your enjoyment of the sailing season. It would be awful to discover there were problems while navigating the chop against the tide with a poor wind!!! ♦

January & February Events

1/13 Workday. Saturday Morning. 8:30am-12:30pm. Come help with dock and building maintenance. Half-priced burgers & drink for all workers. No Workday Dinner.

2/4 Superbowl Sunday and Chili Cook-off. Come watch the Superbowl and enter your favorite chili recipe for fun and prizes. More details to come!

2/10 Workday. Saturday Morning. 8:30am-12:30pm. Workday Dinner: Crab Feed! All you can eat crab. Mark your calendars for one of our most popular events! More details to come.



PICYA WHEELCHAIR REGATTA*By Manny Mier, PICYA Commodore*

On the last Saturday of September for the past ten years PICYA member clubs provide a day on the Bay for veterans from various Northern California VA hospitals and retirement communities. Veterans arrive in a convoy of buses from as far away as Palo Alto and Yountsville. To the melodies of patriotic songs, each Veteran is carefully disembarked from the buses to the viewing area overlooking the docks. It takes many volunteers to help get them on the docks and loaded on the volunteer boats. Many of the veterans are on wheelchairs, so firemen, Coast Guard, and club boating volunteers all pitch in to make it a safe and smooth operation to get them on the boats. Encinal Yacht Club has it down to a science. Boaters then take their passengers out the Oakland estuary for an hour or two to San Francisco, the ball park, or the city front. They are then returned to the yacht club for a full blown BBQ, with live music provided by Berkeley Yacht Club.

Here are some statistics: Over 250 vets, 41 volunteer boats from 17 member clubs, 16 clubs provided ground support volunteers. Over 550 hamburgers were served, 30 cases of soft drinks, 140 pounds of potato salad, and 2700 home baked cookies by Oyster Point and Martinez YC's. The senior veterans were 92 and 96 years old. Everyone feels good participating in this event. Please consider getting involved for next September's Regatta.

Another note to pass on is that there is a PICYA Leadership Conference on March 3, 8am at Aeolian Yacht Club. All are welcome. ♦

'Vice' Continues from Page 2

New Columns: I've asked the Porthole Editor to include two new columns. One will address boating safety and the other will address issues and activities of boating organizations which affect our sport. This would include PICYA, Boat US, California Boating and Waterways, etc. Hopefully, this will be more interesting to the readership.

Input: Please feel free to write a column for the Porthole whenever you have an adventure, sail out or funny story regarding boating.

Feedback: Please let us know what you want to see in your newsletter. If we can do it, we will. We want the Porthole to be interesting, informative and useful. So please feel free to email Jennifer at mike.n.jen@hotmail.com with your comments and suggestions. ♦

**FIVE TO TEN YEARS***By Jack Machun, Fleet Captain*

In September 1995, a ceremony took place on the deck in front of the club. The U.S. Army Colors were lowered and the U.S. Air Force Colors were raised signifying Travis AFB assuming the responsibility for the operation of the Presidio Yacht Club from the Army.

Everyone was pleased, as now the Presidio Yacht Club would be allowed to operate staving off an impending closure. After the ceremony several people asked me how long that I thought the club would be able to operate. At that time I answered, "Oh, five to ten years." Every year since then, people asked me the same question. My response through the years has been, "Oh, five to ten years".

Ask me the same question today and I will reply, "Oh, five to ten years."

I hope I continue to be right. ♦

The Presidio Yacht Club

2007

January



February

Superbowl & Chill
Cook-off 2/4
Crab Feed 2/10

March

1st Friday 3/02
Doug McVae
St. Patrick's Day
Dinner 3/10
Pre-Season Race
3/18

April

1st Friday 4/6
Workday Dinner
4/14
First Race 4/15
Opening Day
(TBA)

May

Lunch Cruise to
Saint Francis
Yacht Club 5/2
Workday Dinner
5/12
2nd Race 5/20

June

1st Friday 6/1
Workday Dinner
6/9
3rd Race 6/24

July

No workday dinner
Fourth of July 7/4
4th Race 7/15

August

1st Friday 8/3
Workday Dinner
8/11
Angel Is Cruise
Out Picnik 8/18
5th Race 8/19

September

Cruise Out Marin
YC 9/1-9/3
Workday Dinner
9/8
6th Race 9/16

October

Fleet Week TBA
Workday Dinner
10/13
Ladies Day Race
10/21
Lunch Cruise 0/27

November

Change of Watch
11/17

December

Children's
Christmas Party
12/16
New Year's Eve
12/31

**TEN REASONS WHY ONE SHOULD HAVE THE 2007
PICYA YACHTING YEAR BOOK**

(As revealed by a review of the Table of Contents)

By D'Vonne Hutchins, Rear Commodore

1. Contains information to contact members in other clubs.
2. Contains information regarding Recreational Boaters of California (RBOC).
3. You can look up Burgees of other clubs.
4. Contains the rules of the waterways
5. Contains information regarding Homeland Security.
6. Indicates where pump out stations are located.
7. Contains explanations regarding trophies and awards
8. Lists the flag officers and directors
9. Contains information regarding the Coast Guard and Department of Boating and Waterways
10. Lists advertisers allowing you to benefit from promotional discounts and to support them in our community.

Welcome New Members!

LTC. John & Cornelia Cashman
Capt. Joshua Flatley
Capt. Patrick Hagan
Lt. Jere & Jean Harper
M/M John & Linda Mendoza
LtCol. Jeff Parshall, & Johanne
Desjardins
Lt. Charles & Carol Roady
Maj. Derek & Amy Weller
Ruari Wittmer

Editor's Note: Article from Rear Commodore was unavailable at the time of printing. Also, the PYC's website, www.presidioyachtclub.org, has been temporarily off-line. JS

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