

# P<sup>ORTHOLE</sup>

Presidio Yacht Club / Travis Marina

Second Quarter 2012

## Words from the Editor

America's Cup: the organizers of the America's Cup Race have yet again changed the dates for the races this year. The new dates are:

August 21-26

October 4-7

The Vice Commodore immediately noticed the second set of dates coincide with Fleet Week. This promises to make that week a very crowded and event filled week! It also means our August race will need to be moved back to its normal third Sunday (after we had moved it before to not be a conflict).

New Year's Eve: what to do about New Year's Eve? That is the dilemma that currently faces the Council and the Bridge. Last year's party had very few members attending and it was hard to find enough volunteers to do the work, so some on the Council and the Bridge wonder if it is worth continuing. A few members think that it is. So, the big questions are: why so few members last year and do the members want to have another New Year's Eve party? Is the issue the time of the dinner? Too late at night? Or something else? Please send in your thoughts to the club e-mail account, "presidioyachtclub@hotmail.com". Your comments will be appreciated.

Opening Day on the Bay: the official opening of the sailing season on San Francisco Bay will on the 29th of April. The Bridge and several members are busy trying to organize decorations for several club boats to enter in the parade. They need crew to help. If you want to be part of the parade, please contact Commodore James Pennington at "coastcrusier@gmail.com" as soon as possible. Also, the Pacific Interclub Yacht Association is again chartering the "California Hornblower" for those wishing to watch the boat parade in grand style. The cruise costs \$85 and includes breakfast and lunch. See the reservation form on the PICYA web site at "<http://www.picya.org/Opening-Day-2012.html>".

Logs: as with the last edition of the Porthole, I am including log excerpts from two of our adventurous members who have taken their boats cruising. Read the excerpts below and then read the full logs on our web site.

Jason Funk

## Commodore's Report

The New Year is off to a great start with a few notable exceptions.

First of all I want to give my personal thanks



*John preparing membership cards.*

to the team of Co-Commodore, Mark Tishler, Vice Commodore and Treasurer, John Cashman, and Rear Commodore Robert Rames. They have put their best foot forward. Mark has a great new job that takes a lot of his personal time. John has two roles with the PYC as well as his personal life. And Mr. Rames, like me is also still gainfully employed. We all take time from our busy schedules to make it happen. We have met on two different occasions to iron out a few details. Things are going smoothly for the most part. Given the politics of any yacht club, that's a small blessing not to be overlooked.

Call this an after action report - the kind a First Lieutenant quietly lays down in the Commander's box hoping he won't have time to read it - I tried my best to get the new year off to a good start by calling all hands onboard to stuff envelopes. The Tishlers, John Cashman, Steve Peters, and outgoing Commodore Earhart came and pitched in to get the membership cards out in the mail. A few came back, but for the most part we got them out and thanks to those who replied with a nice note of thanks. By the way, if anyone did not get their membership cards, please contact me. Either leave a message at the club, or just e-mail me at "coastalcrusier@gmail.com".

I am sure my Rear Commodore will give due where it's due for the dinners, but I wanted to point out a few ups and downs. First of all the hard work that went into two days of prep work and cooking by myself and others for New Year's Eve Celebration that is to be noted. Helping me out were Jason, close bud Raj, and a special thanks to Ernie Fillipo and James Earhart who stepped in to help make it a success. But per suggestion of the council, we put our New Year's Eve Dinner at 21:00 Hours to Midnight. A lot of people don't like to stay that late - about half did stay. Of those, the son of James Earhart, (traveling from France), and friends from all over the globe, headed out the door to toast in the new year looking over Yellow Bluff. The rest of us sang "Auld Lang Syne". We had a decent showing, but for all our hard work, only one Council member and a few members came. If I had it to do again it would be the normal 7:00 time.

The Council has decided we will have a Holiday Dinner in December. I say: just wait until you taste my wife's homemade cranberry sauce on one of my buttery dinner rolls at what I plan to be the best brace bridge dinner the Presidio Yacht Club has ever had.

Again on the dinners: I have had a lot of corned beef and cabbage along my life's path, but I wanted to give a special thanks to the Kavanaugh's who not only entertained us with violin and song, but served the best corned beef and horseradish sauce I ever had.

One more point on the dinners: we have lost a number of wine glasses, but I have a contact in the city that will make new ones for us. The Council has approved the buy. (See the picture.) They will show our PYC burgee and founding date.

In the larger picture, our club is always hanging on the brink of the abyss. In spite of our now 53 years of military history, we have little, if any, influence on the negotiations and details of the deals between the Park Service and leadership at the Travis AFB. Unfortunately, we did not have a chain of command to relay the negotiations. But from what Louis reports, we are good to go for another year. This will take us up to November. As the Commodore, what I would like you as members reading this to do is



*Future wine glasses.*

write your Congressmen, especially Senator Diane Feinstein, who has been supportive of the Presidio Yacht Club, and ask for the club to be given a "5 and 5 long-term" lease. Two years ago, I spoke with Senator Feinstein's Lead Manager for the North Coast who told me that their office is fairly amiable to us. Her office, in spite of local opposition, has helped the Sea Scouts keep their home in the Aquatic Park and, in spite of environmental concerns, found a way to get the oyster farmers at Point Reyes a long term lease. Below is her mailing information:

Senator Diane Feinstein  
San Francisco Office  
One Post Street  
Suite 2450  
San Francisco, CA 94104  
Phone: (415) 393-0707  
Fax: (415) 393-0710

You can also e-mail her at: "<https://www.feinstein.senate.gov/public/index.cfm/e-mail-me>".

The Americas Cup 34 Committee is now called the Bay Area Yacht Club Association, or BAYCA. The Presidio Yacht Club is one of the 5 founding clubs. We meet monthly and on April 18th we will sponsor the committee at the club. There, the Committee Chairman, and others will relay information about the event to our Delegates. The Delegates are: James Pennington and Mark Tishler, Commodores, John Cashman, Vice Commodore, John Earhart, former Commodore, and Alan Johnson. We also have amassed a cadre of 45 volunteers. This number includes several people who own large power boats and will take Travis family members on the water for an upfront view. Our last two meetings accomplished two things for sure. One is the name, BAYCA, so we know what to call ourselves. And two, a flag with a banner. (See graphic on our web site.) The order of the burgees is by date of yacht club creation. That's us on the second from the right. There are about fifteen clubs now associated with us. And the banner has doubled. No doubt it will increase as the time goes on. I am looking forward to having one hang over my fireplace for some time to come. Three of our members (the maximum allowed) went to see the building of the yachts at pier 80 earlier in March. They reported a great trip. The only complaint is the guards had to keep shooing them away from the curtain covering the closely guarded keel. The next meeting will detail some of what my wife calls "accessories" that we can either make ourselves, or resell. It should help bring in a few bucks for the cause.

Speaking of the cause, many of our efforts reach out to the military and others in Marin County. In addition to the sailing and normal yacht club activities, we do some other things of note. For the past two years we have hosted the Blue Star Moms of Marin. These are moms with kids in Iraq and Afghanistan. We have raised hundreds of dollars in cash and goods for them. Also this month, one of our members, who works at Travis, gave us about 40 cured hams. I took them to Homeward Bound in Novato. It is a shelter for the homeless that sets the standard. The crew there was flabbergasted at the gift. I guarantee some homeless in Marin County, including women and kids, ate well for several days off these.

Next stop is Travis AFB on April 4th, where I will hand the Commander a check for \$750 that will go to the Fisher House. The Fisher House provides lodging for family visiting and caring for military members who are receiving treatment at the Air Force medical center on base.

We had a great little land cruise to the Corinthian in March. The Earharts, Ernie Fillipo, Vicki, and I enjoyed their Sunday Brunch. If anyone missed it and wants to go to another one, please let our Bridge know.

Please make note of all the new members we have. The membership is growing and I hope you will all get to know them.

James Pennington

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

Let's start with the race calendar. We have had two warm-up races. We had three boats in February and two in March. I had hoped for a better

#### **NEW MEMBERS**

William Nagel  
George Kapral  
Philip Gioia  
Sam Witherow  
Jim Tarabbia  
Russ Fletcher  
Dawn Prince

Welcome aboard!

turnout but, to be candid, the weather was not attractive on either race day.

The first of six Baxter/Judson races will be held on Sunday, April 16. Skippers meeting at 1100 hrs on the second deck. The race is scheduled to start at 1200 hrs. I will check the winds, currents, and tides, consult the Farmer's Almanac and plot a course that should take no more than three hours.

With respect to races, your Club has revised the Notice of Race (NOR) and Sailing Instructions (SI). Jason and I went over the final draft on March 18 and they either have been or will shortly be posted on our web-site. Please read them. Especially the start sequence which now more closely follows RRS 26. And I am pleased to advise that, in March, the Club flag officers and Council approved our affiliation with US Sailing. US Sailing is the national authority for sail racing.

Elsewhere in this issue of the Porthole you will find an article by member Marshall King on his travels to Mexico. The article speaks for itself but, in the course of chatting with Marshall, he raised an interesting question: How did our burgee come to be a red diamond on a white pennant? One thought was it was modeled after the Foxtrot flag. Do any of you have any history on how our burgee came to be?

On March 14, your three delegates to the Bay Area Yacht Club Alliance to AC34 had a chance to tour Pier 80, the headquarters of Oracle Racing. Mark Tishler, James Earhart and I, along with representatives from the ten other member yacht clubs, had a chance to see the 45 foot catamarans up close and personal. The east end of the area was curtained off as beyond the curtain the 72 foot catamaran was being assembled. It was amusing to watch some of the visitors try to peek between the panels. Just like kids before Christmas.

On March 24, I had the privilege of representing our Club at the PICYA Spring Leadership Conference, held at the Golden Gate YC. There were about 100 of us from a large number of bay area yacht clubs. The program was well constructed. I had a chance to say hello to those I have previously met and to exchange cards with new friends.

Opening Day on the Bay is Sunday, April 29. Our Commodore, James, and Council President, Jason, have kindly offered their boats to be decorated with this year's theme "American Spirit".

Your Club does not, at this time, have plans for Memorial Day when the Golden Gate Bridge celebrates its 75th birthday. Nor do we yet have any indication from the National Park Service as to crowd control, if any, that weekend. Stay tuned.

John Cashman

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

Past Commodores' Luncheon: One of the traditions of the PYC - now in its 53rd year - is a luncheon, for all past commodores, prepared by the newest past commodore. This year, I arranged a luncheon in February and invited all the past commodore and the present Commodores to attend.

Tracking them down proved to be the big task - and produced a lot of misinformation. It turns



*Oracle Racing workshop.*



out a lot of people don't have any listing in telephone directories any more - they have gone all wireless. Unfortunately, also, many of our past commodores are now in the great yacht club in the sky or have moved to the nether reaches of America (Washington, D.C. for example). One innovation this year was inviting the spouses of the past commodores. That raised the number of male attendees by about 50%.

America's Cup Preview: The Yacht Club Alliance, an organization of the six yacht clubs along the course of the final match race, was invited to send three members each to Pier 80, home of the Oracle Racing Team, to see and touch the "work in progress". PYC's representatives were VC John Cashman, Co-Commodore Mark Tishler, and myself. Their report: the Oracle Racing Team shed is an enormous warehouse (300' x 600' x 30' high) containing sail lofts, design and fabrication areas, a pavilion, and room to store the AC34 45' catamarans. Inside the shed is stored, also, the "wing" of the AC33 winner - it only fits in the long way. Incidentally, we were informed that the fully rigged boat could sail under the Golden Gate, but not under the Bay Bridge. We also had opportunity to view the AC33 tri-hull, which was rather forlorn looking - sort of like a rejected lover - sitting out in the rain. Why are the "pre-race" competition boats 45' long? So they can be broken down and stuffed in a 50' cargo container. We had the opportunity to see these boats up close and to see how quickly they could be assembled/disassembled. As a lagniappe, they poured some very nice wine for us, and presented us with souvenir hats. Incidentally, the Bay Area Yacht Club Alliance consists of the Corinthian, San Francisco, Sausalito, St. Francis, Golden Gate, Presidio, and South Beach Yacht Clubs.

A Tale of Many Burgees: hanging in the bar/lounge of the PYC are now 264 pennants, burgees, and flags representing most of the Bay Area boating organizations and many from around the world brought back by PYC members who visited there. We have burgees from as far away as Australia, Estonia, Chile, South Africa, India, and Singapore. Unfortunately, some of them are not identified. Searching for whose organization owns the design can be a daunting task - much eased by the internet. The bar has a listing of the various burgees (by number). If you can identify any of the "unknown" ones, please do so. For those of you who care, what we call a burgee (a triangular flag) is not a burgee, technically. It is a pennant - like those you wave at college football games. A burgee is a swallow-tailed flag; the Ohio state flag is a burgee.

James Earhart

CALENDAR	
April	August
14 WORKDAY. 9 AM - 1 PM. SPECIAL PRESENTATION. 6 PM. WORKDAY DINNER. 7 PM.	11 WORKDAY. 9 AM - 1 PM. WORKDAY DINNER. 7 PM.
15 FIRST RACE. 11:00 AM.	19 FIFTH RACE. 11:00 AM.
29 OPENING DAY.	September
May	8 WORKDAY. 9 AM - 1 PM. WORKDAY DINNER. 7 PM.
12 WORKDAY. 9 AM - 1 PM. WORKDAY DINNER. 7 PM.	16 SIXTH RACE. 11:00 AM.
20 SECOND RACE. 11:00 AM.	October
June	13 WORKDAY. 9 AM - 1 PM. GENERAL MEMBERSHIP MEETING. 6:30 PM.
9 WORKDAY. 9 AM - 1 PM. WORKDAY DINNER. 7 PM.	WORKDAY DINNER. 7 PM.
17 THIRD RACE. 11:00 AM.	21 LADY SKIPPER'S RACE. 11:00 AM.
July	November
4 FOURTH OF JULY. Boat rides and BBQ start at Noon and go until 4 PM.	10 WORKDAY. 9 AM - 1 PM. AWARDS AND CHANGE OF WATCH. 6 PM. WORKDAY DINNER. 7 PM.
14 WORKDAY. 9 AM - 1 PM.	December
15 FOURTH RACE. 11:00 AM.	8 WORKDAY. 9 AM - 1 PM. WORKDAY DINNER. 7 PM.
	31 NEW YEAR'S EVE.

## Log of Zero Tolerance

It was in Zihuatanejo I came to the realization I would not be able to continue cruising. Slips were 10-times as expensive as I predicted. I was only able to get 2-hours of sleep per night at anchor. I could not afford to keep ZT next to a dock nor at anchor. I was going through money twice as fast as I'd budgeted. I would never be able to save up the money needed to get through the Panama Canal. Sooner or later something on ZT would break and I wouldn't have the money or resources needed to fix her.

On January 30th, Mickey and I left Zihuatanejo bound for Acapulco. I tried putting up the jib for awhile, but the winds were too light...so, again, ZT motored on. Sometime around 4 AM, Mickey and I saw dolphins swimming to the bow. Mickey told me to go to the bow. It was truly amazing. Four dolphins were riding our bow wake. There was so much phosphorescence in the water their outlines were not just visible, but glowed bright green. I put my hands out and covered the red and green bow navigation lights. The dolphins responded by looking up. It was clear they were intelligent and I could hear them speak to one another and possibly to me as well.

We decreased engine RPMs to slow us down so we'd arrive into Acapulco during daylight. In the north side of the bay, we found hundreds of boats on moorings in 40+ feet of water. I was able to pull ZT up to a fuel dock which hadn't opened yet and we relaxed. By asking around, we found out there were actually three marinas; two owned by the same company and very expensive. The third one was still under construction and about half the price. I motored ZT to that one.

I won't go into the details of the Mexican cruising permit and what we had to go through to get it canceled. I sold Zero Tolerance to Mickey and he was told he HAD to take ZT out of Mexico...obviously his plans. So, I flew back to the United States and gave up the "Cruising Lifestyle" after taking S/V Zero Tolerance over 2,000nm. There was no way for me to know if the lifestyle suited me beforehand. I am opening a new chapter in my life but will forever have fond memories of Zero Tolerance.

Marshall King

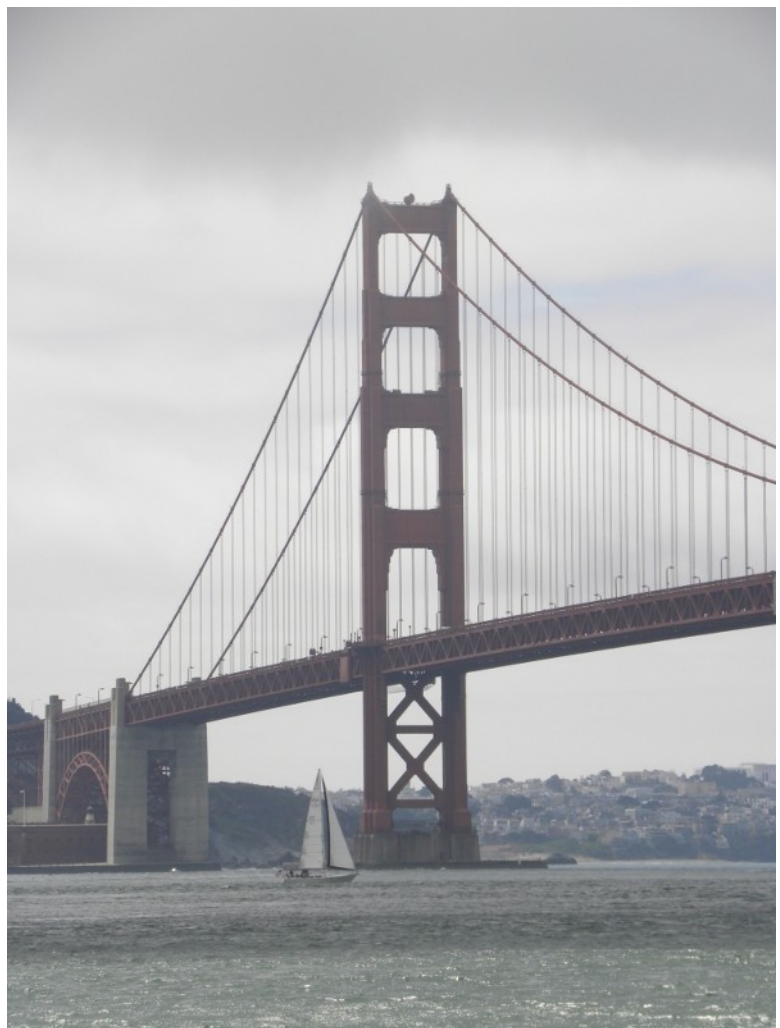
*While Marshall has ended his cruise, you will have to admit he had a great adventure and did more in just a few months than most of us do in our whole life times. I for one have yet to sail past the San Francisco bar. Kudos to you, Marshall! -ed*

[There's a LOT more. Read it at  
"[www.presidioyachtclub.org/zt\\_log\\_2.pdf](http://www.presidioyachtclub.org/zt_log_2.pdf)".]

## Log of Octavia

1/29/12 Sunday.

Last week I varnished the woodwork, caught two small fish. One I kept on the line for three days as live bait until something ate him and got away. He was really a survivor. So much so that I tried to let him go but he had swallowed the hook and I would have done more damage to him by removing it. Do you remember the guy in Morro Bay on the journey



down that I heard castigating his crew? He just came by in his dinghy and hailed me. Also the young Canadian couple that invited me over for dinner in Magdalena Bay came by.

I've been anchored out for two weeks now and need to take on water. I've used about 140 gallons so that's about 10 gallons a day. Christ that's a lot. I wash down and shave about every two days, timing it so that I can use the hot water produced from the engine when I charge the batteries. Although one day I forgot I was conserving water and took a shower. I contacted the net and was informed I could go into the marina and buy water for \$3 per cubic meter. Apparently that's \$3 for about 240 gallons. I'll need about 160 gallons.

I will be going back to San Francisco in March, as Cissy will be joining me for the rest of the journey. We will drive down in the Volvo, that way we can bring such stuff as a water maker and a Honda generator (so that we don't have to use the main engine to produce electricity). With these additions we should be virtually self sufficient, as long as the wind generator controller turns up. Also with a car down here it will be convenient for shopping trips and touring inland. Several cruisers have cars and catch a bus from wherever they are anchored back to the car.

It is now 6:30 pm Sunday. I just felt some rain drops on my skin. The day has been overcast and a bit muggy. I haven't felt like doing anything all day, just sitting here, eating, drinking, thinking and feeling very guilty because of all my chores. I need to finish the varnishing and today would have been a good day as it was not sunny and hot. I also need to clean the bottom and replace the zinc or at least contract with someone to come out and clean it. Tighten a couple of fan belts, change a fuel filter and clean the head hose filter, complete my Spanish homework for tomorrow, get my laundry together, etc., etc. But f\*\*\* it, I'm retired and living in paradise, so manana.

Derek Elliot

[There's a LOT more. Read it at "[www.presidioyachtclub.org/octavia\\_log\\_2.pdf](http://www.presidioyachtclub.org/octavia_log_2.pdf)".]

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