

# P RTHOLE

Presidio Yacht Club / Travis Marina

## Commodore's Log

By D'Vonne Hutchins

It's your club. It always was. It always will be. We, the Bridge and the Council, manage the club for you. These next few years might involve a lot of change, or not. We don't know yet. But, the changes that come do not mean the end of the Presidio Yacht Club. The Club is not a place, a view or a building. The club is you. All of you collectively constitute the Presidio Yacht Club. And, the Club can meet anywhere.

We have developed the Task Force 2010 to review the possible scenarios the Club may face in the next two years and to recommend how the Club might face those challenges. An article in this Porthole explains the Task Force more fully.

We miss some of you. We haven't seen you. So, we developed a Membership Committee to look for the reasons you are not with us and to recommend ways to more fully meet your boating needs. We are asking for your input in a survey that will was mailed to you late January. Please complete your survey and mail it back so we know what is important to you.

For those of you that are really far away, we have joined the Yachting Club of America (YCA). This membership provides reciprocal privileges in yacht clubs across America. We are listed in their book for 2008. We will be taking a survey of those who use this privilege to determine the depth of the need for this. Please contact the YCA liaison listed in this *(Continued on page 2...)*

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## Manager's Message

By Louis Canotas

Just a quick note to say all is well here at Travis Marina. Although battered by storms and stained by oil, we have somehow managed to pull through again. As of this writing, we are feeling pretty good about ourselves. The weather has been dry for a week now. We have been able to accomplish some overdue projects such as ongoing dock repairs, roof repairs and...signage. By the time you read this article, we should have some vinyl banners in place along the deck. Finally...some visibility!

Upstairs, our popularity increases. Most Fridays and Saturdays we have live music these days. Sometimes it is wildly popular, other times it's a dud. But either way people are learning of our existence and starting to show up. As always, I encourage you to do the same. Upcoming gigs:

- 3/8 Ora Bora...Dance Party
- 3/14 Doc Kraft...Rock / Blues
- 3/15 Norm Bautista...Latin Fusion / Salsa
- 3/21 Gemini Soul...Jazz / Rock
- 4/12 Ora Bora...Dance all night!



(Commodore's Log Continued from page 1...) newsletter for information and membership cards.

Please be sure to check our website at [presidioyachtclub.org](http://presidioyachtclub.org) often. There is a wealth of information for you. And, the calendar is posted to make keeping up with us easier for you.

We have an exciting cruise-out year planned, the race calendar is done and waiting for vessels and the monthly dinners are sure to be worth the trip. See you there!!! ♦

**The PYC Contact information is listed below for your convenience:**

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PYC Website: [www.presidioyachtclub.org](http://www.presidioyachtclub.org)

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## Task Force 2010 Update

By D'Vonne Hutchins

The Task Force 2010 (2010) is comprised of one member of the Bridge one member of the Governing Council, one member at large and the manager of the Travis Marina. Hopefully, we will also plan to have a member from Travis AFB.

The Golden Gate National Recreation Area (The Park Service) has had plans for this area for about 15 years. The plans include tearing out the docks and turning the building into a museum, perhaps with a restaurant venue, kayak/bicycle rentals. There is a separate traffic plan which has three alternatives which are: to rebuild the road, close the road and require all to park on a headlands parking lot and take a bus or shuttle down to the marina, charge for parking. There are several variables in the plans for the area. Recently, we found out that the plans for our building have not yet been solidified.

Until we know what the Park Service has planned for our building, we have no concrete idea of what needs to be done. The outcome depends on politics, budgeting and staffing at the government level.

The purpose of 2010 is to determine the possible outcomes and provide alternative plans for the survival of Presidio Yacht Club. We simply cannot wait until the last minute to decide what we must do.

These plans will involve some complex work. An inventory will be taken. We will capture our operating costs. We will determine our staffing needs. Alternative sites will be evaluated for the worst case scenario. Our legal status will be investigated.

We will continue to keep you informed of the developments. ♦



## Rear Commodore's Report

By Lowell Olson

Hello PYC members. Something funny happened on my way home from Iraq, you elected me your Rear Commodore. Thank you for the honor, I can only hope to meet your expectations. I have to say that I'm a little nervous since I'm not very experienced in the art of social planning and galley operations. With your help I hope to overcome my lack of experience.

As you all know, we have several events on the horizon; St Patrick's Dinner, Opening Day Events, April in Paris Dinner, and Diez de Mayo. Please check your e-mail for dates and times of these events. Meanwhile I have several opportunities for you to dazzle the membership with your culinary skills.

Again, thank you all for giving me this opportunity and I look forward to seeing you at the club. ♦

## OIL SPILL UPDATE

By D'Vonne Hutchins

It only took one day for the oil to reach Horseshoe Marina. Booms were placed at the entrance to the Cove to prevent more oil from coming in. The marina, the beach and the rocks have been cleaned by the company hired by the Cosco Busan. Staff in white hazmat suits combed the beach.



and rocks, removing residue and cleaning. Huge dumpsters still sit on the South end of the main road. These were full of hazardous waste from the removal efforts. It was all bagged and awaiting disposal. On the weekend of January 12, 2008, the dumpsters were empty. And a good thing it was too, as Sunday, January 13, the docks were cleaned. There remains some residue in the foam floating the docks/fingers. The Marina Manager, Louis Canotas is working with the Cosco Busan insurance company to resolve the issue.

For those without insurance, call the Cosco Busan Claims Department at 1-866-442-9650. They will ask for some basic information and send a claim packet by mail.

For those with insurance, contact your insurance carrier. Oil spill damage to a vessel, insured by Boat US, is covered. Those insured by Boat US should call 1-800-937-1937 to file their claim and get a claim number. You may also file your claim on line at <http://www.boatus.com/insurance/claims.asp>. We called, answered some questions and were given a claim number. The adjuster called the next day, said they will take pictures and referred us to Hudson Marine

Management Services (Hudson Marine), who is handling, Cosco Buson claims. The number is 1-866-442-9650, which is the same number as that for uninsured vessels. We were given a claim number by Hudson Marine and we were told that we will be mailed a package that will

include a claim form and instructions.

One member has already completed the process. He contacted Hudson Marine and received his claim number. Hudson Marine sent him a claim form which he filled in stating that the boat was dirty and oily and the fenders were also oily. The member was given three choices

1. Take the boat to Alameda Boat Yard or KKMI – Hudson Marine will pay the cost of the haul out and clean up and replacement fenders. Extra work, such as sanding and painting will be paid for by the owner of the vessel.
2. Use your own boat yard, but you will need an estimate first.
3. Accept a cash settlement which appears to be based on the level of contamination and the size of the boat.

The member selected to have the vessel hauled out at KKMI. KKMI needed the claim number from Hudson Marine as they have an arrangement with them. KKMI was very easy to work with. When the vessel was lifted from the water we could

(Continued on page 4...)

**Port Captain's Report**

By Jack Gordon

Let me recapitulate 2007 with a paean of praise to our two managers for the year, Chris Parkman and Louis Canotas. I saw the end of year report and the bottom line NIBD was triple the previous year, NIAD was double. (Net Income Before Depreciation and Net Income After Depreciation. NIAD is the most commonly viewed as important in business.) The place looks a lot better and business is up.

Next on my list for praise is Ernie Filippo. Ernie has been a tower of support in terms of fixing machinery that has lain about for years without repair and providing driving when Louis could not (tendon operation). Most recently he headed the tear off and replacement of the welding shop roof which hasn't been waterproofed in five years at least. It had 4- 5 layers of tiles on it and leaked like the proverbial seive. Now it's clean, repaired, retiled and watertight after two workdays and at least another 9 days of work by Ernie and a gallant few prominently including Mike Griffin. I had never done a roof before so I added to my skill resume. No one fell off the roof, so next we tackled repair of the clubhouse roof. Contributing cast included Jimmy Morgan and Bob Hallin.



More recently, Ernie once again was the man of the moment when the high winds and waves of last week knocked out almost all power on the Breakwater dock, after five hours helped by Jerry, Simon, and Vladimir. Ernie got 120 volts to the last box on the dock. Fine work. Mike Campbell put on his wet suit and with Bob and Bill and Tom, we put three barrels under the guest dock to improve the flotation. Since they are singles, I have a fear that they will distort or distort the dock, we will see. Yokes were made, Martin leading that effort, and the tool room got a much needed cleanout largely thanks to Napoleon Mejias. Big job to come, patching the roof tiles in the main building was deferred to dryer weather.

For the future, a few things: The PVC and concrete repair method for pilings appear to be holding well (three years so far), so we can continue with that. The use of barrels for flotation works reasonably well under the docks but is terribly unstable under the fingers, they simply have too much mass above the float level or not enough below, so it's back to float tubs for the fingers. Louis told me that he got approval on all the money requested so we can look forward to using more new material and less "see what we can piece together". An area that needs more attention is dredging. A few people have grounded near the slips on the Southeast side of the North/South dock when at low tide. I don't know any way we can deal with that ourselves.

I'm informed that only about half the boat owners in Horseshoe Bay have filed claims with the insurer regarding the oil spill. The number to call is 866-442-9650 and as far as I can tell every boat in the harbor has at least a minor tar ring around the waterline.

The birds and sea lions are back in the harbor, the sun is shining and it's a great place to be. ♦

**(Oil Spill Continued from page 3...)** see that the oil covered the entire hull below the water line. Pressure washing did not remove it. The workmen at KKMI said it is a four step process to clean the hull.

We initially read, in the San Francisco Chronicle, that the Coast Guard was working on a method to clean vessels in their slips. This apparently did not work out as nothing more was printed. This oil is tacky and sticks to the surface like glue. Do not attempt to clean your vessel in its slip. Any chemical that would remove the oil is probably a pollutant. There are fines of up to \$25,000.00 for any act polluting the bay. The vessels should be cleaned by experts, in a boatyard, that has a hazardous waste permit. ♦

## Racing Tips

By Dave Adams

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It's not too early to start thinking about PYC racing season. In fact I'd like to encourage you to get into other Yacht Clubs race series so you have a better feel for racing other boats in a larger fleet. The first PYC race is only a few weeks off. Your first step is to get your boat ready. The obvious things include a clean bottom and sails that fit your boat etc. Have you thought about the tune of your rigging?

Get some cable tension gauges, one for each size cable, then set to work. First see to it your mast is vertical from side to side. Take the spinnaker or jib halyard and move it to each upper shroud chain plate. Mark it to be sure you know just how much you need to move it and which direction. Then adjust the uppers to get the mast straight. Don't worry about the tension yet. Should your mast lean forward or vertical or raked aft? Go up and down as many marina docks as you can and see how boats like or similar to yours have their mast set. Make a guess and adjust your forestay to get the rake of the mast as you want it. Snug up your back stay (this assumes a split or other adjustable backstay) to just keep the forestay with a little tension. Now we go to work. Using the new cable tension gauges,



tighten the uppers a little at a time to get their tensions equal and firm. Now adjust the lowers so the forward and rear are firm and balanced. On most boats, the forwards should be a little tighter than the rear.

Now go sailing with a couple of crew with good eyes. Sail on a close reach and upwind in modest breeze and see if the mast bends either way, where, and how much. Put a crew member at the base of the mast and look for changes. The other crew should take careful notes and sketches of just how the mast bends (oh yes put your backstay on fairly tight for your test) Do this several times. Then set the lowers to eliminate the mast bend The end result should have a near slack forestay when the back stay is off, tight uppers and firm lowers (forward lowers a little tighter than rear lowers.)

How about the running rigging? Are all the lines free of knots and frays? Are all the blocks lubed and free running? Can you easily adjust your jib fairleads fore and aft? Do you have a Cunningham or a way to tighten the Main luff? Can you move the traveler while under load? Is the boom vang workable while sailing in a breeze? Can you tighten the foot of your Main sail or do you have a flattener. Reef points rigged so you can reef while underway?

Now the boats are ready lets look at some tips on starting in PYC harbor. When you are within five minutes of your start, be on the west end of the harbor. See how long it takes to go from a point near the Coast Guard docks to just short of the start line. Yes, the wind direction and strength will keep changing but this does give an idea of what you may expect. Time your approach so you will cross the line no more than 10 seconds late. Remember it is better to be a couple of seconds late than over early. Keep adjusting both main and jib so you cross the line with some momentum. Don't get becalmed near the line. Now, when you get clear of the fluky winds, get the whisker pole in place. If you guessed wrong you can jibe later. If your first mark is across the Bay be sure to head up current from that mark, or up wind if you are not sure of the current.

What subjects would you like covered in future Portholes ? Starting in other venues, rounding a mark, sail trim, currents, other? Let me know at [dadams@webtv.net](mailto:dadams@webtv.net). ♦



### **Team Sandpiper Update Part VI**

*By Tom and Amy Larson USCG Retired SV Sandpiper/Oakland, Ca.*

Happy New Year from Phuket Thailand! Sandpiper is currently anchored off a very nice white sand beach full of greasy tourists at Kata Beach on the southern end of Phuket Island, Thailand. Our last posting in the 'Porthole' had Sandpiper anchored in front of the Bali Yacht Club in Indonesia and Sandpiper has made some miles since.

Leaving Bali was difficult as we really enjoyed our 3-week stay there, but we had to keep moving to see as much as we could in Indonesia before our 90 day Indonesia Cruising Permit expired. We sailed north across the Java Sea to Borneo where we left Sandpiper anchored on the Kumai River and took an overnight jungle boat ride up into the jungle to visit the orangutans that live there.

It was a privilege to experience such an amazing close encounter with our closest ancestors as few people get to come here each year. The orangutans will come right up to you and grab your hand, as most of them are very friendly.

We then sailed west to the island of Bilitong that was our last official stop in Indonesia with the Sail Indonesia Rally 2007 that we had participated in with 130 other boats from all over the world. We spent two weeks anchored in Belitong and this was on our list of favorite stops in Indonesia.

The people of Indonesia are unbelievably friendly and in Belitong most Indonesians had never seen a Westerner before. Just about everybody was excited once we dinghied ashore to say hello to us and shake our hands.

Our next stop was Sabana Cove Marina in Malaysia

after an 'exciting' transit thru one of the busiest shipping lanes in the world the Singapore Straits. We spent a month in Sabana Cove's Marina enjoying all their great facilities while getting projects fixed on Sandpiper that we had not been able to fix while transiting thru Indonesia.

Sabana Cove is right across the channel from the island of Singapore and just a short ferry ride away, marinas in Malaysia are very cheap at 8 dollars a day and most are part of a resort where you can spend all day lounging in their pools sipping cold beers.

We left Sandpiper for a short travel ashore spending several days exploring Singapore and it was quite a culture shock being in such a large crowded city after being in so many small villages in Indonesia. After that as flights are really cheap Team Sandpiper took to the air and flew to Bangkok for a week. Bangkok is a city of 11 million people and there is much to see and do, all quite cheap.

Once back on the Piper we headed up the Straits of Malacca which I have to say has been our biggest piloting challenge for us since leaving California as just off our port side were hundreds of ships all speeding along and just outside the shipping lanes where we were thousands of fisherman with nets all over the place which we came close to running several of them over in the middle of the night.

We spent a week at our last port in Malaysia at the island of Langkawi where we cleared out of Malaysia after loading Sandpiper up with as much duty free products as possible as beer and wine will be hard to find once Sandpiper is among Muslim countries in the Red Sea.

We arrived in Thailand just in time to clear in before Christmas as spent Christmas in Nai Harn Bay with 80 other boats from all over the world for a great Christmas Eve party, then on to where we are currently anchored for New Years Eve. Kata Beach was very crowded with tourists for the big party and there were plenty of fireworks along with hundreds of floating paper lanterns flying over Sandpiper ushering in the New Year.

Team Sandpipers future plans are to explore as much of Thailand as we can till mid January, then head west across the Indian Ocean, up the Red Sea, thru the Suez Canal and spend next summer cruising the Mediterranean. Catch more of us on the PYC's website, or visit us at [sandpiper38.blogspot.com](http://sandpiper38.blogspot.com) where you can track Sandpipers progress and read our postings from stops along the way. ◆

## **LET'S GO CRUIS'N!**

By Don and Carla Kavanaugh

Hi all you cruiser's! I was approached recently by our wonderful new Commodore to possibly chair the cruising activities. After conferring with my lovely wife, and remembering what a great time we had hosting cruises when I was Vice Commodore, I (we) said O.K.! With all the beautiful boats in the harbor (where are all these folks?), I hope to drum up a sizable cruising fleet to enjoy the following cruises.

### **Cruise #1**

23-24-25-26 May (Memorial Weekend)

Petaluma Yacht Clubs Annual Memorial Weekend Bash!

This years theme "Feelin' Groovy" The Sixties!

Costume contest—variety show—"sit-in" dinner—drink contest—talent contest. Don't miss this one—this is *the* cruise event of the year in the bay area!!

### **Cruise #2**

22,23,24 August

Giants Baseball Cruise—Southbeach Harbor

San Francisco Giants vs San Diego Padres Sat 23 August

Activities surrounding the game will be planned—We look forward to hosting this one!!

### **Cruise #3**

26,27,28 September

Benicia Yacht Club—Benicia Muni Harbor

Benicia is a great place to cruise to and relax and sight-see and shop

Dinner --Sat 27 Sept at Benicia YC



In addition to the above formal cruises, we plan on a **day cruise to Angel Island in May**. Date: TBD, Stay Tuned!

**Fourth of July** this year is on a Friday and we are considering a run over to Aquatic Park late afternoon around 1700 hours after the daytime activities at the club to anchor and watch the fireworks. Carla and I thought it would be fun to have a raft-up and party and then dink into the City Saturday A.M. for breakfast. Only sailboats for this trip, as stinkpotters are not allowed in aquatic park.

Well, that's the agenda at this time. As we get closer to cruise dates, we will put out more detailed information and sign up lists for commitments, so we can make reservations etc. ♦

**Membership has its privileges. As with any club we are always looking for active new members. Besides our spectacular views of the Golden Gate Bridge, Marin Headlands, the San Francisco Skyline and our ever changing Bay, Presidio Yacht Club offers:**

- Lower dues than most Yacht Clubs
- Discounts on drinks and bar fare at "Mike's Place" with no monthly quota
- Reduced slip fees for those with boats
- Club boats for rent after qualification
- Participation in all club events such as dinners, cruises, 1st Friday lectures and special events as announced
- A membership card which allows reciprocity privileges to all participating Yacht Clubs
- Collateral privileges in Pacific Intra-Club Yacht Association (PICYA), Yacht Racing Association (YRA) and Yachting Club of America (YCA)
- Receive PYC's newsletter "The Porthole" either in the mail or electronically on our website.



### The Childrens' Holiday Party

Hosted by Travis Marina

By D'Vonne Hutchins

The clubhouse was duly decorated on the last workday and looked wonderful. The windows were festooned with green garlands and red ribbons. Stuffed animals sat in the window panes. The Christmas tree glowed with lights and a chair was placed in front of it - in the event the big guy would arrive.

The party began with a lunch of Lasagna and pizza cooked by our wonderful Steve Peters. Children colored pictures from a Christmas Color Book. Our great Pat Meir helped the children build gingerbread houses. The kids are getting better each year! And the houses are always charming.

"Balloon Man" (Brian Asman) arrived and stunned us all with his skill. He brought a sculpture he built for us of a boat on the bay with the golden gate tower! He made ponies to ride, sleighs to slide and equipped Jedi knights with jet packs and light sabers!! What ever the children asked for, he built from balloons!

And then...Santa and his elf came from the bay on a 44 footer guided by the United States Coast Guard. The children ran to the dock to greet him and escort him to Mike's Place where he listened to their wishes and presented them with gifts. Then, we had root beer floats that Steve Peters made for us!

We had so much fun. It was over all too quickly. This was the best Christmas Party yet - Thanks to all who helped, all who brought children and all who allowed the child in them to enjoy! ♦

### Greek Island Charter

By Mike Schripsema

After three years overseas, Jennifer and I are again back in the good ol' USA. While our first two years away in Seoul did not provide many opportunities for sailing, this past year we were determined it would be different while living on the Aegean Sea in Western Turkey.

Many travelers to the region opt for a so-called "Blue Cruise" aboard a wooden gullet whose sails are more for show than propulsion. However, when my uncle and aunt sent us an email saying they were planning a visit to Greece and Turkey and asked us if we would be interested in a bareboat charter, of course, we said "yes."

We decided to island hop through the Dodecanese Islands, the most well known of these is Rhodes. I was actually surprised at how easy it was to book a charter on-line. Our ASA certificates earned at the Travis Marina provided sufficient proof of sailing skills—*thanks Bernard!*



Since we went with a British operated charter company, the biggest hassle was transferring Pounds to their bank account for the deposit and rental fees. We weren't sure what to expect at the check out, but in classic Greek style it was very laid-back and we were quickly on our way aboard our Bavaria 39.

Despite the laid back approach, when our auto-pilot went out on the second day, the charter company responded immediately, (Continued on page 10...)

## 2007 Race Results

By Hazel Caldwell

### Judson Baxter Series Race Results for 2007

1st: Louis Canotas - Jazman

2nd: Jon & Jean Rolien - Spirit of Bombay

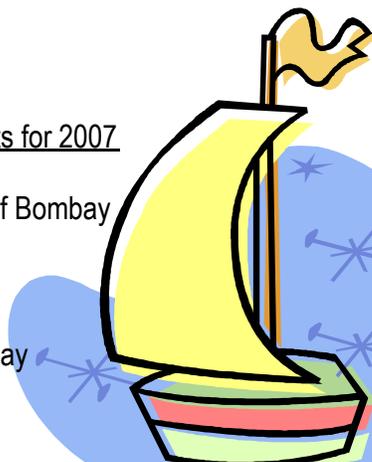
3rd: Jack Gordon - HHS Bliss

### Ladies Day Race 2007

1st: Jean Rolien - Spirit of Bombay

2nd: Hazel Caldwell - Echo

3rd: Susan Scharf - HHS Bliss



and trophies are possible. Skippers and the race committee are happy to have volunteers, or consider racing one of the club boats

Six races comprising the 2007 Judson Baxter Series had nine different vessels, 23 total starts, and about 36 participants. A low point scoring system is used. Scores ranged from 11 points to 34 points. The winner of each race is scored 1 point; the 2nd place yacht, 2 points; the 3rd place yacht, 3 points, etc..If you don't finish, you get 1 more point than the number of boats starting the race. But if you don't show, you get 2 more points than the number of boats starting the race. Not showing up adds up fast.

"Congratulations" to the winners and their crews, and "Thanks" to all participants. Thank you to Jack Machum, Dave Adams, and Ross Zuest for assisting the Race Committee, and to Mary Jane Hutchinson for creating prizes for each race, and to Steve Peters for procuring the annual series trophies.

Club races are an excellent way to hone your sailing skills, learn the "Ways of the Bay", meet new people. and enjoy yourself while participating in club activities. You don't need extensive sailing or racing experience, just a desire to have a little competitive fun. Stories to tell are guaranteed, and prizes

You can join the series at any time, but showing up for EACH race is "key", as well as a timely completion of the selected course. (Remember the vessel with the lowest points wins, and you get mucho points for not showing.) So, Check the Race Schedule for 2008. Steve Peters is Race Chair this year. Get thee to the starting line, and have a great time! ♦

## HOW MANY ARE COMING TO DINNER?

By D'Vonne Hutchins

It's the plague of every hostess, especially for large gatherings. Who will show up/ how many are coming to dinner? We all see the "RSVP" or "For Reservations:" "Respond to", etc, but we all know we are just one person and it doesn't make that much difference if we show up or not. Maybe, something better will come up! Maybe, I changed my mind. Well, it does make a difference for Presidio Yacht Club (PYC).

Imagine dinner reservations for eight and 35 show up to eat! How does PYC manage it? Well, sometimes we run out of food. And you know who complains the loudest? That's right, the one that did not RSVP/make a Reservations. But, most of the time we look at the past two years attendance, the current sign-up sheet, email responses...and make a calculated guess plus 10! Most of the time, it works. But it's always a gamble whether the extra people will show up or not. The day we go shopping for the dinner, we always recheck the emails, figures and guesses and shop for the extrapolated number of guests. Why do we do all this? Because we don't want to run out of food.

Imagine the extra cost! Imagine the waste of money and food. Some believe that we can leave it in the refrigerator and "they" will be glad to eat it. No, it is thrown away. It is just wasted.

The club has a small budget and we would prefer to use our money for other things that we need. Please, do your part and respond when you are coming to dinner. If you make a reservation and cannot make it, just call or email and let us know. Forgot to make the reservation? We usually take reservations up to the Thursday of a weekend event – That is usually shopping day, respond until then.

How to respond? You can respond to the email you receive by hitting the reply button, type in the number of diners in your party and hit send. It couldn't be easier. If you prefer, call your Rear Commodore or any other member of the Bridge. The information you need is listed in this newsletter. I encourage all to attend dinner, when possible. We would love to see you there! ♦

**PYC Calendar of Events**

(Please check [www.presidioyachtclub.org](http://www.presidioyachtclub.org) for updates and info regarding Travis Marina events.)

March

St. Patrick's Day Dinner 3/8—Kavanaugh  
Pre-Season Race 3/16

April

First Friday 4/4  
April in Paris Dinner 4/12—Beauchamp  
First Race 4/13  
Opening Day 27

May

Diez De Mayo 5/10  
Second Race 5/18  
Cruise Out 23,24,25,26 Petaluma Yacht Club

June

First Friday 6/6  
Santa Maria BBQ 6/14 –Thompson  
Third Race 6/22

July

Fourth of July 4/4  
5:00 PM Overnight Cruise Out to Aquatic Park  
to view fireworks  
Fourth Race 7/20

August

First Friday 8/1  
Dinner 8/9  
Fifth Race 8/17  
Baseball Game Cruise Out South Beach Harbor 22,23,24  
(Game 23rd 1:00 PM Giants & San Diego)

September

Dinner 9/13  
Sixth Race 9/21

October

Dinner 10/11  
Ladies Day Race 10/19  
Cruise Out 24,25,26 Benicia Yacht Club

November

Change of Watch 11/8

December

Children's Christmas Party 12/14  
New Year's Eve Gala 12/31

(**Greek Is. Charter** Continued from page 8...)and had a technician waiting for us at our next stop.

Each day we sailed about four to six hours to a different island. Each island had its own character, but the small islands like Nisiros and Tilos had the most friendly locals. For all around beauty and mystique, you can't beat Symi. Sailing into the long inlet surrounded by steep cliffs was an experience we will remember for a lifetime.

The only thing we would like to forget was hooking our anchor on a mooring chain at the bottom of Rhodes harbor. I am sure we provided great entertainment to the many onlookers as we did donuts circling around our anchor chain, but a call to a local diver and 100 Euros later we were on our way—a few Mythos beers at the next harbor helped to heal our bruised egos. Our week sailing the Greek Islands was full of fantastic food, great weather and amazing sunrises and sunsets. We would highly recommend this trip for anyone looking for a unique sailing adventure. ♦

**Welcome New Members!**

- |                  |                     |
|------------------|---------------------|
| Nancy Ahern      | Mike Parks          |
| Alex Briscoe     | Col. James Pavlisin |
| William Hanzlik  | Alexus Sheppard     |
| Michael Jeffries | Robert Sherman      |
| Marshall King    | John Slivka         |
| Frank Malaki     | Lucy Soldana        |
| Jack Malone      | Mark Tishler        |

**Internet Tip** Contributed by James Pennington:

NOAA has full-color Chart 1 available for free at <http://nauticalcharts.noaa.gov/mcd/chart1/chart1hr.htm>

**Want ed:  
Newsletter Editor and Website Curator**

If you are looking for a way to get involved in the Presidio Yacht Club, please consider contributing as the club's newsletter editor or website curator. The only prerequisites for either of these rewarding positions are time and a willingness to learn. Please contact Jennifer Schripsema at [mike.n.jen@hotmail.com](mailto:mike.n.jen@hotmail.com) if you are interested or have any questions.