



The ANCHOR

Volume 9, Issue 10

OCTOBER 2009

The Official Publication of the Marina West Yacht Club, Stockton CA



From the Commodore, Ken Dretzka

Unbelievable and uncomfortable heat was with us on a Friday afternoon last month as we began our cruise out to Devil's Isle. It was so hot and so humid our Staff Commodore Stetson just couldn't stand it any longer. Into the river he went along with our host for the weekend, Mark Galbraith. Both cooled off as the rest of us watched in amazement while continuing to suffer and sweat; none of us had enough sense to join them. Saturday morning was a completely different story. Thunder, lightning, rain and a 40 degree temperature drop created a bunch of shivering yachtsmen (and yachtswomen, too). How could this happen in less than 18 hours?

winds started. The kite flying plans we had didn't turn out quite the way it was intended. But, a crashing airplane kite flown by our Staff Commodore gave him a reason to go swimming once again while Jeff Rose's and Ron Harper's kites ended up staying up the longest and the highest. Clearly both tied for first place. Your Commodore's dragon kite ended up taking last place as it would not go up at all. It did like the water, however.

Later on, Margaritas and snacks led to an enchilada feast topped off with ice cream topped with hot cinnamon apples slices. No one went away hungry but maybe a little heavier.

It warmed up in the afternoon and then the

Continued on Pg. 4



From the Vice Commodore, John Mc Cray

During the month of October we have two planned cruises. The first event, our annual Bay Cruise, begins on the 3rd with the first stop at Pier 40 next to the San Francisco Giant's ball park. For reservations for any part of this 8 day trip contact either Ken Dretzka or Christy McCray.

night so get your costumes ready and be prepared for a really goood time at their clubhouse.

Our next General Membership meeting is scheduled for October 17th. Read more about it in the *Anchor*.

See you on the water or at our next meeting

Our second event will be a cruise out to San Joaquin YC on Friday the 30th through Sunday November 1st. We will be attending SJYC's Halloween party that Saturday

John McCray

What's Inside

Report from the Rear
Pg. 3

PICYA Report
Pg. 3

RBOC Report
Pg. 4

Safety Officer's Report
Pg. 5, 6, 7

Event Reports
Pg. 7 & 8

Club Calendar
Pg. 9

The ANCHOR
Is now available
Electronically.

If you received this through the mail, it means we don't have your e-mail address. Please e-mail Mary Lee Michael @ belpassidr@sbcglobal.net



IMPORTANT PHONE NUMBERS

EMERGENCY..... 911

Contact #.....(209) 474-6992

**Commodore..... Ken Dretzka
(707) 693-1665
Cell (707) 322-4908**

**Club & Bar Manager..... Jeff Rose
Cell (209) 483-5218**

**Port Captain.....Jack Mc Carty
Home (209) 608-2575
Boat (209) 467-7096**

**The Anchor Editor.....Mary Lee Michael
(209) 523-7750
E-Mail: belpassidr@sbcglobal.net
Webmaster.....Ken Dretzka
Commodore
Sunshine.....Mary Lee Michael**

OFFICERS & COMMITTEE CHAIRS

**Commodore:
Ken Dretzka**

**Vice Commodore:
John Mc Cray**

**Rear Commodore:
Judy Mc Carty**

**Jr. Staff Commodore:
Ed Stetson**

**Directors:
Norm Calloway
Ron "Doc" Harper**

**Secretary:
Candy Calloway**

**Treasurer:
Lynn Hahn**

**Parliamentarian:
Jack Michael**

**PICYA Delegates:
Ed Stetson, Richard Hardy, Jack Michael**

**RBOC Delegate:
Jack Michael**

**Blue Gavel Dist. 19
Jack Michael**

**Club Manager:
Jeff Rose**

**Safety Officer:
Ed Stetson**

**Supply Officer:
Christy Mc Cray**

**Fleet Captains:
John & Christy Mc Cray; Ken & Judy Dretzka;
Jeff Rose; Ed & Bonnie Stetson**

Sunshine Committee: Mary Lee Michael

APPLICATIONS FOR MEMBERSHIP

For more information about
Marina West Yacht Club
& application forms
please contact:

John Mc Cray
Vice Commodore
763 Brandywine Dr.
Lodi, CA 95240
Ph: (209) 333-7575
Cell: (209) 610-4123

E-mail: jmccray@sbcglobal.net



Rear Commodore, Judy Mc Carty

The October meeting will be at H & H at 18:00 hours on Friday the 16th, 2009. The menu will depend on the weather. (Which really means I don't have a clue what we will have *but* it will be good!) If it's rainy and cold, I'm thinking a Goulash with a salad, some fresh french bread and a dessert or if the weather is nice then something on sale at the grocery store? (Still don't know what it will be, **but, it will be good!**) **Please bring your \$12.50 each. I look forward to seeing ya all there.**

BIRTHDAYS

OCTOBER

5th Joan Marsh Clune

8th Pamela Bay



P.I.C.Y.A. Report—Jack Michael, SC—Delegate

The last PICYA Delegates Meeting was held at the Sausalito Yacht Club. Ed and Bonnie Stetson joined me, after spending time at the boat show at Jack London Square, but Richard Hardy and Joan Marsh-Clune did not show up for the 110th way of preparing chicken! However, it was delicious. As I write this report, it looks like MWYC will not be represented at the October Meeting at the Tahoe YC because of the many other activities scheduled that weekend.

The Thirteenth Annual PICYA Wheel Chair Regatta benefiting institutionalized U.S. Veterans and hosted at the Encinal YC in Alameda was a huge success. The Trixie Lee had to be withdrawn from the event because of our "Care Giving" duties, but, we were able to drive down and help out. Griffin represented MWYC well and even took Trixie Lee's place by taking two boat loads of veterans and others for a tour of The Bay. It was an absolutely beautiful day. I was told that more than 300 veterans participated and nearly 700 meals were served at the

BBQ following the boat rides. Mary Lee and I were assigned to accompany part of the 20 blind veterans that participated in the event and be their eyes for the tour. We had a very rewarding experience!!

The Fall Management Conference will be held on October 24, at the Aeolian YC in Alameda. To take advantage of the lowest registration fee, registration must be made by October 5, 2009. The tentative Agenda and Registration Forms are posted at www.picya.org. I always encourage MWYC Officers and Directors to attend these conferences. I have been attending for eleven years and always learn something new! Contact Lynn Hahn to get your registration in.

The November Delegates Meeting will be on Monday, November 2nd, at Encinal YC. This is the Annual PICYA Awards Dinner. Fortunately, this year some of the awards, primarily for sailing regattas, were given at Delegates Meetings throughout the year which will shorten the Awards Dinner Program. If you would like to attend, contact Ed or I.



R.B.O.C. Report, Jack Michael SC, RBOC Director

You heard this last month, but, as I write this report, we are still winning the battle to save the State Department of Boating and Waterways (Cal Boating). However, one never knows from where the next challenge may come!

There are many efforts underway regarding the Delta and the State's water supply and distribution as I indicated in my report last month. I also reported on the latest RBOC Call-to-Arms regarding the 2-Gates Project. Commodore Dretzka recently sent us all an e-mail urging all of us to respond to this Call-To-Arms. Go to the RBOC web site, www.rboc.org, and click on the Call-to-Arms regarding boaters access to learn more about it and to send letters of concern. Since last month, RBOC representatives have met with the Project proponents and voiced concerns regarding access, and with the U.S. Bureau of Reclamation, the agency responsible for approving the project. The Bureau advised that the Environmental Document for the project is scheduled for release about Oct. 6, but I somehow doubt it will be on schedule. We have also provided testimony and submitted our RBOC position papers to the Little Hoover Commission which held a hearing on California water issues. Additional meetings are planned.

RBOC representatives also attended Public Workshops regarding the Bay-Delta Conservation Planning studies that have been underway for some time. The first meeting was attended by many boaters from Discovery Bay and Save the Delta supporters. RBOC representatives presented our position papers for the record. The second meeting had many of the same folks in attendance.

Commodore (Continued from page 1)

After Lynn Hahn's famous Ramous Fizzes on Sunday morning, the remote controlled little boats came out. Hopefully next time we try this, we'll all have a little more experience and will figure out how to have more than one frequency so when five boats hit the water they can be controlled individually...LOL

Boating in the Delta this time of year is fantastic!
'Hope to see you on the water...

However, all those with concerns regarding the 2-Gates project were directed to the Bureau of Reclamation with no testimony entered into the BDCP hearing record. As I write this report, RBOC representatives will be attending the remaining two workshops that are scheduled. The Environmental Documentation for this planning process is scheduled for next year, so we have a long way to go.

Legislation that RBOC has been working on has moved on in the process, like the abandoned vessel bills that I have reported on previously. These bills are in the Governor's Office, but who knows their fate with the Governor again threatening vetoes just because of other Legislative actions that have or have not occurred. Some of the bills involve fixes in the Delta and Delta Governance which have now been amended to represent the Democrats solution to saving the Delta and meeting the water supply needs of the State. As you probably have read or heard in the news, these bills didn't make it to the Governor, but he will likely be calling a Special Session on the subject.

We have also been doing a lot of work on a Coastal Marina Permit proposal by the State Water Quality Control Board that may have far reaching impacts on boaters. The RBOC Board will be meeting on October 20, at Encinal YC. I should have much more to report on all of these issues following the Board Meeting.

We try to keep the RBOC website updated but things keep changing very quickly. In any event check www.rboc.org to see what's new. I will do my best to keep you up to date on the issues that will be most important to you, and ask that you keep me current on your concerns. Please stay tuned!

Sunshine Report



No news is always good news!

Everyone seems to be in good health, thank goodness.

Mary Lee Michael
Editor - Sunshine Reporter



Monthly Safety Tips/Reminders—Safety Officer, Ed Stetson

Safety Report – By Ed Stetson

This subject is timely as many of us are cruising the Bay this month.

Freighters, Tankers and Other Large Commercial Ships are Fast, Immobile and They Often Have the Right of Way

By Capt. Art Pine

Updated August 21, 2007 - Edited and Reprinted by permission

If you're boating in waters where there are large oceangoing vessels, here's a piece of sound advice: As soon as you see a big ship, do whatever you can—immediately—to get out of the way. Never mind the great photos you can get up close, or the thrill of being right alongside one of these behemoths. Big ships are a serious threat to recreational boaters, and there's usually nothing these vessels can do to change course or speed in time to avoid an accident. So it's up to you to stay clear.



When recreation boats meet commercial ships, the former usually have more control. Large ships have difficulty stopping, lose steerage at slow speeds and often cannot maneuver for fear of running aground. “When I have a recreational boat coming at me, it's basically his call on whether we collide,” says Capt. John J. Colgan, a Chesapeake Bay pilot who guides oceangoing vessels transiting the 115-mile route from the Atlantic Ocean to Baltimore Harbor. “There's not a lot we can do if he isn't looking or doesn't want to get out of the way.”

First, the legalities: Whatever your previous impressions, the rules of the road do not give you the right of way over oceangoing vessels, even if you're on a sailboat. Unless you are out in ocean waters, big ships are likely to be confined to a narrow shipping channel, and they cannot leave it without running aground. Coast Guard navigation rules require that you take steps to avoid them.

There's also the matter of visibility. Even on clear days, there's no guarantee that the crew of a large vessel will be able to see you, let alone steer around you. Oceangoing vessels usually are so tall and their bridges are placed so far aft that the helmsman has a blind-spot for at least a quarter of a mile ahead. Many radar sets won't even pick up fiberglass boats, except as tiny, indistinct blips. And the crew may not be monitoring the radar screen that closely. At night, your running lights may be difficult to see.



Safety Tips—Continued from Pg. 5

HOW LARGE SHIPS OPERATE

Big ships also travel a lot more quickly than most boaters expect. While merchant vessels may seem slow and lumbering, they usually travel at between 13 and 18 knots even in coastal or inland shipping channels. That means the ship that seems miles away could be right off your bow in minutes. Slow-moving sailboats and trawlers may find it difficult to escape if they wait too long. Even if you're on a fast boat, if your engine fails while you're in the middle of a shipping channel, you're in potentially serious trouble. New Coast Guard figures show there were 86 accidents in the U.S. last year that were due to engine failure—nine of them fatal.

As Colgan said, even if the captain or pilot does see you, there's usually little he or she can do to avoid a collision. Many large ships must travel at least 12 knots just to maintain steerage. Vessels that slow and lose control risk being driven aground in high winds or strong currents. Even if the captain reverses the engines, it takes 2,000 to 4,000 feet (or 4 to 6 minutes) for a ship to come to a full stop, and there's often no place for a deep-draft vessel to go. Big ships also have very little control when they back.

There's also the idea that getting too close to a big ship can itself be dangerous. Bow waves, propeller wash or wakes can rock your boat severely, draw you into the ship or—worse yet—into the propellers.

HOW YOU SHOULD OPERATE

One major safety measure is to make sure your boat is visible. Carry a radar reflector if you can—as high on your boat as you can place it—to enlarge the blip that the big ship sees on its radar. It won't guarantee that you'll be spotted, but it certainly will improve the chances. If you're going to be on the water at night, be sure your running lights work and aren't hidden by sails or equipment such as dinghies.



A pilot looks out over the bow of his ship, where visibility is often limited for a quarter mile because of the vessel's design.

Also, do what you can to be aware of approaching ships. Navigation aids such as radar equipped with ARPA (Automatic Radar Plotting Aid) or plotters equipped with AIS (automatic Identification System) can give you valuable information on approaching vessels, such as identity, course, speed and point of approach. At a minimum, you should maintain a constant lookout, especially at night, and make sure you look up and down the channel carefully to see whether big ships are coming. Even if it looks as though they're far away, they can be upon you in a matter of minutes.

Stay out of the shipping lanes unless you really need to cross them. If you have to follow the shipping channel, stay to the side and be aware of how much room you have outside the channel without running aground yourself. Also be aware of the tides. In some areas, large ships time arrivals and departures to tidal action, in order to facilitate the draft of their vessels.

It is up to recreational boaters to steer clear of large ships, not the other way around. When you do see a large ship coming your way, calculate how long it will take the vessel to reach your vicinity, and take action immediately to get out of its way—before you're in danger. If you can, head directly for the side of the shipping channel that's closest to you, even if it adds a few minutes to your trip. It may also



SAFETY TIPS CONTINUED FROM Pg. 6

help to learn the kinds of lights and whistle signals that an oceangoing vessel will have.

Be especially careful when you see a tugboat, particularly if it's towing a barge. Never try to cut between them. You will run into the towline and risk serious injury to you or your boat. The Coast Guard says collisions between recreational boats and barges are a major problem.

If you need to talk to the captain or pilot by radio, call on Channel 13, the frequency reserved for "bridge-to-bridge" communications, or conversations between you and the big ship's crew. There's less radio traffic there than on Channel 16, and large vessels are likely to be monitoring it more closely.

Art Pine has served as a Washington correspondent for the Baltimore Sun, the Washington Post, the Wall Street Journal and the Los Angeles Times. He is a licensed captain and a longtime Chesapeake Bay sailor.

Wheelchair Regatta



Jack Michael narrating for the blind veterans.



One of the Vets on the bow enjoying the Ballpark



Vets getting a birds eye view of the Waterfront



Wheelchair Vets in the cockpit



Cruise Out to Devil's Isle



Christy & John getting the little boat ready!



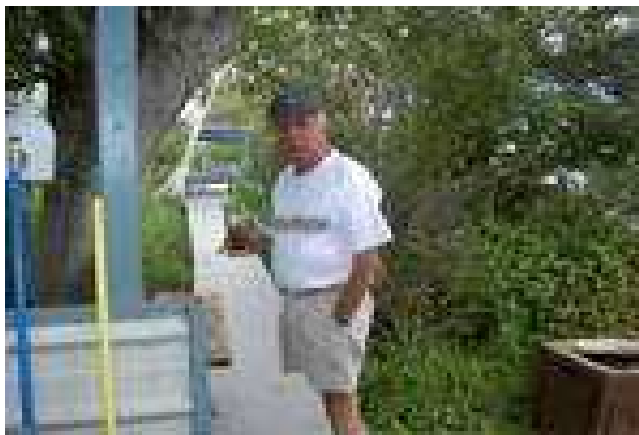
Doc enjoying the time away. . .



Jeff always having a good time



The Dock Women



Yes Cliff. . . ?



Judy and Christy making plans



Marina West Yacht Club 2009 Calendar of Events

JANUARY

- 10 Change of Watch
- 11 Board Meeting & Brunch
- 31 Crab Feed

FEBRUARY

- 2 PICYA Delegates Meeting
- 14 Chocolate & Wine Festival
- 20 Board/General Meeting
- 21 PICYA Leadership Conference
- 28 Train Trip

MARCH

- 2 PICYA Delegates Meeting
- 13-15 Caliente YC Cruise Out
- 15 Board Meeting

APRIL

- 6 PICYA Delegates Meeting
- 17-19 Driftwood YC Cruise Out
- 19 Board Meeting
- 25 Opening Day on the Delta

MAY

- 2-3 Delta Loop
- 4 PICYA Delegates Meeting
- 15 Board/General Meeting
- 23-25 Dinghy Cruises

JUNE

- 1 PICYA Delegates Meeting
- 12 Board & General Meeting
- 13 Ladies Day—Judy Dretzka

JULY

- 6 PICYA Delegates Meeting
- 11 Taste of the Delta
- 13 Board Meeting

AUGUST

- 3 PICYA Delegates Meeting
- 7-9 Commodore Island Cruise Out
- 9 Board Meeting
- 23 Brunch at Humphries

SEPTEMBER

- 7 PICYA Delegates Meeting
- 11-13 Devils Isle Cruise Out
- 13 Board Meeting
- 26 Wheelchair Regatta Encinal YC

OCTOBER

- 3 Drift Wood Make- a- Wish
- 3-11 Bay Cruise
- 5 PICYA Delegates Meeting
- 16 Board & General Meeting
- 24 PICYA Management Conference
- 30-11-1 San Joaquin YC Cruise Out

NOVEMBER

- 2 PICYA ^{Awards} Dinner
- 13-15 Weber Point Cruise Out
- 15 Board Meeting

DECEMBER

- 5 Delta Reflections
- 6 Awards Banquet for Lighted Boats
- 12 Board Meeting
- 12 Christmas Party

JANUARY

The ANCHOR

MARINA WEST YACHT CLUB
2972 West Swain Suite 134
Stockton, CA 95207

Phone: 209-477-7653
Email: www.MWYC.org

Boating For Pleasure And Safety



We're on the Web
@
mwyc.org

