

The



VALLEJO YACHT CLUB

BINNACLE

March 2024

Founded 1900

www.VYC.org

P.I.C.Y.A. Club of the Year in 2015, 2014, 2013, 2012, 2010, 2009, 2008, 2007, 2006!



March 2024

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 Friday night Dinner 5:30 - 8:00pm	2 Midwinter Race 1:00 - 4:00pm
3	4 Soroptomist Meeting 12:00 - 2:00pm Monday Night NFL & MLB - Fun & Games... 6:00 - 9:30pm SOMIRA 6:00 - 8:00pm	5	6 Wednesday Nights Potluck Dinner 6:00 - 7:00pm	7 U.S. Coast Auxiliary meeting - Steve Johnson - 707-205-6108 7:30 - 9:30pm	8 Friday Night Dinner 5:30 - 8:00pm	9
10 DAYLIGHT SAVINGS TIME BEGINS	11 Monday Night NFL & MLB - Fun & Games... 6:00 - 9:30pm	12 Board of Directors Meeting 7:00 - 9:00pm	13 Wednesday Nights Potluck Dinner 6:00 - 7:00pm	14 Coast Guard Auxillary Flotilla 51 (Commander Phil Craig 707-260-4596 Ron Nathan 707-980-6935) 7:30pm - 9:30pm	15 Loch Lomond YC - St. Patrick's day cruise out 9:00am - 10:00pm Friday Night Jiggs Dinner 5:30pm - 8:00pm	16 Loch Lomond YC Cruise out
17 Loch Lomond YC - St. Patrick's day cruise out 9:00am - 10:00pm	18 Monday Night NFL & MLB - Fun & Games... 6:00 - 9:30pm	19 Touro University Retreat 9:00am - 3:00pm	20 Wednesday Nights Potluck Dinner 6:00 - 7:00pm	21	22 Friday Night Dinner 5:30 - 8:00pm	23
24	25 Monday Night NFL & MLB - Fun & Games... 6:00 - 9:30pm	26	27 Wednesday Nights Potluck Dinner 6:00 - 7:00pm	28 GENERAL MEMBERSHIP MEETING 7:30 - 8:30pm	29 Friday Night Dinner - 5:30 - 8:00pm	30
31 Easter Sunday	APR 1 Soroptomist Meeting 12:00 - 2:00pm Monday Night NFL & MLB - Fun & Games... 6:00 - 9:30pm	2	3 Wed Nite Beer Can Race and Dinner \$15 6:00pm - 9:00pm	4 U.S. Coast Auxiliary meeting - Steve Johnson - 707-205-6108 7:30 - 9:30pm	5 Friday Night Dinner 5:30pm - 8:00pm	6 North Bay Series Race 1:00pm - 4:00pm
<p>Monday Night Fun and Games 6:00-9:30 pm Wednesday Night Racing & Dinners 6:00- 9:00 pm Friday Night Dinners 5:30 - 8:00 pm</p>				<p>March 15 – St. Partick's Dinner April 13 – Opening Day of the Harbor May 4 & 5 – 125th Great Vallejo Race</p>		

Galley Report...Watch your emails!





COMMODORE Scott Green

Greetings shipmates, friends and colleagues!

Long and hard have I been thinking of what to write for this month's article. There's so much to go into that I sometimes get my brains clogged up.

But the most exciting thing is that we've made so much progress in so many areas - not the least of which is that we have a real hard copy Binnacle again, at last. Thank you Carol!

One of the things I've been enjoying the most, personally, has been the various wine tasting events we've been holding once a month on Wednesdays. I'd particularly like to thank Sylvia Keita for coordinating these. Irene O'Brien and Michelle Whitney have done a really nice job! So let's all thank them for getting 37 Wines (cheers, Al and Lisa!), Meadowcroft (cheers Tom!) and Wooden Valley for supporting these events. I really hope to continue this throughout the year - at least until racing resumes.

I'm still a little traumatized that I thoroughly enjoyed the Scottish Haggis the Ken Leslie and his team made a few weeks ago. Wow golly. It was actually very good - albeit having been slightly "Americanized" without stuffing it into an actual stomach; much better to suit my sensitive (but inquisitive) palate! Thank you Ken!

This all highlights my humility is recognizing, yet again, how vital our membership is to all the things that make our club fun. The Galley Crew in particular has worked their collective tails off to get meals out to us all, and frankly, I am speechless with gratitude. So the next time you see Kevin, Mike, Norm, Costa, Stephanie, Steve, Olivia, Mark, Jack, Sylvia and Laurie, please

acknowledge them with your own gratitude! Friday dinners and our various events take a lot of efforts so lots of help is needed.

But see how long that list of names is? And that's just the ones I can think of off the top of my head right now. Putting out this food, week after week, takes massive effort, and these folks need help. Overall galley management remains a difficulty as of today, so the board is looking to explore other options. We cannot continue to fly by the seat of our pants with one of the most vital social aspects of the club. But as with the many other challenges to our fiscal health, it may come down to hiring out for someone to help us. The folks I mentioned already are working themselves to the bone, so I cannot ask more of them. We simply must have someone to organize the dinners, galley, planning and so forth. This is going to cost money in some way. The Board made the decision in January to increase various rates and dues, but let me assure you, there is no other alternative. January, for example saw our highest energy bill ever: more tha \$8000! So I'm asking all membership to recognize these challenges and to trust the Board's integrity in dealing with them.

Last but never least, we're all looking forward to warmer weather and to this year's Great Vallejo Race. Vice Commodore Clare Harmon is working steadfastly (on top of her regular job!) to get all the pieces of this massive puzzle together, so please do reach out to her with any help you can offer. It's a huge event that requires huge planning. One person cannot go it alone, so.....

As always, I'm looking forward to seeing you all live and in person down at the club!

Humbly, with boundless appreciation

Your Commodore, Scott



VICE COMMODORE Clare Harmon

Hello shipmates!

What a year 2024 has been so far!

Personally, I have been through a lot: work, dental, transportation and bilge, among many other things.

So far, the Great Vallejo Race planning is moving forward with bands in place, the continuation of sponsors, as well as artwork. Looking forward to a successful race and function.

Moving forward, please check your bilges, lines and sails if applicable. With all the rain and wind we have been getting, it's very important to secure your vessels. I know our club alone lost

a few sails due to the high winds that blustery Sunday, where we had to cancel the ferry's service due to unmanageable conditions for docking at our San Francisco port at the ferry building.

Looking for many and all volunteers for GVR, whether it be at the bar, cooking, cleaning, setup, or takedown, as well as the ship store, as Barbara is stepping down at the end of the month. Also, if anyone knows of, or has any connections with, anyone for sponsoring, please contact the office or me for information as we need all the help we can get.

Thank you for your continuous dedication to the club and I hope to see you around.



March 20th

Wednesday Night

Potluck appetizers

Bring an appetizer for 8 people

Potluck starts at 6:00 pm

Wine Tasting at 6:30 with

a \$15 charge for the wine tasting



**Suisun Valley Vezer Family Vineyard
will be pouring their wines.**

**VYC Members please sign up ahead of time on the
Vallejo Yacht Club bulletin board**

A DELIVERY

By Jennifer Austin



Jennifer in Morro Bay

Los Angeles to San Francisco. The Coast Pilot called Point Conception “the Cape Horn of the Pacific” and March’s Latitude 38 said if you can sail from LA to SF you can sail around the world. After being inspired by Bonnie Gibson’s Transpac presentation at the Island Yacht Club – I found myself wanting to expand my sailing horizons.

Six crew members for the delivery of “Synchrony,”

a 41-foot sloop was preferred. Three days prior to departure we still had only five so I asked Cathy at Sailing Education Adventures if she knew anyone who could help with a delivery on such short notice. The next day I received a phone call from Gregory, a Russian Canadian with a great sailing resume and he was on board.

The final crew consisted of Herb, part owner and resident of Los Angeles, his fiancé, Juliet, who was to live on the boat when it arrived in San Francisco, Juliet’s father, Phil, a retired Merchant Marine and sailor, Nicole, a Club Nautique maintenance employee, Gregory, who was waiting to sail to Hawaii in June, and myself, with basic coastal cruising certification and part owner of two sailboats.

Our departure from Oakland on a Friday night turned out to be just the beginning of our little adventure. The airline tickets that were purchased in advance had names that did not match any one passenger, but they allowed us to board believing that Nicole’s ticket was a fictitious name, that I was going to be a Johnson in a few months, but Gregory had to purchase a new ticket.

Our arrival at LAX airport was uneventful as we piled our bags into Juliet’s very small Honda for the ride to Long Beach Harbor. We were originally scheduled to depart from Marina Del Rey on Saturday morning at 4 am – but when filling the water tanks – there was only one real water tank – so the diesel tank had to be syphoned and cleaned on Friday (which was a blessing in disguise, actually).

Herb greeted us at the boat with music and our very own locker. My first reaction to the boat was its low freeboard and lack of a dodger. I knew immediately that this was going to be a wet trip.

At 4 am we departed from Long Beach for Marina del Rey where

we picked up Juliet. The first half hour out I saw my first bioluminescence, we lost the ship’s bell and after I saw the sunrise, it was time for a nap. When I awoke a few hours later I smelled something burning and called out to Herb. Luckily, we were almost to Marina del Rey where Herb pulled the engine apart and found that the exhaust pipe had no insulation and was burning the wood. Juliet arrived with fresh baked goods, and we were off towards the Channel Islands and Santa Barbara.

The winds were strong and steady, and the boat handled great moving at 6 knots due south (isn’t SF north?!). The winds started to increase, it was getting late and with our 20 hp engine, we would never make it through the channel, so we turned around and enjoyed a run back to Marina del Rey. We tied up at the sales dock with access to a hot shower and fresh hot raviolis for dinner, compliments of Juliet. At this point, I thought we were never going to make it to SF by Thursday (when I needed to be off the boat) since we had already made two stops and the plan was for one fuel stop. We made a few more preparations for the trip: a lee cloth for me, stowed some pictures and entered more waypoints into my GPS since we were one chart short. I went to sleep with navigation on the brain.

Sunday morning turned out very pleasant with light winds, one grey whale sighting and being attired in shorts (for one brief hour). We finally got to sail and give the engine a rest – this is why I came on this trip! I went down for a late afternoon nap and when I woke up, we were docked in Santa Barbara. Originally headed for Coho anchorage so we could rest and do Point Conception at dawn, Herb decided to stop in Santa Barbara. Great! Gregory, Nicole, and I got permission to go have dinner before flaking the sails. Juliet and her father welcomed the stop because they had been feeling seasick. We finished our drinks and late dinner and went back to the boat where I went to sleep. I got up for the midnight departure to help flake the sails, cast off and plot a course then back to bed for me.

I was awakened for my first official watch at 0600 on Monday morning. I put on most of my layers and went on deck for a spectacular sunrise, Point Conception and 50-60 Pacific White-Sided dolphins escorting us around the point. I felt this tingling feeling all over – this was one of those sailing experiences I will never forget. Then I decided to take care of that queasy feeling in my stomach and how appropriately at Point Conception. We raised the jib and main since our forward progress was slow (.5 to 1.5 knots). In our tiredness, we forgot to tie the starboard bowline sheet or lead it through the car and when double-reefing the main, I had to hang from the boom to feed the lines into the sheeve – this is fun!

continued next page



Most of the crew on deck. Location: off of Marina Del Rey enroute to Santa Barbara

By Monday afternoon, we were sailing across San Luis Obispo Bay. Nicole and I were on watch, and I was at the helm steering up and down the waves – again, having way too much fun. The wind picked up with gusts into the mid 30's, then dropped to 10, then gusted to 37 and WHOOSH! The jib and track flew off the headstay. All hands-on deck! I started the engine, and we pulled the jib and track out of the water and secured it on deck while I motored toward an anchorage. We tied up to a mooring buoy for the night and made jib hanks with line, siliconed a hatch shut, added soy diesel, stopped a leak in my bunk and cleaned up the cockpit. Juliet fixed us another scrumptious hot meal and we all retired until 0600.

It was 0630 and we were off to Morro Bay for gas and water. We ended up staying in Morro Bay for three hours where Juliet's father got off since he still hadn't gotten his sea legs and bruised a few ribs. This was a great opportunity to dry everything out, eat in a restaurant, use a stationary head, get Nicole some real sea boots – we felt like a true cruisers!

We motored out of Morro Bay at 1400, just the five of us and one sea otter (busy finishing his lunch). This marked the start of a real sailing journey: 4 hours on, 6 hours off. One by one, Juliet, Nicole and I went down for some sleep as watches officially started up again. As I lay in my rear port bunk with a tarp for my lee cloth listening to tunes, Gregory and Herb fed me a dinner of cheese and crackers. Next thing I knew, Nicole turned on the light over my bunk and I proceeded to get up for my watch – but it wasn't time yet. She was just trying to read my watch! I got up anyway for the 2200-0200 watch with Juliet until midnight and Gregory until 0200. This was my first-time night sailing, and the fog came rolling in – oh boy, that was different. I lost all perception as I kept turning the boat to starboard to stay on course (I thought I was turning in circles – could this be an X-File episode?). We had no radar reflector up (It came down with that 37-knot gust) so I descended to mark our course, make a log entry and tell Herb we were in fog. Waiting for Herb to come up to raise the radar reflector, Gregory decided to enjoy a power bar – WHAM! A bird flew into Gregory's right cheek then fell into

the cockpit! Flapping violently in the bean bag chair (great seat cushions on a boat) in the cockpit, the bird was finally thrown out by Gregory while I laughed hysterically! I asked, "are you ok, Gregory?" Yes, he was fine, just a bit surprised.

I finally got to bed at about 0300 and slept until my next watch at 0800 on Wednesday. I finally developed sea legs and my stomach had settled as I opened the ice box for the first time since we set foot on the boat. Sunrise at Point Sir was beautiful as we watched rafted up sea lions start porpoising toward shore and we were close to Monterey – could it get any better than this? Since we were making excellent time, I suggested we not stop in Monterey but keep going – the low with gale force winds had stalled at the California border and two highs were stuck over central California. I used the cell phone to call my father to tell him I would not be needing that ride from Monterey since it was Wednesday afternoon, and we were sailing right past it.

At the rate we were motor sailing it looked like we would make it to San Francisco by sunrise on Thursday and we did. Herb woke me up at 0430 and asked me if I would like to bring her under the Golden Gate into San Francisco – of course! Juliet had the last official watch of the journey. We quietly watched the lights of Pacifica, Ocean Beach, and Point Bonita lighthouse fade and the sun brighten. I woke up Herb (who had fallen asleep in his bunk with foulies and boots on), then Nicole and Gregory. We were under the bridge at 0730. Nicole started taking pictures of everyone – Gregory with his yellow war paint (or was it orange?), and me at the helm. We slowly motored past the city front as San Francisco woke up. We parked "Synchrony" at the guest dock, and all jumped off thrilled to have completed the journey, but sad for it to have ended. Once five strangers – now five new sailing friends. I can only guess that completion of this delivery means I am ready to circumnavigate!

(This wrong way delivery, lol, was completed in April 1996. Can't wait to sail down wind)



Synchrony upon arrival at South Beach Marina

PICYA REPORT - February

By Geof Lambert, VYC PICYA Delegate



The 32nd Annual Change of Watch - Installation of Officers - Commodore's Ball honoring incoming 2024 Commodore Jan Lucas and the PICYA 2024 Officers and Directors was held January 27th, 2024 at the Oakland Yacht Club in Alameda.

East Bay, Treasure Island, San Francisco, San Pablo Bay, Alameda, Marin, Delta, Sacramento, and Tahoe.

My thanks go out to the many government agencies that keep us safe in all of those locations. US Coast Guard, US Army Corps of Engineers, State, County and Local Law Enforcement and Fire departments are available in an emergency. The Pacific Inter-Club Yacht Association is proud to be a partner with all of those agencies and so many others who are committed to make boating safe.

Commodore Jan presented these thoughts to those in attendance:

On behalf of the Officers, Directors, and over one hundred member clubs of the Pacific Inter-Club Yacht Association (PICYA) I welcome you. The PICYA was formed in San Francisco on May 12, 1896. The mission at that time was to encourage yacht building and yacht racing, and to establish uniform rules for governing races in which two or more clubs compete. The "territory" was the entire Pacific Coast.

Starting with 5 charter clubs, we have grown to about one hundred and seven clubs but with the "territory" being Northern California only. Our purpose now is to promote your inter-club communications, activities, and social interactions, and to organize and conduct education programs, which enhance the general welfare of the member organizations. I was asked what my theme would be this year and in honor of Staff Commodore Pub Pugh, I want to "Honor Traditions into the 21st Century." SC Puch valued the many traditions of PICYA and the importance of continuing those traditions while also making new traditions. This year, one of our focuses will be to transition to our new club management platform, Club Spot, allowing for an upgraded website and the ability to renew club memberships annually and register for events online.

Outgoing Commodore, Jr. Staff Commodore Larry Mayne provided these parting words:

Ahoy, it was my honor and pleasure to be the 127th Commodore and President of PICYA. When nominated for the PICYA Commodore, I was asked what my theme for the year was and I instinctively replied, "Stay Safe, and Have FUN." In 2023, I believe that all the members of PICYA did stay safe and had fun, plus we did a good job in attaining the purpose of the Association with our well attended Delegate Meetings, Regattas, Conferences, and Activities that were held in the south SF Bay,

I also want to give recognition to all of the PICYA affiliations with organizations committed to make recreational boating enjoyable, including: Pacific Coast Yachting Association, US Power Squadron, US Sailing, Predicated Log Racing, Yacht Racing Association, and many more. Boaters are wake boarding, fishing, rowing, waterskiing, sailing, racing, cruising, windsurfing, jet-skiing, and more delighted with their in and on the water fun activities, many of the sponsored by PICYA member Yacht Clubs and their affiliates.

PICYA events that are upcoming include:

- PICYA Spring Conference - March 23
- Opening Day on the Bay 2024 - April 28
- Fall Management Conference - October 19

As you go about your boating world in 2024 please remember to not take the ability to safely engage in recreational boating on the beautiful waters surrounding and in Northern California lightly. It takes a team of supporters to provide the resources available and needed to make safe general recreational boating available to the public. It would be a shame to see those privileges slip away and erode suddenly or over time. Stay alert and stay safe!

On a historical note it was learned while visiting the Oakland Yacht Club, that renowned author Jack London was a member in good standing of the Oakland Yacht Club the last three years of his life, 1913 to 1916. At the time the OYC clubhouse and anchorage were both located in East Oakland.

Respectfully Submitted,
Geof Lambert
VYC PICYA Delegate

PICYA Website: www.PICYA.org
geof.lambert@gmail.com



PICYA PHOTOS - February



PICYA REPORT - March

By Geof Lambert, VYC PICYA Delegate



Pacific Inter-Club Yacht Association Assembly of Delegates Meeting was held on February 12th at the Marin Yacht Club in San Raphael. Commodore Jan Lucas presided over the meeting which commenced after a dinner which included Caesar salad, chicken coq au vin, butternut squash risotto, and roasted halibut Provencal, all topped off at the end of the meal with New York style cheesecake and fresh strawberries dessert.

Commodore Jan started the business part of the meeting by giving some remarks on the status of the association which included the following items:

- Recap of Installation/Commodore Ball
- Discussion on a proposed survey for 2024 Calendar of Events
- Notes on 2024 Committee Chairs
- Announcement about upcoming Board Retreat

Vice Commodore, David Jackson then gave an update on the Opening Day Parade which is going to be held on the San Francisco Bay on April 28th. As always they are always looking for people to assist with that event. It looks like there will be close to 100 boats involved with the parade.

Staff Commodore Bill Gargan gave a report on the Recreational Boating Of California (RBOC). RBOC as always is looking for support from clubs and members to help them with their mission: RBOC, based in Sacramento, is a non-profit government advocacy organization led by 19 volunteer boating officers and directors from all over the state. They work with lawmakers to inform them of California boaters' needs and to advocate boater positions on legislation and regulations.

In the general club information section of the meeting it was announced that registration is open and all interested racers are



**Delegates Dinner February 12, 2024,
Marin Yacht Club**



encouraged to participate in this year's Great Vallejo Race (GVR).

Noteworthy upcoming PICYA related events include:

- PICYA Spring Conference, South Beach YC - March 23
- Opening Day on the Bay 2024 - April 28
- Delegates Luncheon Meeting, Benicia YC - April 6

PICYA Website: www.PICYA.org
geof.lambert@gmail.com



It Actually Happened

TOM OCHS • *A wealth of useless information*

Now this one sounds like a real sea story, it actually happened. Did you ever think you could be in two places at once? On New Year's Eve of 1899, the steamship SS Warrimoo did the next best thing.

The Warrimoo was a steamship that delivered cargo, passengers and mail between Canada and Australia. On one of its voyages, the captain requested a position, and it came back Latitude 0:31' N by Longitude 179:30 west. This would have put the ship within a couple of miles of where the equator and international date line intersect.

The captain, John Phillips, ordered his crew to steer a course toward this point. He also enlisted the services of five experienced navigators who checked the position of the sun, and after sunset the stars

The course and position were checked every three hours, and at the stroke of midnight, aided by smooth seas, found itself right across the intersection of both the equator and the great meridian, and international date line.

So what's the big deal, you might say, with its bow pointing south and stern point north?

The bow was in the southern hemisphere where it was summer, and the stern in the northern hemisphere, where it was still winter.

Also, momentarily, at the stroke of midnight, the front of the boat was in the 20th century, and the back in the 19th century. So it was January 1, 1900 in the bow, but the back was lagging on December 31, 1899.

They were also in two different centuries at the same time. Now a lot of people just thought this was another sea story, so in 1942, Captain Phillips, now retired, went through all of the calculations and verified the feat.

It is highly doubtful that the Warrimoo would have been able to achieve and maintain that position as GPS systems were way down the road, but, it is possible and one hell of a sea story, and have we around this clubhouse heard some whoppers. Regardless, it is a great story.

As a note, Mark Twain and his family were traveling to Australia as passengers, and has written stories about the trip. I think the book was titled *The Innocents Abroad*.

And one more thing...there was a baby born at this time. So when you ask the kid when is his birthday is he can say pick one.

Have a great spring and remember to stay safe and file float plans, and take a course in navigation, real navigation not this GPS stuff, because when the battery dies, you gotta have a plan B.

The Great Vallejo Race

May 4 - May 5 2024



The first mention of a race came in 1925, when PICYA organized a cruise from Berkeley to Vallejo on a Saturday to be followed by a race back on Sunday. This is probably the official origin of the Great Vallejo Race, now reputed to be one of the largest inland regattas in the United States, usually drawing 200+ boats annually. Now under the aegis of the Yacht Racing Association and hosted by the Vallejo Yacht Club, the two-day race marks the official opening of the San Francisco Bay racing season.

Long Table Friday Night

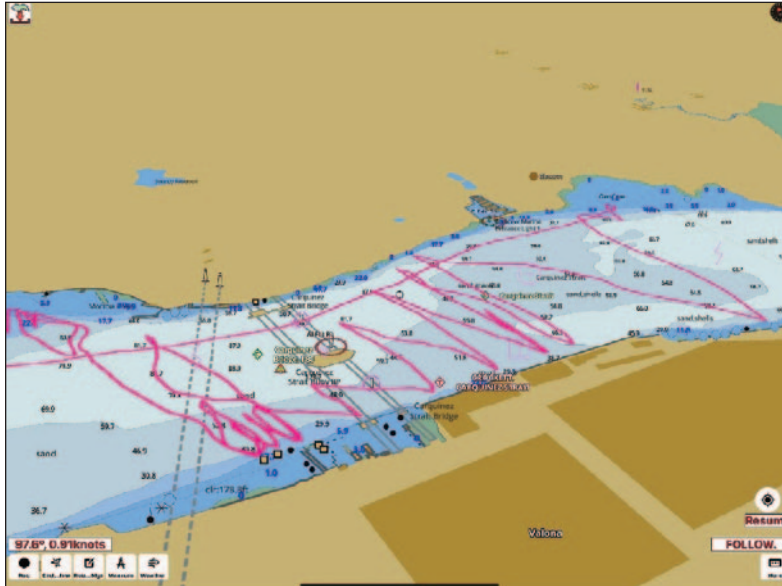


Membership Chair Mark Ashworth & Commodore Green welcome Jacqueline Barsotti to the VYC.

FLEET CAPTAINS for RACING

Mark Littlefield and Denny Mosher

February Mid-winter race saw 10 boats representing 3 fleets at the starting line. Conditions were much milder than January's Mid-winter race, but conditions remained challenging with an ebb tide and winds generally under 8 knots. The Race Coordinator picked course 42 which took the boats from the starting line in front of the club, out the Mare Island Channel and under the Carquinez Bridge and rounding the Glen Cove Buoy before returning to the finish line in front of VYC.



maneuvers in their efforts to round the Glen Cove Buoy as evidenced by Black Pearls sail track.

Results of the race are as follows: In "C Fleet" three boats started the race with Black Pearl sailed by Max Gerdes placing second and Wings sailed by Jerry Halterman finishing in first place.

In "B Fleet" two boats started the race with Tri Force sailed by Mike Kazek, finishing for a first place.

Racing out of Mare Island Channel was close, but as the fleet entered the Carquinez Strait the fleet was hit with a strong ebb tide as they made their way toward Glen Cove. At this point several boats headed back to the club after not being able to pass under Carquinez Bridge. Six boats were ultimately able to finish the course, but not before performing numerous tacking

In "A Fleet" five boats started the race and three boats finished. Jack Vetter sailing Pearl finished in third place, Sea Stig sailed by Jim Wallis finished in second place and Fred Von Stieff on Wayward Wind placed first.

The Next and last Mid-winter Race this year will be on March 2nd with the start time at 1:00 PM. We hope to see you and your boat out racing with us soon.

FEBRUARY WINE TASTING



VYC members Michelle & Paul Whitney hosted the February wine tasting pouring Wooden Valley wine. Over 25 VYC members and guests enjoyed the wine tasting in February

VYC Cruise Out Schedule 2024

Sign up on bulletin board, with the VYC office,
or email Jay Lund at jrlund113@gmail.com.



Photo by Sylvia Keita

The first cruise of the year, to Benicia YC Feb 16-18, was a great success, despite rain. We had 18 people from five boats and three “asphalt cruisers.” The next cruise is a little more of an adventure to another of our favorite clubs. Cruises are a great way to go new places (or to familiar places with old friends).

March 15-17 – Loch Lomond YC - St. Patrick Day Cruise (St Patrick’s day festivity) A favorite cruise to a lesser-known part of San Francisco Bay. [Mary Kraybill will lead trip]

April 19-21 – Petaluma YC - Up the Petaluma River to downtown Petaluma

May 31-June 2 – Point San Pablo YC A nice nearby club, with much good dining in walking distance [Jim and Carolyn David will lead this trip]

June 14-23 – Delta Cruise (Likely stops include Pittsburg, Rio Vista, Walnut Grove, Stockton YC, Willow Berm, etc.)

July 12-14 – South Beach, San Francisco [Jim and Carolyn David will lead this trip]

July 27-August 11 (perhaps ending sooner) – Blue water cruise (come for a week including Half Moon Bay, Santa Cruz, Monterey, and Moss Landing or extend for a trip north to Bodega Bay)

September 12-14 – Commodore’s Cruise – San Francisco YC

October 12-3 – Short overnight cruise to nearby location, Details TBA (Napa River or other nearby cruise or raft-up? or afternoon raft-up?)



Life at the Yacht Club

Photos by Sylvia Keita



Volunteers at work on the fence and with dinner!
Norm the steak man was in town, and a vegetarian option was prepared.

February Sweetheart Cruise Out to Benicia

Photos courtesy of Kim Trotter



Happy Birthday

March

Stan Jones	1-Mar	Kevin Burke	10-Mar
Jennifer Valverde	1-Mar	Stuart Beavis	11-Mar
Jose Pabon	2-Mar	Noble Brown	12-Mar
Bob McGowan	3-Mar	Christopher Mendonca P/C	12-Mar
Scott McKenney	3-Mar	Mike Coleman LF	13-Mar
William Plummer	4-Mar	Vicki Anderson	14-Mar
Sharon Dwoskin	4-Mar	Curtis White	14-Mar
Diane Deckard	4-Mar	Lisa Voss	15-Mar
Fred Von Stieff, M.D. Sr. MD	6-Mar	Stephen Kielar	17-Mar
Julie Marchess (Seiger)	6-Mar	Margot MacKerrow LF	20-Mar
Earl H. Trumbull	7-Mar	Dali Rus	22-Mar
Scott Gregor	9-Mar	Toni' Borges P/C LF	23-Mar
Diane Hanson	9-Mar	Lauri Luck	27-Mar
Patricia McCarthy P/C	10-Mar	Rosanna Burke	27-Mar
Jeffrey Mays	10-Mar	Jennifer Austin	31-Mar

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Vallejo Yacht Club
HAPPY.
St. Patrick's
DAY



March 16th
Friday Night
6:30 pm

Corned Beef and Cabbage
with all the fixings
Irish Dessert
All for \$25

2023 - 2024 Elected & Appointed Officers

Commodore Scott Green
 Vice Commodore Clare Harmon
 Rear Commodore Olga Hambrick
 Staff Commodore Jeremy Haydock
 Treasurer & Dredge Project Manager Bob Lockhart
 Secretary Samantha Fordyce
 Port Captain, Administrative Arv Voss
 Port Captain, Dock Maintenance
 and Engineering Jeff Ruzsler
 Fleet Captain, Cruise Jay Lund
 Fleet Captain, Sail Mark Littlefield and Denny Mosher
 Fleet Captain, Power TBD
 Fleet Chaplain Bob Reeves
 Fleet Surgeon Fred Von Steiff, MD
 Cal 20 Program Chair Ab Ream
 Safety Chair Bob Sampayan
 Learn to Sail Chair Dale Anderson
 Membership Chair Mark Ashworth
 Ship's Store Chair Olga Hambrick
 Galley Chair TBD
 Social Chair Sylvia Keita
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PICYA Geof Lambert
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First Class

