

THE BINNACLE

PICYA Club of the Year 2006, 2007, 2008, 2009 and 2010

Visit www.VYC.org for more news and information.



May 2011

PICTURE OF THE MONTH: Raising the flag, Opening Day April 23rd.

Photo by Manny Lorenzana



MAY EVENT REMINDERS

- | | |
|----------------------------------|---|
| 5/13 VYC JAZZ night | Tom Newton and friends playing during Happy Hour |
| 5/14 VYC Brothers Race | Get ready for NBC2 |
| 5/14 Learn to Sail Classes Start | More information www.vyc.org |
| 5/21 Cruise Out weekend | Destination TBD |

★★★ COMMODORE'S REPORT



As we all know our club is run by volunteers. We have quite a few new members who have been volunteering their time. **Jay Chagnon** asked what he could do and volunteered to clean the walls & ceilings in both of our restrooms. No small feat with our tall ceilings.

The ladies want to start decorating them and my wife **Lynn** started by painting the walls in the ladies room. We are looking

for a tall ladder so we can do the ceilings. If anyone has a ladder that would work please contact me.

Ray McEaney, **Hennie Cloete** and myself identified the problem with the internet & wifi. We will be evaluating this situation.

I enjoy the entrance to the club more each time I come down with flowers blooming and dressing things up. **Dave & Maureen** are doing a great job on the landscape.

We have new supports going under the clubhouse to help out our pilings. **Bill Sweitzer** had the brackets made, **Cory Whitecotton** is doing the welding, **Joe Balocca**, **John Karuzas**, **Ray McEaney**, **Roger Smith** & **Ralph Hyde** are all doing the work needed to strengthen and support the clubhouse.

This month was quite busy with a band at our 1st Friday night Happy Hour. Our 2nd weekend we had a cruise in from Solana Yacht Club with a great dinner of ribs & chicken provided by **Tony Williams**, **Manny Lorenzana**, **Tony Spinetti**, **Lynn Liddle** & **Lita Karuzas**. Our 3rd weekend a cruise in from California Clippers with another great cook your own provided by **Lita Karuzas**, **Lynn Liddle** & **Glen McKeig** at the grill and **Wayne Dickman** in the kitchen. +

We still have Opening Day and the Great Vallejo Race that will be over by the time you read this. Will have more next month.

Happy Boating, **Brian Liddle**

★★ VOICE OF THE VICE



I'm late! I'm late! For a very important date! No time to say hello, goodbye! I'm late! I'm late! I'm late!

Sorry can't think of anything to say except thanks to everyone that has helped get ready for The Great Vallejo Race. I will have more to talk about next month.

We had a great opening day Thanks to

Manny, **Liz** and the crew

I'm Late!

★ REAR REPORT



Vallejo YC opening day April 23, 2011 was a Success. I want to thank all who helped and attended this year's Vallejo Yacht Club's Opening Day! Our great members made this a memorable event! Special Thanks to:

◆ My lovely wife, **Liz Lorenzana** who helped me with everything!!!!!!

◆ Our Chaplain, **Jeanne Forte** for her wonder words and the blessing of the fleet.

◆ Our incredible singer, **Cherith** who sang "Star Spangled Banner" at the raising of the flag "Amazing Grace" at the memorial. What a voice!

◆ **Mark Bauder**, on the horn, just amazing! Tear Jerker!

◆ Past commodores **Eric Jacobson**, **Earl Trumbull Sr.** and **John Karuzas** raising our beloved Flag.

In Attendance in the ceremony:

◆ Commodore **Brian Liddle** who attended in heart.

◆ Vice Commodore **Jim Glen**

◆ Rear Commodore **Emanuel Lorenzana**

◆ Staff Commodore **Chris Mendoca**

Incredible staff and fellow shipmates:

◆ **Matthew**, Club Manager, who as always back us up completely

◆ **Lita Karuzas**, **Glen McKeig**, **Pam Bond**, **Jon Laporte**, and **Wayne Dickman** for the wonderful lunch and dinner.

◆ **Jim McCarthy**, **Liz Lorenzana**, **Jon Laporte** and **Eric Jacobson** running the poker run on *Pleases Me*.

◆ **Tim Dunn**, **Joe Balocca** and our announcer **Chris Mendoca** for running the Ducky Derby.

Congratulations to:

◆ Poker Run Winners, **Mark** and **Julie Bauder**, and

◆ Ducky Derby winner, **Ellie Carroll!!!!**

◆ Commodores Cruise is in August!! Sign up now!!

Look forward to seeing everyone at the Vallejo Yacht Club Functions!

Keeping it wet! **Manny Lorenzana**

EDITOR'S NOTE



In April's edition of the Binnacle we noted that the "Picture of the Month" was taken by **Michael Fordyce**, this is incorrect. The beautiful picture of **Ray** and **Dori McEaney** was actually taken by Rear Commodore, **Manny Lorenzana**.



Request to members: If you enjoy photography please send in your photographs. Who knows your picture could be featured as a "Photo of the Month"! Please send your pictures to binnacleeditor@vyc.org or drop them in the Binnacle box at the club.

VYC EVENT CALENDAR MAY AND JUNE 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 The Great Vallejo Race!! SOMIRA Pancake Breakfast	2 SOMIRA General meeting 5:30pm - 8:30pm	3	4 VYC Art Campbell Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	5	6	7
8 Mother's Day	9	10 Board of Directors Meeting 7-9	11 VYC Art Campbell Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	12 Coast Guard Auxiliary	13 Tom Newton JAZZ NIGNT 5:30—8:00pm	14 VYC Brothers Race Learn-to-Sail Classes Beginner's Session 9:00am to 3:00pm
15	16 Forunka Meeting 5:30—7:00pm	17 Speaker Series 6:00pm to 8:00pm	18 VYC Art Campbell Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	19	20 Cruise Out Weekend TBA	21 Cruise Out Weekend TBA Learn-to-Sail Classes Beginner's Session 9:00am to 3:00pm
22 Cruise Out Weekend TBA	23	24	25 VYC Art Campbell Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	26 General Membership Meeting 7:30—9:00	27	28 Office Closed Welcome: Chico YC (5 Boats—Alex Lorenz) Learn-to-Sail Classes Beginner's Session 9:00am to 3:00pm
29	30 Memorial Day	31	1 VYC Race Committee Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	2 Carquinez Sail & Power Squadron Monthly Meeting	3 Cruise Out Weekend: TBA	4 Learn-to-Sail Classes Beginner and Intermediate 9:00am to 3:00pm
5	6	9 Board of Directors Meeting 7-9	108 VYC Race Committee Perpetual Beer Can Race Ladies Card Game/ Bluegrass Jam 12-3 PM	9 Coast Guard Auxiliary	10	11 Learn-to-Sail Classes Beginner and Intermediate 9:00am to 3:00pm

VYC OPENING DAY CELEBRATION

Photoa by Manny Lorenzana



Mike and Rhonda Coleman



SV Lady Hawk leading the parade



Ellie Carroll



Oscar



Mark and Julie Bauder



Board Chairman, Arden Perkins



Office Manager, Matthew Ceryes, Dave Nadolne and Chris Mendonca



Arvel Voss and his son



Gail Hall, Pam Bond, Jim Glenn, Earl Trumbull (PC), Ken Hall



Charles Kite and John Cole



Tim Dunn and Friend



Pam Bond



SV One Trick Pony



Earl (PC) and Colleen Trumbull with Ken Hall



Tony Spinetti and Alba



POWER SQUADRON: FLY FLAGS CORRECTLY

Flags have been part of nautical lore for uncounted centuries. The earliest flags were just decorative, but over time, the display of flags evolved into a way of communicating. Flying flags properly is a mark of good seamanship.

First, a bit of terminology: Flags are *flown* by boaters; flags are *worn* by vessels.

The starting place for flag etiquette is what's called "the place of honor." This is where a vessel should wear the U.S. ensign (the stars and stripes) when that flag is flown. On both powerboats and sailboats, the place of honor is the stern staff. In addition, the peak of the gaff, on a four-sided sail, or two-thirds the way up the leech, on a three-sided sail, can also be the place of honor.

The flag-and-etiquette rules of the United States Power Squadrons (USPS) allow the power-squadron ensign (blue and white vertical stripes with a fouled anchor on a red canton, which is the rectangle on top of the ensign and closest to the hoist) to be flown instead of the U.S. ensign. This is only proper when a vessel is in U.S. waters and under the command of a power-squadrons member. In 1916, two years after USPS was formed, the organization petitioned Congress for approval of this practice. The Department of Commerce and the U.S. Navy strongly opposed the idea, but Congress ultimately took no action. Taking silence to mean agreement, USPS adopted the practice.

Some people argue that replacing the U.S. ensign with the power-squadron one is disrespectful. However, it is considered proper for a vessel to wear the yachting ensign (similar to the U.S. ensign but with a fouled anchor surrounded by 13 stars in the canton) at the place of honor. Originally, the yachting ensign was to be worn only by documented vessels (larger ones registered with the federal government instead of with a state). Over the years, though, the yachting ensign became widely used aboard vessels not eligible to be documented, and today its purpose is mostly decorative. To put it bluntly, flying the yachting ensign commands about as much respect as flying a pair of boxer shorts, and the USPS ensign at least has some significance.

Flag etiquette developed in the days of sail, so the following is oriented to sailboats. Powerboats come in many different configurations, so the sail rules have to be adapted to power, and where a sailboat might wear a flag at her starboard spreader, a powerboat could wear it in a radio antenna. When making colors, at 0800, the flag at the place of honor is displayed first, followed by other flags in order of precedence. After the place of honor, the key points are, in descending order:

- ◆ Bow staff
- ◆ Starboard spreader
- ◆ Truck (top) of the mast
- ◆ Port spreader

Flags typically worn at the bow staff include: organizational burgees (yacht club or power squadron), or the U.S. Coast Guard Auxiliary facility (blue) ensign (but only if the vessel is commanded by an auxiliaryist, and the vessel is approved as a "facility" by the auxiliary). The auxiliary's operational (orange) ensign may be worn in place of the blue ensign when the vessel is operating under Coast Guard orders, such as participating in a search and rescue.

Flags typically worn at the starboard spreader include: club or squadron burgees; the USPS ensign; a private signal (one designed by the owner for personal use); officer flags; and courtesy flags (national ensigns indicating that your vessel has been cleared into the waters of the foreign nation whose ensign is worn). Note that it is never appropriate for a U.S. vessel to wear the national ensign at the starboard spreader.

Flags typically worn at the truck of the mast include: club or squadron burgees; private signals; and officer flags (when also flying the burgee of the club or squadron).

Flags typically worn at the port spreader include: officer present (when an officer visits in his or her official capacity representing another organization); and guest flag (indicating that the owner is absent and that the vessel is in charge of guests).

The U.S. ensign should never be flown at night, except when leaving or entering port. All other flags may be flown around the clock. If all flags are being struck at sunset, the flags should be lowered in reverse order of precedence, with the U.S. ensign struck last.

There is a lot more to flag etiquette, as well as a number of signals that utilize the international code flags. For more information, you can purchase a copy of the USPS publication "How to Fly Flags" from the ship's store at www.usps.org. To learn how international code flags are used, consult the International Code of Signals, published by the federal government.

One signal you never want to see on a vessel to windward of you is alpha-delta, which means "I am abandoning my vessel, which has suffered a nuclear accident and is a possible source of radiation danger."

W. J. M. (Mike) Fordyce
 Commander
 Carquinez Sail & Power Squadron



Picture by Mary Kraybill

TEAR UP THAT TIDE BOOK!



No matter how often you need to look up information in the tide book, each time it involves opening the book up, then turning the pages, either forward or back, until you arrive at the correct month. If you happen to forget the information, there you go, flipping thru the pages AGAIN a few minutes later!!! To ease the use of that useful book, tear off the upper corner of the tide book cover AND those pages no longer in date. The result will be placing your thumb at the torn off corners, opening up the "old" pages and, wha-la, you are at the correct page/month, with no fumbling or frustration!

Bruce T. Martens is a recognized MARINE SURVEYOR and member of Vallejo Yacht Club, performing inspections and providing consultation in the San Francisco Bay and Delta Waterways for well over 30 years.

PICYA REPORT

Submitted by Maggie Sabovich, PICYA Delegate

VYC PICYA representative Maggie Sabovich reported that she and PICYA representative Roger Karlsrud attended the PICYA Delegate's meeting at the Half Moon Bay Yacht Club on Monday, March 7th, 2011. The Half Moon Bay Club has built a new large meeting room/ball room in the past few years, that can accommodate much larger groups. There were at least 150 delegates present at the March meeting.

The April Meeting took place on April 4th at the Aeolian Yacht Club in Alameda. The next Delegate's Meeting will be at the Oyster Point Yacht Club on Monday, May 9th, when Opening Day on the Bay decorated Boat awards will be presented.

The most important issue before the VYC is the ability to send member's boats to participate in PICYA's Opening Day Decorated Boat Parade on the San Francisco waterfront on Sunday, May 1st, starting at 12:00 noon. Due to the conflict of the VYC's Great Vallejo Race, the opening race of the season on the Y.R.A. schedule (Yacht Racing Association) taking place on Saturday April 30th, with participants staying overnight at our club, and leaving the next morning (May 1st), the VYC has very few members who can participate, as most members are working during the weekend in various capacities on the race. Rear Commodore **Manny Lorenzana** plans to decorate his power boat to this year's Opening Day theme of "Giants of the Bay", and hopes that his daughter can also bring her power boat decorated as well. VYC member **Joel Sorum** will be decorating his sailboat with Flags and Streamers to participate in the Parade.

This will give the VYC 18 points for two decorated to theme power boats, and 5 points for one sailboat with flags and streamers, but we will still need at least one more decorated sailboat in order to win enough COTY (Club of the Year) points to maintain our five star club standing this year. **Maggie Sabovich** and **Roger Karlsrud** will represent the club on the PICYA Committee boat, which will earn the VYC 5 points, as well as the VYC's donations to prize winners in the Decorated Boat parade of gift bags with free drink tickets, free guest weekend berths, and hats and tee shirts with the "Great Vallejo Race" logo. We look forward to PICYA's Opening Day on the Bay parade on Sunday, May 1st.



Safetymatters 

Submitted by John Cole, Safety Officer

I receive advice from many well intended sailors. **Gail Hall** has explained to me, that in order to attract my wife on board, I must remove the clutter.

I also decided in order to be a safe sailor that the clutter should be removed. Anything in the cabin not stowed or secured can shift and become a safety hazard. You should be able to move around quickly and safely below deck without climbing over your stuff that was not stowed and secured. Lines in the cockpit should be coiled and not wrapped around your feet or walked on and waiting to ensnare you. Last year one of our great racers was T-boned when the opponent tried to tack with a crew member standing on the lines, preventing the maneuver.

Boat shore power cords with weatherproof caps should be the standard not the exception. There are a number of home extension cords on the dock, just waiting to short out or light up someone or their boat. There may still be an extension cord out there, painted yellow, which seems like a lot of work to look like a shore power cord. Loose connections and corrosion are a leading cause of marine fires and electrocution.

There have been safety checks to repair power problems on the docks. Some repairs have been made to improve electrical power safety on the docks. Please report any electrical problems to the Port Captain.

I have noticed that the second most popular pastime besides boating is drinking. Safety on the water requires one to be vigilant with good reflexes. Most of the accidental injuries and drownings involve alcohol. Save the drinking for after boating. Alcohol and being on the docks could impair your ability to make it safely ashore.

Be safe out here and in port.



Share **YOUR** stories!
Email your Swabbie Log!
Binnacleeditor@vyc.org

VYC Swabbie Log Submitted by Harry W. Hemsley

VISIONS OF THE FLEET

The Luna Race

What a beautiful night! What a beautiful moon!

We had a real treat Saturday night (8-12-95) on the Luna Race, it was an absolutely gorgeous summer evening with some very intriguing racing conditions.

We had a perfect start (one second back) at 2000 with light air and the last of the ebb in the channel. It never pays to beat the "big boys" off the line because with the long reach down the channel they always roll over you eventually. Oh; for more waterline and clear air! Big boats, small boats, they were passing us left and right until we were "safely" back in the pack.

Our course was 4-S, OW-S, 15-S and return home. By the time we finally made it down to #4 we found most of the fleet waiting for us. We flopped right at 4 to take advantage of what ebb there was and let that carry us out into the "straights". With the race now firmly back in our grasp we inched out into Carquinez Straights looking for the anticipated tide line.

And, WOW! what a ride! There was a "river" out there flowing at max ebb. Once we reached the tide line and crossed into its' powerful surge, it was like being on a giant conveyor belt. We found ourselves slipping sideways faster than our forward progress. By the time we crossed the channel we were "on" the mark ready to tack and round it. The Oil Wharf is lit up, like a shopping mall at night and we slide by it like it was standing still.

The final mark was 15, so we reached off letting the ebb sweep us right to our next rounding.

We were in for more excitement with an almost perfect orange globe, the moon was now perched above the Carquinez bridge. While enjoying this sight and keeping a wary eye over our shoulder for our competition we noticed lights bearing down the channel. We were on a converging course with a monster tug who was going full speed and was on starboard. For a split second there was the consideration that if we held our course we could clear him. After a few suggestive blasts from his horn and a better look at his on rushing bow wave; we flopped over and watched as he churned by, oblivious to the fact that we were in the middle of a hotly contested race.

Needless to say, by the time we tacked back and hobby horsed through the wake we had been swept below our course. This spelled big trouble because now we were fighting the current and the wind had lightened up.

Now that race was on to "pop the chute" and get over to the rock wall for current relief. Soon we had joined the parade up the "wall" while trying to pick our competition, SV Latent Image and SV Rascal, who were now comfortable ahead.

It was an agonizingly slow "walk" up the wall. After what seemed like an eternity we reached the entrance to the Mare Island Channel and #1. There, we found a small gathering of the fleet fighting a building flood and very light wind, just to get around #1.

One of the very fast "A" fleet boats had finally caught up to us at #1, they called for right of way and proceeded to push both of us past #1 on the "wrong" side. This led to about a ten minute "dance" where we had to change course, going back out against the flood with little or no wind. We were finally able to squeak around the entrance mark and were on our way "home". After dousing the spinnaker and going to the 150 we continued up the channel in the bright moon light, playing the frequent shifts, but mostly enjoying the evening. By this time we realized that we were "out of the race", but content to know that we had experienced something very special. Night sailing is different, but a fun different. Especially on a warm summer evening in the middle of August, complete with a full moon and shooting stars to light your way.

Happy Sailing!
Harry W. Hemsley
Skipper, Cinnabar

BLESSING OF THE FLEET Source: www.Wikipedia.org

The **Blessing of the Fleet** is a tradition that began centuries ago in Mediterranean fishing communities. The practice is predominantly Catholic and a blessing from the local priest was meant to ensure a safe and bountiful season. However, there are numerous instances where the "Blessing" was initiated by an Episcopalian minister.

In most United States ports, the event was brought by immigrants who held strongly to their Catholic religious beliefs. The events that are part of the ritual vary by community and range from a simple ceremony to a multi-day festival including a Catholic mass, Parades, Pageantry, Dancing, Feasting and Contests. The Blessing of the Fleet is held at coastal fishing communities throughout much of the world. The two bible verses most used in Blessing of the Fleet are: Psalm 104, verses 24-41 & Psalm 107, verses 23-32. The actual blessing may be as follows:



Courtesy of Georgia Council for the Arts

"Most gracious Lord, who numbered among your apostles the fishermen Peter, Andrew, James and John, we pray you to consecrate this boat to righteous work in your name. Guide the captain at her helm. So prosper her voyages that an honest living may be made. Watch over her passengers and crew and bring them to a safe return. And the blessing of God Almighty, the Father, the Son and the Holy Spirit, be upon this vessel and all who come aboard, this day and forever. Amen"



VYC's Ceremony Raising the Flag

Pictured: Vice Commodore, Jim Glenn, Secretary Maggie Sabovich, Chaplin Jeanne Forte, Past Commodore, Earl Trumbull, Staff Commodore, Chris Mendonca, Past



Cherith singing "Star Spangled Banner" and "Amazing Grace" with Past Commodore Earl Trumbull paying his respects to the United States Flag.



Vice Commodore Jim Glenn and Past Commodore Eric Jacobson honoring our fallen shipmates.

VYC 2011 Blessing of the Fleet

Pictured: Rear Commodore, Emanuel Lorenzana, Chaplin Jeanne Forte, Secretary Maggie Sabovich, Staff Commodore, Chris Mendonca, Past Commodore Eric Jacobsen



VYC SUNSHINE



Greetings, Shipmates and a joyful spring to each of you. Time to shake out those sails and hit the water.

It was good to see Noble Brown back at the club this month. After less than two months he's in ship shape and ready for the yachting season.

News from Harriet Goodman: Harriet has been ill and in the hospital. She is now residing, while recuperating with her daughter Kathy in Napa. Harriet hopes to return to her Napa home in the near future. She would enjoy hearing from any of you at *82 707-252-6435. There is a cell number (707-815-2009) but hasn't proven to be the most reliable. Give it a try anyway! If you would like to send a card, please send it to VYC (485 Mare

Island Way, Vallejo, CA 94590) in care of Harriet Goodman. We will be sure to forward the card to her home.

Many of you have inquired of P/C Bruce and Carol Oelschlaeger. They have asked to be remembered to each of you and are living, temporarily, in Solano County. From time to time they stop by the club when in Vallejo and hope to see some of you then.

We must be a pretty hardy bunch; no word of members under the weather. That's great, but if you know of anyone who could use a little cheer, please ring me up (707-252-4467). Keep well, smile a lot and bring some sunshine into someone's life. It's contagious.

Renee' Morley, Sunshine Committee

LEARN TO SAIL

The 14th of May is when the Invasion Starts. All members with a boat in the water must be aware that "IT" is coming and "IT" in the beginning, will be out of control. I'm talking about the 2011 class from Learn To Sail.

Each year LTS puts through 50 to 60 students over about a 15 week period. The good news is that they are only there on Saturdays and won't be around for any holidays.

For some people it's considered fun to watch these out of control beginning sailing students bounce off of each other or roll over into the 54 degree water. To others it can be sheer terror when the small loosely sailed boats start working their way over towards a hull they just spent two weekends buffing up for the summer.

Although we are a responsible program and will take care of any real problems that may come up it might be a good idea to tie a couple of fenders together and string them across the fingers at the end of your slip. OK! I have warned you and now can move on without guilt. If any of you want to come on down for lunch, help out or just watch the show remember it all starts the 14th of May.

Dale Anderson
Director, Learn to Sail



May Birthdays!

Jeff Ellis	1-May
Ken Leslie	1-May
Ralph Hyde	2-May
Rob Tryon	6-May
Ray Johnson	6-May
Jay Pence	6-May
Don Scott	6-May
George Tsiopos	8-May
Leon Garcia	9-May
Tracey Hale	10-May
Valerie Suzawa	11-May
Sharon Pera	13-May
Paul Engel	14-May
Wesley Eifert	15-May
John Walker	15-May
Harold Helbock	17-May
Steve Kraus	17-May
Mike O'Dell	17-May
Anita Glidewell	17-May
Jay Lund	19-May
Greg Moore	19-May
Chris Platzer	23-May
Jennifer Lucchesi	23-May
Russ Eichner (PC)	24-May
Patrick Callahan	27-May
Colleen Trumbull	27-May
Jim Mueller	28-May
Colleen Thomas	28-May
Jim Ferry	29-May
Lisa Kaplowitz	29-May
Jones Quan	29-May
Tom Chrisman	30-May
James Kuykendall	31-May
Val Taft	31-May

Fund times: SV Joker with Skipper Arvel Voss



Photo by Manny Lorenzana

AROUND THE MARKS

Submitted by Gordon Smith, Sail Fleet Captain

The "Wild Wild West". Wasn't that a mid- sixties tv series starring Robert Conrad and Ross Martin? Maybe so, but we here at the Vallejo YC have our own rendition-only it's called the "Wild Wild Westerly's". That's right folks. April 6th witnessed the official start of our 2011 racing season. (our first Sunset Series of the year). Now, about that name. Although I wasn't there, I had several phone conversations with several racers who were... and all of their stories matched. " a constant 30 to 32 kts with occasional gusts to 40 kts!" Now, that's what I call a sailing breeze. Even so, with all that wind we only had three DNF's out of our fifteen starters. Not too bad considering. Now for the results.

Division A : No change from last year- **Bill Swietzer's** venerable Olson 29 *X-TA-C* started the new season where he left off last year...1st. second spot went to **Jim Wallis' Etchells Dry Land**, VYC Board Member **Jack Vetter's Tutto Bene** was third followed by **Joker, & Hasta Nunca**.

Division B : Also fell to one of last years champs. **Tom Ochs' Somewhere in Time**, 1st. Just one minute back was another VYC Board Member **John Karuzas' Lita-K**. **Sea Wolf & Seascape** were DNFs.

Division C : **Bruce Sinclair's** custom Mull *Pretty Penny* took top honors with **George Hale's Ranger 23 Jasmine** second followed by **Gary Cicerello's Cal 2-27 Ringer** in third. 4th spot went **John Van Vessem's Catalina 36 Sojourn** followed by *Cilali, & Fly Bye*. By the way, that 4th place finish by **John Van Vessem** was his first race here at the club...not to shabby.

2011 Elected & Appointed Officers	
Commodore	Brian Liddle
Vice Commodore	Jim Glenn
Rear Commodore	Emanuel Lorenzana
Staff Commodore	Chris Mendonca
Treasurer	Ruben Gabriel
Secretary	Maggie Sabovich
Port Captain	Ray McEaney
Fleet Captain Sail	Gordon Smith
Asst. Fleet Captain Sail	Dave Nadolne
Fleet Captain Power	Arden Perkins
Fleet Captain Cruise	Mary Kraybill
Parliamentarian	P/C Hal Roemmick
Bar Manager	Mark Bauder
Club Manager	Matthew Ceryes
Board of Directors	
Chairman	Arden Perkins
Director	Jack Vetter
Director	Mike Coleman
Director	Bob Sorum
Director	P/C John Karuzas
Director	Dennis Ronk
Committee Chairpersons	
Binnacle	Robbie Gabriel
	Charles Kite
Social	Toni Borges
	Lita Karuzas
	Lynn Little
Safety	John Cole
Learn to Sail	Dale Anderson
Membership	Gail Hall
Grounds	P/C Dave Snoddy
	Maureen Snoddy
Historian	Liz Lorenzana
Ship's Store	Barbara Brown
House	Joe Balocca
Sunshine	Renee Morley
Delegates	
PICYA	Roger Karlsrud
	Maggie Sabovich
YRA	Gordon Smith

Race # 2 of our Sunset Series on April 13th went as follows:

Division A : 1st. **Bill Sweitzer's X-TA-C**, 2nd. **Pat Patterson's Summer & Smoke**, 3rd. **Jack Vetrter's Tutto Bene** followed by **Joker & CMA's J-24**.

Division B : 1st. **Tom Ochs' Somewhere in Time**, 2ND. **John Karuzas' Lita -K**(more later), 3rd. **Mike Colman's Hattie & Sojourn** in 4th.

Division C : 1st. **Gary Cicerello's Ringer**, 2nd. **Bruce Sinclair's Pretty Penny**, 3rd. **Frank Gonzales-Mena's Citlali**, followed by **Tranquility & Fly Bye**.

North Bay Championship Series opener was April 9th. We are still working on the results and will try to get them in by dead line time.

Under the (more later) banner... Almost not a month passes where someone doesn't stop me and casually mention that his boat or his competitor's boat is in the wrong division. I usually inquire as to why this inequity exists. Without fail I receive an answer something like ; " his boat is just to darn fast for our division ...you know he has too much sail area or his sails are new or his boat is very light and his waterline is larger than mine and so on. I do try to do my duty and explain, as best as I can, the basis for the PHRF handicap system but it usually ends up with a disgruntled racer walking away mumbling what we really need is a Fleet Captain Sail who has racing experience or something of that nature. So, in trying to come with a more acceptable answer I though I would try this...

Date: 4-13-11, wind moderate (up to 20 kts.) Boats involved: Schock 35. LOA: 35ft., LWL : 29 ½ ft., Draft: 6ft.9in., Beam :11ft 9in., Disp.10900lbs., Sail Area. 639 sq.ft.

Catalina 42.LOA: 41ft.10in., LWL: 36ft. Beam: 13ft.10in., Draft 6ft.,Disp. 20,500 (not including interior furnishings), Sail Area:797sq.ft. This represents two different types of boats with different sailing characteristics.

So, what does all this mean? Well, lets just say that a well sailed Schock 35 should rate 75 sec . per mile and a Catalina 42 sailed in a similar manner should rate 102 sec per mile. Course length 9 miles. Amount separating the 1st and 2nd.place boats at the finish...52 seconds! When I was young (and that was a long time ago) I primarily raced one design boats. When I would come in after a race and I did not finish as well as I wanted and probably was moping around my dear Mother would ask me what was wrong? And I would usually reply with a shrug of some sort. With that she would ask me if I had checked the "nut on the tiller?" I found she was usually right.

Our next NBC Race(# 2) will be the Brothers Race May 14th. The start will be off the club (X). First start: 9:00am-Div. B (non-spinnaker) Second start:9:05 Div. A (spinnaker) . The course is : start @ X (club house), round the brothers (either port or starboard) and finish @ X. Course length is 26.8 miles. Any member not registered to race is welcome, however, your boat name , type , & PHRF rating must be given to the race committee by 8:00 am of the 14th. If you are not a registered racer but wish to compete for a trophy an entry fee of \$5.00 must be paid prior to starting. Good luck and hope to see you out there.

See you all next month,
Smooth Sailing

2011 Great Vallejo Race

Send your pictures and stories to binnaleditor@vyc.org



Full Coverage in the June Binnacle.

GVR 2011: Picture by Mary Kraybill

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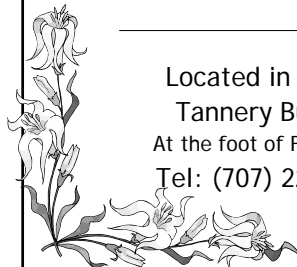


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VALLEJO YACHT CLUB DAY AT THE RACES

Golden Gate Fields—Friday, June 10, 2011

\$35.00 per person - includes free valet parking; entrance to the Turf Club; official racing program; and the buffet luncheon.
 Please make checks payable to Vallejo Yacht Club
 Carpooling from Vallejo Yacht Club, with a departure time of 11:00 a.m.
 First count of attendees - May 20th; but tickets available up to June 1st.

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