

P O R T H O L E

Presidio Yacht Club / Travis Marina



Commodore Hutchins

Editor's Note:

Absent from this issue is an article from this year's Commodore, D'Vonne Hutchins. As most know, D'Vonne passed away September 22nd after battling ovarian cancer. D'Vonne was only a few years new to the yacht club, coming to us as an enthusiastic Coast Guard Auxiliary member. The PYC was fortunate to benefit from the same energetic devotion she showed for the Auxiliary. Her smiling face and vivacious spirit will be greatly missed.

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Notes from the Bridge

By Steve Peters, Co-Commodore

This coming year we have a full Bridge once again. Lowell Olson and I will be Co-Commodore's, a first for Presidio Yacht Club. Lowell is stationed at Travis Air Force Base and is in a unique position of having direct information and ongoing contact with the organization that we operate under. We will be getting more facts and fewer rumors. I will have more time to spend at PYC to oversee club activities

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**Holiday
Shopping**
with PYC Logo
Merchandise

- Long-sleeved, zipper front fleece jackets, \$40.00
- Vests for men, women and children, \$37.50, \$28.00, \$12.00
- Fleece head band, \$9.50
- Sweatshirts, \$28.50 -w/hood, \$30.00
- Long-sleeved denim shirts, \$26.00
- Short-sleeved polo shirt, \$20.00
- Fleece pull-on cap, \$15.00
- Baseball caps, \$20.00
- Bucket hats, \$12.00
- Tote bag, large, \$22.50
- Apron, \$12.00
- Plastic 12oz tumblers, Set of 4, \$5.00

Contact Henriette Gordon hjq2706@sbcglobal.net.

Notes from the Bridge *Continued from page 1...*

and assist our Vice, Jason Funk and our Rear, Mark Tishler. We are looking forward to new ideas and renewed energy with this Bridge.

As 2009 rapidly approaches so does the 50th Anniversary of The Presidio Yacht Club. Founded in 1959 by a small group of military yacht enthusiasts we've grown into an organization of close to 200 members. We are in the early stages of planning to commemorate this milestone. Anyone with information and stories about the beginning of the club and anyone who would like to help organize an evening devoted to this celebration should contact Steve Peters selavy01@msn.com or 415.333.1687. I'll admit this is a little vague right now but it is a start and your help is needed.

As 2009 approaches, 2008 passes, and with it a few of our treasured members. Eight Bells were sounded for Herman Weiss, Past-Commodore David Adams, and Commodore D'Vonne Hutchins. They will all be missed.



From the Vice

By Jason Funk

Greetings all!

I received a call one night and the next thing I knew I was nominated for next year's board. In November I will become the new Vice. Oh boy!

As others will undoubtedly mention, we received confirmation the Air Force has a verbal agreement from the Park Service that the Travis Marina will be able to continue operations until the Summer of 2010.

We are gearing up for another year of racing. Our dates have already been submitted to the San Francisco Bay's Yacht Racing Association (YRA) and the requisite Coast Guard permits should be soon in coming. Our races have had

only a few boats in them recently, but the plan is to still continue racing. I'm not at all worried about not having competitive races - just fun races with lots of participants. Hopefully we can invite more people from Travis to join in the races using the Marina boats. I would like all of the members to encourage the other members to come out and race. I have downloaded the latest handicaps from the YRA so some of you will have new numbers to race with.

All of us in the incoming bridge are looking forward to another successful year at the Presidio Yacht Club.

Message from the Marina Manager

By Louis Canotas

The weather is GLORIOUS around Horseshoe Cove. The bridge is outlined in sharp focus, the winds are mild, not a shred of fog and indian summer is in full swing. Perhaps, just perhaps, you might want to come down and go for a sail, have a beer, or just go for a walk. It is a truly incredible morning today.

Meanwhile, on the political side of life, we have secured a verbal agreement with the NPS to stay put until the end of 2010. The powers that be are working towards having the written agreement signed. As always, I am working towards extending that agreement into a long term lease. That would allow us to make some capital

improvements here which in turn would enhance everyone's experience. If anyone wants to talk about it, please feel free to call me at 415 332 2319 or [email: travissailing@sbcglobal.net](mailto:travissailing@sbcglobal.net).

Improvements continue to be implemented, music and dancing is generally available on Friday and Saturday nights. Did I mention we are now open Thursday evenings from 5 to 8? By all means, come on down.



From the Port Captain

By Jack Gordon

Things look good. We finally managed to level

the infernal crooked guest dock and the manager has purchased enough tubs for two fingers. One is on the beach waiting tubs, I have the next one picked out for next month. Then we'll look for more that needs doing. We have two larger tubs to put under the docks when I figure out where they are needed. So, well supplied.

Virtually all our slips are rented if not all occupied and I get calls every week from either visitors or aspiring members who want a slip temporarily or longer. We may have to look into building more docks and slips. Since we're now promised a future through September 2010, things look reasonable.

Let me say a good word for two of our most faithful and productive dock workers, Napoleon Mejias, whose first job was in Kaiser shipyards in 1942. Bob Hallin is still sailing but the doctors have caused him to limit his efforts. I know there are others deserving but can't find space for all the names. A younger, equally able group is stepping forward.

Lastly, a word of pride for my bride, Henriette, who won the Lady Skipper's Race on October 19th. You Go Girl!

FROM THE REAR

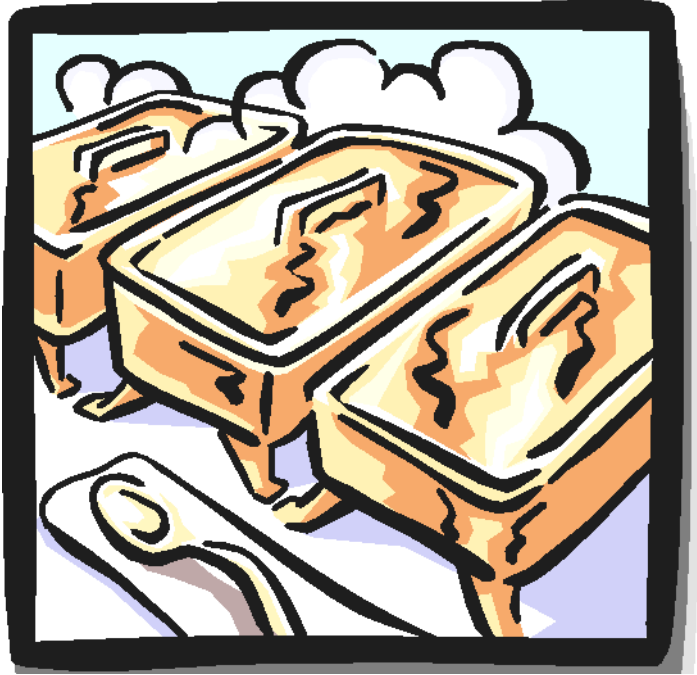
By John Cashman

It is October? It was yesterday, or February, I was nominated to be your Rear Commodore.

At the crab feed, so ably hosted by Mary Jane Hutchinson, I sat next to Bob Hallin who proceeded to demolish more crab in less time than I thought possible. He cheated – he brought his own pliers and picks. Next year I shall do the same.

March was, of course, the St. Patrick's Day dinner with corned beef and cabbage and entertainment by the Don and Carla Kavanaugh. More horseradish please, Don.

The Beauchamps presented us *April in Paris* with their roast beef and winter vegetables. To which we added what I trust will become a PYC tradition, cognac with which to fortify the after dinner coffee.



Jack Machun and crew stepped up to the plate in May with lamb, scalloped potatoes and broccoli. Jack, you may not care for mint jelly but I and a number of the other members do. And, next you do this, more garlic please. I am joking of course. The dinner was excellent.

What can I say about June, with Bob Gordon and Ernie Filippo and the BBQ tri-tip and chicken, with Santa Maria beans, that has not already been said? It was a blast. These gentlemen made it appear effortless.

And, of course, the 4th of July festivities in which so many members contributed so much time so the active duty personnel and their families could enjoy the food and the boat rides. I recall over 200 signed up for their all too brief sail on the Bay.

August brought us James and Vicki Pennington and their helpers with Chicken Cordon Bleu. And, at James' suggestion, we extended our dinner invitation to members of the Sausalito Yacht Club. I believe we had over 25 SYC members in attendance.

Which brings us to September and the wonderful goulash prepared and presented by Jim and Donna Earhart. Not only did we have a great meal, we had a great speaker, Carl Nolte of the San Francisco Chronicle who spoke all too briefly about his participation in a MedEvac mission from Travis AFB to Bagram, Afghanistan.

It was at the September dinner that I, unilaterally, raised the cost of the dinner from \$15.00 to \$20.00 per person. I did so after reviewing the income and expense figures from dinners earlier this year. Unfortunately, with the increase in food costs over the past 12 to 18 months it became apparent we either increase the revenue or ask the cooks to decrease the quality of the meals.

At \$15.00 per person, your PYC was breaking even, barely, with no margin for error. At \$20.00 per person I believe we are generating a modest cash surplus.

Unfortunately, I was not present at the October dinner. Mary Jane Hutchison was kind enough to step (wade) into my size 13 shoes and do the organizing for the dinner.

Your new Rear Commodore, Mark Tishler prepared Chicken Piccata. I have heard nothing but good things about their dinner.

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The Incoming Rear View

By Mark Tishler

I am a relatively new member of the Presidio Yacht Club and in a very short period of time I have fallen completely under the spell of the Travis Marina and PYC. Some of the members are so endearing that they feel like family to me, albeit some of my more eccentric uncles.

My name is Mark Tishler. I have three teenage children, Michael, Katie and Andrew. We live and work in Santa Rosa and have a Catalina 30 which in which we enjoy cruising to the various destinations in the bay. We are also relative newcomers to California having moved here from Michigan four years ago. I have sailed all my life, having been introduced to sailing by my father as a child. Dad (now 79 years old) still has a Catalina 28 in Lake St. Clair and still sails regularly (when the lake is not frozen over).

In order to get an idea of what I might write, I visited the PYC website and started reading some past issues of the Porthole. First I must declare “This newsletter is truly excellent”. I started reading the latest issue and have been working my way through some of the back issues. I have especially enjoyed reading the “Team Sandpiper” updates, but I better set them aside for reading later, or I will never get this article written. I did notice a reoccurring theme in the articles from the Rear Commodore – even in a reprinted page from the Porthole issue of April 1965 – regarding attendance and reservations for the monthly diners. Obviously, this is an important topic that needs to be addressed. Having just cooked the dinner for October, I know that the hardest part was determining how many people would be in attendance. I hope to improve on our communication in this process and am open to any suggestions. But if you plan on attending the workday dinner, please email, write, sign up on the bulletin board, or make a phone call to let us know that you are coming. I also learned that cooking dinner for forty or fifty people, while at first a daunting task, turned out to be extremely enjoyable with all the members dropping into the kitchen to visit (and kibitz).

I look forward to serving the PYC as Rear Commodore and am grateful for this opportunity. Contact me [at marktishler@aim.com](mailto:marktishler@aim.com) or 707-888-0861.

From the Rear, Continued from page 4...

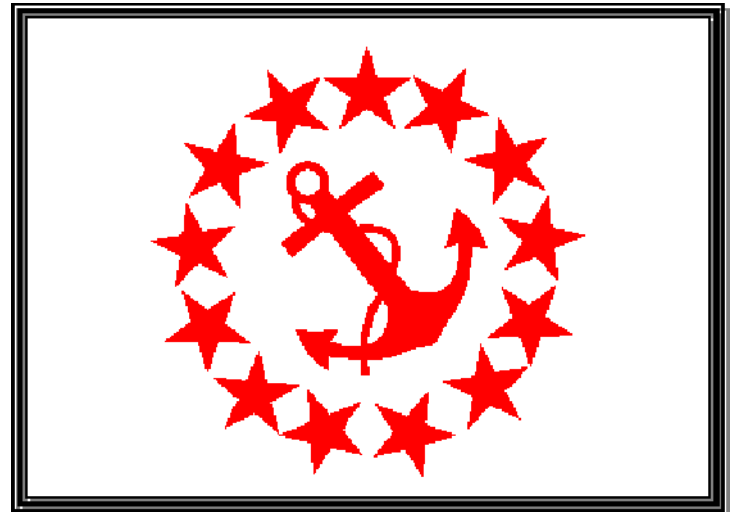
I know your Bridge and your Club will be well served by Mark in the coming year.

And now November is on the horizon. I think we have a cook. I certainly hope so as the first email regarding the Change of Bridge dinner goes out, or, as you read this, will have gone out.

I encourage all members not only to attend the dinners on a regular basis but, please, to volunteer to prepare and serve a dinner. Do not hesitate to ask for advice and assistance. It is you, the members, who make this Club what it is.

It has been a pleasure and a privilege to have served as your Rear Commodore these past months. I personally thank each and every one of the cooks, assistants, setup crews and everyone else associated with these dinners for their dedication, hard work and outstanding accomplishments.

Wishing you the best for 2009.



Team Sandpiper Update Part IX

By Tom & Amy Larson, USCG Retired

Ahoy PYC from Gibraltar! It has been three years since we shoved off from Horseshoe Cove and headed west on our adventure. In the last *Porthole* issue Sandpiper was Med moored at our 1st stop in Kos, Turkey after sailing up the Med from the Suez Canal. We have covered some miles since then both on land and sea.



We left Sandpiper in a marina in Fethiye, Turkey for one month and for the 1st time in three years flew home to the US to see family and friends. We had hoped to fly home Space-A, but due to it being peak traveling season we decided that we could not afford to spend time in Germany waiting for a flight to unknown airports in the U.S. and then trying to figure out how to get back. It was really great being back in the States seeing friends and family, since we had flown standby we decided to extend our stay from 2 weeks to 4 weeks as we were having such a great time.

Once we returned to Turkey with our grossly overloaded bags of boat parts we spent two more weeks in Fethiye, Turkey getting the 'Piper' ready to cross the Med. We headed north up the coast trying to blend in with all the charter boats that flood the Turkish coast during the summer months hiding out in small anchorages along the coast. Sandpiper then headed west thru the Greek Islands.

The Greek Islands have many great stops to choose from; we choose the southern route, which is a bit less touristy. With many small harbors on the islands it is easy for all boats to Med moor. The

quays are a great place to spend time watching boat traffic entering and leaving the port with all the drama of tangled anchors and boats crashing in to one another. Just off Sandpipers bow were a variety of restaurants and bars just steps away, which we took full advantage of. At times it was better just to sit on the bow sipping a beer watching all the people walk by.

From the Greek Islands Sandpiper headed west 400 miles to Malta thru some very tricky winds and seas. It seems that weather in the Med is never what is predicated and certainly not what one sees in sailing magazines where everybody looks happy with the wind off their stern. Weather in the Med is quite extreme and hard to make any passage with wind in the same direction. There are many low-pressure systems blowing through at any given time with some of the most intense lighting we have seen in three years -- at time hitting the water very near to us. We were very pleased to make landfall in Malta after a bit of a rough passage mixed in with extremely congested shipping traffic heading east/west all around us.

Malta was a great stop and full of maritime history. Prices were lower in Malta than in Greece and Turkey so we loaded up on as many groceries as we could fit in the dinghy for our next passage. We watched the weather forecasts very closely and when it looked like we had a good stretch of weather, we took off for our next passage of 1000 miles from Malta along the shoreline of Algeria to Spain. *Continued next page...*



Team Sandpiper, Continued from previous page...

Once again we experienced just about every wind strength below 40 knots from every direction on the compass. We had a few days of sailing, few days of motoring, one day with winds off the bow at 20 knots for 24 hours and once again shipping traffic all around us with more crazy lighting storms and water spouts. Once we closed with the coast of Spain we got an email from a friend who was sending us weather forecasts, telling us that a big storm was heading our way, and for once luck was with us as we were just off Spain's coastline. We pulled into an inexpensive marina in Almeria, Spain, just as the winds were picking up to 30 knots.

We stayed in Almeria for five days waiting for this system to blow over, we were very lucky this did not hit us on our passage from Malta as there are no safe harbors along Algeria's shoreline. This storm that passed over us was the worst storm to hit Gibraltar in 40 years causing much damage to the harbor and two ships to go up on the rocks breaking one in half.



Once the coast was clear we departed Almeria/Spain in a calm and motored 160 miles to Gibraltar. As we approached Gibraltar we had to weave around many ships anchored offshore and passed the wreck that had went up on the rocks the week before and had broken in half. Both marinas in Gibraltar were closed due to storm damage and there was oil in the water from the wrecked ships. So for now we are anchored in a small bay on the Spanish side of the border from Gibraltar and it's just a short walk to the border crossing. Gibraltar is a British Territory and is a nice contrast from Spain

as suddenly once we cross the border from Spain everyone speaks English.

We are waiting here for a few days for the next weather window for us to head out of the Med and hit the Atlantic. Sandpiper will head 700 miles south to the Canary Islands where we will wait till December when the trade winds fill in and then head 2500 miles across the Atlantic to a nice warm beach somewhere in the Caribbean.

Catch more of us on the PYC's website, or visit us at sandpiper38.blogspot.com where you can track Sandpipers progress, check out our many photos and amazing videos and read our postings from stops along the way.



Featured Websites:

- The Pacific Inter-Club Yacht Association (PICYA) is an association of Northern California yacht clubs, of which the PYC is a member of. The PICYA's mission is to foster communication, activities, and social interaction among the member yacht clubs. Check out their website at www.picya.org, or contact one of the PYC's delegates to the PICYA to get involved: Manny Mier_mpsmail@sbcglobal.net, Pete Van derWerff peter.vanderwerff@lmco.com, or Bill Stettiner billhove2@yahoo.com.
- If you missed the article by *SF Chronicle* Staff Writer, Carl Nolte, about the PYC and Travis Marina, you can still check it out at http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/08/31/BAAL1_2L9EV.DTL.
- President Bush signed legislation that blocked the requirement of recreational boaters to obtain discharge permits. This was a battle on the forefront for the RBOC (Recreational Boaters of California), and a topic that our own Pete Van derWerff had been informing us about. More can be read at http://www.rboc.org/pdf_documents/rboc_President_Signs_CBA_7-30-08.pdf.



PYC Calendar of Events

Please check www.presidioyachtclub.org for updates and more information.

November

Workday and Change of Watch 11/8

December

Workday 12/13

Children's Christmas Party 12/14

New Year's Eve Gala CANCELLED 12/31

PYC Contact information:

- Steve Peters, Co-Commodore 415-333-1687 selavy01@msn.com
- Lowell Olson, Co-Commodore 707-864-3307 afironranger@yahoo.com
- Mark Tishler, Rear Commodore 707-888-0861 marktishler@aim.com
- Louis Canotas, Manager, Travis Marina 415-332-2319 travissailing@sbcglobal.net
- Jack Gordon, Port Captain and Cruise-Ins 415-664-8263 hjg2706@sbcglobal.net
- Jack Machun, Fleet Captain 415-456-3495 mach_1@juno.com
- Jim Earhart, Membership Committee 415-753-0559 jwearhart@sbcglobal.net
- Don Kavanaugh, Yachting Club of America and Cruise-outs 415-488-4501 divndon@comcast.net
- Race Committee
- Jennifer Schripsema, Website and Newsletter, 757-243-6736, mike.n.jen@hotmail.com

Congratulations

Phifer Trophy Award for 2008

D'VONNE HUTCHINS AND JACK GORDON

Racing Season Results 2008

1st: Jon Rolien, "Spirit of Bombay"

2nd: Louis Canotas, "Jazman"

3rd: Bob Hallin, "Echo"

Lady Skipper's Race:

Henriette Gordon



Travis Marina Presents... Live Music:

- 11/1 Eugene Huggins, R & B, Blues \$7
- 11/7 New Rising Sons, R & B, Blues \$7
- 11/8 Final Four Band, Beatles \$5
- 11/14 Michael Skinner Band, R & B \$5
- 11/15 Pulsators, R & B, Rock \$10
- 11/21 Freddie Clark Band, R & B, \$10
- 11/22 Jhana Electric Jazz \$7

Contact: travissailing@sbcglobal.net

Disclaimer: The views expressed in this newsletter are those of the respective authors and do not necessarily reflect the views of the Presidio Yacht Club or the US Air Force.