

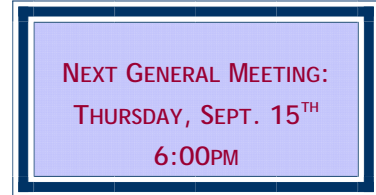
Westerlies

Tiburon Yacht Club



Latitude 37° 54' N.

Paradise Cay
Tiburon, California



NEXT GENERAL MEETING:
THURSDAY, SEPT. 15TH
6:00PM

Longitude 122° 28' W.

COMMODORE'S COMMENTS

By Drew Clark

Well, it's now September and wow, there's a lot a great cruising, sailing and racing going on in our neck of the woods! It's an exciting time of the year to be a TYC'er, and hopefully you are taking advantage of all the club, and our neighboring clubs, has to offer in terms of participation.

Speaking of activities such as cruising, we have something you won't want to miss coming up toward the end of next month. Our annual Commodore's Cruise is headed back over to Marin Yacht Club this year (after a terrific cruise and picnic last year) and we've got another fun (and yummy!) program being planned for this year. The dates to put on your calendar are Friday September 23rd for those who want to cruise over and spend one or two nights (but let me know so we can reserve space), with the traditional BBQ picnic slated for Saturday afternoon of the 24th. We're still planning menus and activities, but plan to come and have fun!

We've got some great sailing and racing activities on tap for early September, highlighted by the Bays (Bay Area Youth Sailing) regatta slated for the 3rd and 4th. This is a really terrific series for the younger sailors and we'd really like all of you to come out and support this showcase for youth sailing right in front of our wonderful clubhouse! As always, **Peter Schoen** does a fantastic job planning, organizing and running the regatta. But he needs your help in the galley, the parking lot, and especially out on the water. Please contact Peter (or **Rob Hutchinson**) to see how you can help make this the best BAYS yet!

Finally, as I mentioned briefly at the last general meeting, thanks to **Pat and Jerry Tostenson**, we are making excellent progress on obtaining all of the necessary permits to actually build the great-looking deck coverings we have been planning for the last year or so. We'll continue to update you on progress...and we hope we'll be able to start building this great new addition in the not too distant future.

See you on the water!

~ Drew

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The Social Scene

FRIDAY NIGHT DINNERS

Friday nights at TYC in August were, as usual, typified by super-tasty dinners and fun. **Carole Gunn** and **Marcia Sullivan** started off the month serving up our traditional Burgers in Paradise with all the trimmings. Their helpers were **Esther Mott, Anne Oney, Jill Ames, Ruth Stainken, and Ann Watson.**

Next, we were treated to an incredible meal — courtesy of **Chef Thad Triehey** — of lobster rolls with sides of chips, coleslaw, salad and Whoopi Pies for dessert. Thad's crew consisted of **David Davidoski; Michael To-soules;** and **Pat and Jerry Tostenson,** dishwashers extraordinaire. (We had 111 reservations and served 89 people. So please, folks, do keep in mind that if you make a reservation food is purchased for you.)

Ann Watson finished off the August dinners with Burgers in Paradise and some delicious side dishes. Thanks go to **Jane Clark, Monique Domis, Omar Mata, Jon Herman** and **Bob Leigh** for not only helping prepare and serve, but also totally cleaning up the club.

Only two more dinners in September (the 2nd and the 16th) and we'll wrap up this season of Friday Night Dinners. Hope to see you all at one of these dinners.

~ *Pat Tostenson & Carole Gunn*

COMING UP

Yes, the year is quickly coming to a close but there are a few events left to put on your calendar:

September 23-24 is this year's Commodore's Cruise to the Marin Yacht Club. See *Cruise News* for more details!

Hold on to your hats as TYC's annual Halloween Party is just around the corner. Reserve Saturday, October 29th for a rockin' All-Hallows Eve observance. Watch for details in next month's *Westerlies!*

Last but not least your current Commodore and Commodore bring you the TYC Annual Meeting and Dinner on November 19th. An elegant affair, look for your invitation in the mail a few weeks prior to the date.

*Only two sailors, in my experience, never ran aground.
One never left port and the other was an atrocious liar.*

~ *Don Bamford*




**SIGN UP FOR THE ANNUAL
MARIN QUAD CRUISE**

HALLOWEEN

AT TINSLEY ISLAND


OCTOBER 7 - 9, 2011



Hosted Cocktail Parties Along With Music & Dancing,
Bocce Ball, Volleyball, Domino Tournament,
Table Decorating
Contests, Prizes & Surprises!

Plus -- Tinsley's Expanded Bar & Snacks Open Daily

**CRUISE IN EARLY TO
DELTA YACHT CLUB
MONDAY, OCTOBER 3RD
(\$50 per boat/night)**



*\$ 125 per boat/night regardless of number of guests (\$62.50 Sunday night)
& \$ 20 per person one time entertainment fee
Trip Ames at 415 435-1602 or Patty Cerf at 415 435-9587*

CRUISE NEWS



This month brings us TYC's infamous **Commodore's Cruise**, scheduled for September 23-24. Cruise over to the lovely Marin Yacht Club on Friday the 23rd and spend the night if you're so inclined. *Be sure to let **Commodore Clark** know though, as he needs to make berth reservations ahead of time!*

If you can't make it for the over-nighter, you can cruise, drive, walk or crawl in on Saturday the 24th for cocktails and a barbeque picnic. It's always a fun time; plan on it!

Also, be sure to sign up NOW for the always fun **Tinsley Island Cruise** from October 7-9 (pre-Tinsley warm-up October 3-5). Enjoy all the island facilities and the beautiful fall weather. Find a table at the Pavilion, bring your own food to BBQ or cook in the open air galley. Table decorations are optional. Dance each evening to your favorite requests played by the Delta's best DJ. There will be fun games or you can just relax around the pool. We will again host the legendary **TYC Martini Party** on Friday night to get the weekend started.

If you have not been to Tinsley or the Delta and have hesitated to make the trip, now is the time to give it a try and get in on the fun. Whether you are sail or power, we have a seasoned cruiser you can buddy up with.

This will mark the tenth year that **Don Kunstler** will make this cruise in his 28ft sailboat, *Don Wan*. He says "it's a "piece of cake".

Signups for this cruise will not be taken online. Sign up directly with Patty Cerf. Want more details or have questions? Contact:

Patty Cerf at 435-9587 or rcerf@comcast.net



RACE NOTES

BY ROB HUTCHINSON



It has been a cool and windy month of August on San Francisco Bay, but Paradise Cay has also seen some absolutely beautiful sailing conditions. Friday night racing is quite popular when accompanied by dinners or with gentler racing conditions.

<u>Div 1</u>	<u>Div 2</u>		
August 5 th	Eight boats in one division	1 Galante 2 Hurricane Gulch 3 Siento el Viento	
August 12 th	Seven boats in two divisions	1 Frenzy 2 Bravo 3 Natural Blonde	Hurricane Gulch Wind Dance Siento el Viento
August 19 th	Five boats in one division	1 Travieso 2 Hurricane Gulch 3 Siento el Viento	
August 26 th	Six boats in two divisions	1 Hurricane Gulch 2 Miramar 3 Siento el Viento	Wind Dance Coaster Brigadoon

On August 6th, the Fox Hat race caught the TYC racers looking like a miniature January 3 Bridge Fiasco contingent. Four of the five boats figured they knew the right way to go around the three islands (Angel, Alcatraz, and Red Rock)...which the skipper can round in any direction, as long as she/he goes around all three during the race. The fifth skipper, **Fred Conta** on *French Toast*, decided he knew a better way to go; and did he ever. Fred smoked the fleet, showing off the skills he gained from all those years on his very competitive Islander 28, **Sagitta**.

- 1 French Toast
- 2 Don Wan
- 3 Wind Dance

The last two races of the H.O. Lind Series were raced on Saturday, August 13th, with **Tracy Hansen** and **Bob (VOG) Mott** doing the race committee chores. After eight total races in the series, the winners are:

Division 1, Spinnaker: **Frenzy**, Lon & Susie Woodrum

Division 2, Non-spinnaker **Red Hawk**, Gerry Gunn & John Sullivan

Ultimate 20's **Too Tuff**, Tom Hughes

Race 7 of the series:

	<u>Spinnaker</u>	<u>Non-Spinnaker</u>	<u>Ultimate 20</u>
1	Tavieso	Red Hawk	Too Tuff
2	Don Wan	Wind Dance	Breakaway
3	Painkiller	---	---

Race 8 of the series:

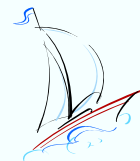
	<u>Spinnaker</u>	<u>Non-Spinnaker</u>	<u>Ultimate 20</u>
1	Tavieso	Red Hawk	Too Tuff
2	Siento el Viento	Wind Dance	Breakaway
3	Don Wan	---	---

As we head into September, remember that there are only two more Friday night races and both with a dinner at the club following the racing. So come out for Friday, September 2nd and then again on Friday, September 16th to help finish off the Friday night schedule!

The only other TYC racing on the schedule for September is the TYC Club Championship, the **John Tornberg Series**. Put Saturday, September 17th on your calendar. The Notice of Race and Sailing Instructions will be posted on the website very soon.

And if you have time over the upcoming Labor Day weekend, come on down to the club and see TYC put on the final regatta of the season for Bay Area Youth Sailing (BAYS #5). We're anticipating between 70 and 90 young people (ages 8-18) out racing Opti's, Lasers, C420's, FJ's, and 29ers on both Saturday and Sunday. Come lend a hand if you have time...volunteers are always needed.

And remember, enjoy your time on the water; come on down for a race...cheers!



Special to *Westerlies*:

Surviving to Tell the Story of Rambler 100

It was Monday (Aug. 15), and the Juan K designed Rambler 100 had but 265 miles remaining in the 608 mile [Fastnet Race](#). They had just rounded the infamous Fastnet Rock, and needed to complete a short 7 mile beat before they could turn left and enjoy the hayride home. But then, at 5:45pm UK time, the unthinkable happened: the keel bulb broke off.

Here Rambler 100 navigator **Peter Isler** shares his story from onboard:

In 23 knots of wind, we were headed upwind after rounding Fastnet, and heard the big bang. The boat immediately flipped to 90 degrees, and within 30 seconds it turned turtle. Five people got separated from the boat. They luckily all had life jackets and were able to stay together. The remaining 16 crew were able to stay with the boat, three of which did the dry walk onto the overturned hull. Everyone had their own harrowing story to get up on the hull.

We then waited almost three hours, during which time we saw the Farr 100 Leopard go by maddeningly close and the Volvo 70s pass by at a little greater distance. Then a lifeboat came out, which was responding to one of the two personal EPIRBs that Mick Harvey and I had carried in our pockets. But they came maddeningly close but did not see us. After they did a search pattern for about 45 minutes they found us.

We then notified the rescue team of the five crew that were separated from the boat, which a second rescue boat then located. Everyone was extremely cold, which included owner George David and his partner Wendy Touton, who was hypothermic and was airlifted for treatment.

The remaining twenty of us were then taken to the incredible Baltimore Sailing Club where in very short order the club members had put together a dinner, a stack of dry clothes, and two nice big houses to accommodate us, and the most incredible small town welcome you could ever hope to get.



On determining the problem...It was immediately apparent what happened. Despite being in the nav station, I could easily tell that the boat was on its side. It couldn't be anything else but a keel issue. Luckily I had all my gear on, including my lifejacket. I immediately called mayday on the main ship's radio, but I didn't get a response, so I picked up the handheld and started calling. The sails and rig had helped to keep the hull on its side, but during this second call the boat turtled.

I am still in the nav station, with a big jump and a swim to go. Luckily, there was an air bubble in the cockpit, so when I exited the hatch I was able to get a final breath before my big swim out from under the boat. I knew I had to get really deep because the boat was going up and down in the waves, and I had to clear the lifelines. I swam for all I was worth, but once I was clear of the lifelines I had ran out of air.

All I had to do now was surface, but I was so weighted down with my gear that the life jacket was not pulling me up too fast. I finally saw two dark shapes, and reached for what turned out to be boots. As I did, a hand reached out and Andrew Taylor pulled me up and I grabbed one of the nicest breaths of air I have ever had.

On the boats that passed you...Visibility was down to $\frac{3}{4}$ mile with intermittent rain showers. Leopard passed us at about a 400 meter distance, but they were in the process of reefing and I suspect had their hands full at the time. Nobody noticed we had a problem until the EPIRB signal was picked up. It was about 45 minutes after the EPIRBs were activated when, I believe they are called the Royal Life Saving Society, got the message that we needed help. This is a volunteer organization, and they were luckily out at Fastnet Rock taking pictures of the race. So they were relatively close to us, and the EPIRB brought them to our Lat/Long coordinates.

On the race tracking...Competitors can track each other through the website tracking like is done by the home viewer. With a good internet connection, we can get an update every 30 minutes. The section of the race we were on was a short non-tactical beat before we turned for the finish, and given the conditions, tracking the fleet wasn't

something we were worrying about. I doubt our competitors were either. We were required to have our AIS on, but we rarely saw Leopard's AIS signal, so they likely did not see ours either. We are not required, that I know of, to have our AIS antennae at the top of the mast, but that would be a really good idea. We can see cargo ships at a great distance because their antennas are positioned high, but the race boats all have their antennas low for weight, which makes them less effective.



On what saved your crew...There were a bunch of fortunate things that led to the successful rescue of all 21 crew members. We all had our life jackets on, and those that could stay with the boat did, and those that couldn't stayed with each other in the water. Being close to Fastnet Rock, the lifesaving boat was not far away. Since we had just rounded the rock and put a reef in, most of the crew was on deck rather than half of them in the bunks.

The crew was manned by some of the strongest and most experienced crew in the world. A lot of the crew had gone through the Volvo Ocean Race required safety training, which has gotten better and better. A whole bevy of decisions were made very quickly and very correctly.

On lessons learned...Every time you go through something like this you learn things, but no amount of training can completely prepare you for it.

None of this was easy. It was hard to hold onto the boat; it was hard to even get near the boat. Waves were pushing the boat around, and waves were shooting from the boat. Getting out of the water and on the boat was hard. Luckily we had rope, and that both Mick and I had our EPIRBs. Without the EPIRBs, nobody would have known about us for who knows how long.

While everyone had their inflatable lifejackets on, we didn't all have our crotch straps fastened which makes the life-jacket much more effective and comfortable in the water.

The way our liferafts were stowed, on deck and right at the transom, they could not be accessed with the boat flipped. It would have taken a superhuman effort to release them, and then pull them under water to clear the lifelines and up to the surface. We thought about it... in the rafts was a full assortment of safety gear to help sustain us and assist in our rescue. But we decided that it couldn't be done.

On being under boats...I think a lot about the young girl (Olivia Constants) who died this summer in Annapolis after capsizing a Club 420. Being on a boat, turning turtle with a lifejacket on, and envisioning an escape. How hard can it be? Well, it's hard. The chance of getting tangled within the lines, getting hit by the motion of the boat, are real. All of us on Rambler 100 are very thankful for surviving this incident.

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard Auxiliary, Flotilla 14

Offers a ten-week course in:

Weekend Navigation — Beginning Tuesday, Sept. 20th, 7:30-9:30 pm

**Loch Lomond Yacht Club,
95 Loch Lomond Drive, San Rafael**

Classes held each Tuesday, taught by qualified, experienced, volunteer US Coast Guard Auxiliary instructors. Content: Review of Dead Reckoning; Piloting; Electronic Navigation; Tides & Currents; Fuel & Voyage Planning; Compass; Charts; Use of Navigation Tools. **\$85.00 provides text and accompanying class chart for each participant.**

Prerequisite: USCG Auxiliary courses: "Boating Skills and Seamanship" or "Sailing and Seamanship", the US Power Squadron equivalent course, or a demonstrable knowledge of Charts, Tide Books and Dead Reckoning.

For registration or inquiries contact Paula Russo (415) 519-3933, or paula.j.russo@kp.org

HOORAY, RENÉ



René took a step toward pure happiness.
Was her decision made under duress?
We assume that is not so...
Because she is always in the know.

She knows TYC cruisers are a pure delight.
They party and talk into the night.
The appetizers are simply supreme,
And lack of cocktails is a rare thing!

This difficult decision to go on the cruise
Will definitely be front page news.
Front page news, why is that so?
She chose sailing, not shopping, to spend the dough.
The idea was strange and not sublime,
That's why she gave it a little time

She rethought the step she was to take,
Because it will stay with her until her wake.
Finally, She said, "Yes, I'll go, I'll go".
But there better be bottles of "Veuve Clicquot".
Ian and René were filled with joy,
And memories that no one could destroy.

Hooray, René, hooray, hooray.
Continue to join us and play, play, play!!!

Sonja Conta
Written on South Beach Cruise
2010

A word for the cruise leader "especial":

*Alan, you're tops, and we think you're swell.
Without your work, we would not smile.
Your cruises are fun and delivered with style.
(Alan Dekelboum was cruise director)*

September 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
					6:00pm Friday Night Race/Dinner	BAYS Regatta
4	5	6	7	8	9	10
BAYS Regatta	Labor Day	7:00pm - 8:30pm PCHA Board meeting	Club Cleaning	6:30pm TYC Board Meeting		Private Party
11	12	13	14	15	16	17
				Club Cleaning 6:30pm General Meeting	6:00pm Friday Night Race / Dinner	12:00pm Tornberg Regatta
18	19	20	21	22	23	24
			Club Cleaning		Commodore's Cruise	Commodore's Cruise /picnic Private Party
25	26	27	28	29	30	
	Westerlies Deadline	Cruise In/Ebony YC		Club Cleaning		

October 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
						1:00pm Double-Handed Race
2	3	4	5	6	7	8
1:00pm Single-Handed Race		7:00pm - 8:30pm PCHA Board meeting				Tinsley Island Cruise 12:00pm Joan Storer Regatta
9	10	11	12	13	14	15
Tinsley Island Cruise	Tinsley Island Cruise Columbus Day			6:30pm TYC Board Meeting		
16	17	18	19	20	21	22
				6:30pm General Meeting		
23	24	25	26	27	28	29
		Tiburon Mist Homeowner's Meeting				1:00pm Red Rock Regatta 6:00pm Red Rock Party
30	31					
	Halloween					

OFFICERS

Commodore **Drew Clark**
Vice Commodore **David Parkinson**
Rear Commodore **David Smith**
Secretary **Suzanne Jolma**
Treasurer **Patty Cerf**
Past Commodore **Peter Schoen**
Directors **Brian Forster**
 Freddie Greene
 Esther Mott
 Gary Stypulkoski
 Ron Tostenson

STAFF & COMMITTEES

Westerlies Staff
Editor: **Sheila Lyons**
Party Flyers: **Bob Mott/Sheila Lyons**
Apparel **Bea Lufi**
Bar **Mike & Karen Obley**
Building/House **Peter Schoen**
Cruise **Marshall Gross**
Friday Night Gurus **Pat Tostenson/Carole Gunn**
Historian **Bob Mott**
Junior Sailing **Gary Stypulkoski**
Membership **David Smith**
PICYA Delegates **Bob & Patty Cerf**
Port Captain **David Parkinson/Drew Clark**
Program ***Open***
Race **Rob Hutchinson/Ian Matthew**
Rentals **Dick Selmeier**
Social **Jane Clark**
Stores **Susan Woodrum**
Webmaster **Walt Bilofsky**
YRA Delegate **Ian Matthew**

TIBURON YACHT CLUB

P.O. Box 1247

Tiburon, California 94920

<http://www.tyc.org>



FIRST CLASS