

The Tiller

Monterey Peninsula Yacht Club

January 2018 Year 66, Issue 1

Commodore's Log

After a long and distinguished tenure as the Club Manager for MPYC, Jerry Mayo is leaving for an exciting new opportunity in the area. Jerry emphasized to me that he was sought out for this opportunity and that his decision was not an easy one given his deep passion for MPYC, our staff and membership. Jerry's last day with us was January 14th.

Though Jerry is a very private person and will express his thoughts to you in writing, we will bring him back to thank him in a manner befitting his long honorable service to our Club. Look for an announcement in the near future. Regardless of his move, Jerry will remain a part of the MPYC family. Dan Green, our Bar and Galley Chair, Betsy Jeffers, Staff Commodore and House Committee Chair and I are working with our staff on an interim staffing plan pending the recruitment of a new manager, which we will not rush. Thanks to the team Jerry built and the leadership of Dan and Betsy, we are in very good hands. There will be some exciting measured changes to our bar and galley that Dan will share with you. The first changes will coincide with the completion of our renovation.

Speaking of renovation, we are in the home stretch. We will close the club for several weeks starting January 29th, which is a relatively slow period, to paint the interior of the Club house, replace the carpet, and make repairs to the closet under the north stair. We will have a soft opening around February 24th for an Open That Bottle Night, and a ribbon cutting to celebrate the completion of our renovation on March 2nd.



**Commodore
Dino Pick**

Our Entertainment Committee, led by Martisa Light, put on a wonderful Roaring Twenties themed party to ring in the New Year. The Club was packed, the food and company superb, and the live music had people dancing. Linda McLennan, Becky Brock, Di Cailliet, our amazing staff and many others made it a wonderful memorable evening for all. I can neither confirm nor deny reports that the Commodore was paddle boarding in a tuxedo in the wee hours of 2018.

Thank you to those of you who have said hello and shared thoughts with me at the Club. I truly enjoy meeting and hearing from you all. The future of our Club is bright indeed, thanks to our passionate, talented membership.

Best regards, Dino



About This Month's Cover Photo

*Jelly Invasion in Monterey Marina.
Photo by Martisa Light.*

Uncorked

by Jerry Stratton

That a new year brings change is an understatement this year. We are losing our great manager of 25+ years, Jerry Mayo, who is off to a new and challenging adventure in our community. Jerry and his family have become the very fabric of our Club over the past two and a half decades, and he will be impossible to replace! Rowena has been a solid supporter for Jerry and the Club, often giving up more lucrative work schedules and higher compensation to ensure that we were adequately staffed for events of all kinds. Both JJ and Mariah grew up in and around the Club, and have done all sorts of things to assist as they grew into roles that Jerry dictated for them. Jerry's last day will be sometime mid-month and we intend to salute him with a proper send off. Take time to shake his hand and thank Jerry for a job extraordinarily well done! He's been our manager for longer than half of us have been members!



2018 will see an updated wine list which incorporates some perennial favorites and new offerings. We'll be recommending some matches for our dinner menus as we move forward with a the ribbon cutting of our major renovations. In the meantime, we still have some of the AO half bottles for your fine dining pleasure. Be sure to try both the Chardonnay and the Cabernet! We also just brought in a great Petite Sirah from Midlife Crisis Wines. Try it and you will be pleasantly surprised at how deep the flavor is. Great on the palate, it has a nice finish too.

See you at the Club!

Attention Racers

by Dave Clark 2018 Race Committee Chairman

Registration is now open for all club Skippers and boat owners to join in the 2018 Club Race year. Please log into the MPYC web site and open the link to race registration. Club racing is both social and as competitive as you wish to make it. Early pricing registration closes January 25th and Race Committee Training will be held at MPYC January 27th at 12 noon.

Upcoming Social Events

Saturday, January 27 & Sunday, January 28
10AM-4PM - MPYC @ Whalefest
Monterey Commercial Wharf

Monday, February 5
6PM - Book Club Potluck
This month's book is "The Art Forger" by B. A. Shapiro

Saturday, February 10
10AM-3PM - Club Dock Day

Saturday, February 24
"Open That Bottle Night"

Tuesday, March 13
6PM - Cruisers Club Potluck
"Shipwrecked in Monterey" - Jack Davies

Regular Schedule

Dinner is served every Wednesday and Friday evening at 6:00, bar open 5:30.

Lunch is served every Thursday from 11:30AM until 1:30PM.

The MPYC Board of Directors meets every third Thursday of the month at 7:00PM.

Remember to check the online calendar for updates. <http://www.mpyc.org>

House Rules

Members of reciprocal yacht clubs are always welcome; please remember to register in the Club guestbook before using Club facilities. Other guests are encouraged, but must be welcomed to the club by a current member.

Membership is easy, and applicants need not be boat owners. For further information on membership and house rules, call (831) 372-9686 or visit us on the Web at www.MPYC.org.

Bar and Galley Report

by Dan Green

For the first time in 22 years, Bar and Galley will be going forward without Jerry Mayo. Jerry has been instrumental in creating a level of service we've all enjoyed tremendously and we'll miss him dearly.

Our goal for this year is to build upon the foundation Jerry created and further improve the service experience in the bar and dining room at MPYC. These changes will be timed in conjunction with the exciting new improvements to the facility and we're confident you'll enjoy the new direction.

First, we're working with our outstanding staff to implement some changes to the menu. The club favorite, prime rib, will be served on the first Friday and third Wednesday of every month, so plan to be here!

Wednesdays outside of racing season, the menu will have a "bistro feel," featuring a variety of fresh salad options, fun appetizers, gourmet burgers and two carefully chosen specials. The Wednesday BBQ during racing season will be essentially unchanged.

Thursday lunch will have a deli-style menu with affordable fresh sandwiches, salads, burgers, a classic hot dog and a special. We sincerely hope you'll make it a weekly lunch destination.

Fridays will continue with a "fine dining" theme. The menu will include tasty, traditional appetizers, our fresh house chopped salads, pasta offerings and two specials. We're also adding a fixed, "Lil' Sailor" menu for the kids during all services so the entire family can enjoy a trip out to the club anytime.

Sunday food service is in the works for racing season. Details coming soon!

All meal services will soon include wine bottle specials thanks to our wine master Jerry Stratton. As you know, Jerry has been making some amazing deals to enhance your experience at the club and we'll be finding every opportunity for you to take advantage of his hard work.

After a successful test run during Shields Nationals, the board has approved naming the bar, "The Bear Flag Bar." A christening party, thanks to the entertainment committee, will coincide with the new interior improvements and t-shirts with the logo are in the works.

We're blessed to have a terrific staff that's looking forward to serving you in 2018. Don't hesitate to share your thoughts and ideas to help us make your dining and drinking experience at the club the best it can be.



We are in great hands now! Commodore Dino Pick, chief cook and bottle washer Dan Green, bar and galley Queen Patricia Nicewander and the creative geniuses from the entertainment committee, Sarah Duncan, Di Cailliet, Kit Ruck and Linda McLennan. 2018 is going to be a fabulous year! Photo by Martisa Light.

Club Dock Day!

Come one, come all to help repair our docks. Dave Morris and Betsy Jeffers are organizing repairs to the Juniors' dock and to the main dock that will make it safer and more convenient for all. We need everyone that can help to join us Sunday, February 10th (Changed from Sunday February 4th). Please email Dino, Dave and Betsy if you can help. We'll need a few people with Construction experience for some of the tasks. Thanks in advance!

From the Club Manager

by Jerry Mayo

As many of you may already know, I have accepted a new employment opportunity at the Casa Munras Hotel. It was a difficult decision to make after being at MPYC for 22 years. At the Casa Munras Hotel, I will be managing their restaurant and assisting with catered events. It will be a new challenge and experience.

I wish to extend my deepest gratitude for being allowed to serve the membership of MPYC. It was a wonderful experience and adventure. Nothing made me more happy and energized than to see the members happy and their tummies full. I am so grateful for the friendship, relationships, and closeness that have developed with many of you over the years. What a joy to see the Juniors grow into adults, go to college, get married and now have families of their own. Thank you for allowing my two children to grow up here over the years and sharing your nurturing and love with them. Thank you so much for your love and support during my hospitalization two and a half years ago. It was a difficult time that you all helped me through. The fundraiser held on my behalf will always be cherished and never forgotten.

As I am thankful to all of you, I would like to make a few personal acknowledgements. First and foremost, thank you to Past Commodore Greg Cailliet, House



Director Jerry Stratton and the 1995/1996 Board for hiring me. From the day that I was hired, Jerry Stratton immediately set plans and goals to improve the restaurant and bar. For 19 years he led me with firmness, integrity and honesty. As a team, we were able to achieve these goals. I will be forever grateful to Jerry

for his leadership and allowing me to manage.

I would also like to acknowledge Patricia Nicewander and Debbie Morris as Bar and Galley Chairpersons. They worked on the most recent galley menu changes and implemented it on the computer. They spent many, many hours behind the scenes making these changes. These menu changes became popular and successful. In closing, I wish MPYC the very best in the future. I am sorry not to be able to work under Commodore Pick's leadership. I sense that he will be great! I foresee exciting changes and improvements soon to be implemented in the bar and galley. I do hope to return someday to use the new bathroom!

With my sincere love and best wishes.

Jerry Mayo

The Dredge Rapport

by Art Sutton, Club Historian

No, this is not a spelling error. I have labeled this column as a “report” for some time, but now feel it’s time for a change, hence I am rebranding this missive as a “rapport”. Those who know me well will agree that I imbue a level of sensitivity that dictates a close and harmonious relationship in which people, or groups, concerned understand each other’s feelings or ideas and communicate well.

For those who know me really well will agree that the foregoing is caca, but I have not been allotted the space necessary in this issue to expand further.

The Club has just survived another change of command, as we do each year at this time. This “rite of passage” is marked by the annual Commodore’s Ball. Those of you who have not yet come to grips with the cost of this event may be interested in the historical numbers surrounding same.

MONTEREY PENINSULA COUNTRY CLUB
PEBBLE BEACH, CALIFORNIA

Received \$ 431.10

for 103 Dinners at 3.50

	360.50
15% gratuity	54.-
	<hr/>
	414.50
4% Tax	16.60
	<hr/>
	431.10

July 24/62

L. Osborne
Manager

This is the invoice from the 1962 soirée that passes for the Commodore’s Ball. Keep in mind that this invoice is for the entire membership to attend that year. I don’t know about you, but I’m pretty sure I spent more than this for the two of us . . . but I wouldn’t have missed it for anything! What a delightful evening.

Note that the MPCC letterhead has no ZIP Code . . . that did not happen until a year later.

Ciao,
The Artful Dredger (No relation to the Artful Dodger)

Volunteers Needed for Whale Fest!

by Tucker Hirsch

MPYC will be showcasing a tent at Whale Fest again this year, January 27 & Jan 28! **I’m looking for volunteers** to help out throughout the weekend. There will be setup and breakdown each day - we’ll bring some PFDs and 1-2 boats over to the Portola, along with some other things. Then we will man/woman the booth and take care of the boats while we teach a few knots, show off the boats, and sign up new members by the dozens. I’m hoping for 3-4 volunteers in 3-4 hour shifts each day.

Your job? [Sign Up! WhaleFest 2018!](#)

- 1 Sign up for a shift (or 5).
- 2 Share this with the groups/committees you’re involved with at the club.
- 3 Talk it up widely! This can be a really fun weekend with enough volunteers and enthusiasm.

Once folks have signed up, I’ll send out a confirmation letter closer to the event. For more info: <https://www.montereywharf.com/event/whalefest-monterey.html>

Thank you! Let me know if you have any questions.
Tucker Hirsch tucker.hirsch@gmail.com

Ode to the Remodel

by Dave Blaskovich

Chair Construction Oversight Committee

In 2007 there was desire and a permit,
To make our Club a better place yet.
But what to do? Where to start?
Put it on hold without falling apart.

In 2016 it was finally decided,
"Do it all" - now let's get excited.
Members agreed to get 500 grand,
Form a vision - get a plan.

With only a rendering and a floor plan,
The bank said "Not a nickel more than 300 grand."
Members ponied up several thousand more
So the decision was made "Go for the restore."

Off with the roof and off with the railing,
Rip up the deck and take off the siding.
Gut the bathrooms and take out the bar wall.
Do it now and do it all!

Months slid by and construction proceeded.
Summer sailing camp happened and succeeded.
Not once was there closure of the galley.
Not even the bar missed a tally.

Members learned to love the portable facilities,
Thanks to the Entertainment Committee's artistic abilities.
Who ever thought we'd learn to love such a loo?
Not him, not her, not even you.

New plumbing, new wires, new ramp and new lights.
New railing, new roof, new paint - all so bright.
Lots of construction to take the Club through,
We're there, we're finished. It's all looking new!

Now it's done, a new Club for the ages.
She's beautiful, she's elegant, everyone rages.
Time to enjoy the fruits of investment.
It's over; it was worth it. The Club has been bested.

Amen. Dave.



*"Not any old loo will do.
It must be new, just for you."*

Protect Our Coasts

Many of us are concerned about a recent proposal to open virtually all federal ocean waters to offshore oil drilling which could put millions of acres of our nation's coasts, including the ocean adjoining the Monterey Bay National Marine Sanctuary, in jeopardy.

To learn more: <https://futureoftheocean.wordpress.com/2018/01/15/action-alert-protect-americas-coasts-from-offshore-oil-drilling/>

The administration is now taking public comment until March 9. This is our opportunity to speak out in favor of protecting our coastal waters. <https://www.regulations.gov/comment?D=BOEM-2017-0074-0001>

Perry Cup January 2018

by Paxton Davis

Once again the weather for this day was comfortable, but rather difficult to race in. The wind was from the same general direction, slightly northwest, with some shifts from the southwest, that did not last too long. The velocity maybe 5kt, but no more. There was little wave action that seemed to occur when the wind velocity eased a bit, challenging.

There were 16 Mercs starting the first race. The course, a double sausage, finishing downwind. Jim and Kathy Bradley had an excellent start, Dave West with Gage Bradford were a little quicker. Because of the elements, each tack was a challenge.

Bradley won with West second. The next two boats, Dave Morris with Jared January and Park Densmore with Marko Zaninovich were in the hunt with Morris passing Densmore at the finish to place third with Densmore fourth. Bill and Katy Worden placed fifth.

Race two, same course and same conditions. As usual, going left off the start was the way to go all day. Playing the shifts was difficult because tacking was slow, but necessary at times. Morris got off very fast and led most of the way as West was challenging him. However Randy Smith with Kurt Hummingsen had a good final run and got by Morris to win the race. Morris was second and West third. Densmore was fourth followed by Bradley in the fifth spot.

Race three was once around as the other two races took a while. West was off fast and was able to win the race. Anybody that went offshore did not do well. Bradley placed second and is maintaining his lead in the series. Densmore, who is sailing very fast was third. Steve and Michael Kraft, sailing their best race of the series, placed fourth. John Mowry and Mark Gibbs were fifth, holding their fifth spot in the series.

Look at the daily total scores and it shows how mixed up the fleet was, except for the four leaders. Many thanks to the head man Dick Clark and his top crew, Jim Womble and Chip Wood.

One observation of this event is how the Merc skippers from the Monterey fleet all haul their Mercs out after all the visitors, while they are running the hoist. Pretty darn good.



*Kate Conway racing with Doug Baird.
Photo by Liz Chandler.*

Perry Cup Results

Name(s)	Sail Number	Race 1	2	3	4	5	6	7	8	9	10	11	Total Day	Total	Throw out	Total	PI
Bradley	553	1	4	2	4	2	6	8	1	1	5	2	8	36	14	22	1
West	429	7	1	1	6	1	2	16	16	2	3	1	6	56	32	24	2
Morris	416	2	3	7	2	13	3	1	3	3	2	17	22	56	30	26	3
Smith	543	8	2	3	12	3	1	5	5	9	1	6	16	55	21	34	4
Mowry	563	6	5	4	13	12	4	4	4	7	12	5	24	76	25	51	5
Chandler	524	5	8	11	5	6	7	2	13	12	7	13	32	89	26	63	6
P. Davis	580	4	9	5	1	7	10	15	10	11	9	10	30	91	26	65	7
Baird	508	14	14	14	3	4	5	11	2	6	8	15	29	96	29	67	8
Hines	565	3	11	12	7	9	8	13	15	8	16	8	32	110	31	79	9
Bacci	548	10	12	8	10	5	11	7	7	16	11	11	38	108	28	80	10
Kraft	554	13	6	10	8	11	9	10	9	13	14	4	31	107	27	80	11
Wordan	431	12	7	14	14	14	14	3	6	5	13	9	27	111	28	83	12
C. Davis	529	9	10	6	11	8	13	16	16	14	10	7	31	120	32	88	13
Densmore	572	15	15	15	15	15	15	12	8	4	4	3	11	121	30	91	14
Chargin	577	11	13	9	9	10	12	6	14	15	15	12	42	126	30	96	15
McAleer	459	15	15	15	15	15	15	9	12	10	6	14	30	141	30	111	16
Gould	552	15	15	15	15	15	15	14	11	17	17	17	51	166	34	132	17

New Members

by Jan Loomis, Membership Chair

Steve and Kathy Ryan

Kathy and MPYC member Mary Conway met in classes at OLLI, through CSUMB. That led to biking, hiking, and Kathy becoming a docent at Point Lobos. All along, Mary talked about sailing and racing. Somehow that led to Steve filling in as crew aboard *Cnidarian* a few times, as well as a couple of sails on *Diving Dolphin*. By then it seemed natural that Kathy and Steve should join the club. Steve's sailing started with lessons and bareboat cruising with his parents. He has dabbled in sailing on and off since then, including a year living aboard his 31' Golden Hind in Long Beach. That provided the platform for sailing with friends, a bit of single-handing, and his first encounter with Kathy. While Steve has never raced regularly, he likes trying to make a boat go faster. Kathy knows her way around a boat, but prefers a more relaxed approach. Outside of sailing, Kathy is a retired teacher, while Steve has drifted from aerospace engineering to internet programming to marine science. He currently studies coral survival – and by the way, coral is a cnidarian.



Shipwrecked In Monterey

Circumstances, Errors In Judgement, And Lessons Learned The Hard Way

by Jack Davies

SUBJECT: Boating Accident Report

OWNER: Jack F. Davies (63 years old), Resident of Sacramento County

DATE/TIME/LOCATION OF ACCIDENT: Friday, 12 Jan 18, 17:30, Lucas Point, Pacific Grove, CA

WITNESSES: Unknown, see videos/photos posted on Pacific Grove Police Dept. Facebook

PASSENGERS: None

DESCRIPTION:

I recently had some engine work done and motor-sailed my boat (Ericson 35, 'Ean na Mara') from my mooring in Monterey Harbor to Pt. Piños, approximately 3-miles distance. I started and stopped the engine twice before the incident occurred. The engine ran fine and I manually shut it off after rounding the Pt. Piños buoy to sail home with 45-minutes of daylight remaining. I was on a close-reach (see photo) then tacked to head away from shore, but I kept stalling out against the strong swell. I needed additional power and tried to start the engine several times, but it would not start. I called Monterey Boatworks to ask how to jump start the engine,



Ean na Mara close hauled after rounding Pt. Piños buoy.

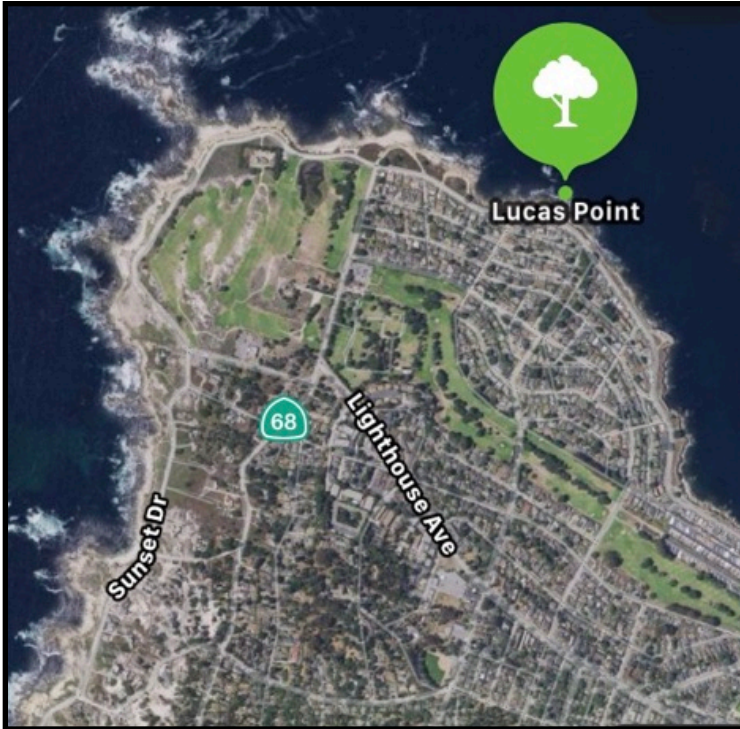
but they were closed at 17:00. I considered my options and thought I could make it past the rocky shore. However, there was a line of high rolling waves extending out from shore. As I crossed the line, the boat began "surfing" over the waves. One wave curled and broke above me, washing me overboard and breaking my tether safety line. I was submerged for 15-30 seconds until I came to the surface and manually activated my life vest. The waves kept pushing me closer to shore. I tried to grab a rock and told a shirtless bystander "throw me a rope but don't jump in." The rip current pulled me back out to open water where a Fire Dept. boat was waiting to rescue me. I had been in the water approximately 15-30 minutes and was hypothermic but still conscious. I called my wife from the Fire Dept. boat at about 18:00. They transferred me to an ambulance at the Coast Guard jetty and rushed me to the Community Hospital of the Monterey Peninsula.

CHOMP warmed me up and took full-body x-rays. I have a fractured humerus (right arm) near the shoulder, several bruises on the upper body, and abrasions on my legs. I also had diarrhea from swallowing salt water but no respiratory problem. They gave me some pain medication and discharged me about midnight. I stayed at a friend's hotel and their security patrolman gave me a ride to retrieve my van in the parking lot at Monterey Harbor.

Next day, I went to the Harbormaster's Office to meet with USCG Incident Management Team (for environmental issues) and the NOAA Emergency Response Coordinator (for cleanup in the National Marine Sanctuary). I hired Monterey Bay Diving to begin cleaning up the beach at low tide. They retrieved the fuel tank, waste holding tank, mast, sails, and boat debris. Next week they will attempt to locate and salvage the remaining hull, engine, batteries, and 5,000 pound keel when the water is calm enough to use a sonar device and/or divers.

Shipwrecked

continued



Jack in the water with Fire Dept. boat coming to the rescue.



An onlooker captured the whole thing on video.
<https://www.instagram.com/p/Bd4DKffnFiR/?taken-by=rychampagne>

Cruisers' Meeting

Jack will be the guest speaker at the March Cruisers' Meeting and Potluck, Tuesday March 13. Dinner will be at 6PM and the presentation will begin at 7PM.



Randy Frey (left) and Sarah & David Duncan helped salvage the transom from the rocks.

Shipwrecked

continued

LESSONS LEARNED

1. I was sailing by myself without auto pilot and could not leave the helm to drop or reef the sail, deploy the anchor, or even make an emergency call on the radio. I was tied off as usual, but have never tested the restraint system. Fortunately, the jack-line snapped (with enough force to break my upper arm on the lifeline when I was thrown overboard) or else I would have been dragged along with the boat until I could release the harness to my life vest.

2. I have checked (but not changed) the CO2 cartridge in my inflatable life vest in the last few years. I was able to activate the manual life-vest after a few minutes but an automatic life-vest would have been a better choice in case I was dazed or knocked out.

3. I went sailing at 3PM but it starts getting dark about 5PM now which didn't leave much time to waste and it forced me to make a quick action plan. I always tell my wife what time I will be back (float plan) but I did not have any running lights mounted for night sailing and did not consider the option of spending the night offshore waiting for conditions to change.

4. My diesel engine was recently repaired but the starter switch was not replaced which was my biggest problem; therefore the mechanical power system should have been considered unreliable. I am not mechanically inclined and waited too long to call the boatyard for advice to jump-start the engine.

5. I should have informed the USCG or Harbormaster when I realized that I was at risk rather than waiting until I was in danger. I never considered calling "Mayday" but could have requested vessel assistance from a passing whale watching boat. I called them on the radio to chat, but did not tell them I was in distress at the time.

6. I motor-sailed at 5.5 knots on the way out which generated 'apparent wind' giving me a false impression of the wind strength and direction. After I shut off the

engine I realized that I was sailing into a light head wind and did not have much leeway between the leeward shoreline. I didn't have enough wind power to tack away from shore into the strong swell either.

7. I was over-confident of my ability to sail solo in "normal conditions" and 'heave to' in case of emergency; however, drifting in strong waves wouldn't have been a good choice. Fortunately, I have been sober for 4-months since I stopped drinking, so I was clear minded to make the best decisions in the situation. I also have a sign on-board that said, "If GOD brings you to it, He'll see you through it."

8. I am fully insured for the value of the boat and contents, with coverage for beach clean-up and salvage of oily components such as the fuel tank and engine block.

9. Finally, I have lots of friends in Monterey who are willing to help a fellow sailor. I would like to thank everyone who was involved in the emergency response: the bystanders who called '911', the paratrooper who got scraped up trying to rescue me from the rocks, the Monterey Fire Dept. and US Coast Guard who fished me out of the water at night in rough conditions, the medics and ambulance service who gave me a 'Code 3' ride (with lights and siren), CHOMP emergency room personnel who listened to my corny jokes, the staff of Hotel Abrego who accommodated me (without credit cards and wearing hospital scrubs), and the security guard 'Angel' who gave me a ride in the middle of the night to retrieve my van and clothes.



The Magnificent Eastport Yacht Club Lights Parade

by Tami Isaksen

The rumors about the beauty of sailing the Severn River in Annapolis, Maryland, and its idyllic artistic town charm reminiscent of Carmel has always been on my bucket list of “to do” items. While visiting Washington, D.C. on business, I extended my trip to include the infamous Eastport Yacht Club Lights Parade voted the best by readers of USA Today. Every year, on the second Saturday in December, magic happens at the Annapolis Harbor as boats light up the night sky. The name Patrick Dodds, instantly came to my mind, a former member of MPYC, a favorite crew mate of weekly Shields racing, and a previous student of the Annapolis U.S. Naval Academy.

After graduating from the Naval Postgraduate School, Dodds (aka “Navy”, a nickname inherited while crewing at the St. Francis Rolex Big Boat Series) moved to Mystic, Connecticut and claims he is “still on a submarine for the next three years”. He tried his best to find some local friends for me to meet, however everyone he knew had left town for the rivalrous Army-Navy football game. Dodds recommended a tour of the U.S. Naval Academy, so in the early afternoon, I tread softly on virgin snow, toured the abandoned campus, viewed its beautiful architecture, chapel, maritime museum, and shoreline. My childhood friend Ernie Molina, Deputy Director at the Department of Justice in Washington, D.C., and a fellow sailor, happily accompanied me.

My only experience sailing on the east coast was on a warm summer day along the Chesapeake Bay in Yorktown, Virginia on a massive green 105 foot gaff-rigged schooner ten years prior. I had visions of meeting new friends at one of the four yacht clubs in Annapolis and jumping onto one of the lighted boats in the parade. However, after viewing the masses of people standing on the riverfront with no railings, the bitter cold, and slick snow that continued to fall, I decided that my choice in viewing the majority of the race would be in the comfort of the Annapolis Yacht Club. Dodds said he preferred

this club best, and after viewing the extensive wine list that included a familiar Paso Robles Justin Vineyard Isosceles wine, and a menu of local seafood, Ernie and I began to regain feeling in our frozen toes. Boats magically appeared around the side of the club as the crowds cheered to the synchronicity of music that illuminated the cold winter night with thousands of colored lights. No longer a rumor, I captured a moment in time and the majestic beauty of fleeting white snow falling gently upon the smiling faces of children who lined the docks of Annapolis to behold a parade worth waiting for.



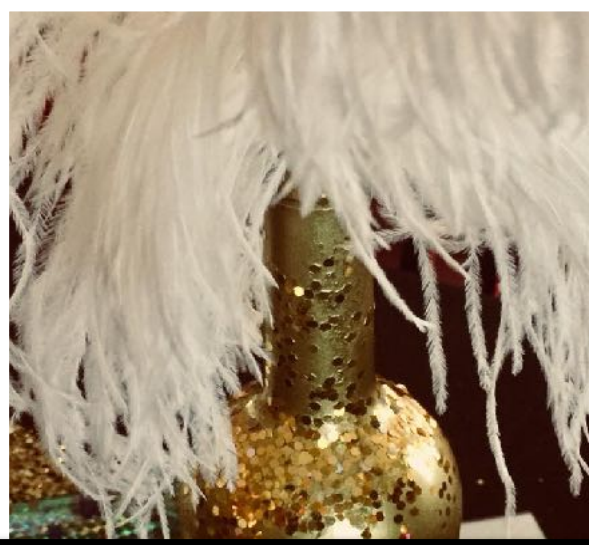
Tami Isaksen and Ernie Molina inside the Annapolis Yacht Club.



Snow falling on the parade of boats.

New Years Eve

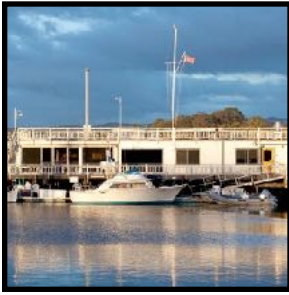
Photos by Di Cailliet and Martisa Light



New Years Eve

Photos by Di Cailliet and Martisa Light





MONTEREY PENINSULA YACHT CLUB
Municipal Wharf #2
Monterey, CA 93940
(831) 372-9686

Return Service Requested

PRSRT STD
U.S. POSTAGE PAID
MONTEREY, CA
PERMIT NO. 69

MPYC 2018

Officers and Directors

Commodore: Dino Pick

Vice Commodore: Sharron Frey

Rear Commodore: Michael Polkabila

Staff Commodore: Betsy Jeffers

Recording Secretary: Mary Conway

Corresponding Secretary: Martisa Light

Treasurer: Jeff Kise

Directors:

Scott Brubaker

Kate Conway

Becky Brock

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