



MORRO BAY YACHT CLUB

April 2020

Morro Bay, California

Commodore's Report

What an interesting month- we had someone break in the club, smoke cigars, raid the soda machine, and leave darts in random places upstairs.

Baseball Opening Days are canceled (the Dodgers look stacked again this year), we got a rain, the flowers are in bloom, and there's COVID-19. Wall Street is setting up trading indices for toilet paper, isopropyl alcohol, hand sanitizer, and sanitizing wipes.

Yacht clubs up and down the west coast are on hiatus and have canceled or postponed opening days, including MBYC.

Meanwhile, here in Morro Bay, the tide continues to ebb and flow, the moon lies fair on our tranquil bay, boat bottoms still need scraping, seals, otters, and seagulls play hopscotch with one another, and the Fibonacci sequence carries on.

While Club activities are dormant for now, it won't always be that way. It's been great to see members get on the water and remain active- sailing and paddling. The Spring winds are coming. See you on the water!

— **Ken Twist, Commadore**



*Note from our
unexpected visitor*

Side Tied Inside:

- *The Hidden Galley..2
- *My boat -- Kinship..4
- *Shiver Me Timbers..10
- *Earth Day..3
- *Clean as a whistle..6
- *Spin a yarn..9
- *New Crew..13
- * Seat up..5



Officers & Directors

Commodore:
Ken Twist

Vice Commodore:
Chris Surfleet

Rear Commodore:
Troy Wieck

Treasurer:
Yvonne Lazear

Secretary:
Jeanie Roberts

Senior Director:
Alaine Steuk

Director:
Greg Barker

Even with virus, work continues

Building Access Changes at MBYC

The Board of Directors of the Morro Bay Yacht Club made the decision at the March Board meeting that requests members not to use the main clubhouse building.

We have closed the bar with no ice or soft drinks available. The Morro Bay Yacht Club does provide an essential service to ocean traveling vessels with transient moorings, docks, restroom and laundry facilities. We also need to support our live abroad members. At this

time we are keeping the dock, deck, yard, and restrooms open to support these essential services.

All members may use these same facilities at their own discretion, but please do not bring guests to the club at this time. Because of our essential mission of providing shelter, docks, and mooring for transient vessels our janitorial service will continue to clean our restrooms, twice per week. There will be no janitorial service in the main building. For this reason and the safety of our members we request the main building not be entered.

It is important for all members to be particularly vigilant about cleaning up after themselves and ensuring the building is secure.

The kick stop on the door to the restroom hallway has been temporarily removed to discourage the door being accidentally left open.

Provided we are careful, consider building security, and limit our interactions through social distancing and hygiene hopefully we can keep our dock, yard, and restrooms open through these challenging times associated with the Coronavirus Pandemic.

Galley Ho!

In March a new storage closet was added to the MBYC Clubhouse, below our outside stairs. This closet will be used to support our galley with refrigerator and storage space. A very special

thank you to Joe Huntsinger, John Burgener, and Tim Volpe for their work constructing the closet. Some minor painting is still needed and will be a task for the next club work day, temporarily on hold.

Doors and Docks

The old doors and windows of our clubhouse seem to be an ongoing theme of activity. But never fear, John Burgener is here! John reinforced the lower half of the gallery dutch door. He also modified the latch mechanism on the double doors adjacent to the dock ramp. These improvements

Report continued on next page





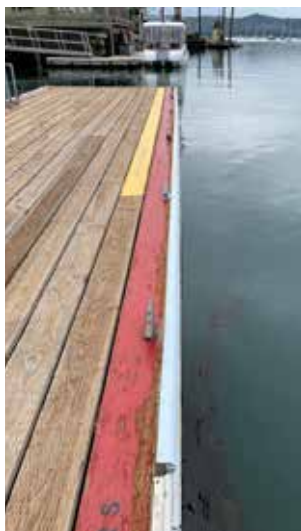
1998 Earth Day

2020 Earth Day April 22

Earth Day 2020 is coming up this month of April and we can still get out and kayak, canoe, sail, use our dinghies and do our usual Sand Spit CLEAN-UP for 2020. We may have to do it alone or with someone, but not as our usual group organized activity. So come on everyone, DO YOUR PART ON LAND OR AT SEA this month. The pictures were taken back when our Fun Floater first organized and had our huge cleanup of the sand spit. Fortunately we have never quite filled up our dumpster ever again. That year was really bad and it took several loads of the Bomber to get it all back across the bay. It's been very rewarding and all our members should be proud of their years of participating. I have many more pictures of many more years of our adventures.

— Dot Rygh

Vice Commodore Report Continued



have enabled continued use of our current door systems. John additionally added new rub rail sections along our dock. I added weather strip to cover the gaps in the front and back double doors. I am not sure if the weather stripping will hold, it requires one of the double doors to be opened before the other. As long as members are careful with doors the weather stripping improves the building security and keeps the weather out.

Work Day Postponed

Our scheduled club work day in April has been postponed. I had developed a long list of items that need attention at the club. To maintain social distance I am not requesting any of the major improvements to occur at this time. However, when we are able to resume normal club operations a club work day will be organized to address our needed maintenance and improvements. In the meantime, if you see something that needs doing, contact me and we can discuss what can be done. Simple things like emptying the trash cans, picking up litter, putting away boat gear, keeping doors and gates locked are all of our responsibilities.

— Chris Surfleet, Vice Commodore

Member Tales Of Sales, Sails And All Their Toys That Float

Kinship – a family boat Cal 34

This was our first Morro Bay ocean going boat. Previously (before children) we had lived aboard a 41' ketch in Key West and the Bahamas.

We had been racing with the bay fleet in our double ender since moving to Los Osos, but Jim wanted to ocean race.

Larry Salas had this Cal 34 named Bikini for sale and Jim had his eye on it. As you can see from the photo, I had my eye on our growing family. He bought the boat on his birthday in early July and our son John was born at the end of the month.

Jamie was in preschool at the time. The year was 1983. I okayed the boat as long as we changed the name to Kinship (family boat). That was our first Kinship.

— *Char and Staff Commodore Jim Bruzenak*

And now for the rest of the story...

Some 10 years later the Salas/Bruzenak Kinship resurfaced. It was 1993 and time for another family. We wanted something bigger than our Prindle. A lot bigger. There was Kinship sitting in a coveted state park marina slip. She was somewhat neglected-- the worst being the exhaust manifold leaking fumes into the cabin.

But she was just what we were looking for -- a big family-friendly boat. Our son was 14 and our daughter was three. During one of first days of ownership we were nearly finished putting netting along the lifelines. I heard a splash. There was my three year old in the water, her Snoopy lifejacket doing its job. I grabbed her. As she stood on the dock she looked up at me and said, "I'm wet." I knew then she would be a sailer.

We often went to the cove across from town so the kids could play on the sandspit.

— *Mark Buchman, Masthead Editor*





The Kurmudgeon Korner -- April 2020



Everything's Coming up Roses - Miss Ethel Merman



Last month we introduced our new project to spruce up of the women's head. In planning this project we decided to upgrade and add music to the "venue." The music, of course, should not play continuously, but perhaps a recording could be activated by a pressure switch on the bottom of each toilet seat. This, of course, would mean that the seats would have to be left in the 'up' position after use until the next ladies, ah..., activate them. Also, the seats would have to be returned to the correct position upon completion of the event.

This preceding requirement may pose a problem. Apparently, there is a gender defect that makes it unnatural for the ladies to leave the seat in the 'up' position. As a solution, the **Kurmudgeons** propose to run a training session for the ladies on how to leave the seat in the proper position. This should prove quite simple as the **Kurmudgeons** are experts at this and have had many years of experience in leaving the toilet seats up.

The Member suggested that a good idea would be to configure the seats with spring-loaded mechanisms that would retract seats automatically. **The Treasurer** suggested that each spring should have a delay mechanism to enable the sitter to get out of range of a flying toilet seat as she rises. Perhaps we could install warning bells similar to the ones used on delivery trucks to alert the ladies to move more quickly out of the way.

Regarding music, one song title that rings a bell is "Everything's Coming up Roses." We are open to other suggestions. **The Secretary**, in a burst of patriotism, opined that perhaps one of the best choices for the music could be the **Star Spangled Banner**. **I**, of course, pointed out that that people usually stand for the National Anthem and that this could possibly conflict with the primary objective of the event. At worst, this could result in utter chaos. We will delete this suggestion from consideration.

Regarding the **Kurmudgeon's 2021 Kalender**, some of the ladies have asked what we had in mind when we introduced the idea of combining the Greek motif coupled with the rugged outdoorsman look. After a great deal of thought, we feel the following could go a long way in forming the proper visual image. We start with the basic David Greek statue, add a large cowboy hat, fancy cowboy boots, and finally top it off with

puce-colored leather chaps. - - - - - ➔

There you have it; we feel the mental picture is just **STUNNING**.

The Chaplain adds, "O lavalava e fa'amalamalamaina le tamaloa." (**The clothes define the man.**) **The Ghost, returning from a week in Samoa, says,** "ae e le mafai ona savali i totonu o seevae o se tamaitai." (**but he could never walk in a woman's shoes.**)

We are still concerned as to what has happened to the replacement of our awning and the acquisition of our heater lamps. We don't want to be pushy but time is flying by.

Larry Salas -- President Kurmudgeon Debating Society
Duly recorded by **Don Lockwood -- Recording Secretary**
and Leader of the **Kurmudgeon Acapella Marching Band**



MBYC Clean Marine Team earns club 'certification'

We passed the Clean Marine test!

The MBYC is now a *certified* Clean Marina! Obtaining Clean Marine certification became a requirement for the MBYC as part of its most recent lease renewal with the City of Morro Bay.

The Clean Marine Program was developed to help protect waterways from pollution, with the goal of having all California marinas, boatyards and yacht clubs become Certified Clean facilities. The Program is run as a partnership of private marina owners, government marina operators, boatyards and yacht clubs, who created the program proactively as an alternative to having a government-run program.

Hence, for the past few years, the MBYC "Clean Marine Team" (aka Lynn Meissen, Tom Wright, John Michener, and Tony Gomez) has been hard at work reviewing, revising and implementing procedures and policies to ensure the Club meets Clean Marine program certification requirements.

The team has cleaned out and organized cabinets and sheds. They've updated the Club's emergency spill cleanup kit. They've posted notices. They've gotten us a Mutt Mitt supply.

They have worked with the MBYC Board to develop and/or revise Club policy letters to affirm compliance with Clean Marine requirements, including adoption of "Policy Letter No. 23: Clean Marine Policy". The culmination of the team's work occurred March 9 when they participated in a grueling, nail-biting inspection and review of the Club conducted by Cpt Tony Anderson, Certified Clean Marina Manager and President of the Clean Marine Program, and Eric Endersby, Morro Bay Harbor Director. And we passed the test! We're now officially certified!

Requirements for Clean Marine certification include having plans, policies, procedures and supplies in place to address:

- Emergencies such as fires, fuel and oil spills
- Regular member training for emergency spill response
- Proper containment of containers for paint, cleaning materials
- Storm water runoff management
- Dockwalker program participation
- On-going education for members regarding Clean Marine policies and Best Management Practices (BMPs) on subjects including:
 - boat painting, cleaning and maintenance
 - invasive species management
 - petroleum containment
 - hazardous material management and disposal
 - debris and solid waste management
 - sewage management and pumpout
 - bilge water management

The certification inspection process included review of relevant Club policies, records of educational materials and training events, and physical inspection of the Club to determine that supplies were properly stored; the emergency oil spill kit was in order; the pumpout station met requirements, and more.

Re-certification for the Clean Marine program is required every five years.

Now that the Club's Clean Marine program is in place and certified, the original MBYC Clean Marine team would like to retire,



Ever wonder who pumps your dink

John Edell was caught pumping out dinghies for the owners after a rain. He does this as a favor to boat owners at the club after a big rain so the dinghies don't sink.

and have asked me to take the wheel (although I've warned them that I will almost certainly be calling on them for assistance from time to time). One of the program requirements is ongoing "green boating" education for marina users. Thus Clean Marine tips will be appearing regularly in the Masthead on subjects such as boat maintenance, proper management of oil, gas and bilge water, avoiding contributing to the spread of aquatic invasive species, etc. If you have ideas or recommendations about "green boating" materials or programs that you'd like to see, please let me know.

For easy reference about the MBYC Clean Marine program and BMPs, webmaster John Michener has added a section to our website under "Links": <https://www.mbyc.net/clean-marina/>. And a copy of the MBYC "Clean Marine" binder which includes all of the relevant club policies and procedures will be available in the club library. For even more background about the Clean Marine program in general, see the program's webpage at: <https://cleanmarina.org/>.

Keep on keepin' it clean!

— Julie Thomas, Clean Team Leader

Setting sail before the pandemic

Member Jeff Eckles, who is a USCG licensed 100 ton Master, recently delivered a boat from the Sacramento Delta to Morro Bay. He was out at sea when the Governor declared the Shelter in Place order. As he motored into a desolate Morro Bay, he encountered a much different state than when he departed. "We were blessed with calm seas, and it is always a thrill to traverse the Golden Gate. But coming back to a deserted Embarcadero on Friday evening was downright eerie." said Eckles. While state was anything but calm, the seas were — approaching the Golden Gate and approaching Monterey Bar.



Arriving to an empty Morro Bay



My Boat...

These preposterous five,
we begrudge'em
their elderly foibles and
judge'em
when on Mondays
they chat
about all kinds of CRAP,
our Kontentious Kwaint
Krew of Kurmudgeons
— THE AMORPHOUS GHOST

MOST OF US HAVE BOATS AND BEHIND EACH ONE HAS A STORY.

SHARE THAT STORY.

Tell us Who, What, When, Where, Why, How and send a picture of you or the boat (which ever is better looking) Or a picture of you using your boat. Anything that floats with you in it or on it counts.

Even if you just have very short answers, send them along. MARK@SCHOOLYARD.US

THANKS TO THOSE WHO HAVE SENT THEIR STORY.



12TH ANNUAL ZONGO YACHTING CUP

Friday and Saturday, Aug 7-8

REGISTRATION & VOLUNTEER SIGNUP IS OPEN NOW AT bigbigslo.com/cup

Are you in for the 12th Annual Zongo Yachting Cup? Clear your calendars for Friday and Saturday, August 7-8, 2020 for our annual super fun ocean race / cruise from Morro Bay to Avila Beach! We'd like to make sure this is the biggest & best yet, so all early entries will be entered for a drawing you won't want to miss. Not saying what it is here, but I am saying you don't want to miss it!

REGISTRATION & VOLUNTEER SIGNUP IS OPEN NOW AT
bigbigslo.com/cup

MBYC and SLYC members will have 1 week to purchase tickets to the exclusive concert event before being offered to the public.

We hope to attract record attendance for PHRF, Cruising Class, SUP, Multihull, Outrigger, and any other ocean worthy craft. **Please remember: we will create a class for any 3 or more of the same craft.**

The current PHRF Cup holder is Kevin Williams, and I've heard that he thinks none of you can take it from him. Let's see what you've got!

We'll be looking for some volunteers to help host the reception event on 8/7, and some folks to recruit other boaters. Please save the date, spread the word, and let me know if you have any ideas, concerns, or questions: paul@bigbigslo.com. Looking forward to a great race! Registration is now open at: BigBigSLO.com/cup

Here are a ton of photos from last year
<https://www.dropbox.com/sh/yog28rjq9dsh360/AAB15s6Z7fjQphSp1z3W4A8Ya?dl=0>

— Paul Irving, Cruising Fleet Captain

• **On Friday evening, August 7, Zongo All-Stars will perform upstairs in the MBYC clubhouse for a special racers' reception-party after Happy Hour.**

• **Meet back at Saturday morning, August 8, to run the race.**

• **Saturday evening, Zongo All-Stars will be playing at the Point San Luis Lighthouse as the racers finish below.**

Spin a Yarn, Launch Your Story

When I sit down with club members who share their stories, I record what they are saying and later transcribe those memories. But, it takes me a long time to get that done, and then I don't get their words shared with you in a timely manner. I hope to get caught up soon! I've also taken all of the Commodore pictures home to scan, and I hope to get those placed on our website soon.

Now that we are "House-Focused", you can help me to gather fond club memories by writing your memories of your time with the MBYC. Quite often your story helps me to date pictures or fill in the pieces of the puzzle that is the history of our club. You can let me know if I can share information on the website, in the Masthead or just keep to myself. You could type your memories in an email, in a document that you email to me, or dictate to a family member if you're shy of the keyboard. Here are some questions merely to get you started and see where you end up! Send to atsurfleet@gmail.com.

- When did you arrive on the Central Coast? Where did you live?
- When/Where did you learn to sail?
- How did you learn about the yacht club? Who did you meet first?
- When did you join? Did you have children that sailed with the juniors?
- Which early members did you know?
- What old stories about the club did they tell?
- What boats, in order, did you own/race? Build?
- What club positions did you hold?
- What stories of the older clubhouses do you have?
- Where you involved in building the new clubhouse?
- Other projects?
- What social activities did you enjoy the most? Which did you help with?
- Any advice for new members/sailors?

So, Spin a Yarn, Launch Your Story and type up your MBYC History today!

— **Andrea Surfleet, MBYC Historian**



MBYC Sommelier Rich Leamon accepting delivery of wine while sheltering at home.

Sailing Through History

Building the Clubhouse -- Raising the Roof

When club members built this clubhouse 40 years ago, it was done with a very tight budget. Some members were masons, electricians, welders, and engineers who helped to extend the funds with their free expertise. When it came time to raise the roof, there was no one who owned or operated a crane, nor was there room in the budget. How were they going to raise the heavy trusses?



A truss provides support to a roof by spanning the space above a room. The two gable or end trusses had already been built in place. Now three trusses were needed in the middle. These were pieced together on the second floor. The wooden 4"x6" beams, called chords, and the cross pieces, called webs, were bolted together in a triangular frame known as a common truss. Metal gusset plates, machined by Ed Carnegie at Cal Poly, strengthened the job when bolted together at the attachment points.

Archimedes is said to have asserted, while demonstrating the principle of the lever: "Give me the place to stand, and I shall move the earth." There wasn't a crane to lift the trusses up, but our craftsmen stood on the second floor and pushed them into place using common sense that harkened back to traditional skills. They teeter-tottered 'em up!



Don Lockwood shared that there were different heights of sawhorses ready to go, with 2x4 blocks ready to stick underneath to gain more height. As the truss lay on its side, one end would be lifted by one group and a sawhorse would be placed underneath, then the other group would lift up their end and the next tallest sawhorse and blocks were put underneath until back and forth, using the taller sawhorses and scaffolding until it was high enough. With long 1x12s, prayers and



Building continues on next page



grunts, each truss was tipped up into place, called the pitching point, and quickly secured.

The best photos that show the beginning of the process are on the MBYC website at <https://www.mbyc.net/sitefiles/history2.htm>. Please contact me if you are the owner of these pics so I can scan and separate them so they are easy to enlarge.

Don Lockwood shared, "We walked it all the way up until it was up high enough. And Dev Devlin all the while was saying, if this comes down, it's gonna take out the floor."



But it all went well, and after securing each truss, the battens were nailed into place, connecting the trusses. Then the plywood went on. Both Don and Kit Lockwood remember being on the roof, hammering in

nails, with many other volunteers. Insulation was put on top of the plywood and then the shingles. The trusses were later stained that gorgeous dark color seen in the interior today.



***Building continues
on next page***

Three trusses were lifted that day, but there seem to be five when you're upstairs looking around. I asked clubhouse designer and general contractor Dev Devlin about this mystery.

He shared that the gable end "trusses" are cosmetic. They were installed after the sheetrock and before painting. When you look at the outside of the building you see 4"x6" truss tails or beams that extend 2' beyond the wall to support the roof purlins. At the gable ends, they had to match the look of the trusses, so 4"x6" beams that extend 6' into the gables were installed. When Ed made the metal hardware he made enough for four trusses

Once the roof was up, the walls and windows were quickly finished and the interior work could be finished. Pictures of the freshly finished club will be shared next time.

My main mission in sharing these pictures and stories about the construction of our club has been to ensure that our current members continue to value the dedication, expertise and passion that went into this feat. Look again at these pictures and soak in that view. Reflect on how the design of the building excels in bringing that view indoors, how the medium became the message, that is, the engineering (the trusses) became a strong part of the interior look, and how our members, experts and amateurs, came together to share and learn new skills and weren't afraid to get it done. You found the place to stand, and you moved the earth. Thank you!



Answer: Last month's History Mystery was a picture of club members with 3-D glasses. Dot Rygh cleared up the confusion about what was happening! She says it was a Super Bowl Party from 2009 and there were 3-D commercials. Thanks, Dot!

— Andrea Surfleet, Historian

New Crew

Membership Report

New Members

Three new members were approved at the March 19th Board Meeting.

Brian and Brianne Mulligan.

Their sponsors are Lynn Meissen and Troy Wieck.

Ralph and Wendy Lewis

Scott Lewis and Rita Casaverde

The sponsors for both are Machele Latin and Terry Paris.

Be sure to give our new members a warm MBYC welcome when you see them.

Prospective Members

The Membership Committee approved **Dan and Kathy Veyna**. They just completed an ASA 101 sailing course thru Cuesta College, and have participated in several bay races. Their sponsors are Gail Condon and Malcolm McEwen. **Freeman Tidaback** was also approved and owns a 39ft sailboat. He has years of sailing experience. He is a graduate of the US Naval Academy. Freeman is sponsored by Ken Twist and Scott and Kathy Erwin.

The Board has decided to postpone further acceptance of new members during the Covid 19 shutdown. — **John Edell, Membership**



Recent new members left down: Ralph Lewis, Brian and Brianne Mulligan, John Wiengold
Right down: Scott Lewis, Jim Freeman

THE MORRO BAY YOUTH SAILING FOUNDATION



The MBYSF was founded in 2011 by members of the Morro Bay Yacht Club to provide access to sailing and boating activities and instruction to local youths of all backgrounds. Our goal is to raise funds for local youth sailing programs to go toward expenses such as sailing equipment, camp fees, regatta fees, coaching, grants or scholarships. We are 100% funded by your charitable donations.

Donate online at <http://www.mbysf.org/> or by check or money order sent to:

MBYSF, P.O. Box 736, Morro Bay, CA 93443

Contact Rich Leamon, MBYF Fund Raising Chair, for IRA or Estate Giving



The MBYSF is a non-profit corporation under the Internal Revenue Service Code 501(c)3, and donations are tax deductible.
FEIN: 45-2901711

We were lucky to get this event in before the county lockdown, and it was a great evening for everyone. About half of our participants picked up their food to go, and the other half remained to fight the coronavirus with Irish Whiskey. The corned beef and cabbage meal was delicious, as was the Bailey's Irish Crème Cheese-cake and Bread Pudding with Irish Whiskey Sauce. The winning limerick was from Lori Toft:

I'm the new girl with the old sailboat
 Listening, learning and taking note
 She's covered in light
 Which gives me delight
 But I'm mostly just happy she floats!

Second place went to the Kurmudgeons with their limerick entitled – The Notice on the Door:

From this room in the yacht club she did flee
 Oh what horrors in this room did she see?
 Was it the pictures in the head?
 Or the Kurmudgeon sign that said,
 "From now on in this room you may not pee!"

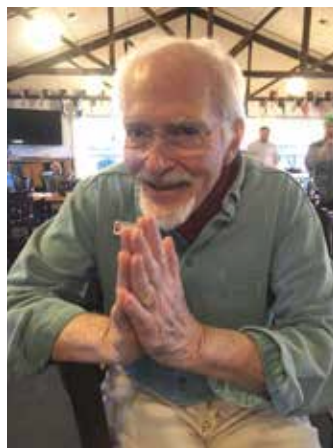
Rich Leamon on his application to become Poet Laureate for MBYC submitted the following:

Damn the Curmudgeons
 Some curmudgeons from Morro bay
 Wrote a limerick, or so they say
 But their rhyming stunk
 And they were all drunk
 Sadly, this happened on Saint Patrick's day

Galley Chief
 That she is a member is quite a relief
 At least that's my belief
 Her cooking is bitchin'
 She's the queen of our kitchen
 I'm speaking of Kendall our Galley Chief

Port Captain
 She sailed right past the Yucatan
 It's hard to know her biggest fan
 She came out of the East
 Sailing a beast
 Of course it's Lynn our Port Capitan

St Patrick's Day Dinner



Treasurer

She will manage our treasure
 for sure
 With intent that is noble and
 pure
 She's the light of my life
 My wonderful wife
 None other than Yvonne our
 Treasurer



Poet Laureate

Few see me fit
 But I'm going for it
 On this day
 In Morro bay
 I'm running for Poet Laureate





Day Sailers in the news

As appeared in the national Day Sailer Quarterly

The new year has kept our fleet busy with plenty of races and other events that keep daysailer sailors happy. Most of our scheduled events took place with relatively good weather. However, the HangOver Regatta on New Years Day was an exception. Besides the regular Winter Series, we have had a number of perpetual trophy events take place over the last three months.

The day of the Hangover Regatta provided some pretty strong winds, with gusts over 30 knots, which discouraged many with hangovers. The smart sailors watched from the decks. The brave, the foolish, and the confident did compete, and it was a good race to watch.

For the first time in six years our Ladies Race, where both skipper and crew must be female, took place. Over the past six years we didn't have enough participation. The Ladies Race generated quite a bit of enthusiasm as there were more spectators than participants, which we hope drives up participation next year. As a result, I think, our series events now have boats where both the skipper and crew are female.

This spring we had scheduled two non-racing events. The first was a boat weight and measurement certification, and the second was a tune-up day. We only held the first event, since by the time the second event was supposed to take place, the pandemic had changed our plans. Michael and Brook Measures brought their equipment and were our Class Measurers. We weighed our boats, took measurements of our masts, centerboards, sails and rudders. We covered everything on the certificate. It was quite an insightful day for many of us. Michael and Brook had planned to take the lead on our tune-up day event with some help from some of our seasoned sailors. It is an activity that has been postponed until our world settles down a bit.



We have a lot of events coming up, but at the time of this writing I don't know how many will be affected by our current health crisis. Most club activities for the near future have been either postponed or cancelled; however, looking into the future we still hope to hold some of our major events. In May we have our Laser Slalom and our Day Sailer Championship, and both are always well-attended with many participants.

We have a new race planned in June called Sail, Peddle, Paddle, which is a no rules kind of race. It will be interesting to see how that turns out.

Our biggest daysailer event of the year takes place August 15th and 16th, which is our Morro Bay Day Sailer Invitational. It is a two-day event where we encourage all who are interested to come to Morro Bay and experience a unique sailing environment. Information is posted on this event with the regatta news.

— **Charlie Roberts, Day Sailer Fleet Capitan**

Fun Float Update

Floating along



We had two scheduled Fun Floats since my last report and before our lives had been so drastically changed by pandemic. The first was on a Wednesday at the end of February, and we really had an enjoyable event.



Our group approached our chosen lunch spot.

Sitting down for lunch and really enjoying some sunny and warm weather. We know life is good.

Bocce Ball Tournament and some Yoga.



The next event seemed to be rained out. That was on March 10th. Nobody showed up, and I decided it was too wet for me.



All club Fun Float events for the near future have been cancelled, but that shouldn't stop you from going out on the bay. I've been out a couple of times, and it is really peaceful. The bay is a different place without tourists.

The club house is closed except for the restrooms, but the tarmac, kayak storage, and dock are available for member use. Times we have scheduled for Fun Float events are good times to plan your paddling excursion because they are scheduled to make paddling south into the bay a trip with the current, and then after lunch a return trip with the current. If you do choose to go out, the tide is something you should pay attention to.

— Charlie Roberts, Fun Float Captain

Waterproof...Or Is It?

Waterproof, weatherproof, water resistant. These are all terms used by manufacturers to describe products like cell phones, handheld radios, other items that don't mix well with water. With these terms often being used interchangeably, it's good to know the difference.

Weatherproof and water resistant are the two most-related terms and describe products that are least resistant to water intrusion. However, some manufacturers use the term waterproof to describe their products that are actually weatherproof or water resistant. Technically, they can be correct, as they then include a code that many folks pay no attention to, the IP Code.

IP Code? This is the **Ingress Protection** code, an internationally accepted code established by the International Electrotechnical Commission. The IP code was established to provide more information than the vague marketing term "waterproof".

For the United States, the IP code is shown as IP followed by two digits, as in IP67. The first number refers to dust intrusion resistance and the second number, which we are more interested in, refers to water intrusion resistance.

Committee Chairs

Port Captain.....	Lynn Meissen
Bar Steward.....	Joe and Jill Fariss
Social Director.....	Kendall Welch
Costume Consultant.....	Brett Cross
Activities Consultant.....	Brett Cross
Ship's Store.....	Orris and Pat Cowgill
Galley Chief.....	Kendall Welch
Junior Advisor.....	Pat Howe
Ocean Fleet Captain.....	Judi Glover
Daysailer Fleet Captain.....	Charlie Roberts
Laser Fleet Captain.....	John Wimer
Lido Fleet Captain.....	Pooh Bear
Fun Float Captain.....	Charlie Roberts
SUP Fleet Captain.....	Ken Twist
Cruising Fleet Captain.....	Paul Irving
Summer Sailing.....	Glenda Boatman
Cal Poly Liaison.....	Todd Hansen
Historian.....	Andrea Surfleet
Education Officer.....	Joe Fram
Insurance.....	Rich Leamon
Library.....	Charlie Roberts
Mailing.....	Rachelle Phillips
Masthead Editor.....	Mark Buchman
Membership.....	John Edell
Permit Processing & Planning.....	TBD
Reciprocating Secretary.....	Glenda Boatman
Roster.....	Gail Condon
Sommelier.....	Rich Leamon
Social Hour Coordinator.....	Kay Frye
Alias Troll.....	Don Lockwood
Webmaster.....	John Michener

In trying to avoid getting too technical, we should be looking for IP codes in the range of IP67 or IP68. This indicates high dust protection (the first digit) and a high resistance to water intrusion if accidentally dropped into fresh water (the second digit).

So, when looking at the code that is now on most packaging of electrical devices, an IPX1 or IPX2 shows the device is resistant to hand moisture or dripping water (the X I am using in lieu of a dust rating)

An IP code of IPX3 or IPX4 shows water resistance to spraying or splashing water.

IPX5 and IPX6 identifies water resistance to more forceful water jets (more pressure than just spraying)

IPX7 or IPX8 deal with immersion in water, with the 7 saying the cell phone or other device resists water in up to three feet of water for 30 minutes and the 8 giving a rating of up to 10 feet for 30 minutes.

Bottom line, know your IP rating, it's printed on the packaging. Inexpensive hand held marine radios may have a rating of IP63. The radio may handle in inadvertent spray of water, but it's toast if it rests in any amount of water for any amount of time. On the other hand, a cell phone should have a rating of IP67 or IP68 should it happen to drop in a sink with water or other water retaining device in your bathroom.

For more detailed information, you can do an online search for IP Code.

— Pat Hedges

Apr 2020

Previous		Today		Month		Agenda	
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
28	29	30	1	2	3	4	5
					8:15pm Postponed	8am Postponed	12:30pm Postponed - K
6	7	8	9	10	11	12	13
9am Cancelled	10am	11am cancelled	12pm	1pm	2pm cancelled	3pm	4pm
12	13	14	15	16	17	18	19
	5:30pm cancelled	6pm	7:15pm Virtual	8:00pm cancelled	9am	10am postponed	11am
18	19	20	21	22	23	24	25
10am postponed - F 12:00pm postponed			11am Fun Fest			6pm Happy Hour - 11am Spring ID (Boat)	12:00pm Postponed
26	27	28	29	30	1	2	3
8:30am Junker Sail 11am Spring I (One)					8:15pm Membership	11am Spring ID (Boat)	12:00pm Happy Hour -

MORRO BAY YACHT CLUB

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The Morro Bay Yacht Club is a private, non-profit organization devoted to boating activities, along with the protection and enjoyment of our picturesque bay and coastline. We participate in both competitive and non- competitive boating activities throughout the year. Anyone at least 21 who owns a boat, is planning to buy a boat, or regularly enjoys boating activities in someone else's boat is invited to apply for membership.

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