



PICYA

LOG

Volume XXII No. 4

Duane Collins, Commodore

July/August 2007

Commodores Comments *By Duane Collins*

P.I.C.Y.A. REGATTAS 2007
“America’s Cup Report”

As you know, the 2007 regatta and sailboat racing season is under way and the PICYA is again sponsoring several races on San Francisco Bay. This year’s race season kicked off at the Golden Gate Yacht Club with the LIPTON SERIES. The races were held on Saturday, July 21st, and Sunday, July 22nd. There were four divisions racing for the Sir Thomas J. Lipton Perpetual Trophy. In August, the Treasure Island Yacht Club will host the P.I.C.Y.A. CHISPA & Youth Regattas. There are several categories and trophies in this series and all age groups are encouraged to enter, from 10 to 90 years of age. Come on out and show the world the next generation of America’s Cup sailors. For more information, rules and entry forms go to: WWW.PICYA.ORG

and click on regattas.

Speaking of sailboat racing, Lizette and I just recently returned from Valencia, Spain. Valencia was this year’s host and venue to the 32nd America’s Cup and we ventured there specifically to watch the Louis Vuitton semi-finals of the America’s Cup challenge. The challengers were the BMW/Oracle USA boat racing against the Italian boat, Luna Rosa. The Emirates Team New Zealand boat was matched up against the Spanish entry and the Spanish were, of course, very proud to have made it to the semis. The winners of these match races then will race each other to see who will challenge the Swiss boat Alinghi for the coveted “Cup”.

City-wide, Valencia was just buzzing with activity over these races. Everywhere you went there were posters and souvenirs with the America’s Cup logo, and full size America’s Cup racing



Duane and Lizette Collins on the spectator’s boat for the Americas Cup.

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Sausalito, CA 94965

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Commodores Comments

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boats were displayed in exciting angles in plazas, ancient town squares and even the National Museum. Iberia Airways even has the 32nd America's Cup logo emblazoned on the side of their airplanes! Valencia prepared for years in many ways for this event and it was a thrill to be a part of it.

This was our third trip to Spain in the last 12 years. Lizette's great grandparents on both sides emigrated from Spain, so she was very happy to return once again to her father-land. I love Spain as much as she does and we were equally as thrilled to return for such a prestigious event! After 4 days of feasting and basking in the rich and gracious Spanish culture we joined the group from the Golden Gate Yacht Club, the club whose burgee the USA BMW/Oracle team was racing under. The group (about 70 of us) and the activities were organized by G. G. Y. C. Staff Commodore Norbert Bajurin. We were scheduled to be on the official American spectators boat for the second flight held on Tuesday, May 15th. After breakfast that day we headed over to the BMW/Oracle home base and were treated to a generous champagne reception and a tour of the facility. Oracle staffers walked us through the technical aspects of the races and an interesting basic orientation of where the team is heading in the future which was also exciting and very informative. We then headed out to the race course on the spectator's boat (a large catamaran) to watch the second race of the best of nine; you could feel the excitement in the air! Members of all of the PICYA clubs who traveled to Valencia had previously presented their burgees to fly on this official spectator boat, and, of course, Lizette and I presented the PICYA burgee along with the San Rafael Yacht Club's. Words cannot express the pride I felt when I looked up and saw the PICYA burgee flying under the American flag along with all the other club burgees

representing those who were present. In this particular race the USA BMW/Oracle boat beat the Italian boat Luna Rosa in an exciting photo finish and then did a victory "fly by" in front of our spectator boat! It amazed me just how fast these boats can sail and of the incredible amount of hard work involved. This is the true pinnacle of teamwork.

The following evening we returned to the Oracle home base for a formal 5 star banquet where we met several members of the BMW/Oracle crew, designers and engineers. We were treated royally! It was great to see so many members from PICYA clubs in attendance as well as those of our host club, the Golden Gate Yacht Club. We were all given the opportunity to formally introduce ourselves and to say a few words about the clubs we hailed from. Lizette and I proudly represented the San Rafael Yacht Club and among my words I stated that I certainly was proud and honored to be representing the PICYA, "the association which binds us all together". Among those present were members of the San Francisco Yacht Club, St. Francis Yacht Club, San Jose Sailing Club, Sausalito Yacht Club, Emeryville Yacht Club, South Beach Yacht Club and we even had a couple from the Chicago Yacht Club. The "*SPIRIT OF CAMARADERIE*" was alive and well and raised to a higher and international level in Valencia, Spain in the Spring of 2007. By the end of the week the BMW/Oracle boat was eliminated, as was the Spanish boat. New Zealand went on to beat Italy's Luna Rosa with five straight victories. As of today, the races are tied at one each with the Swiss Alinghi taking the first flight and New Zealand winning the second. This adventure was truly very exciting and I am grateful for the opportunity to have represented you at the 32nd America's Cup as your Commodore.

2007 PICYA

Officers & Directors

The following are the PICYA Officers and Directors for 2007.

Commodore:

Duane Collins (San Rafael YC)

Vice Commodore:

Fred Goodwin (Bridge Marina YC)

Rear Commodore:

Bill Needam (St. Francis YC)

Jr. Staff Commodore:

Manuel Mier (Presidio YC)

Secretary/Treasurer:

Jane Brennan, (San Rafael YC)

Directors:

Serving two year terms (2007-08)

Linda Breninger (Ox Bow YC)
Dick Engfer Ox (South Bay YC
Classic Yacht Assn.)
Lew Long (South Lake Tahoe YC)
Peter Robertson (Capital City YC
Sacramento YC)

Serving one-year term (2007):

Greg Gibeson (Aeolian YC)
Harold Morris (Dos Rios YC)
Reginald Smith (Treasure Is. YC)

Executive Secretary

Marci Yenerich (Sausalito YC)

PICYA LOG

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PICYA Publications Committee
Chair:
Erick Schoenwisner (Alameda YC)

SCHOLARSHIPS DEADLINE 31 AUG 2007

The Pacific Inter-Club Yacht Association and Western Boating Safety Group are offering three **\$2,500 scholarships** for graduating seniors or students continuing higher education learning. These scholarships are for students whose parents, grandparents or guardian are members of a yacht club that belongs to PICYA. Students who received the scholarship last year may

reapply. Please get the information out to your yacht club members. The scholarship packet can be downloaded from the PICYA web site, www.picya.org or by contacting Linda Breninger at lbreninger@jps.net or calling 916-771-5685. **DEADLINE FOR SUBMITTING APPLICATIONS IS AUGUST 30, 2007**

ATTENTION NEWSLETTER EDITORS

Wilder Award submissions must be received by **SEPT. 15, 2007**. Send to: Jack R. Michael, 920 Bel Passi Drive, Modesto, CA 95350. See PICYA Web Site, www.picya.org, "Member Club Info" for Contest Rules and judging criteria.

Vice Commodore's Report

Fred Goodwin,

We have two very important things to cover in this article. So let us take them in chronological order by due date.

First, we will cover the subject of education. The cost is still climbing, not just for collage, but also supplies, the schoolbooks, paper, pens and other necessary school supplies. So why not get help in the form of a SCHOLARSHIP. Western Boating Safety Group is giving away three \$2500.00 dollar scholarships again this year. Pacific inter-club Yacht Association is administering the scholarship program. This program is available to all members of the Yacht Clubs associated with PICYA. Applicants can be members, their children and grand

children. Let us not forget last year's applicants that did not make the top three, try, try again, never give up! Granted that \$2500.00 Dollars may not cover the total cost, but it sure will help.

The form is available on line. Go to www.picya.org, open the program, and click on Scholarship Program Read the information, noting the deadline is August 30, 2007. On the bottom of the page click on the box [To Application .doc], read that information and go on to [Application form .doc] or [Application form .PDF] for the form.

Now the Pacific Inter-Club Yacht Association takes great pleasure in announcing a reception for Rear Admiral

Craig E. Bone. The reception will be from 5:30pm until 9:00pm on September 26, 2007 at the Berkeley Yacht Club. An invitation will be sent to all PICYA Yacht Clubs. It is a real pleasure to extend to all of the Yacht Club Delegates a most cordial invitation to attend the Admirals reception; the cost is \$20.00 per person. This is a chance to personally meet Rear Admiral Bone. Please honor him by your presents.

Mr. Jerry Zanolli will be accepting the reservations for this grand event.

Make a check payable to Pacific inter-club Yacht Association, and send it to:

Mr. Jerry Zanolli
2349 Palmer Cr.
Fairfield, CA 94534

ANNOUNCEMENT OF 2007 REGATTAS

PICYA invites all clubs to participate in the PICYA Perpetual Cup Regattas.

<http://picyaregatta.homestead.com>

CHISPA and PICYA YOUTH Regattas

Hosted by:

TREASURE ISLAND YACHT CLUB

August 18, 2007

CONTACT PERSON:

George Knies, PRO Treasure Island Yacht Club - 2333 Lariat Lane, Walnut Creek, CA 94596-6518

T (925) 939-0230 * Fax (925) 944-0474 - Cel/Voice Mail (925) 330-5676 - E-mail: machbuster1@earthlink.net

To: California Boaters

From: Recreational Boaters of California

Date: July 25, 2007

Re: **Traditional Call-to-Arms – Letter-writing Campaign**

% Contact Your Congressman and Senators

Recreational Boaters of California is urging boaters to contact their representative in the U.S. House of Representatives and the U.S. Senate, urging them to support H.R. 2550, legislation that would protect boaters from having to obtain and pay for a new permit.

Please complete the Sample Letter that follows, and fax the letter to RBOC at 916-441-3520. Please do so by Friday, August 24.

Background Information and Instructions

This Call-to-Arms is in support of and in coordination with the efforts of BoatUS, the federal lobbying organization for recreational boaters that is working on this issue on both the legislative front [HR 2550], and the regulatory front [proposed EPA regulations to require a boater environmental permit].

RBOC's efforts include the submission of comments to the EPA as our official position in response to their request for public comment. Our comments are attached separately here as background information.

From BoatUS:

For 34 years the federal Environmental Protection Agency (EPA) has exempted discharges from recreational boats from the Clean Water Act permit system.

Regretfully, a recent court ruling cancelled this permit exemption. EPA is required by the court decision to develop and implement by September 30, 2008 a national permit system for ALL vessels in the United States for a variety of normal operational discharges.

BoatUS has been working behind the scenes with other boating organizations to get the exemption reinstated for recreational boats. Fortunately, the Recreational Boating Act of 2007 (H.R. 2550) has been introduced by Representatives Gene Taylor (D-Miss) and Candice Miller (R-Mich) which would protect recreational boats from being swept into this unnecessary and expensive permitting system.

It is critically important that H.R. 2550 be passed and boater support is essential. Please contact your Congressman and Senators TODAY and ask that they co-sponsor or support H.R. 2550.

If the permit system becomes a reality, you will be required to pay for a state permit for each of your boats.

EPA will be monitoring your deck runoff, grey water, bilge water, engine cooling water, and the use of copper bottom paints.

The original lawsuit that led to this court decision sought to address ballast water discharges from large ocean-going ships, which can introduce damaging aquatic invasive species into U.S. waters. Keeping our waterways clean and preventing the spread of invasive species is of utmost importance to the future of boating.

But taking a complex permitting system designed for industrial dischargers and applying it to recreational boats will not yield significant environmental benefits and it will come at a very high cost. Requiring recreational boaters to purchase a permit would not prevent the spread of invasive species.

BoatUS has been a leader in educating boaters about Clean Boating practices for more than a decade. Our nonprofit Foundation has funded local education projects on invasive species prevention, helped develop voluntary Clean Marina programs, and authored much of the country's Clean Boating outreach. These positive education efforts are making a difference. Please ask your elected federal representatives to support H.R. 2550. It is common-sense legislation.

On page 10 is a sample letter that you can use to communicate with your representative on this issue.

July 25, 2007

Recreational Boaters of California (RBOC) submits the following comments in connection with the development of Clean Water Act national pollutant discharge elimination system permits for discharges incidental to the normal operation of vessels – Docket ID No. EPA-HQOW-2007-0483.

RBOC is the nonprofit governmental advocacy organization that works to protect and enhance the interests of the state's recreational boaters before the legislative and executive branches of state and local government.

RBOC was formed as a statewide organization in 1968 and from that date forward has continued its commitment to promoting the enjoyment, protection, and responsible use of our waterways.

RBOC has several serious concerns with a new National Pollutant Discharge Elimination System [NPDES] permit program that would apply to all types of vessels including 13 million recreational boats nationwide, approximately 1 million of which are registered in California.

This program would require all recreational boaters to obtain a permit, either from the federal government or the state, to operate their boats.

The unprecedented scope of this new permitting program would impose severe practical and financial hardships on millions of recreational boaters.

Recreational boats represent a means of recreation and enjoyment to many families. The media is reporting that the cost for the proposed permit may be as much as \$800, plus locally-imposed fees, which would levy an economic hardship on many families and would become a significant cost driver that could drive individuals away from a wholesome means of family recreation.

This economic disincentive would be even more significant for the many California boaters who enjoy recreating in more than one state. Two of the more popular boating areas are the Colorado River [bordering California and Arizona] and Lake Tahoe [which is in both California and Nevada]. Another popular boating opportunity exists for those who enjoy traveling along the coasts of California, Oregon and Washington. Recreational boaters who enjoy these popular areas and routes would be required to have permits from each of the 3 states, and would therefore incur a cost of around \$2400.

The economic disincentive would be even more significant for the many California boaters whose potential discharges are minimal. Statistics show that half of the registered boats are less than 20 feet and only approximately 6,500 of the total are over 40 feet in length. In addition many of the boats under 26 feet are on trailers and are used infrequently. The potential for pollution coming from these boats in our view is quite limited – yet the full permit would be required.

From a practical perspective, boaters lack confidence that a state permit for recreational boaters would be consistently applied and managed in California through the Regional Water Quality Control Boards in each of the nine regions of the state. Experience has shown that with other public policy issues consistency has not been achieved between the boards' actions. Consistency is critical for the many boats that frequently move around the state and to other regions of the country.

Other approaches would be less onerous and more effective than the proposed permit. Less than one year after the Clean Water Act [CWA] was enacted, the EPA in 1973 first promulgated a regulation that has provided a balanced and reasonable approach to the regulation of vessel discharges. The regulation [40 C.F.R. 122.3] identifies several discharges as being subject to NPDES permitting, and excludes discharges incidental to the normal operation of vessels.

Re-instatement of this regulatory approach would be both practical and useful. The regulation has been in effect for many years, with Congressional knowledge and acquiescence and with no effort to repeal legislatively the EPA's interpretation of the CWA through regulation. We urge the EPA to re-instate the long-standing exemption that has existed for discharges incidental to the normal operation of vessels.

Nationally during this period, strict standards have been developed for marine sanitation devices, the discharge of untreated sewage by vessels has been prohibited, state no-discharge zones have been approved for treated sewage, over \$100 million in federal funds have been provided to states for the purchase of sewage pumpout boats and the construction of onshore pumpout stations, and rulemaking has required an average 75% reduction in hydrocarbon and NOx exhaust emissions for new outboard and personal watercraft sparkignited gasoline marine emissions.

In California, significant actions have been taken including California Air Resources Board emission regulations for 2001, 2004, and 2008 for vessel engine manufacturers. In addition, the Department of Boating and Waterways works as the state grant coordinator for the distribution of federal funds for the construction, renovation, operation, and maintenance of pumpout and dump stations to service recreational boaters. Also in California recreational boaters, clubs, marinas and the marine industry have undertaken taken initiatives and have made great progress in preventing pollution from boats. Embracing the principal that prevention is better than punishment, the programs work to educate the boating public, clubs and marinas. Through these initiatives, best management practices have been developed to effectively address boat operations.

California's environmental awareness and pro-active initiatives continue to set precedents for the rest of the nation. We cite for the agency's review the following programs:

The California Clean Boating Network www.coastal.ca.gov/ccbn/ccbnhomenew.html

The California Clean Marina Program www.cleanmarinasocalifornia.org

With our experience in working together with boater stakeholders, governmental agencies and environmental organizations, it is clear that additional permitting would not help prevent pollution and would be punitive to the California boaters.

Indeed, experience at the national level and here in California demonstrate that there have been numerous other successful endeavors to address and reduce boater-related environmental discharges and to control invasive species. Many of these are likely to be more effective and efficient than NPDES permits.

RBOC appreciates this opportunity to discuss our perspectives with regard to the development of Clean Water Act national pollutant discharge elimination system permits for discharges incidental to the normal operation of vessels.

If there are questions about our position, or if more information is desired, please feel free to contact President Lenora Clark at 925-634-9614, or Jerry Desmond, Jr., RBOC Director of Government Affairs, at 916-441-4166.

On page 10 is a sample letter for your use. Remember a hand written letter counts 100 times more than a preprinted letter.

On page 8 is a list of Congresspersons and Senators addresses, listed by district.

2007 Lipton Regatta

Big Lipton PHRF 45-99

Pos	Skipper	Boat name	YC	Sail No	Pts.	1	2	3
1	Frank Glassner	J-World	SFYC	52582	4	2	1	1
2	John Clauser	Bodacious	BYC	41001	5	1	2	2
3	Mike Magruder	Jose Cuervo	SYC	42	9	3	3	3
4	Bruce Nesbit	Razzberries	RYC	97479	13	5	4	4
5	Gary Massari	Phantom Mist	EYC	38407	15	4	6	5

Larry Knight PHRF 100-156

Pos	Skipper	Boat name	YC	Sail No	Pts.	1	2	3
1	Steve Wonner	Uno	AeolY	28632	4	2	1	1
2	Jonathan Bloom	Lotta'tude	RYC	28716	8	3	2	3
3	Noble Griswold	Bluefin	BenYC	18676	9	1	4	4
4	Steve Overton	Lynx	SYC	28349	9	4	3	2

Little Lipton PHRF 157-206

Pos	Skipper	Boat name	YC	Sail No	Pts.	1	2	3
1	Craig Page	Wuda Shuda	SFYC	20354	3	1	1	1
2	Charles James	Roxanne	SYC	8000	6	2	2	2
3	Reuben Rocci	Sweet Ness	RYC	97399	12	4	4	4

Admirals Cup PHRF 207-264

Pos	Skipper	Boat name	YC	Sail No	Pts.	1	2	3
1	Jan Grygier	Carlos	RYC	5020	4	1	1	2
2	Michael Andrews	Bonito	EYC	811	5	2	2	1
3	Pat Broderick	Elaine	SYC	38000	11	3	3	5
4	Ron Deneisha	Windsong	BYC	67	11	4	4	3
5	Tom Royall	Big Wow	SFYC	193	17	6	6	5



1st Place, Larry Knight - Aeolian YC
UNO, Sail# 28632
Steve Wonner (Skipper), Gary Barker
(Tactician), Bill Pollock, Dave Green (Sat),
Rick Hocking (Sun)



2nd Place, Larry Knight - Richmond Yacht Club
Lotta'tude, Sail# 28716
Jonathan Bloom (Skipper), Brendan Meyer
(Tactician), Jeff Olson, Erik Mezzel, David Bacci



1st Place, Admirals Cup - Richmond YC
Carlos, Sail# 5020
Jan Grygier (Skipper), Michael Farrell
(Tactician), Ru Paster

2nd Place, Admirals Cup - Encinal YC
Bonito, Sail# 811
Michael Andrews (Skipper), Kevin Clark
(Tactician), Tom Rankin



*1st Place, Big Lipton - San Francisco Yacht Club
J-World , Sail# 52582
Frank Glassner (Skipper & Tactician), Wayne Zittel
, James Statham, Katy Dolan, Tom Warren, Paul
Lauher, Peter Spencer, Jenny Spencer, Chris
Redmond*



*1st Place, Little Lipton - San Francisco YC
Wuda Shuda, Sail# 20354
Craig Page (Skipper), Mark Dowoy (Tactician),
Sonny Lopez, Doug Fredebaugh, Greg, Jason Bright*



*2nd Place, Little Lipton - Sausalito Yacht Club
Roxanne, Sail# 8000
Charles James (Skipper), Elliot James (Tactician),
John Stewart, Kurt Helmingsen, Jeff Krober*



*2nd Place, Big Lipton - Berkeley Yacht Club
Bodacious, Sail # 41001
John Clauser (Skipper), Bobbi Tossi (Tactician),
Bob Novy, Ian Nadel, Rich Benalleck, Mark
Lazar, Heather, Dale, Joel Peterson, Mike, Kurt
Wessel, Tone' Chin, Hans Opsahl, Mark Witty,
Eugene*

Photos by Bill Murphy, Richmond Yacht Club

Mailing addresses for Congress

District	CALIFORNIA Counties	Congress Member					
1	Del Norte, Humboldt, Lake, Mendocino, Napa, Solano, Sonoma	HON MIKE THOMPSON CA 1ST	231 CANNON HOB	WASHINGTON	DC	20515-0501	
2	Butte, Lassen, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Trinity, Yuba	HON WALLY HERGER CA 2ND	2268 RAYBURN HOB	WASHINGTON	DC	20515-0502	
3	Butte, Colusa, Glenn, Sacramento, Solano, Sutter, Tehama, Yolo	HON DANIEL E LUNGREN CA 3RD	2448 RAYBURN HOB	WASHINGTON	DC	20515-0503	
4	Alpine, Amador, Calaveras, El Dorado, Mono, Placer, Sacramento, Tuolumne	HON JOHN T DOOLITTLE CA 4TH	2410 RAYBURN HOB	WASHINGTON	DC	20515-0504	
5	Sacramento	HON DORIS O MATSUI CA 5TH	2310 RAYBURN HOB	WASHINGTON	DC	20515-0505	
6	Marin, Sonoma	HON LYNN C WOOLSEY CA 6TH	2263 RAYBURN HOB	WASHINGTON	DC	20515-0506	
7	Contra Costa, Solano	HON GEORGE MILLER CA 7TH	2205 RAYBURN HOB	WASHINGTON	DC	20515-0507	
8	San Francisco	HON NANCY PELOSI CA 8TH	2371 RAYBURN HOB	WASHINGTON	DC	20515-0508	
9	Alameda	HON BARBARA LEE CA 9TH	1724 LONGWORTH HOB	WASHINGTON	DC	20515-0509	
10	Alameda, Contra Costa	HON ELLEN O TAUSCHER CA 10TH	1034 LONGWORTH HOB	WASHINGTON	DC	20515-0510	
11	Sacramento, San Joaquin	HON JERRY McNERNEY CA 11TH	2411 RAYBURN HOB	WASHINGTON	DC	20515-0511	
12	San Francisco, San Mateo	HON TOM LANTOS CA 12TH	2413 RAYBURN HOB	WASHINGTON	DC	20515-0512	
13	Alameda, Santa Clara	HON FORTNEY PETE STARK CA 13TH	239 CANNON HOB	WASHINGTON	DC	20515-0513	
14	San Mateo, Santa Clara	HON ANNA G ESHOO CA 14TH	205 CANNON HOB	WASHINGTON	DC	20515-0514	
15	Santa Clara, Santa Cruz	HON MICHAEL M HONDA CA 15TH	1713 LONGWORTH HOB	WASHINGTON	DC	20515-0515	
16	Santa Clara	HON ZOE LOFGREN CA 16TH	102 CANNON HOB	WASHINGTON	DC	20515-0516	
17	Monterey, San Benito, Santa Cruz	HON SAM FARR CA 17TH	1221 LONGWORTH HOB	WASHINGTON	DC	20515-0517	
18	Fresno, Madera, Merced, San Joaquin, Stanislaus	HON DENNIS A CARDOZA CA 18TH	435 CANNON HOB	WASHINGTON	DC	20515-0518	
19	Fresno, Madera, Mariposa, Tulare	HON GEORGE RADANOVICH CA 19TH	438 CANNON HOB	WASHINGTON	DC	20515-0519	
2	NEVADA	HON DEAN HELLER NV 2ND	1023 LONGWORTH HOB	WASHINGTON	DC	20515-0515	

STATE	SENATORS						
California	HON DIANNE FEINSTEIN D-CA	331 HART SEN OFF BLDG	WASHINGTON	DC	20510-0001		
California	HON BARBARA BOXER D-CA	112 HART SEN OFF BLDG	WASHINGTON	DC	20510-0001		
Nevada	HON HARRY REID D-NV	528 HART SEN OFF BLDG	WASHINGTON	DC	20510-0001		
Nevada	HON JOHN ENSIGN R-NV	356 RUSSELL SEN OFF BLDG	WASHINGTON	DC	20510-0001		

Wheelchair Regatta Ahoy, Skipper:

On September 29, 2007 we shall, celebrate the ELEVENTH Annual Wheelchair Regatta, honoring disabled veterans from various hospitals and nursing homes.

Many of our veterans will be in wheelchairs, others will be ambulatory. All look forward to their annual "Day On And Near The Water".

Please volunteer your boat for this heartwarming event, and take one or several veterans for a ride for a couple of hours. All of you will return to a

plentiful BBQ lunch, music and entertainment.

You, the skipper, will decide on your route. Skilled personnel will lift your guests aboard and off your vessel.

A sign-up sheet is enclosed; please feel free to duplicate it as needed for other potential skippers.

You and your crew are welcome at Encinal Yacht Club in Alameda For this event; we urge you to plan to attend the skippers' meeting and dinner on Friday, September 28. Of course you and your

boat are welcome at our guest dock both before and after the Regatta.

Questions? Please feel free to contact me by phone or e-mail. Remember: There cannot be an eleventh Wheelchair Regatta without your help! Let's show OUR veterans how much we care!

S/C Margot J. Brown, Chairman
3217 Fiji Lane Alameda, CA 94502
510-523-2098
MJBH@AOL.COM

ELEVENTH ANNUAL PICYA WHEELCHAIR REGATTA at the Encinal Yacht Club September 29, 2007

PICYA is hosting its Eleventh Annual Wheelchair Regatta. This event will once again provide individuals confined to wheelchairs with the rare opportunity to experience a power boat cruise on the Oakland Estuary and San Francisco Bay along the San Francisco City front. On their return, our guests will be treated to a picnic luncheon and entertainment on the grounds of Encinal Yacht Club.

Most of our honored guests are U.S. Veterans residing in Northern California Veterans' Homes and Hospitals.

In order to make this event successful, powerboat skippers/owners are needed to donate their time and boat to host one or more guests aboard their vessel.

Volunteers from each of our PICYA member clubs will make this a most memorable day for our guests, and for those donating their assistance as well. Many volunteers are also needed ashore to assist in welcoming, boarding, preparing and serving lunch, and entertainment.

If you can assist with this rewarding community service project, please complete and return the form provided below for your convenience.

YES, count on me to help with the Eleventh Annual Wheelchair Regatta!

I AM VOLUNTEERING: PLEASE PRINT LEGIBLY

My boat: Vessel Name: _____
Type: _____ Length: _____

My vessel can carry (how many?) _____ Guests: In wheelchairs

My vessel can carry (how many?) _____ Ambulatory Guests

My shore-side services: _____

Name: _____ Phone: _____

Address: _____

City, State, Zip: _____

Email _____

Yacht Club: _____

Mail to: S/C Margot Brown, 3217 Fiji Lane, Alameda, CA 94502

Or to sign up online go to: <http://wheelchairregatta.homestead.com/BoatVolunteer.html>

Instructions – complete and sign the letter, add your residence address, and either fax to 916-441-3520, or mail to Recreational Boaters of California, 925 L Street, Suite 220, Sacramento, CA 95814. www.rvoc.org

Deadline – please submit your letter by Friday, August 24.

Re:H.R. 2550

August ____, 2007

To:

I am writing, as your constituent, to urge you to support H.R. 2550 “The Recreational Boating Act of 2007.” This legislation would allow boating to continue in this country as a viable, healthy, family pastime, instead of being saddled with new regulations and permit requirements intended for commercial ships with ballast water tanks.

In 2006, a U.S. District Court decision struck down the 34-year permit exemption for recreational boats within the Clean Water Act. As a result, unless H.R. 2550 is passed, the EPA is required to develop and implement a permitting system for all boats in the U.S. (no matter the size or type) by September 30, 2008. H.R. 2550 does not weaken or reverse any current environmental regulations. It simply allows boats to be operated the same way they are being operated this year, without an onerous and costly permit system.

Boating is a wholesome recreational activity for the entire family. Here in California we have the opportunity to boat in the Pacific Ocean not only in our state but also along the entire western US coastline. The San Francisco Bay and Delta is another location that has significant use by boaters year round. Approximately half of the boats registered in California are trailerable and can utilize most of the states great lakes and rivers. A costly new permit for boats will hit Californians especially hard due to the economic burden that will come with the permit. My family will certainly be impacted.

There are an estimated 13 million recreational boats in the country over 1 million of which are in California, and offer a great way of life to boaters. More than 850,000 jobs nationwide are in the marine industry. H.R. 2550 is legislation that will keep boating intact. As a recreational boater and constituent I urge you to actively support this legislation by either co-sponsoring the bill or voting for its passage.

Thank you for your time and attention to this important matter.

Sincerely,

Name

Address

Street

City – State - Zip

RBOC FAN CLUB

The following PICYA clubs contributed in 2006 to the ongoing support of Recreational Boaters of California:

Aahmes Shrine YC	Mariposa Hunters Pt. YC
Aeolian YC	Martinez YC
Alameda YC	Meeks Bay YC
Bay View Boat Club	Napa Valley YC
Berkeley YC	Oyster Pt YC
Bridge YC	Point San Pablo YC
Caliente Isle YC	Richmond YC (2006)
Capitol City YC	San Francisco YC
Classic Yacht Assn	San Jose Sailing YC
Delta Bayliner YC	San Rafael YC
Delta Marina YC	Santa Cruz YC
Delta Sports Boats	Sausalito Cruising Club
Delta YC	Sea Ray YC
Discovery Bay YC	South Bay YC
Dos Rios YC	South Lake Tahoe YC
Driftwood YC	Sportsman Inc YC
Ebony Boat Club	Tahoe YC
Emeryville YC	Tiburon YC
Encinal YC	Treasure Island YC
Floating Realty YC	Weber Point YC
Marin YC	

And of course BoatU.S. for their contributions over the past 14 years.

All of our legislative activity cannot be done without your members' financial support. Contributions may be presented as a club report at the next PICYA Delegates' Meeting or mailed directly to:

Lenora Clark 1747 Dolphin Pl. Byron, CA 94514

Reply To An Inquiry From The Insurance Company

Courtesy of Al and Gloria Shapiro

Dear Sirs:

A routine inspection uncovered a burned out masthead bulb that obviously needed replacement. I decided this simple task could be accomplished alone, just get to the top of the mast.

I found a 50-gallon barrel. It seemed a very simple solution to fill the barrel with water, winch it to the top of the mast, whereby I could climb into the boson's chair and, as the barrel of water descended, I would gently ascend to the top of the mast.

I untied the halyard, holding it tightly to ensure a slow decent of the barrel and slow ascent of myself to the top of the mast. You might note in block number 16 of the accident report, that I weigh 190 pounds and 50 gallons of water plus the weight of the barrel calculates to about 450 pounds.

Due to my surprise at being jerked off the deck suddenly, I lost presence of mind and let the halyard slip completely off the winch. Needless to say, I proceeded at a very rapid rate to the top of the mast.

In the vicinity of the spreaders, I met the barrel coming down. This explains the fractured collarbone. Slowed only slightly, I continued my rapid ascent; not stopping until the fingers of my hand were knuckle deep into the pulley. Fortunately, by this time I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain.

However, the barrel hit the deck and split wide open, spilling out all the water. Devoid of the weight of the water, the barrel now weighed 50 pounds.

I refer again to my weight as stated in block number 16 of the application.

As you can imagine, I began a rapid descent down the mast. In the vicinity of the spreaders I met the barrel coming up. This accounts for the fractured ankle and lacerations on my legs and lower body. The encounter with the barrel slowed me enough to lessen my injuries when I fell through the bimini top and into the cockpit, fortunately only cracking a vertebrae.

I am sorry to report, however that as I lay in the cockpit with the empty barrel atop the mast, I again lost presence of mind and I let go of the halyard. I need not tell you that the barrel weighed more than the halyard, and when it came down on me, the other leg was broken.

I trust that this information will be adequate to explain this, minor accident.

[Lifted from Latitudes & Attitudes, a nifty cruising magazine]

PICYA SHIP'S STORE 2007 PRICE LIST

BURGEE	\$20.00
BURGEE STICKER	1.50
LAPEL PIN	5.00
GLUE ON EMBLEM	2.00
STAFF COMMODORE PIN	5.00
BLAZER CREST	20.00
BASEBALL CAP	12.50/14.00
NECKTIE	24.50
PATRIOT PIN	2.50
PENCIL	.50

YOUR SHIP'S STORE CAPTAIN, LEW LONG
email - tahoe71@sbcglobal.net

CALENDAR 2007

AUGUST

- 6 Delegates Dinner
Stockton YC
20 Board Meeting
Berkeley YC

SEPTEMBER

- 10 Delegates Dinner
San Joaquin YC
17 Board Meeting
Berkeley YC

OCTOBER

- 1 Delegates Meeting
Benicia Yacht Club
15 Board Meeting
Berkeley YC

VISIT PICYA'S WEB SITE - [HTTP://WWW.PICYA.ORG](http://www.picya.org)

Sausalito YC

is now offering sailing classes to adults, on weekends or week day evenings. Certified instructors are on board to build strength and confidence in a fun and relaxed atmosphere. Sign up today by calling 415-331-5762 or at www.syconline.org. Another point of interest is Sausalito Yacht Club's Women Skippers Regatta, which will be held on **Sunday, October 14th**

Island Yacht Club

announced its women's sailing seminar in **10/7/07** and **10/8/07**. Classes are offered for women by women.

Janet or Hilja by email at Island_WSS@yahoo.com, or call Hilja at 510-338-0954 for more assistance or information.

Beer Drinking Etiquette

A recreational boater, a tugboat crewman, and an old salt sailor went into a bar and each ordered a beer. Each found a fly in their beer. (It must have been the special of the day).

The recreational boater looked in his beer and said, "hey bartender I have a fly in my beer. Give me another beer."

The tugboat crewman looked in his beer, found the fly, reached in and picked it out and continued drinking.

The old salt sailor looked in his beer, saw the fly, grabbed it by the wings, shook it over the glass and yelled, "Spit it out, Spit it out!"

Half Moon Bay Yacht Club

invites all PICYA Yacht Clubs to join us for our Labor Day Festivities. Come by sea or land and join the fun!

FRIDAY, AUGUST 31st

7:00 pm TGIF DINNER — \$15 per person

Advance Reservations Recommended to 2blackcats@comcast.net

First Come, First Served

SATURDAY, SEPTEMBER 1st

BBQ, SAUSAGES, HAMBURGERS AND ALL THE SIDES

\$10 per person — Advance Reservations Recommended to 2blackcats@comcast.net BBQ starts at 5:00 p.m. MOVIE at 8:00 p.m.

Captain Jack Sparrow and all the "Pirates of the Caribbean: Dead Man's Chest"

SUNDAY, SEPTEMBER 2nd 5:00 p.m. CATERED MEAL by Special Event :: \$20 per person:

BBQ Sliced Tri-tip Beef & Paella, Tossed Garden Salad, Roll with Butter, Finger Food Desserts

6:00 – 9:00 p.m., DANCIN' ON THE DECK to the Hot Sounds of The Mama Pacho Band

Advance PAID Reservations Required Before August 27 Contact: Cynthia Ramseyer (415) 519-1915 or 2blackcats@comcast.net Mail Checks to: Labor Day, c/o C. Ramseyer 238 El Granada Blvd., Half Moon Bay, CA 94019

Pittsburg Yacht Club

invites all Yacht Club Members and their Families to PYC for fun, spirits and racing **September 7th, 8th and 9th**. This year we will again have special "In and Out" Seafood Festival Tickets for purchase at PYC (only).

Friday, September 7th: We will be serving Dinner and for your Entertainment pleasure, we will be featuring DJ "Charles". Dinner will be served at 6:45 p.m.

Saturday, September 8th: Festival hours are 10:00 a.m. to 7:00 p.m. PYC will serve a Continental Breakfast from 8:30 to 10:30 a.m. Lunch and Dinner on Saturday will be a "Barbeque on the Deck". DJ "Charles" will again be providing music.

Don't miss Saturday's "Go-Fast Time Trials and Speed Races" Air Show which is held from 3:00 – 4:00 pm

Sunday, September 9th: Festival hours are 10:00 a.m. to 6:00 p.m. with the Big Cat Race starting at 12:00 noon. A Buffet Full Breakfast 8:00 a.m. to 10:00 a.m. "Barbeque on the Deck" after the Race. The Air Show will again be from 3:00 – 4:00 p.m.

Requests for Berthing at the George Lowey Marina must be made through Van DePiero, Harbormaster (925.439.4958). Berths are \$10.00 per night – when and if space is available.