

LEE RAIL



The Elkhorn Yacht Club is SWEEET!!!

UPCOMING EVENTS

- Fun Sail June 5
- Canyon Series #4 June 18
- Fathers Day BBQ June 19
- Fun Sail June 19
- Little Boreas Invitational June 25
- Firecracker Regatta July 3
- Fun Sail July 3
- 4th of July Pig Roast July 4
- Fun Sail July 14
- Canyon Series #5 July 16
- Around the Bay Regatta July 30
- Nautical Flea Market July 31

Visit the online calendar for more details, and the latest updates and additions.

www.ElkhornYachtClub.org/Calendar

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**There's no June
Gloom around the
Elkhorn Yacht Club!**

BOARD OF DIRECTORS, COMMITTEE CHAIRS & STAFF

Board of Directors		Committee Chairs		Committee Chairs	
Commodore	Toni Scarborough	Port Captain	Brian Ackerman	Property	Frank Lewis
Vice Commodore	Melissa Ackerman	Fleet Captain	Keith Chastain	Property Maintenance	Dan Piro
Rear Commodore	Rita Jacques	Bar Manager	Frank Lewis	Club Safety	Gary Skillet
Treasurer	Stacy Hughes	Bylaws	Stan Jacques	Race Director	Peggy Carrol
Secretary	Hillary Thomas	Casual Cruisers	Scott Richert	Social	Toni Scarborough
Director	TBD	Cruising Director	Keith Chastain	Work Party	Ted Black
Director	Dan Garrett	Garden	Hillary Thomas	Workshop	Steve Spitler
Director	Shane Dowling	HR	Rita Jacques	Webmaster	Sydney Drake
Director	Susan Osorio	IT	Shane Dowling	STAFF	
Director	Mark Koitmaa	Lee Rail Editor	Dave Robinson	Club Manager	Sunny
Director	Andrew Listl	Long Range Planning	Stan Jacques	Bookkeeper	Sandi Mantey
		Membership	Susan Osorio	Bartender	Sabina Gerard
		PICYA Representative	Melissa Sopata	Bartender	Anna Harris
		PICYA Representative	Lara Jacques	Bartender	Maria Warner
		PICYA Representative	Dan Garrett		

June Birthdays

Lynn Barrett - June 3
 Dale Jerred - June 4
 Aaron Gregg - June 8
 Joe Catanese - June 12
 Stacy Hughes - June 13
 Chris Chrones - June 13
 Ralph Dommer - June 17
 Charles Cain - June 19
 Christian Holm - June 21
 Michael Krone - June 22
 Scott Richert - June 24
 Lnadon Wivell - June 24
 Paul Putter - June 26
 Steve Spitler - June 29
 Lorin Fergusson - June 30

This is a monthly publication of the
Elkhorn Yacht Club
 2370 Highway 1
 Moss Landing, CA 95039
 (831) 724-3875
ElkhornYachtClub.org

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Submissions are encouraged and will be considered for publication as time and space permit.

Submission deadline is the 25th of each month.

Email submissions to:

LeeRail@ElkhornYachtClub.org

or send by U.S. Post to the address shown above.

ADVERTISING SPACE AVAILABLE!

**Rates & Details: Call
831.724.3875 or Email**

EYC@ElkhornYachtClub.org

COMMODORE REPORT



Last month was a difficult time for many members of the EYC. We experienced the loss of past and present members and members who have lost family members. I have never been so proud of being a part of a community as EYC, who have come together and supported each other through these difficult times.

Memorial Day was the unofficial start of Summer, and it's going to be a busy one! The summer activities have already started during the month of May. the Mother's Day Brunch allowed us to cherish our moms and enjoy the amazing talents of "Chef Brian."

Several of the member participants joined the Opening Day Boat Parade. Sails were blowing from the Otter Cup to the Dinghy Races. The Cruise Out to Capitola was memorable.

This is our first summer full of activities after the COVID lockdown, and the thought of more chances to be with family and friends here at the yacht club is exciting. There's the fifth running of the "Little Boreas" More Canyon Series racing and regattas. Plus, June is dad's turn to be celebrated and loved.

With so much going on, one may forget that it's all about togetherness and bringing us together as a community. Let's all keep smiling and having fun enjoying one another as we make great memories from the Summer of '22!

VICE COMMODORE REPORT

Hello Fellow Sea Dwellers:

Hoping May was filled with renewal and hope to mend the ties of loved ones lost. Our EYC family continues to grow and events in person continue to energize and offer moments of comradery and fun. Lots of boating, sailing and social events are yet to come. This is a short report as I prepare to launch my 8th graders who are more than ready to start high school next school year. My poetry offering this month is another by Emily Dickinson honoring the month of May.

May-FlowerBy Emily Dickinson

Pink, small, and punctual,
 Aromatic, low,
 Covert in April,
 Candid in May,
 Dear to the moss,
 Known by the knoll,
 Next to the robin
 In every human soul.
 Bold little beauty,
 Bedecked with thee,
 Nature forswears
 Antiquity.



MEMBERSHIP NEWS

Meet Our Newest EYC Members!



Meet Barbara and Mike Sears

From Barbara: “My name is Barbara Sears currently living in Watsonville and this is our first time being a member to a yacht club. My husband and I have 3 grown children and 4 grandchildren. For over 25 years I have been a General Manager for a few local businesses here in the area.

Being accepted into the yacht club will give me an opportunity to meet new people and join in on many of the fun events throughout the year.”

Welcome Barbara and Mike!

Meet John Vinsky

John lives with his beloved dog, Strider, in Corralitos. He is originally from La Selva Beach. Currently, John has a 24' C&C sailboat which is docked in the North Harbor. His boat is named “Rosie.”

John remarked that there is a “very good crew of members at the club.” He is also really “honored to be part of it and Strider still can’t believe it!”

Welcome John and Strider!



MEMBERSHIP NEWS

Meet Barbara Lehman and Fernando Gallegos



From Barbara: "We live in Prunedale after living in Santa Cruz County for about 35 years. Fernando is originally from Peru. He was born in Cusco which is the entry city to Macchu Pichu. He grew up in Lima and moved to the states at the young age of 21 after having studied as an exchange student at UCSC. I am from Palos Verdes in Los Angeles. And believe it or not my family of 7 kids and our parents had horses, sheep, goats, rabbits, dogs, cats, hamsters, guinea pigs, turtles and snakes in LA. Needless to say I love animals.

Fernando and I have been together for the last five years. We both feel very blessed to have found each other. We have made our home together in Prunedale. I have two kids in college. Fernando has three kids, with the youngest about to leave for college in the fall. Fernando owned an auto body shop and I am a marriage and family therapist. Fernando loves surfing and I love tennis. We both love adventuring, hiking, biking and travel. We love our dogs.

We love living in Prunedale and want to develop friendships and community here. That is what excites us about joining the club. Also, Fernando has a keen desire to spend some of his free time on the water either sailing or fishing. Now that we have spent some time at the club, we are both feeling like we have found a local treasure and exactly plus more than what we were looking for. We are excited for what the days ahead will bring at the club and how we can contribute."

Welcome Barbara and Fernando!

SAILING/RACING

2022 Otter Cup

The first of our three Invitationals, and the first race of the MBYRA Series, was a great return to “normalcy.” For the first time since 2019 we were able to hold an in person Skipper’s meeting as well as welcome back some of the boats that were sidelined during the worst of COVID-19. While we are all still taking precautions and being mindful I’ve got to say it just felt...normal. The race starts in Monterey, heads up to Point Pinos, then shoots down to Moss Landing.

Twelve boats took off (thank you Jim Wertz, MPYC Race Committee, for a great start!) and headed to Point Pinos. Various sailors described getting around Point Pinos as “challenging.” The MPYC racers, having more familiarity with Point Pinos, got around the buoy and broke for Moss Landing well ahead of our EYC boats. Un Bel Di, Cutlass, and Athena made up some of the time as they came into the finish but not enough to overcome the difficulties with Point Pinos. Congratulations to all! The complete results are posted on the Hearth Room white board and online at the event site <https://www.regattanetwork.com/event/22517>



Un Bel Dei (foreground) and Cutlass (background) raft at the Monterey Peninsula Yacht Club, hosts for the race.



Cutlass First Mate and crew enjoy night-before beer at Dust Bowl Brewing Co. in Monterey.

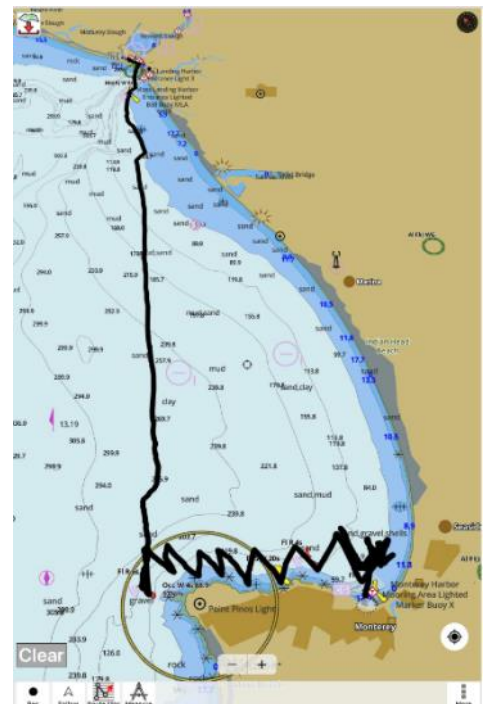
Otter Cup Results

1st Place PHRF A - Loco Motion, Mark Chaffey, Heidi Hall, Skippers

1st Place PHRF B - Peabody, Donna Womble, Skipper

1st Place Jib&Main - Athena, Juul Vanderspek, Skipper

1st Place Multi-Hull - Ben Carver, Skipper



It was a tough upwind leg from Monterey to Point Pinos before the turn back to Moss Landing.

SAILING/RACING



EYC NOTES

It was GREAT seeing Athena racing...way to go Juul! With our boats sailing in different fleets the skippers always want to know how they did against each other so here is what the finishes would have looked like if it was just an EYC club race: the corrected order of finish for Otter Cup was Un Bel Di, Athena, and Cutlass.

Special thanks:

Alex Garrett and Sarah Burkhart - great job on the finish line!
Jay, Michele , Andrew, and Rodney - You folks rocked the dinner...thank you!

Brian - I hope this club never takes for granted everything you do for our sailors and those that visit us

2022 Little Boreas

The second race of our Invitationals, and the second race of the MBYRA Series, is now open for registration at <https://www.regattanetwork.com/event/24706> . This is the fifth year of this race. The idea for this race was to have a shorter version of EYCs now-defunct Boreas Race that, when last held, was a race from Half Moon Bay to Moss Landing. This is an approximately 17.5 nautical mile race starting in Santa Cruz, going to Natural Bridges then heading directly to Moss Landing. It will be followed by a dinner at the club. If you would like to join the racers for the post race dinner you can use the event link (above), sign up on the information board at the club, or send me an email at racedirector@elkhornyachtclub.org Last day for dinner reservations is June 22nd.

UPCOMING EVENTS:

June 25th – Little Boreas Invitational

August 27th - Double Angle Invitational

Veeder Cup at MPYC - Labor Day Weekend

VOLUNTEERS NEEDED: The Race Committee needs volunteers to help with the dinners for the invitational races.

SAILING/RACING EVENT

Celebrate

**The Fifth Running of
the "Little Boreas"**

Saturday, June 25th

**Come join the "Little
Boreas" participants
for food and fun!**

Dinner at 5 p.m.

**Tri- tip or Portobello Mushroom
Vegan Cassoulet**

Tickets \$18.00 each.

Order on-line -click "view online storefront" at
www.regattanetwork.com/event/24706

or

sign-up on the information board

Boating News

SAFETY FIRST

The [BoatUS Foundation for Boating Safety and Clean Water](#) suggests that boat owners need to know about **three recent U.S. Coast Guard regulations that have changed**, what's needed to be carried aboard, and how a vessel is to be operated at higher speeds.

1. Fire extinguishers: As of April 20, the USCG enacted a regulation allowing them enforce [fire extinguishers having a 12-year expiration date](#) from the date of manufacture. Additionally, while the new regulation does not change the type, quantity, or requirement for Coast Guard-approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired "5-B," "10-B" or "20-B" fire extinguishers. Having older "B-I" and "B-II" types do not meet the new carriage requirements.

2. Engine cutoff switch: As of April 1 last year, boat operators have been required to use either a helm or outboard lanyard or wireless [engine cutoff switch \(ECOS\)](#) on certain vessels less than 26 feet when traveling on plane or above displacement speed. These vessels include (1) boats that have a functioning engine cutoff device installed at the helm or on an outboard engine or have wireless ECOS, or (2) boats manufactured beginning January 2020.

Exceptions to the ECOS requirement include if the main helm of the vessel is in an enclosed cabin or the vessel is not operating on plane or at displacement speed. Low-speed activities such as fishing or docking do not require use of an ECOS. The vessel operator is also exempt if the boat's motor produces less than 115 lbs. of static thrust – or about the size of a 2-hp engine.

3. Electronic visual distress signals (eVDSD): Solving the disposal problem of expired pyrotechnic flares, newer [electronic visual distress signal devices \(eVDSD\)](#) use either a white or combination of orange-red/cyan LED lights with infrared (for rescuers with night vision) and are now U.S. Coast Guard-approved. However, for daytime distress situations you'll still need to carry aboard an orange distress flag to avoid carrying pyrotechnic devices. eVDSD prices start at about \$100 for the white light version.

Also keep in mind every visual distress signal requires regular inspection and maintenance. Batteries are an eVDSD's potential Achilles heel, so replace them every season. Old eVDSD batteries can be cycled into a flashlight at home – where your life potentially is not at stake.

MEMBER NEWS

Opening Day Boat Parade



Lots of smiles and good fun (and a couple of swanky outfits) highlight the event for the **Opening Day Boat Parade.**

MEMBER NEWS

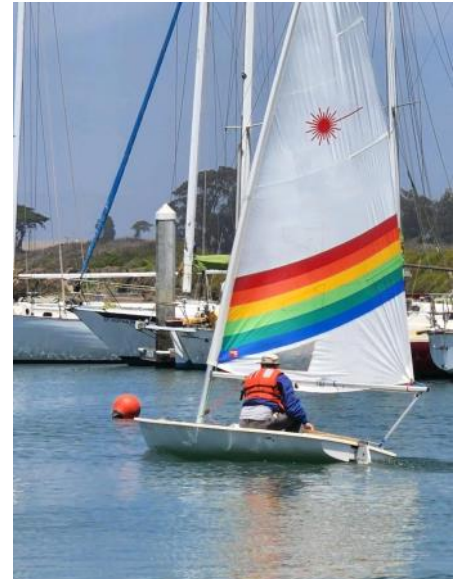


MEMBER NEWS

Opening Day (continued)

TOTALLY DINGHY...TOTALLY FUN!

We decided to try something different in conjunction with Opening Day. So with the help of Mark Pastick we put out the word...dinghy races in the horseshoe. If you had a dinghy and wanted to have some fun come join us and let's see what happens. What happened was a great time. Eight boats joined us for races that started in the 'shoe, went to various buoys in the channel and back. We had Walker Bays, Lidos, Lasers, and an El Toro racing in two groups (14 footers/less than 14 foot). Each group raced three races and then, with a staggered start we sent all eight off for the final race. The racers were very competitive while having a joyfully fun time. It is something we are definitely going to see if we can expand on.



MEMBER NEWS

Dinghy Results:

Under 14' : 1st Place Michael Sierra (El Toro), 2nd Place Cormac Carey (Walker Bay)

14' : 1st Place Gregory Smith (Lido), 2nd Place Dan Garret (Laser)

SPECIAL THANKS:

Mark Pastick, John Sears and Charlie Rice - really couldn't have done it without you



Micheal Sierra total dinghy award winner



RECENT EVENTS

EYC Mother's Day Brunch

*Of all the special joys in life,
The big ones and the small,
A mother's love and tenderness
Is the greatest of them all*



RECENT EVENTS



RECENT EVENTS

Wine Tasting and Desert Auction!

The evening started with a chance to sample a number of wines and share your thoughts on what wines the EYC bar should serve.



The sommeliers were out tonight!



Fernando & Barbara cashing in their wine tickets



So many wines. So little time.



-serving up some amazing ravioli

RECENT EVENTS



Some treats included award winning Chocolate Torte...



... and Lemon-Apricot Pound Cake.



It was a packed house

After dinner & wine, the wallets came out for a good ol' fashioned auction. More than \$3,000 were raised this evening to help fund more social events & activities at the club. The night of giving will keep giving throughout the year at EYC.



Bidding was intense for home made bread



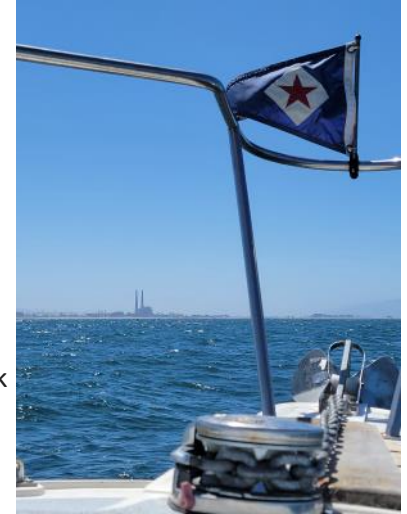
SOLD!

RECENT EVENTS

Memorial Weekend Cruise to Capitola

From Liesbeth and Juul

Liesbeth and Juul left Moss Landing on the Athena Saturday morning around 11 am. We had planned to start a bit early to avoid the heavier winds and gusts that were predicted for that day, but got held up by breakfast and coffee. We headed an initial southwest direction in order to get us a few miles off the coast. After that we could set a straight course to Capitola.



Despite the forecasts, winds appeared disappointing until well in the afternoon. We drifted into occasional dense fog banks, sometimes with only an estimated 20 yards visibility. This required keeping a good lookout because we had seen several fishing boats during the clearer periods. The dense fog was fun for the budding pencil-and-paper navigation enthusiasts, with now and then a peek on the handheld GPS to check if we had not accidentally drifted too close to shore. We had to rely on the GPS for these checks because our depth sounder was not working, planned for replacement the week after this trip. Same for our main compass by the way, for those who are wondering why our pictures show a plastic bag over Athena's steering pedestal.

The wind situation changed radically around 3pm, when we were still some 5 miles from Capitola. This was initially fun sailing, until the winds became gradually too strong for the sails that we were carrying. We had started in Moss Landing with the 110% mule jib. Because Athena has a hank on rig, furling it was not an option so we took it down. Given the short remaining distance to the destination we decided to not raise the smaller working jib, but proceed on the main sail only. Not a big problem, because at that time we were already doing around 5kts on the main alone. But the winds were still increasing, and (having analyzed the events on that day in hindsight) from then on we ran into a perfect storm of unpreparedness and inexperience. This all started when we decided to reef the main sail.

The first problem was that when recently replacing the outhaul I (Juul) had unwittingly messed up the reefing lines. This was not an extremely big deal, because we were able to pull the sail down, but we were not able to decently tighten it. This made it look a bit terrible, but because the lazy jacks were pulled in place at that time the sail was supported and we could safely proceed.
not blame him for that:)



RECENT EVENTS

At that moment we were broad- reaching into Soqual Cove at 5kts with (I believe) still increasing winds, which exposed the second mistake: with mooring experience only in Moss Landing and occasionally Monterey I had assumed that this Cove was a secluded area, protected from the western winds like in our own harbor, where we could leisurely take down the sails, motor up to our mooring buoy and have us helped attaching to this buoy by a nice harbor person coming out in his motor boat. This was far from the case, and had I realized this earlier then I would probably have remembered that you do not approach a mooring buoy running with a gale in your back, but circle around and take it upwind (third mistake). And leave your sails up, not take them down (bringing us to mistake four). The nice harbor person was able to meet us at our buoy, but could do nothing with the line we threw to him: this line happened to have a bowline at his end, and contrary to what I had read about mooring buoys in my ASA manuals it appears that pendants are no longer being used. My bowline did not fit in the buoy's eye, we missed it, and we decided to raise a sail and divert to a second buoy further downwind.

Attempting to raise the sail revealed my final(?) mistake: having had practically all of my docking experience in Moss landing I appeared to have developed a way of securing the sails after take down that makes it extremely hard to quickly raise them again in an emergency situation like we were in now, in strong winds. Sure enough, we bungled the second buoy and landed in the kelp beds right next to it, some 100 yards from shore. By then I had decided to put the anchor out, which stabilized the situation so that we were finally at a standstill and safe. Small anecdote here: I yelled at the harbor person that I had 'dropped' the anchor, which he interpreted as that I had lost my anchor and brought him to raise his arms in despair. I certainly do not blame him for that:)

The anchor watch on my GPS showed that we were not dragging, so we cleaned up the boat, and I entered my most dangerous episode of the day: calming Liesbeth who saw pictures being sent of the others enjoying cocktails and wine while we were anchored a distance away and still deciding what to do. We had originally planned to have dinner in Capitola with our daughter and her boyfriend, who had already arrived. I managed to convince Liesbeth that I could stay on the boat, lift the anchor at dawn next day and sail or motorsail in the early morning back to Moss Landing before the gale that the forecasts happily promised for Sunday. Thus satisfied she jumped ship with Rodney's help (thanks Rodney!), and teased me later in the evening with a picture from a diner in Capitola. My own dinner that day was an energy bar.

Next morning at dawn. It was the very first time I had ever anchored, and sure enough, the trick for lifting the anchor that I had read about in the books did not work. I tried slowly motoring over the anchor in order to trip it, at the same time being careful to avoid messing up the prop with kelp. The latter did not happen, but neither did the first. Anchor was stuck. Very much stuck, after trying to pull in the anchor rode with my hands. Extremely stuck, after having put it on the winch with a halyard. I was nevertheless able to very slowly pull it out and when the anchor finally cleared the water I discovered why anchor dragging had not been any problem whatsoever during the night: it was completely entangled in kelp. I cut it free and the Athena was finally loose, at 6am with the sun just over the eastern hills. Still in the kelp bed I raised the main sail and sailed out on the weak puff of offshore wind, with a large piece of kelp protruding from (apparently) the propeller. With some of my help this soon disconnected, and I headed back home in an astonishingly beautiful morning.

The trip back was fairly uneventful. I used only the mainsail, because the jib halyard shackle had either broken or just snapped open during the previous day's chaos and was now in the top of the mast. Still is by the way, so I do not yet know exactly what happened. The wind was almost nonexistent until five miles before Moss Landing, and therefore I had been motorsailing most of the morning. Then, similar to the previous day, though earlier this time around 11am, the wind suddenly picked up and grew very strong. I switched off the motor, made it the last few miles sailing, and masterfully jibed around the green can into the channel, dropped the main, put out the fenders and made it back to my slip. That, after all, I had practised many, many times.

Ask me about the very last part of docking next time you see me at the bar. It will cost you a beer.

RECENT EVENTS

Memorial Weekend Cruise to Capitola

From Michelle Gentry of SeaClusion



Our crew, consisting of Jay, Michelle, Landon and Max, started out on this beautiful Saturday morning and right out of the harbor there were whales everywhere so we hung out for a while and took videos of them. After about a half hour of this we decided to move on. The further we went it started to get foggy but we made it through after about an hour and a half we could see Rodney, James and their kids in Genesis and Michelle took some great shots of their boat.



We finally got into Capitola and in the wind and rough sea got hooked up to the mooring thanks to Landon. After a couple hours of watching Athena and Kraken arrive we decided to go into shore to get dinner. Just as we were finishing we received an urgent message from Cutlass telling us to hurry back to the boat because a big trawler was almost on our boat so we watched it happening from the shore as we made our way back. Thankfully Rodney was right there on our boat making sure everything was ok. We get on our boat and Rodney explains that this guy isn't the owner it was his second time in the boat and his anchor didn't stick but when it did it was 15 feet behind our boat. That was it, the mood had changed the winds were strong and we knew we were in for a long night.

RECENT EVENTS

Jay was up every 20 minutes keeping an eye on that trawler. The first strike came around 12:30 am Jay was out the door and fending off that trawler that was now along our starboard side. At 1:20am another loud bang, this went on all night, so no sleep for us. The next morning Athena, Cutlass and Kraken decided to head back before the winds came back and we joined them. We were able to get some pictures of Cutlass and Kraken but Athena left earlier and beat us back. The weather home was windy but beautiful. We could see the stacks the whole time!

All in all it was a fabulous trip. A bucket list for us as it was the first trip we've ever made overnight in our boat. Thank you all for this interesting and fun adventure!



Nature/Community Service

Elkhorn Slough National Estuarine Research Reserve (ESNERR) service opportunity

Ariel Hunter, CDFW - Interpreter I and Volunteer and Community Outreach Coordinator is helping plan a seed gathering with EYC members at the Visitor Center & botanical garden. Seeds of native plants will be gathered for later distribution in land areas that are being reclaimed up the slough. We will meet at the visitor center on Tuesday, June 14, at 1-3pm to help collect seeds for a couple of hours. This is a wonderful way to help our estuary stay healthy! More details and a signup sheet are forthcoming or contact Dan Garrett at 831-566-7231 (4garretts@comcast.net) for information.



On Sunday, June 19, at 10:30 AM, Ariel Hunter, CDFW - Interpreter I and Volunteer and Community Outreach Coordinator will be conducting a BioBlitz presentation and describing how EYC members can contribute to the iNaturalist biodiversity survey by just uploading images of local wildlife during a certain time period. This is an excellent opportunity to be a citizen-scientist, learn about our local flora and fauna, and give back so community service to our lovely North Harbor's ecosystem! Look up <https://www.inaturalist.org/>. More details and a signup sheet are forthcoming or contact Dan Garrett at 831-566-7231 (4garretts@comcast.net) for information.

Elkhorn Harbor Bioblitz

Sunday, June 19th, 10:30am-12:00pm
gather at the EYC Club House

Help us document wildlife in the Elkhorn Slough's harbor as part of a Statewide campaign to monitor California's coastal biodiversity! A naturalist from the Reserve will share background on the project, tips on identifying wildlife, and instructions on how to upload your observations to the 'iNaturalist' database. Then, folks can break off to explore different parts of the harbor alone or in groups. Tools to collect, photograph, and identify wildlife from the harbor will be provided. Layers and sun protection are recommended.

What to Bring: Please bring a camera or a smart phone with the 'iNaturalist' app downloaded (it's free). We will go over how to use iNaturalist at the event, but folks are encouraged to take a peek at the site ahead of time to familiarize themselves with it: www.inaturalist.org

Maximum capacity for this event is 18 people. First come, first served.
Sign up in Club House.
Covid Vaccine or Negative Covid Test within 72 Hours Required

Elkhorn Slough Reserve

Tuesday, June 14
1:00 pm – 3:00 pm

SEED GATHERING FOR A HEALTHY SLOUGH

Join the Reserve's Stewardship Specialists to learn about and help collect native grass seeds. Each year, the Reserve's team harvests pounds of grass seed from conservation areas to use in restoration. The seeds you help collect will be spread on the banks of the Elkhorn Slough at a site called Hester Marsh. This project involves moving through tall grasses, so long pants, closed-toed shoes, and layers are recommended, as are a full water bottle and sun protection. Gloves and necessary tools will be provided.

Please be sure to sign up
Limited to 15 people
for more info contact
Dan Garrett
831-566-7231 or
4garretts@comcast.net

Location details forthcoming.

COMING ATTRACTIONS

Be sure to join us at the Elkhorn Yacht Club for our 4th of July Celebration and Pig Roast!



MANAGER'S NEWS

Volunteer Needed

We are looking for a volunteer to refinish the front entryway door at the Clubhouse. If you're interested in volunteering, please contact Frank Lewis at landflewis@icloud.com

Event Policy

For all Club Events
(Social, Race, and Private)
Proof of vaccinations or a negative Covid test within 72 hours is required to attend.

Annex Doors

The South annex door lock is now working.
Reminder: Do not prop open any annex doors.

EYC Parking Decals

EYC parking decals are required on vehicles parked on Club property. If you need a decal stop by the office.

2022 Membership Cards

2022 membership cards are now available. If you would like a card printed contact the club manager at eyc@elkhornyachtclub.org

Shop Rules.

The shop door must remain closed when not in use.
No storing of personal items or projects that are not currently being worked on.
The Club is not responsible for any lost or stolen personal items.

Guest Policy

Every guest who comes into the Club must be accompanied by a member or have in his/her possession a guest card.
All guests are required to sign the Guestbook. Guests signed in under a member's number must be accompanied by that member the entire visit. In addition, the guests conduct must reflect that of a member in good standing.

Pet Policy

No pets are allowed within the Clubhouse and Bar except trained dogs for persons with disabilities.

Manager's Office Hours



Wednesday-Saturday

1pm to 6pm

Lockers & Offices

2 lockers are available. Manager will be contacting people on the waiting list.
No offices are available at this time.

If interested in one of the offices please contact the Club Manager.
Reminder: To rent an office or locker you must first be on the waitlist. To be on the waitlist you need to submit a written request.



LEE RAIL
JUNE 2022

ELKHORN YACHT CLUB
2370 Highway One
Moss Landing, CA 95039