



FAIRWIND YACHT CLUB

NEWSLETTER

August 2007

Editor: Robert Baron

Vol. 35 No. 8

DAVE TAKES TEMPORARY ABSENCE FROM COMMODORE ROLE

Dave Lumian's mother had a severe stroke recently. Her situation has progressively gone from bad to worse.

Dave has moved to Orange County for now to give his Mother his full attention and energy. As some of you may be aware Dave's Father passed away just weeks ago.

Dave is taking a temporary absence from his official club duties and will remain a club member. He has expressed his love for Fairwind and he expects to become active in the club sometime in the future.

We send our support and best wishes to Dave and his family during there difficult period

FYC BOARD ELECTIONS

Every year Fairwind Yacht Club elects its board of directors. Commodore, Vice Commodore, Rear Commodore, Fleet Captain, Secretary, and Treasurer will be elected. The terms are for one year. Here's the election timeline:

August: The nominations committee will announce a slate of candidates at the August board meeting. It will also be announced in the September newsletter and via email immediately following the August board meeting.

September: At the September general membership meeting a vote will be held, supervised by the election committee appointed by the Commodore. In addition to the announced slate, nominations for all offices may

FYC MEETING AUG. 16

On Thursday, Aug. 16, the Fairwind Yacht Club Board of Directors meeting will meet at the Marina Venice Yacht Club (MVYC) located at 4333 Admiralty Way located in the Marina City Club's West Tower in Marina del Rey.

The Board meeting will start at 7:00 pm. All members are invited to attend.

To attend the meeting enter Marina City Club's main gate. Tell the guard that you are going to the yacht club. The guard will give you a parking pass and a map.

Once parked, go to the West Tower, south side. Take the elevator or stairs up to the G2 level.

be made on the floor at the meeting. The election committee will draw up a ballot with the official slate and leave room for floor nominees. The bylaws dictate that the nomination committee will be appointed by the Commodore. The Commodore has appointed Junior Staff Commodore Capt. Warren Smith to chair the nominations committee.



FLEET CAPTAIN'S LOG

By Jenson Crawford, Fleet Captain

TUESDAY CREW REPORTS ON-LINE

Tuesday crew reports are now available on-line at the Fairwind website, www.fairwind.org. Just click on Tuesday Crew Reports under Members, and read about all the great things our fabulous boat chiefs are doing to keep our fleet all ship shape and Bristol fashion.



KAYAK RESERVATIONS AND USE

We all know that our kayaks are used during the summer for the Fast and Fun Program, and that FYC members may not use the kayaks when they have been reserved for use by Fast and Fun.

How can you tell what days the kayaks are available? Why, with our on-line reservations system, of course! In the upper left corner of the reservations pages are three links: Marina del Rey, Oxnard and Youth Program. Click on the Youth Program link, and voila! Reservation information for the Kayaks, Hobies, and coach boat are displayed.



If you want to use the kayaks, please check to make sure they're available, and then reserve them using the on-line reservation system.

FINANCIAL RESPONSIBILITY WHILE RACING

For most of our 41-year history, Fairwind didn't allow members to use club boats in races. While the COLREGS (Regulations for Avoiding Collisions at Sea) followed by cruisers and day sailors are designed to keep boats as far apart as possible, racers follow the ISAF Racing Rules of Sailing, which are designed to keep boats as close together as possible. Racing is an activity where boats are intentionally sailing much closer together, and thus increasing the chance of

collision. When membership voted a few years ago to allow members to use club boats in races, it was done with an express declaration that the skipper may be held responsible for any damage due to a collision.

FYC Standing Rules Section IV.H:

Members are permitted to sail Club-owned boats in races not for money. However in case of collision, the Board may require the members involved to take responsibility for the costs incurred for Club boats or other boats.

The maximum amount that a member can be responsible for is the amount of the hull insurance deductible of the club boat involved. (FYC By-Laws Article XXII) Since our average hull deductibles are between \$1,000 and \$2,000 (even for small boats), it's important for skippers to understand the potential financial liability they take on when racing in club boats.

BOAT SELECTION SURVEY IS COMING!

As Fairwind 30 continues to age (don't we all!), the board has created a boat selection committee to look at the possibility of replacing her with another boat. The first step of this process, as defined by our Standing Rules, will be to survey the membership and get your input on what you want to see the club do. Your participation is vital to understanding the needs of all the members – when you get the survey, please take a couple minutes to complete it. Your boat selection committee thanks you in advance!

POSTCARDS FROM THE PACIFIC: RACING TO HAWAII IN A 20 YEAR OLD SLOOP

Fairwind had a yacht in the Transpac this year – Lady Liberty, a 36 foot Catalina. Manned by Fairwind members **Johan Sandstrom**, John Wallner, and Roberto Marchesini (membership pending), along with Brimman Frazer, these intrepid adventurers set sail in the premier oceanic race, the 100 year old Transpac. Lady Liberty was the slowest rated boat in the race, and didn't even carry a spinnaker.

With most racing enthusiasts proclaiming Lady Liberty the "Boat to Beat," the crew was in for an exciting race.

After nine months of furious preparation, they finally set sail.

These are our dispatches, emailed once daily throughout the race.

JULY 6, 2007: 3 DAYS BEFORE THE START OF THE RACE

Transpac proclaims Lady Liberty to be the “Boat to Beat”: ‘Pyewacket owes the slowest-rated boat--John Wallner’s Lady Liberty, a Catalina 36 from Calabasas, Calif.--9.4 days in time, and Lady Liberty will have a six-day head start when it sails off the line at Point Fermin next Monday at 1 p.m. ... if we’re the slowest boat, we’re the ones to beat. No one cares if they lose to Pyewacket, but no one wants to lose to us.” ‘

JULY 9, 2007: DAY 1, 2250 MILES TO GO

The first day of the race was exciting—we were still working on the boat. We built a backup whisker pole from castoff supplies we got from Minney’s (Johan and Roberto say it’s the strongest thing on the boat), installed our Man Overboard Pole to replace the one that sank during the trials, put gear away, cleared out unnecessary gear, cleaned, cut new topping lifts and sheets, finished about 1000 miscellaneous tasks that had to be done, took our last showers, said our last goodbyes, and weighed anchor.

As we left, our boat name was announced on a loudspeaker to the attendees, our crew manifest was read off, we were saluted with cannon fire, music played, tugboats celebrated with many columns of water, and we were escorted by a Polynesian canoe out of the harbor! What a way to start the day...

The starting line was off Point Fermin near Long Beach. We arrived 45 minutes or so before the start. We had to jockey with all of the other boats for starting position during that time. We decided to wait back while all of the others played bumper boats near the line, so we were the last across the line, by about 2 minutes.

Then we ate some homemade strawberry rhubarb pie that my wife Annette made. Later we ate a late lunch/dinner of fresh pasta, with olive oil and fresh grated parmiggiano cheese, with freshly baked chocolate chip cookies (Thanks again, Annette!)

After lunch, we sighted a whale three times! Two of the times we were saluted with amazing tail slaps. The second sighting was merely 10 yards away from the boat! The whale came to the surface, blew his snout, moved on a bit, and then did the tail slap thing. An excellent omen...

**WE DON'T HAVE ROOM FOR THE FULL STORY
READ IT ON OUR WEB SITE!!**

JULY 28 AGAIN: IT'S WORKING

Aloha from lady Liberty!

The jury-rigged whisker pole is working! We are approaching the Molokai Channel like a rocket – we’re doing over 8 knots directly downwind of a 25 knot steady wind. The 10 foot following swells are tricky, but fun. We surf down a swell, hold on for dear life, then wait for the next one!

Our ETA will be significantly less than what we thought. We think we will finish the race this evening, maybe by 10:00PM Hawaii time! (1:00AM Los Angeles time.)

The islands are beautiful! We buzzed by the Molokai cliffs (on the northern side of the island) to see the beautiful waterfalls and cliffs. We even saw a marling (swordfish) jumping in and out of the waves – spectacular! This is my very first visit to Hawaii – what a way to arrive!

Thank you all for your interest. This may be the last email I can send before the finish. Wish us luck!

JULY 28: FROM CORKIE, JOHN'S DOG:

John just called me and asked me to let everyone know they had just called in for the 25 mile mark. Yes, their cell phones are working now. They are all busy with trying to finish the race and look somewhat presentable for the finish photo.

Best wishes, Corkie the dog



JULY 29: DAY 21, AFTER THE RACE

WE DID IT!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Approaching the islands on the North shore of Molokai was the most remarkable thing I have ever seen – a beautiful lush island, with cliffs and waterfalls clearly visible from the boat, with 25 knot winds and 9 foot swells! It was gorgeous, and exhilarating! (Of course, this is where our whisker pole broke...)

The finish was remarkable. We were limping along on our jury-rigged setup, approaching the finish line in the dark, slowly. (Brimman took to staring over the GPS, saying, "Come on! Faster!") The finish line was a dimly flashing red buoy off the Diamond Head lighthouse. We thought we were going to be all alone. The rules said to illuminate our sail if we arrived in the dark, and we did so in a desultory fashion, believing that nobody was watching. Finally passing the red buoy (number 2, if you care), was unremarkable. Then, I got on the radio and raised "Transpac Alo Wai" to see if we would be getting a "follow me" boat. We did, and it's a good thing. The harbor entrance was tricky—very tricky, and dangerous at night. But, we followed the boat, and closed in on the Alo Wai harbor at about 9:30PM or so.

And then, we turned a corner, and saw/heard people celebrating on a building off our starboard! It was for us! A Hawaiian chant went up, then the "Transpac Song" played, then Neil Diamond's "Coming to America" played, all in our honor! (The "America" theme was for "Lady Liberty", a patriotic symbol.)

Then wild cheers went up! We saw people jumping, dancing, cheering, waving banners that read "Lady



Liberty", shouts of "Alooooohaaaaa!", and general mayhem, all in our honor! Then, our boat name was shouted over a loudspeaker, with funny stories about us, each of our crew members in turn, even Clem! Then a giant "mooooo" was heard (in honor of Clem), and the crowd went wild!

We landed, were Leid, given wonderful Mai Tais in pineapple cups (carved from real fresh pineapples), and the party began! There were crews from several boats, and they were all there for us!

There was even a hula dancer! No other boat (except Pywacket, and they don't count) had a hula dancer but us! We had every type of island drink imaginable, seared ahi, island pork, tons of fresh island fruit, and other stuff that I don't have time to list.

We met all kinds of interesting people, including a couple of French guys from Recividest (another boat.) They were the ones enthusiastically waving our banner, and they gave us a tour of their boat, and shared their future plans with us (racing, raising money for charity, that kind of thing.) They also had a stuffed animal mascot on board -- a dog, who was constantly at their tiller (yes, a tiller, not a wheel.) They also had pink toenails, for reasons that are hard to explain.

Coming in that night, after 19 days at sea, and thinking we were alone (because we came in after the race was "over," and missed all of the official parties), and seeing this genuinely enthusiastic reception, after most of the officials had already gone home, brought tears to my eyes.

We stuck around until 3:00AM or so for Alsumar (another boat), because we wanted them to have a good reception too. I was so tired I was falling asleep on my feet, but we lasted until their arrival. Then I went to bed onboard.

The people we have met are remarkable. People are so nice to us, it's hard to believe.

And, the kicker is, we finished with good enough time for 2nd in our class. However, we were protested by Traveler, who came in third. They filed a protest because we used our auto-pilot during the trip (which we did), and that's against the rules (which we didn't know). Even though this gave us no strategic advantage, and did not change the outcome, the race committee had to bump us one place. Later they told me that they looked hard for a way to give us a lesser penalty, such as a 1 hour penalty, but were constrained by the rules. So, even though our time was good enough for second, we now are bumped to third place. Still a remarkable achievement, but no trophy. The rest of the crew took this news as stoically as possible, and we didn't allow this cloud to tarnish our good time here.

Today I started mothballing Lady Liberty in Ko Olina Marina on Oahu. It was sad pulling down the Transpac and Fairwind burgees, as this was her finest hour. She got to sail with the big boys, and showed them a trick or two. This was an exciting time for all of us, but at the risk of over-anthropomorphizing; I think Lady Liberty had the best time of all.

And the crew? Brimman is walking the docks here looking for his next sailing gig. Johan flies back to normal life tomorrow, and he says this will be his last ocean cruise (he missed his wife terribly). Roberto stays another 3 days, to check out the nightlife, and is still looking for a way to sail even further. And me? I fly back Tuesday, after cleaning up Lady Liberty, and preparing her to live alone for a year. I miss my wife Annette, and our dogs Corkie and Tikka. Clem will be coming with me.

I found a flying fish onboard today, as I was cleaning up. It was old and dried, so I couldn't eat it. But, it's nice to know that we were worth taking on a stow-away, and it made me smile. It reminded me of our glory days, the intrepid crew of Lady Liberty, slowly clawing our way across a vast ocean, at 5 miles an hour, and making racing history. At least for us!

This is Lady Liberty, Whiskey Delta Delta Six Seven Niner One, OUT!

Sincerely,

John Wallner, Skipper, Lady Liberty

TUESDAY CREW CELEBRATES IN CATALINA

by Betsy Lindsley

On Wednesday, May 23rd, two boatloads of the Tuesday maintenance crew set forth for their annual jaunt to Catalina. Susan Bonner skippered the Mark III with Shar Breitling and Betsy Lindsley crewing. Katherine Conway breezed over on the Catalina Flyer and joined them for second half of the trip. Marvin Brown skippered Island Side with Mark Zierten and new member George Cheatham crewing.

Wednesday was a marvelous sailing day, one of those rare times when you can make the entire crossing without the iron horse. We were headed for Cat Harbor though, and ran out of wind rounding the west end. Moorings were easy to find, with the harbormaster's caveat that on many of them we would end up aground the next morning at low tide.

Wednesday night was one for sailing history aficionados to remember, for Mark Zierten prepared lobsouse, a hash dish that was used in the British Navy and is featured in one of the Patrick O'Brian books in his Master & Commander series. The dish goes back several centuries and is derived from the foods available on long voyages in the era before refrigeration: salt beef, salt pork, ship's biscuit (hardtack), potatoes and onions. The seasoning consisted of strong spices including mace, allspice, cardamom and juniper berries. It was amazingly tasty!

Thursday we decided to complete the rounding of the Island, which gave us a good view of the spots that the



Shar and Betsy



George, Marrv, and Mark

fire had damaged the previous week. The winds were off and on, so we had a competition in who could manage light air the best. We got to Isthmus Cove in plenty of time to meet Katherine, and have drinks and dinner at the restaurant (enough of British Navy fare!). After dinner Susan established herself as pool playing champion of the group.

Friday was a good sailing day to set off for MDR again, admiring the dolphins, singing sea chanteys and telling stories. It was a relaxing time for all—pleasingly uneventful in the best possible way. Aren't we lucky to have this jewel of an island so available?

HAPPY OURS: SLEEK, UPGRADED AND BEAUTIFUL!

Happy Hours is in beautiful condition, very well equipped and ready to sail. This world class Sparkman and Stevens designed sailboat has been improved greatly since she joined our fleet. Once you sail her and feel her stability and trueness you won't want to cruise any other boat.

SHE HAS NEW ELECTRONICS:

- Icom top of the line VHF radio that communicates with the GPS.
- The VHF radio has the ability to accept and transmit information such as: The owner of the boat, the registration number, the home port, and it will also send Latitude and Longitude information to the Coast Guard with the press of one button.

- The radio also has a "command mike" that is hardwired to the cockpit, even while the main radio base unit is down below. You have a mike with speaker right at the wheel! Yes, you can change channels/squelch/volume and many other functions with the mike.
- Sony stereo that plays purchased CD's or your own MP3s CD's.
- It has a dedicated iPod connector and a front face input for other MP3 players.
- Two new stereo speakers in the cockpit.
- Color GPS with blue charts.
- Autohelm.

SHE'S FAST TO RIG AND GET OUT SAILING:

- The sheets are kept rigged.
- Minimum of canvas to fold and stow; sail, windshield and binnacle covers. Enough said.
- The mainsail is easy to deploy by hand plus a crank or two.
- Great lazy jack system that makes flaking easy.
- Dodger that for most people doesn't obstruct forward vision.



- High boom that doesn't "sweep the cockpit". Tall people will really appreciate that.
- Spinnaker
- A highly reliable furling genoa.
- Large, nearly new dingy.

COMFORT FOR CRUISING:

- Large Freon cooled refrigerator.
- New faucet and plumbing.
- Large comfortable head.
- Many empty drawers for your belongings.
- Indoor shower for privacy.
- Lots of headroom.
- Large and comfortable V berth with large hatch. She can sleep 6 overall.
- Cockpit party umbrella, as well as canvass sun cover.

EASY MAINTENANCE:

- Easily accessible coolant tank in lazarette
- Engine floodlight that makes checking the oil and raw water filter a breeze.
- Split quarter berth cushion that makes engine access easy.

FAST AND STABLE:

- The hull slopes inward from the waterline, making the hull's exposure to waves reduced, which in turn reduces the rocking motion of the ship making her stable in heavy weather conditions.
- She's a tall rig that really sails well in light air.
- In fresh winds, sailing her at speeds of 7+ kts. is not uncommon.



Paddling on a beautiful day!

- She is extremely well balanced. You trim her for your course and often you can let go of the wheel and she'll maintain course.

Some testimonials from other happy Cat 38 owners:

"What an incredible difference in sailing!! It seems to move well both on and off the wind."

"We have been out in some really rough weather and the yacht remains a solid platform'.

"...This yacht is built like a rock.

A testimonial from a Fairwind Happy Ours Skipper:

"Of all of the club's boats, one of my two favorites is the Happy Ours. She's a great pleasure to sail because of her stability, balance, and overall excellent performance in a wide variety of conditions. She's also roomy and has great amenities. The Happy Ours is by far my favorite boat to cruise." - Rosalie Bostick

Happy Hours is Fairwind's best kept secret!

Take a look at the improved Happy Ours and make sure to ask to sail on her next work day. Also, over the next month or two, some scheduled sails on the Happy Ours will be made available to the membership. If you are a large boat skipper and have 60 or more hours of wheel time and are not yet checked out on Happy Hours, now is the time! You won't regret it.

Chuck Orlin, Boat Chief Happy Ours. Tygerblue1@aol.com

CRUISIN' ALONG

Ken Murray, Cruise Chair kmurray@pol.net

August unfortunately saw another cruise cancelled due to lack of skipper sign-up.

September 9 will see our annual dinner cruise to King Harbor, always a fun day. We typically have over 20 participants. We'll sail down, dock, go to a nice restaurant for dinner, and then sail back in the dark.

October 12-15 was set aside for an innovative "longer range cruise". Instructor and Skipper Steve Mandel has suggested the rarely visited San Clemente Island, and that is where we will go. It will require an overnite cruise to get there, and the island area is closed by the military for our scheduled date of Oct 11. So we will move the 4-day cruise to Oct 12-15, when it will be legal and safe to go there. No landing is allowed on the island, so it will be an all-water weekend. Steve will

provisionally skipper the Mark III, and I will skipper Island Side. We also have the 270 and the 38 reserved. The cut off for sign-ups on this cruise will be Oct 1st, because of the greater commitment required in planning and scheduling for all involved. This cruise, to a much larger degree than any other cruise that we do, simulates a long, open-water passage.

There has been much interest in some additional King Harbor daylong cruises, and I'm sure we will add some additional ones, probably to be notified via club wide e-mail. Please remember that the deadline for signing up is a week before the cruise, it's hard to find space after that point. Skippers, we need you!

A WEEKEND OF LEARNING

Ken Murray, Sailing Instructor

Last weekend, Fairwind ran a series of seminars and clinics associated with our MDR workday weekend, as an experiment. Here's what happened: We checked out 15 people on kayaks, who can now use our kayaks in the harbor for their own use. We completed checkouts on 2 people on Capris, gave instruction signatures to 3, and gave instruction to 4 more. We also did checkouts on Blue-By-U (Soling), Zephyr (Cat 270), Collective Effort (Hunter). We ran two coaching sessions on ASA 101, with 10 people attending. My fellow instructor Gilbert Tseng did a checkout session for 5 people on the Hobie Waves. So overall, we did 39 unique member training sessions. WOW! Overall, I think that the students had fun and were appreciative, and I had fun, too! I hope we can organize such sessions in the future, as it is a very efficient use of time, and very effective in getting information out there. I also learned several things that I will be incorporating in my instruction. I'm hoping to do a similar session in the near future oriented to moving people from small boats to mid. Of particular fun was our session at the restaurant where we were entertained by professional magician and sailor Brian Ochab!

PASSING REQUIRED WRITTEN TESTS

Ken Murray, Sailing Instructor

Fairwind requires passing some of the written exams of ASA, at several levels of progress in training. For example, one must pass the ASA 101 written exam before qualifying to skipper any of our boats. What I

was surprised to recently discover, was that many people don't know that ASA publicly states EXACTLY what will be tested on it's exams. There are two places to access this information: On the ASA website,

http://www.asa.com/asa_standards_in_detail.html

and in the ASA logbook, given to you when you join. Unlike many exams, the ASA exams are comprehensive... they test you on every standard that they say they will, and the test is not

unfair or "tricky." When it comes time for you to study for these challenging exams, these listings of standards are invaluable in studying!

TALE OF THE WHALE

—A NOT SO AVERAGE DAY ABOARD ANGELSEA

The morning started late as the night before went awry in expected ways that were not as expected. Excitement built in a moment upon rising as departing quickly sometimes does. What will become of the adventure into the sea? A sea that stretches far, not easily covered in boats with sails, even ones that stand tall and broad.

Reaching the boat dock was a journey unto itself, as the winding road along the coast with its rugged shoreline, gave way to magic repose of Sundays before this. The long roadway takes us to the point of debarkation at the port we've come to know well. A departure like so many before it, yet of course different in its own way. It's an easy, slow draw through the harbor channel as we head to the open sea. Sea gulls guide us in unconscious maneuvers as they move just as they always do. They whisper not so soft sounds as the waves below touch our ears while lapping at the boat beneath us. The boat is in its morning brilliance, standing tall and strong as it carries us further and further out to sea. Vast blue stretches lie before us as we head into the low-lying yet distant fog that typically classifies the weather at the seacoast. We make our bearing towards the land mass the lies outside of our view, but closer than the distance home we left behind.



ASA Logbook

We move across the sea as wind takes us silently along the top of the water and through the sea air. We rejoice in quiet splendor as we move silently on the back of our great white boat.

Stillness then surrounds us as waves disappear beneath us. All forms begin to merge into one as in the distance, we spot an unlikely sight. A sight that is far out of season and without cause to be here and now, yet it appears again, as if to confirm that it is indeed true. A waterspout that is unmistakable in form and origin is in front of us. Just when we believe we will not see it again, we catch a glimpse of its source. A large shadowy form that could only be but one thing. A gray mass appears briefly as the source of the spout makes itself known. It quickly dashes out of sight as we struggle to regain sight and allow our senses to be confirmed. But then again a spout blows and the source makes itself known in a much bigger way closer still, mere boat lengths away. Still unbelieving we look at each other in wonder as to confirm what we have seen.

As we approach the last spot of sighting, we again see a shadowy form under the water and just then within feet of us it rises to the surface in rhythmic form of a wave cascading through the water, yet this wave has mass and self directed form unlike any other. I scramble for the wheel as to redirect us away from this now massive form that is barely contained within the sea around us. It's gray back with smooth and glimmering qualities is close enough to touch. It is huge, as all our senses say this is not possible. It is bigger than our boat, some 50 feet perhaps or more with a width that appears almost as wide, deceptively so. We watch in awe as the gray back comes within feet of us as we sit on the water, in what we thought was a large boat, but now in comparison seems small and frail as the hulking form passes directly beneath us. We watch the shadow as we almost expect it to lift us up from the water. It great form superseding ours as nature so often does. No thud or noise from a collision, yet it appears to have been just inches below us as we watch it rise again just beyond us, It's majestic presence filling our senses and field of view. It blows its spout as it begins to rise again, continuing to move in rhythmic and graceful patters that leave us awestruck. We wonder as to where this largest of solitary mammals was headed and how we managed to cross paths exactly in an ocean so big, months away from the season they are known to show themselves.

REVIEW

by Ken Murray, Sailing Instructor

INSIDE THE HIGH-TECH HUNT FOR A MISSING SILICON VALLEY LEGEND

It looked like a fine day for a sail. On Sunday, January 28, 2007, Microsoft researcher Jim Gray sailed out of the Golden Gate, and for all practical purposes, off the planet. The news that Jim Gray was missing shocked the high tech community. The lanky coder had been a computing legend since the 1970s. His work helped make possible such mainstays of modern life as cash machines, e-commerce, online ticketing, and deep databases like Google. No Mayday, no EPIRB, no debris.

Gray's mysterious disappearance inspired one of the most ambitious search-and-rescue missions in history.

First the Coast Guard scoured 132,000 square miles of ocean. Then a team of scientists and Silicon Valley power players turned the eyes of the global network onto the Pacific. They steered satellites and NASA planes over the Golden Gate and mobilized the search for Tenacious on blogs and on Amazon.com. This group included some of the best minds in science and technology, among them Amazon.com chief technologist Werner Vogels and top executives at Microsoft and Oracle, including Bill Gates and Larry Ellison. Oceanographers and engineers from the US Navy, NASA's Jet Propulsion Lab, and the Monterey Bay Aquarium Research Institute joined the effort, as did astronomers from leading universities. Salvage boats and remotely operated underwater vehicles scanned the seafloor along California's north coast. More than 12,000 volunteers signed up to scan photos. "Most sailors are pretty careful outside the Golden Gate, because they're aware that this is a particularly unforgiving stretch of coastline in a particularly unforgiving ocean," Coast Guard Captain David Swatland says. "There are only a few good anchorages, it's often windy, and there's a fair amount of boat traffic. Things can get squirrely out there." In the course of a few days, the strip of ocean outside the Golden Gate became one of the most thoroughly documented locations on the planet.

I found this story fascinating, and this amazing story is documented in detail at: http://www.wired.com/techbiz/people/magazine/15-08/ff_jimgray?currentPage=1

CALENDAR

Thursday, Aug. 16, 2007	Board meeting 7:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday, Aug. 19, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035
Saturday, Sept. 1, 2007	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Sept. 9, 2007	King Harbor Dinner Cruise	Dockside
Friday-Sunday, Sept., 14-16, 2007	Indian Summer Splash Race	
Sunday, Sept. 16, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035
Wednesday, Sept., 19, 2007	Board meeting 6:30 PM, General meeting 8:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



FAIRWIND NEWSLETTER

Aug. 2007 Vol. 35 No. 8

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California Clean
Boating Network

