



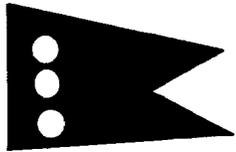
FAIRWIND YACHT CLUB

NEWSLETTER

November 2009

Editor: Robert Baron

Vol. 37 No. 10



COMMODORE'S LOG

By Ken Murray

45 YEARS OF SUCCESS!!

This year marks the 45th year of operation of Fairwind Yacht Club! It is amazing to think about the thousands of sailors who have passed through our boats. I recently had a trip up to Lake Tahoe, where I was asked to teach at a sailing school on the lake. This was an interesting and enlightening experience, and I was invited because they had a shortage of instructors. While I was there, I met another instructor who had come up from the San Francisco area... who used to be a Fairwind member! It was fun talking about the people we knew in common.

Fairwind has changed dramatically over the years, and I think it is difficult to think of things being different than they are now. I have never been in the Club, when there were neither Solings nor Angelsea. But the way we are now is very different than the first 35 years of the Club. It is instructive to look back at the controversy that occurred, when the decision to buy the first 30-foot boat was made. Fierce!

This year, I hope to initiate a review of where we've come, over the last 45 years, with a bedrock of where we should go in the future. Are we on the right course?

On the 8th, we had the largest Annual Brunch in memory, followed by a fun day sail! It was a beautiful fall day, a great day to be on the water. As we enter the fall, then winter, many people curtail their sailing. This is unfortunate, as we often have the best sailing during that time, although one needs to bundle up.

We traditionally don't have a newsletter in December,

FYC MEETINGS DEC. 10 AT SMWYC

Thursday, Dec. 10, 2009

Santa Monica Windjammers Yacht Club

13589 Mindanao, Marina del Rey

Board meeting 6-7pm, General meeting 7-9pm

Please enter the parking lot at the gate. Punch the button and let them know that you are attending the Fairwind meeting.

although we are reconsidering that. If we do not, let me wish all of you happy holidays, and best luck for a new year!

FAIRWIND ANNUAL BRUNCH NOVEMBER 8TH

Hi Everyone! Thank you for making our annual brunch a great success. It looks like we had 100 attendees in all. We had 62 members plus their kids show up at SMWYC for a fabulous buffet of salmon, egg frittata, and all the trimmings. The board was sworn in and we all looked so nice cleaned up for the morning's event.





It is wonderful to have the opportunity to spend time with friends, catching up on months of not seeing one another. It was especially great to see the youngsters in attendance. Someone suggested a "family price" for future events. Your feedback is appreciated.



But the best part of the was the sailing. We all changed into our regular duds and climbed on the boats and took off for a great sail. We saw dolphins and sea lions. It's interesting that we now take out pelicans for granted. They just the other day were taken off the endangered species list.



So, folks, how about next year in Channel Islands? Who wants to help put some fun BBQ's together too?

We thank Santa Monica Windjammers Yacht Club for once again graciously providing Fairwind members space for our event. The food was good, the room looked great and the space was perfect for our event.

Remember that SMWYC offers a very special membership price to our club. For only \$55.00 a month you can join and attend "ALL" the events. You can even join the Women of Santa Monica Yacht Club, a fine organization that does lots of great things other

than sailing. We, gals of FYC will be starting a women's group very soon. The women of FYC are looking to get a "rag dolls" group together. "Rag" is the slang for sailors vs. power boaters. Of course we are all "dolls." There are many things the women's groups can do. For example, we can do fund raising for the Boys and Girls clubs we work with in MdR and Channel Islands. There is no end to what the Women of Fairwind can do. We just need you gals who like to sail and the wives who get sea sick and would like to have some good experiences with Fairwind, to step up and make it happen.

If you are interested, contact me, Carole Walsh, vc@fairwing.org or americawest2@ca.rr.com. I'm pretty busy, we need gals in both marinas to help put it together. The Women's group could also take over the education programs in both marinas if they would be so kind as to consider that.

Thanks, Carole

If you have pictures to share, please email them to Robert Baron—he does the newsletter.

HOW MY HANDHELD GPS FOUND ITS WAY HOME

By Ken Hoover

I thought my Garmin 76C handheld GPS was gone forever when it went over the side while sailing Osprey to Catalina.

But nine days later, it washed up on the beach in Orange County, about 25 miles from where I lost it. Because my name and phone number were on the start-up screen, I got it back. I installed new batteries, and it's as good as new.

Here's how it happened:

On Friday, Sept. 11, I was taking friends to Catalina for a three-day weekend.

Osprey has her own GPS and radar, but I prefer my Garmin, which I've had for several years and know well. It's loaded with nautical charts, and I can upload my route and waypoints from my home computer.

At the critical moment, it was sitting in a cup holder near the wheel so whoever was steering could check on course and speed. We were about five miles from Isthmus Cove, our destination. A crewmember was steering.

The wind was moderate, maybe 10 or 12 knots, but there was a big swell from our starboard side that was rolling the boat quite a lot.

Osprey heeled hard to port, and the GPS fell from its cup holder. It bounced off a seat cushion, did a triple flip with a double twist and careened off the boat. If this was diving competition, the judges would have scored it a perfect 10, but I quickly decided it was lost, even though I knew Garmin says it's waterproof and floats.

First, it was gray, nearly the color of the water. It was small. Even if we could spot it and maneuver the boat next to it, it would be nearly impossible to pull out of the water, given the size of the boat and the roughness of the water.

The decisive factor was my personal battle with seasickness, which drained me of ambition.

I missed my GPS on the sail home that Sunday. As we set out from the island, you usually can't see the mainland. And the GPS is my main tool for navigating, although, of course, the boat has a compass, and I knew what course to steer because I've done it before.

About three weeks later, I got a call from a man who had been walking his dog on the beach near the boundary separating Newport Beach from Huntington Beach. He saw my gadget at the waterline line and picked it up. He guessed it had just washed up within the past hour. He told me he didn't know what it was. He suspected it was a phone, maybe a Blackberry.

He tossed it in his car and didn't think of it for nearly two weeks. Then, while cleaning his car, he started it up. There was my name and number. He called.

I had to drive to Orange County to retrieve it. I was excited by the possibility that it had recorded its tracks as it meandered with the wind and current on a course that would eventually return it to me. Alas, it wasn't to be. For reasons unknown, it tracked my course from the Marina to a point about half way to my destination, then stopped recording.

But I was happy to get it back nonetheless. We've heard stories about dogs or cats lost on trips hundreds of miles from home that somehow manage to find their way to their master's doorstep. That's the story of my GPS.

I told a friend this story, and he said to me, "You know, you can never lose that GPS. No matter what, it will always find it's way back to you."

Before that friendly fellow in Orange County called, I replaced my 76C with an Oregon 400c that is much better. By that 76C will always accompany me on my cruises. It's good luck.



NOVEMBER 18TH SMWYC DINNER AND SOCIAL/ EDUCATIONAL NIGHT

Please join SMWYC and FYC for a informational evening.

Channel Islands—the geology

How did we get this way

So—where are the best places to anchor?

Best hiking?

What is on the islands

Learn more

Geologist/geographer/sailor, Pablo Grabiell will be presenting the channel islands.

PLEASE PLEASE PLEASE

Make reservations: (310) 827-7692

Watch for email updates

Thank you for sharing in the fun events this club does

FOR WHO? FOR YOU!

"NIGHT OF LAFFS"

Saturday, November 14th @ 6pm

Dinner Included with Show!

Host & MC Tony Milazzo with special guests:

Jay Montepare

Debbie Lockhart

Derek Hughes

Johnny Cardinale

Shawn Pelovsky

Rusty Dooley

This is a fund raising for PMYC. FYC and any adult with money is invited.

As seen on TV! 6 HOT HEADLINERS!

ADULTS ONLY!

Reserve your seats now! We are already filling up!

\$20 pay in advance by 11/10

\$30 pay at door - if we are not sold out!

Contact TonyMilazzo@aol.com, (310) 367-4144 cell

ORIGIN OF "KNOTS"

Ken Murray

1 international knot = 1 nautical mile per hour = 1.852 kilometre per hour exactly. This is based on the internationally agreed length of the nautical mile, as adopted by the US in 1954 (which previously used the US nautical mile of 1852.249 m), the UK in 1970 (which previously used the UK or Admiralty nautical mile of 1853.184 m) and other countries. This is the definition used in most, if not all, modern circumstances. Knot is sometimes mistakenly used to refer to the nautical mile itself, but this is incorrect.

In some sailing ships, speed was measured by casting the chip log from the stern. The log was relatively immobile, and attached by line to a reel. Some sources suggest that knots placed at a distance of 47 feet 3 inches (14.4018 m) passed through a sailor's fingers, while another sailor used a 30 second sandglass (28 second sandglass is the current accepted timing) to time the operation. The knot count would be reported and used in the sailing master's dead reckoning and navigation.

It may seem that this primitive approach is as rough and approximate as guessing the time by looking at the height of the sun above the horizon. However, this impression is actually quite WRONG. When carefully checked, this method gives a value for the knot of 20.25 in/s, or 1.85166 kmh⁻¹. The difference from the accepted value today is a bit less than 0.02%, which is less than 1 meter in an hour.



SEARCH AT SEA

by Ken Murray

I was recently sailing with a member, who asked about this search, so, a reprint

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

BOWLINE MADNESS!

Ken Murray

Tying a knot of various kinds is a mark of seamanship, and pride, in most experienced sailors. Often, you can tell who, of the people on a boat have tied a knot, by how it is done.

Beyond any doubt, having a selection of basic knots in your toolkit is essential for the advanced sailor. However, many of us enjoy going beyond basics, and exploring the world of knots.

One of the basic knots that every sailor should know is a Bowline (pronounced Bow-lun). Bowlines have been around for a long time, and there are actually a lot of ways to tie, and variations of, this popular knot. It is not all about rabbits and trees! Nowadays, it is easy to find knots that one may be unfamiliar with, by a simple google search. How many of these variations do you know, and understand the attributes?

- Water Bowline
- Double Bowline
- Bowline on a bight
- Bowline on a coil
- One-Handed (Instant) Bowline
- Lightning (Jedi) Bowline
- Bowline with Yosemite Finish
- Cowboy Bowline
- French Bowline

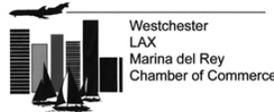


CALENDAR

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|-------------------------|---|--|
| Saturday, Dec. 5, 2009 | MdR Workday / Club Sail Day | Dockside 9:00 AM till ??? |
| Thursday, Dec. 10, 2009 | Board meeting 6-7pm, General meeting 7-9pm | Santa Monica Windjammers Yacht Club 13589 Mindanao, Marina del Rey |

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



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Visit our Web site: www.Fairwind.org



California Clean
Boating Network

