

Commodore's Log



Mike Tryon

San Clemente Island, SCI Southernmost of the [Channel Islands of California](#).

SCI the Navy's only remaining ship-to-shore live firing range, lies 55 nautical miles south of Long Beach and 68 nm west of San Diego. The island itself is approximately 21 mi long and is

4 ½ mi across at its widest point.

Back in 1973, the U.S. Navy Seabee Diving Locker on Coronado Island, in collaboration with the NUC (Naval Undersea Center) out of Hawaii, began an unusual project: testing whether big bulb kelp, or *Nereocystis luetkeana*, could be farmed by attaching the root base to man made objects.

Botanical Background: Under optimum conditions of water temperature, nutrients and light, giant kelp can grow 24" a day and grow some 200 long. Since growth regions are at the base of the holdfast or root., they are not directly affected by harvesting which is limited to the top four feet of the water column.

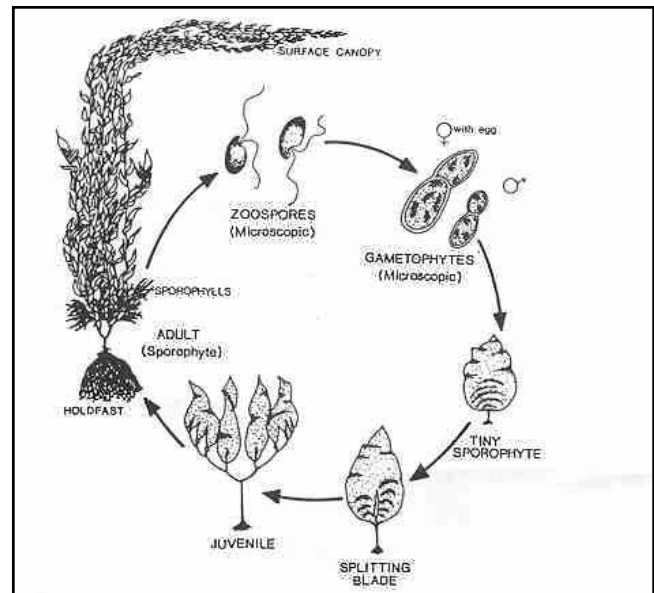
Kelp Products: Include beer, toothpaste, ice cream, cake mixes and frostings, shampoos, fertilizer, health foods, lubricating oils and even welding rods.

The Assignment: To installed a spider web like grid, two acres in size just Northwest side of San Clemente Island, a site that experiences harsh currents and high seas.

- ◇ This grid would be secured with four, five thousand pound concrete anchors: two at three hundred feet and two at four hundred feet deep.
- ◇ Attached to each anchor, was a round, sixty inch buoy, and each was tied off at a depth of fifty feet..

- ◇ A two inch Polypropylene rope was installed from buoy to buoy, and this provided the outer perimeter of the grid.
- ◇ Then, on a spacing of 10' by 10' we attached one inch polypropylene lines across to the opposite perimeter line a hundred yards away, forming the grid.
- ◇ At each point, where the poly lines crossed, we secured these with a ½" polypropylene rope, to secure the joint

Seeding the Kelp: We collected Kelp by harvesting the finger-like holdfasts that support the kelp blades from the rocks and transported these to the web on a raft we built out of fifty-five gallon drums, then sewed



these root like hold fasts onto the grid.

Attaching the Kelp: To get the kelp plant in place took team work.

- ◇ We tied a ¾" rope onto the root clump then diver No 1 dove to the target cross section. After putting the rope through the grid he swam with the current pulling the kelp onto the grid.

Continued on Page 3



Commodore
Mike Tryon
(510) 227-5782
For email info, see the Club Hotlines Page



Vice Commodore
Barry Eldridge
(916) 487-5351
For email info, see the Club Hotlines Page



Rear Commodore
(Vacant)
For email info, see the Club Hotlines Page



Secretary
Judy Murray
(916) 487-5351
For email info, see the Club Hotlines Page



Treasurer
Tom Wolinski
(510) 581-4543
For email info, see the Club Hotlines Page



Fleet Captain
Glen Bigelow
(916) 424-1907
For email info, see the Club Hotlines Page



Safety Officer
(Vacant)
For email info, see the Club Hotlines Page



Past Commodore
Lew Berg
(916) 487-5351
For email info, see the Club Hotlines Page



Webmaster
Ed Johnson
For email info, see the Club Hotlines Page



Signal Editor
(Vacant)
For email info, see the Club Hotlines Page



PICYA Representatives
Glen Bigelow, Lew Berg
(916) 424-1907

New Membership Applications

No new applications at this time



New Members

No new members at this time



San Clemente Island *Continued from page 1...*

- ◇ Diver No 2 followed the root base and strapped it into position. The first diver then used the ..rope to pull himself back to the site and together they sewed the root base to the grid.

The Routine: We took turns flying out to the island for two week assignments. We operated out of a twenty-two feet Boston Whaler and had as many as six divers on the grid at one time. Because of the currents and high seas, the diving was exhausting and stressful work, requiring twin ninety c.f. diving tanks.

Time Off: As there weren't any enlisted barracks available we stayed in Officer's Quarters and ate at the Officer's Mess. What a life! Huge steaks and wonderful salads every evening and as we always missed lunch because, breakfast was incredible.

We maintained the Kelp grid for three years, requiring five or six two-week assignments a year.

Although our kelp bed was partially destroyed during winter storms but the project was considered a huge success, for the root like holdfasts grew like crazy.

Years later I came across an article about the project and learned that the entire research and development project was sold to a Japanese company, apparently artificial kelp beds are flourishing in Japan.

Mike Tryon, Commodore
"My Heart is in the Wind."

Boat Speak

AMINE BLUSH: Most epoxies used in boatbuilding have "amine"-based hardeners. After the epoxy is cured there will usually be a noticeable oily residue on the surface called *amine blush*. The amount of amine blush can vary considerably, from almost unnoticeable to *very* oily. This difference is the result of differences in temperature and humidity. The amine blush can affect the bond of subsequent coats of epoxy or paints and should be removed. Although a variety of solvents have been used to remove amine blush, in the shop we use denatured alcohol (shellac thinner), laquer thinner or acetone. Amine blush can be sanded off, but will require a lot of sandpaper as the paper tends to clog quickly.

KNOT SPEED CONVERSION: To convert miles per hour, ...speed in mph = speed in knots divided by .87

SPEED-LENGTH RATIO: To compare potential speeds of displacement hulls (and few hulls reach their theoretical speed) is: Speed in Knots = 1.34 x square root of the waterline length. The longer the boat, the greater the speed potential. Overhangs fore and aft, do not increase 'hull speed'.



An occluded mesocyclone tornado (Oklahoma, May 1999)

WIND SPEED:

Near gale: Wind speed of 28 to 33 knots.

Gale: Wind speed of 34 to 40 knots.

Strong gale: Wind speed of 41 to 47 knots.

Storm: Wind speeds of 48 to 55 knots.

Greater wind speeds: Stay home.

Officer Positions

To encourage MBYC Members to serve as a club officer, we have been publishing an Officers position in each issue of the Signal, as quoted from our By-Laws.

CLUB SECRETARY



The Secretary shall give or cause to be given notice of all meetings of the Membership and of the Board of Directors. The Secretary shall keep minutes of the aforesaid meetings and shall cause to be published in the official publication, (the Signal) a summary of the Board of Directors' meetings. The Secretary shall act as the official clerk for all elections.

Continued on Page 4

Continued from Page 3 Secretary of the Marina Bay Yacht Club:

Should both the Commodore and Vice Commodore be absent, the Secretary shall act and perform the duties of Commodore. The Secretary is a voting member of the Board of Directors.

Fleet Captain's Report

July & August Cruise-Outs: As most of you know, this July and August were busy months for our members and everyone's schedule seemed to be in conflict with the Mandeville Island Spectacular and Oyster Pt.. Thus, the July & August Cruise-Outs were cancelled, ...Bummer!



Cruise Destinations...



It may be listed as the gateway port to Hanoi, but Halong Bay happens to be one of the most enchanting places in Vietnam. Early in the morning, watch the sun rise as the islands are enveloped in the mist. You'll be hard-pressed to find a more ethereal sight in Southeast Asia. Just don't set your heart on spending time in Hanoi — after waking up in Halong Bay, you'll want to stay there as long as possible.



The Cook Islands have always skimmed under the radar for tourism, especially when compared to Fiji or Tahiti, but they were catapulted into fame when *Survivor* filmed a season there. Now, they're famous for their incredible beauty. While they're not a prominent cruise destination in the South Pacific, some very lucky passengers end up with a stop scheduled in Aitutaki.

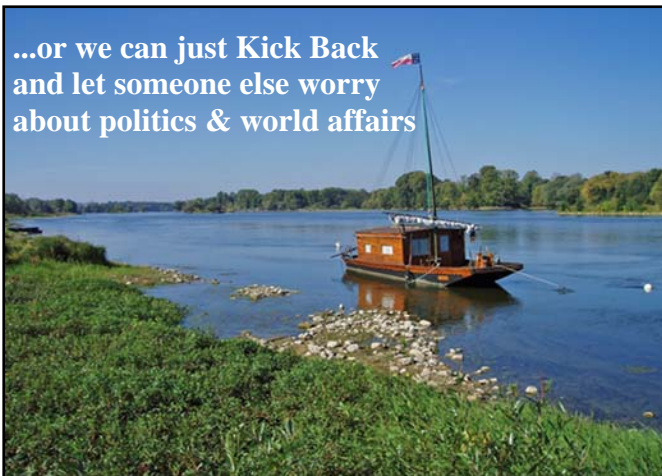


Sitting contentedly at the bottom of the world is Ushuaia, the tip of South America and the world's southernmost city. Ushuaia is the gateway to cruises to Antarctica, but it has plenty of attractions of its own — glacier trekking, horseback riding and hiking through Parque Nacional Tierra del Fuego in Patagonia.





The enormous and remote island of Svalbard, part of Norway, is well above the Arctic Circle. If you're looking for an incredible wilderness, Svalbard will thrill you like few places can. Consider this: even in the capital city of Longyearbyen, everyone walks around with a shotgun — to shoot attacking polar bears.



Something to Chew On...

What a life: The American businessman was at the pier of a small South Pacific Island village when a small fishing boat, with a single fisherman, pulled in and docked. In the catch box he could see several large groupers. The American complimented the Islander on the quality of his fish and asked how long it took to catch them?"

The Islander replied, "Not too long, a couple of hours."

The American then asked why didn't he stay out longer and catch more fish?

The Islander said he had enough to support his family's immediate needs. The American then asked, "But what do you do with the rest of your time?"

The fisherman said, "I sleep late, fish a little, play with my children, take a late afternoon nap with my wife Helia, stroll into the village each evening, where I sip rum and play guitar with my friends, ...I have a full and busy life."

The American scoffed, "I am a Harvard MBA and could help you. You should spend more time fishing and with the proceeds, buy a bigger boat with the proceeds from the bigger



boat you could buy several boats and eventually you could have a fleet of fishing boats. Instead of selling your catch to a middleman you could sell directly to the processor, eventually opening your own cannery. You

would control the product, processing and distribution. You could then leave this small fishing village and move to Australia, even LA and eventually NYC where you will run your expanding enterprise."

The South Seas fisherman asked, "But, how long will this all take?" To which the American replied, "15-20 years."

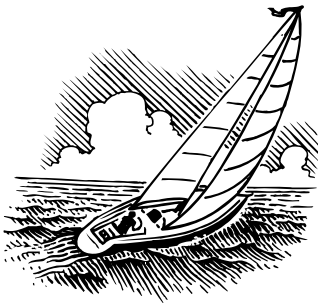
"But what then?"

The American laughed and said that's the best part. "When the time is right you would announce an IPO and sell your company stock to the public and become very rich, ...you would make millions."

"Millions, really? Then what?"

The American said, "You could then retire, and move to a small fishing village where you could sleep late, fish a little, play with your kids, take a late afternoon nap with your wife, stroll to the village in the evenings, and sip rum and play your guitar with your friends."

Hmmm...



Odyssey of Gratitude
continuing...
*Glen Bigelow and fellow
sailor Ron Bryan
experience: bringing
Glen's newly acquired
sailboat up the coast
from San Diego...*

Day 10, Wednesday, April 19:

Well, we moved up the East Santa Barbara Channel to the Coho Anchorage. Unfortunately, the wind started building around noon and we had 25 knot winds hitting us head-on for the last two hours. With about .7 miles to go to anchorage... our engine over-heated without anyone noticing. We'd been good about checking heat and oil every few minutes, but when the high winds came up we were distracted, ...Note: Never become distracted.

Anyway, the engine shut-down. It died instantly, so we thought this was from an automatic shut-off, as there was no sputtering or anything. The only explanation seemed to be Kelp, ...we went through a Kelp bed and a leaf was caught over the water intake long enough for the motor to overheat.

We put the head sail up and retraced our path for about 10-15 minutes then, after checking everything out, we restarted the engine, it cooled down immediately and it's been running fine ever since.

After taking down the headsail, we proceeded on to our anchorage, arriving about 4:00pm. Then we settled down for a restless night as the wind continued to blow hard until midnight. I checked with my weather guru and he was surprised at my weather report. He had told me to expect 10-15 knot winds for today and tomorrow and 3-4 foot waves. We had experienced 20-25 knot winds and 5-7 foot waves.

I asked him if he felt the lighter winds would return early morning Thursday, because if so, we would get up early...say 3:00 am to get around Point Conception and on to Port San Luis, before the winds started to build. Unfortunately, he suggested that we not do that because he felt,

the winds would be light and residual waves would still be heavy, that a noon departure would be better. ...but that would put us into Port San Luis after dark, plus we still didn't trust the afternoon winds. So, we decided we weren't going to risk it and returned to Santa Barbara instead.

Day 11, Thursday, April 20

OK...we sleep-in, getting up at 7:00 am... because we decided we weren't going to try Point Conception, but rather, return to Santa Barbara and wait for the weather to improve.

Well, we're sitting in the cockpit drinking our coffee...when I look a way down the anchorage and what do I see coming up the coast about quarter mile away, ...a pod of gray whales.

They loping along right for us...rolling to the surface, blowing to clear their breathing holes and diving again. We watched them for about 5 minutes, for they didn't seem to be in any hurry, ...it was if they were checking the surroundings out as they moved along. They eventually passed about a boat length away.

We estimated 4-6 adults and 2 calves and they passed so close, the mist from their spouts drifted across the cockpit. This was one of the foulest smells that I've ever had the pleasure.

After getting over the exuberance of that encounter...we raised anchor and moved out. Just for kicks, we headed towards Point Conception and couldn't believe it: we were met with 10 knot winds and 3-4 foot seas. But, if we decided to go for it and with this late start, we would get into San Luis very late and if the afternoon winds did build as we moved north, we would really take a pounding. Not good for Bryan and me and certainly not good for the boat. So, we stuck with our plan and returned to Santa Barbara.

We decided to leave the boat in Santa Barbara for a week or two, to return home to re-charge our bodies.

To Be Continued



Marina Bay Yacht Club

January

16-17 Marina Bay Y.H.
Salute's Dinner
Board Meeting & Dinner

February

13-14 Oyster Point Y.C.
Crab Feed

March

13-14 Sequoia Y.C.
Board Meeting
St. Patrick's Day Party

April

24-25 San Leandro Y.C.
Dinner

May

15-16 Coyote Point Y.C.
Board Meeting
Dinner.

June

19-20 Sierra Point Y.C.
Board Meeting
Dinner

July

2-4 Delta Cruise (cancelled)
Mandeville Island Raft-up
Fourth of July

August

14-15 Oyster Point Yacht Club
(cancelled)
Board Meeting
Louisiana Bayou Party

September

3-6 Labor Day Weekend
Half Moon Bay Yacht Club

October

TBD Marina Bay
General Membership Mtng
Dinner

November

TBD Schoonmaker Marina
Board Meeting
Dinner in Town

December

TBD South Beach Marina
Christmas Party

Note: Coyote Point Y.C. for May was a change

Make reservations for each Cruise Dinner you would like to attend by contacting the Fleet Captain - (916) 424-1907 - for email info, see the Club Hotlines page.