

P RTHOLE

Presidio Yacht Club / Travis Marina

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COMMODORE'S LOG

By Steve Peters

Our continued thought and question is how much longer will Presidio Yacht Club be here? Jack Machun is known to state, "Oh, 5 to 10 years". And in this he is right; albeit in a different form than we realize. At the last Travis Council Meeting (February 2, 2007) with Lt. Col. De Leon and Col. Vaughn it was established that PYC is an important entity of Travis AFB. We will be soon placed under the direction of their Outdoor Recreation Department which I and others at the meeting felt would have a better understanding of how to manage a yacht club. Part of this restructuring will be established by a Memorandum of Understanding with Travis regarding their obligations to our organization. In a larger context we are part of an overall plan of the Park Service which has been developing a grand strategy for all of Fort Baker. The Park Service was given this goal from Congress after President Clinton closed the base. In looking at the budget of allocated monies, our building is not included in their proposed budget. I have looked over the "Porthole" newsletters as we were known then in 1959 and members built and rebuilt all necessary requirements. This is certainly the message coming down from Travis. If we want something done, we must be willing to do it ourselves. Many of us are retired and have skills to lend. I feel it is important to lend these talents and get projects accomplished for the benefit of our Yacht Club and our future members. ♦

Team Sandpiper Update Part III

By Tom & Amy Larson, USCG Ret.

Ahoy PYC!! As I write this Team Sandpiper is on a mooring buoy in Refuge Bay, Australia, next to a waterfall that splashes down right on the beach! We have been in Australia since November and have been in Sydney for the last two months waiting out cyclone season that ends 1 April, and is when we can go north again. If you have not had the chance to read part 1 & 2nd of our story Jen has posted it on the PYC website under news, so check it out!

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G'day mate, Have a gander at sandpiper38.blogspot.com. It's a bonzer!



Changes to the Porthole

By Jennifer Schripsema, Editor

As the old saying goes, "the only thing certain in the world is change." So it is with the Porthole. Many may not be aware, but the Porthole is actually printed by the 60th Services Squadron at Travis Air Force Base as a Travis Marina function. Faced with budget cuts, 60th Services has determined they can only continue to print the Porthole on a quarterly basis, *Continued on page 2...*

A Little Vice

By D'Vonne Hutchins

Many thanks to Hazel Caldwell who has volunteered to be the Race Committee Chair again this year. This still leaves me desperately needing a chair and some volunteers for decorating (a) boat(s) on opening day. We have not missed being in the parade for several years and it would be a shame to do so this year. I think we need some old suitcases, someone to work up a wooden burro (?) and some way to write "San Francisco - or Bust" on the boat. We also need a few 49er's, etc. Or, a new idea completely. Please let me know if you have any ideas. I know we are all busy with our lives, our club and our families, but I do need some help with the opening day boat. Please email me at dvon48@msn.com if you can help in any way. ♦

New Chandlery Items are available by contacting Henriette Gordon at hjg2706@sbcglobal.net. As some items may not be readily in stock in your preferred size, please allow two weeks to complete your order. Cash and checks only.

Apron	\$12	Hooded Sweatshirt	\$27.50
Baseball Cap	\$20	Long-Sleeved Shirt	\$26
Burgee	\$15	Polo Shirt	\$20
Fleece Hats	\$11.25	Sweatshirts	\$23 – 28
Fleece Headband	\$9	Totes	\$18.75 – 22.50
Fleece Vests	\$37.50-41.25	See more items at presidioyachtclub.org	

Port Captain's Notes

By Jack Gordon

February was notable for rain showers and comparative cold. Workday turnout was lower than usual but we did 5 of 6 tasks done. We rearranged the burgees, set up the crab feed (a great success), repaired 18 yokes, replaced a broken finger end plate, and closed in a piling that had lost its attachment to the dock. Thanks to Louis Canotas who took charge and made March workday go in the absence of the titular Port Captain.

Future work will include sheathing three pilings, rebuilding the end of a finger, and of course, the continued replacement of eroded styrofoam floats with tubs. Workday is the second Saturday morning of each month. All are encouraged to come help with repairs in and around the marina. ♦



Porthole Changes

Continued from page 1...
and they will have to reduce the number of printed copies by half.

The good news is your Porthole will be available online, ready to print at home from our website, www.presidioyachtclub.org. I also encourage you to check the website regularly between Portholes as it is updated often with new and useful information. For those unable to print from home, please be patient while we work these issues out with Travis, and help us by letting our Bridge know that you continue to require a printed copy mailed to you.

Although the Porthole may be published less often, I hope we can make it a more useful and informative newsletter that will inspire you to get involved and get out on the water. As always I want your feedback on what you want to see and read and I encourage anyone to submit articles and photos from your own sailing adventures (or misadventures) that you want to share with fellow members. Contact me, Jennifer Schripsema, at mike.n.jen@hotmail.com. ♦

The Myth of the Brass Monkey Story

By Phyllis Burns-Keeton with Bill Flounders

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Here's the Myth: In the days of sailing ships, all ships of the line and many freighters carried iron cannons and fired round iron cannon balls. It was necessary to keep a good supply near the cannon, and to prevent them from rolling about the deck the best storage method devised was a square based pyramid with one ball on top, nesting one on four on nine on sixteen, ensuring a supply of 30 cannon balls stacked in a small area right next to the cannon. There was only one problem . . . how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round dimples; but, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." As the story goes, brass contracts much more and much faster than iron when freezing. Consequently, when the temperature dropped, the brass dimples would shrink so much that the iron cannon balls would come right off the monkey. It was quite literally, "Cold enough to freeze the balls off a brass monkey;" and all this time, you thought that was an improper expression, didn't you? Thanks to one (Continued on page 5...)

*The PYC's
Rear Commodore is
Dave Chamberlain.
Contact him for
questions on social
events at
dchamberlain@softcom.net*



Team Sandpiper, Continued from page 1...

As our last writing were in transit between Fiji and Vanuatu last October. We spent 3 weeks in Port Vila, Vanuatu getting ready to depart with the Port2Port rally to Bundaberg Australia. The Bundaberg Yacht Club sponsors the Port2Port Rally every year. Every morning and evening the Australian Coast Guard runs a radio net where all participating boats check in with their positions and weather, they also relay weather forecasts and storm warnings.

The night before we were supposed to leave Vanuatu we were warned by the Australian Coast Guard that there was a cyclone (hurricane) pre-season forming and possibly heading for us. All 30 boats in the rally decided to postpone departing and started preparing their boats to ride out the storm. Cyclone Xavier formed with winds over 100 knots and was heading straight for us. This caused quite a commotion in the harbor with all the cruisers trying to get their boats securely moored. Local ships began running themselves up on the beach and tying themselves off to trees, storm madness had begun.

Luckily 24 hours before Xavier was to hit us, it veered away and we were able to leave the next morning on the Port2Port Rally with all 30 boats a week late. The crossing took 10 days and was some of the best (Continued on page 7...)

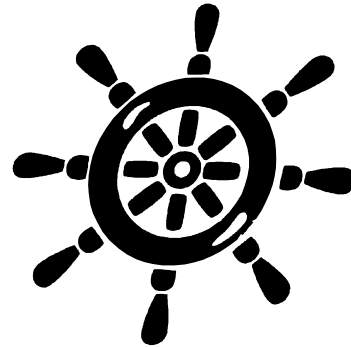


Amy and Tom (wearing his PYC hat) in Sydney

PICYA Commodore Manuel Mier is now the happy Jr. Staff Commodore of the PICYA. He gives thanks to all at PYC for their support which helped to make it all possible last year. At the recent change of watch, Rear Admiral Jody Breckenridge, USCG, presented a beautiful bound Certificate of Appreciation to Manny and Sector San Francisco USCG a presented a plaque. The PICYA membership presented a dual clock and barometer and Pat received a nautical pendant on a golden chain. Now the staff commodore has "volunteered" to reinstall

the Watch Officer program that has worked so well at other clubs to meet and greet and give the hired hands an assist on weekends. Volunteer now and avoid being recruited. It's fun and easy with no dress code. Beside the perk of getting workday credit there will be other incentives being developed. To kick the program off, Commodore Steve Peters is taking the first watch! Don't be left out call 415-383-5632 or email mpmsail@sbcglobal.net to get your preferred watch date. The time is approximately 11AM to 3PM. There will be no penalty for extra hours.

Finally, PYC will host the PICYA delegate dinner April 2, 2007. We will have 100 dinners at the club so it will be busy getting ready that weekend and evening. Mary Jane Hutchinson will be the chef and is the event chair. Call her to help out. ♦



Review of the National Park Service Budget

By D'Vonne Hutchins, Vice-Commodore

I reviewed the National Park Services proposed budget to try to determine where we fit on their agenda. Their budget is a huge document with a multitude of links but does not have the detail, yet, that I was looking for. The closest I could get to what might affect us is the funding request for the GGNRA. It is all lumped into one category, at this time. However, of the items that were specifically mentioned for repair, replacement, construction or addition, none were in our area.

The budget discussed five topics along with some of the requests. These topics are:

1. Additional seasonal personnel, and additional enforcement personnel;
2. Resource Management to increase revenue. Which means, "if we fix this we will make more money";
3. Visitor Satisfaction. The Parks want people to be happy with what they are paying for, especially in those parks where entrance fees are charged;
4. Accessibility. Accessibility is a mandate from the federal government and must be achieved. This means our bathroom;
5. Program Performance. This simply means "Is the vendor making a good profit for us". They state they are changing to contract based vendors, with performance goals in the contract.

For those of you who want to look at the web site it is <http://home.nps.gov/applications/buget2/fy08toc.htm>. ♦

Did You Know That?*By Jack Machun, Fleet Captain*

If you have a Lifesling along with the block and tackle and have never practiced hooking it up, chances are you will be fumbling around figuring out how to do if you are trying to rescue someone overboard. It is not only not professional behavior on your part but it causes the person in the water to lose confidence in your ability as a skipper. Just reading the instructions on the side of the bag is not enough. You have to take the contents out of the bag and practice hooking things up. A good place to do this is at dockside. Practice hauling a crew member from the dock onto the boat. Sounds easy? Not really. The PYC's Alan Johnson has demonstrated the procedure to mariners at dockside, then asked one of them to do it. It was morbidly humorous. Nothing went right. The moral that everyone learned was, to get it right, practice, practice...

While we are thinking safety, how many of you file a float plan when you go out for a cruise? Just as I thought. NO ONE. The Coast Guard recommends that a float plan be filed listing the names of all the people on board. It helps them during any rescue operation to have that information. It is prudent to follow the advice of the professionals. ♦

Sailing Myth Busters, Continued from page 3...

of our trusted Sailing Instructors, Bill Flounders, who happens to be an Engineering Professor at Berkeley, this story has been busted. You may call us the Sailing - Myth Busters.

Here's the Analysis: Thermal coefficient of brass: $18.5 \times 10^{-6} \Rightarrow 19 \times 10^{-6}$; Thermal coefficient of iron: 11.8×10^{-6}
 Estimate temp change: Temp 1: 100F (manufactured in a metal foundry) ~ 38 C; Temp 2: 20 F (uncommon to have temps far below freezing at sea) ~ -7 C; Delta T = 70 F ~ 31 C = 31 K.

Diameter of dimple is probably less than diameter of cannon ball, estimate cannon ball diameter = 8" (~20cm); estimate dimple = 1/2 diameter ~ 10cm.

If an object of length L is heated through a small temperature change ΔT , the change in length ΔL is proportional to the original length L and to the change in temperature: $\Delta L = \alpha L \Delta T$

Change in l of brass dimple = 0.012 cm; Change in d of iron cannon ball = 0.007 cm

The difference in length change is approx 0.005cm = 0.05mm = 50 micrometers = 1/2 the diameter of a human hair - Not Likely!

An Alternate Explanation: When it's cold - the water on the wind-chilled, smooth, polished brass plate would freeze – especially the pooling water in the bottom of the dimple; the volume change of water when changing from liquid to ice is significant (9%). Also, if the melting point is lowered by increased pressure, (i.e. all those cannon balls on top) the increase in volume on freezing is even greater (e.g. 13% at -20C). How cold does it have to be for water to freeze? 32F (0C); but this is sea water - and all that salt makes it freeze at a lower temp. Estimated concentration of salt in sea water is 35 parts per thousand (ppt) and water with 35 ppt salt freezes at 28.5F. As sea water freezes, the salt becomes more concentrated in the remaining unfrozen water, and the freezing temp of the remaining water decreases further. So, it would have to be less than 28.5F to freeze all the water in the dimple. Once it gets below 25F – you can freeze all that sea water in the dimple. Some water will just push its way up and around the ball, but the water at the bottom in between the ball and the plate will push up and the cannon balls will fall off. So now it's at least 25F and we add a good howling wind like you have at sea – that sounds cold enough to be described as "cold enough to freeze the balls of a brass monkey." This Myth is Busted! It isn't that the brass shrinks; it's that the water freezes and pushes the balls off. Either way, the saying still stands. Thanks Bill, for an excellent job busting this myth. ♦

Race Season is fast approaching, and the fun to be had isn't just for racing veterans. For the novice, lots can be learned by crewing for another skipper, or arranging with Chris Parkman to take a club boat out to join in on the fun. Check the club calendar for the race schedule, and contact Race Chairman, Hazel Caldwell at ahwooo@pacbell.net, if you want to get involved or are looking for crew.

The following are the racing rules for PYC races. Check with Hazel for updates or questions you may have about club races.

SKIPPERS MEETING and CHECK-IN: A skippers meeting will be held one hour before the Warning Signal. Skippers meetings will be at 1100 hours. The Skipper or representative shall sign-up with the Race Committee prior to the Skippers Meeting for each race and be present at the meeting. Start times and courses will be distributed at each meeting.

RULES: YRA Standing Rules for 2007, USSA Rules (1997-2000), and these sailing instructions. The course descriptions are incorporated into these instructions by reference.

ELIGIBILITY: Each yacht must be owned or leased by a PYC member and registered on a form provided by the club, which will include a release of the club, its officers, members, and agents from liability. The yacht owner, family member, or club member must be on board during any race unless this requirement is modified by the Race Committee.

PERSONAL BUOYANCE, RULE 40; "Personal Buoyancy" is modified to read... **Life jackets, or other adequate personal buoyancy, shall be worn while racing, by all competitors.**

START SIGNALS: In accordance with USSA Rule 26.1, System 2, the start line is between Mark "S" and the Committee signal pole on Horseshoe Bay Breakwater. Vessels shall not cross the starting line except when starting or finishing. Vessels over the line early shall not return to the harbor, but shall be deemed to have started and shall be assessed such handicap of five minutes plus time over early. Finish line is the same as the start line.

TIME LIMIT: PYC Race Committee will clock Finish Times for 20 minutes after the 2nd to last boat crosses the finish line. After that time the final boat will receive a finish time corresponding to the previous clocked boat, plus 20 minutes. All starters must be accounted for at the end of the race. If you do not finish (DNF) you must notify the Race Committee as soon as possible, by radio (the Race Committee will monitor channel 72).

NAVIGATION: Boat sailing in this series must not interfere with deep draft ships or tugs and their tows. Violation of this rule will result in a DSQ which cannot be used as a throw-out. In addition, USCG vessels exiting or entering Horseshoe Bay will be given right-of-way. All participants should maintain vigilance while in the vicinity of the USCG station. Typically the CG vessels will sound their sirens, flash a blue light, and exit at flank speed when answering a distress call.

PROTESTS: Protests must be submitted in writing as prescribed by US Sailing Rules. To the Race Committee in the clubhouse not later than one hour after the scheduled finish deadline. Protestors must agree to Race Committee arbitration prior to any Protest Hearing.

SCORING SYSTEM: The low point scoring system will be used. The winner of each race will be scored One (1) point, the second yacht Two (2) points, the third yacht Three (3) points, etc. A vessel not finishing (DNF) shall be scored one more point than the number of vessels starting the race. A vessel entered in the series which does not start (DNS) will be scored two more points than the number of vessels starting that race. A vessel disqualified (DSQ) will be scored three more points than the number of vessels starting the race. A DSQ score may not be thrown out.

SPINNAKERS: No spinnakers are allowed.

(Continued on page 8..)

Team Sandpiper (Continued from page 3...)

sailing Sandpiper has had so far. We had beam winds the whole way with record-breaking 24 hour runs. We spent two weeks in Bundaberg as the rally had lots of scheduled events for the Port2Port participants, BBQ's, Rum Tasting, more BBQ's, beer drinking, BBQ's, wine drinking etc., etc..

Bundaberg is on the northern central coast of Australia and Team Sandpiper's goal was to make it to Sydney to see the fireworks display on New Years Eve. We also had to head south as cyclone season was just about to start and we needed to get to where they could not surprise us. Bundaberg to Sydney is about 500 miles and we had a great trip exploring Australia's East Coast. It's a lot like the US's West Coast with lots of capes to round, great white sand beaches, river bars to cross, rivers to explore and small fishing towns to overnight at. We spent one week mooring right off the Botanical Gardens in Downtown Brisbane after going 20 miles up the Brisbane River. We also stopped in Surfers Paradise long enough to go to "Wet & Wild", Australia's largest water park where we spent all day going down every water slide they had! Another great stop right before Sydney was at the Royal Motor Yacht Club in Broken Bay where we tied up for two days. Everyone at the yacht club was super friendly and surprisingly located in Horseshoe Cove where we felt at home immediately. I nominate them as our sister yacht club!

We arrived at our new home for the next few months at Woolwich Marina in Sydney Harbor on December 17th. We did much exploring of the area and Sydney is a really great city, very much like San Francisco with a large harbor and sailors everywhere. We did get to see an Awesome fireworks display right over the Sydney Bridge from Sandpipers moorings to ring in the New Year.

We had Sandpiper hauled out to have the bottom repainted and gel coat waxed in February. While she was hauled out we flew to Tasmania for two weeks and explored the east coast of 'Tassy' spending out last weekend in Hobart attending Tasmania's Wooden Boat Festival.

Sandpiper's current plans are to sail back up Australia's East Coast arriving back in Bundaberg by 1 April as this is when cyclone season ends. We are then going to spend time in the Whitsunday Islands, then hoping to arrive in Darwin in July. We are going to be participating in the "Darwin to Kupang Rally" on July 22 to sail through Indonesia, spend some time in Bali then hoping to arrive in Puket, Thailand before New Years 2008.

Well I better go as the sun is out and there is fun to be had! Catch more of us on the PYC's website, or visit us at sandpiper38.blogspot.com. ♦

Upcoming Events

4/2 **PICYA Delegates Dinner** by Mary Jane Hutchinson

4/6 **First Friday Activity** TBA

4/14 **Workday. Saturday Morning. 8:30am-12:30pm. Workday Dinner** TBA. **Basic Keelboat** (BK_B 01-07) sailing lessons begin.

4/15 **First Race of the season for points. 11 am Skippers Meeting in the Clubhouse.**

4/28 **Basic Keelboat** (BK_B 02-07) sailing lessons begin.

4/29 **Opening Day on the Bay**

5/2 **Lunch Cruise-Out** to the St. Francis Yacht Club

5/12 **Workday. Saturday Morning. 8:30am-12:30pm. Workday Dinner** TBA. **Basic Keelboat** (BK_B 03-07) sailing lessons begin.

5/20 **Race Day. 11 am Skippers Meeting in the Clubhouse**

6/1 **First Friday Activity** TBA

6/9 **Workday. Saturday Morning. 8:30am-12:30pm. Workday Dinner** TBA. **Basic Coastal Cruising** (BCC02-07) sailing lessons begin.

6/10 **PICYA Cruise to Alaska**

6/23 **Basic Keelboat** (BK_B 04-07) sailing lessons begin.

6/24 **Race Day. 11 am Skippers Meeting in the Clubhouse.**

See www.presidioyachtclub.org for updates to the club calendar

Racing (Continued from page 6)...

RESTRICTED AREAS: The following markers shall be left shoreward: Anita Rock and any buoy markings same, the vertical "H" beam off the Water Quality Control Plant west of St. Francis YC, the Bell Buoy off the west end of Alcatraz and the Point Blunt Buoy off Angel Island. The South Tower of the Golden Gate Bridge must be left to the South at all times.

BOATING SAFETY: All race personnel will take seriously the possibility of injury to people and damage to property. Each competing skipper must decide for himself or herself when to race and when to discontinue racing. Check all life jackets for holes and tears, and make sure that all the straps and buckles are in proper working order (once again, **personal flotation devices are required to be worn during the race by all on board**). Examine your fire extinguishers and make sure the date has not expired and that pressure is adequate. Check your horn, running lights, flares and throwable device.

WEATHER: In the event of inclement weather the Race Committee will postpone the race and reschedule for the next convenient Sunday. ♦

The Future of Sailing:

Commodore Grandpa:

Steve Peters is pleased to announce that on February 6th, members Jerry and Wenda Wade had a baby girl: Liliane. Her Personal Flotation Device is in the mail.

Vice-Commodore Grandma:

D'Vonne Hutchins was blessed to be present when her first grandchild, "Connor" was born on February 28th in Georgia. He was 20.5", 9lbs 1oz, alert and of course very cute with wavy dark auburn hair. ♦

**Presidio Yacht Club
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