

A day on the Bay

Hello to all,

One of the nicest places in the world is San Diego, and one of the nicest places in San Diego is San Diego Bay. A long and fully protected natural harbor, the bay stretches from the entrance between Point Loma and the north end of Coronado Island in the heart of downtown San Diego all the way south to nearly the Mexican border.

Discovered in 1542, the bay is now home to over 75 US Navy ships, a bustling shipyard building and repairing ocean going ships and dozens of marinas, yacht clubs and recreational boat yards and marine facilities.

While the world's largest tuna fishing fleet is now reduced to a handful of ships and the kelp harvesting operation is closing, there remains a strong fleet of sport fishing boats and other marine industries, as well as an assortment of research vessels from the Scripps Institution of Oceanography.

A wide variety of restaurants and destinations ring the bay, from simple marina delis to some of the city's best cuisine, along with their attendant jaw dropping views of Bay, ocean and skyline.

The unrivaled Maritime Museum, featuring the Cape Horn veteran sailing vessel Star of India and a Russian submarine, is located on the embarcadero, just down the shore from the aircraft carrier museum Midway.

The city's Lindberg field, named for the famous aviator whose plane was built by San Diego's Ryan Aviation, sits snugly next to the bay, offering unrivaled access. In addition, the Amtrak trains and the local trolley and commuter trains use the Santa Fe station, just a few blocks from the waterfront.

Steph and I spent last Thursday sailing around the bay enjoying these sights, as well as the quiet, protected waters and the comings and goings of ferries, tourist sightseeing boats and giant Navy ships. Our fellow sailors ranged from chaotic fleets of kid skippered dinghies to beautifully restored 1930s 70' wooden schooners, along with the usual dozens of regular sailboats filled with couples and families out for a day sail just like us.

If you are looking for an interesting vacation option, try coming to San Diego for three to five days, living on a yacht in a luxury marina, and learning to sail on the bay. If this interests you, check out the instructor I used for my sail training, Lee Pearce, at Learn to Sail San Diego (<http://www.learntosailsandiego.com/>). Lee is a long time US Coast Guard certified captain, an ASA instructor qualifier and a champion racing skipper.

There are also a wide variety of instructional, bareboat and crewed charter options available for a sailing or boating trip to the bay or offshore in the Pacific.

Make sure and look us up if you're in the neighborhood.

Be well,
Doug

PS – Some shots of our day follow, along with a couple of news stories about two of the Navy ships we spotted.

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Steph at the wheel, in her first 15 minutes on a sailboat. She was a natural helmsman, with a soft feel and great timing on tacks.



One of the beautiful sights of the bay, the tall ship California. The Maritime Museum uses this historic ship for sailing programs for kids, including overnight adventures.



One for the sailors. 8 to 10 knots true is more typical out here this time of year. We had plenty of wind to work with, and were not trimmed very efficiently in this shot.

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At the helm of Lee's boat Tanacious, a Beneteau 37, running down the bay on a broad reach. Tanacious, the defending class champion of the fiercely competitive Wednesday night racing league, had no trouble showing her stern to this pursuing sloop.



Steph running wing and wing DDW down the bay. We ran all the way to Chula Vista, then tacked all the way back.

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On a starboard tack headed for our floating picnic, with towering cumulonimbus clouds forming over the inland deserts & mountains in the background. Steph had no trouble with seasickness, took a nap in the cockpit while we were running downwind to the south bay, and even allowed that she had fun.

Ship honors Navy royalty

Halsey, McCain families celebrate new destroyer

By Rick Rogers

STAFF WRITER

July 31, 2005

CORONADO – In the photo now nearly 60 years old, Adm. William F. Halsey Jr. is sharing a reflective moment with good friend Vice Adm. John S. McCain aboard the dreadnought Missouri in Tokyo Harbor hours after Japan's surrender Sept. 2, 1945.

The two had served together through the good and the bad in the Pacific and were instrumental in defeating the Japanese. It would be the last time they would meet.

Four days later, on Sept. 6, 1945, McCain landed in San Diego. He quietly died of a heart attack at his home on A Avenue in Coronado later that day. Halsey flew to San Diego to attend McCain's memorial.

Years later, Halsey was so choked up during the commissioning of the first John S. McCain, a destroyer, in 1953 that he could not finish his speech. On Saturday, it was a McCain's turn to honor a Halsey in this back and forth between Navy royalty.

This time Sen. John McCain, the admiral's grandson and a career Navy officer, a former prisoner of war and the son of another flag officer, delivered the commissioning address at Coronado Naval Air Station for the Navy's newest ship, the guided-missile destroyer Halsey.



JOHN GIBBINS / Union-Tribune
The first crew of the guided-missile destroyer Halsey ran to its new ship yesterday at a commissioning ceremony at the Coronado Naval Air Station.

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Standing next to Halsey's relatives aboard the namesake ship, McCain said his family owed the Halseys a huge debt.

McCain said the admiral made sure his grandfather was present at the surrender aboard the Missouri.

"It proved to be the perfect closing chapter to a life that was all too short," McCain said.

Halsey graduated from the U.S. Naval Academy in 1904 and was awarded the Navy Cross during World War I for escort duty. In February 1942, he led the first counterstrikes of World War II against the Japanese with carrier raids on Gilbert and Marshall islands. Later that year, his task force launched the "Doolittle Raids" on mainland Japan.

Although Halsey, one of just five men to hold the rank of fleet admiral, is rightfully known for spectacular air operations, McCain pointed out that Halsey captained 10 destroyers for 20 of his 45 years in uniform.

Halsey would be forever known for his slogan: "Hit hard, hit fast, hit often." Halsey was born in 1882 and died in 1959.

"He was always a destroyer man," McCain said. And the first Navy ship Halsey (1963-1994) was a guided-missile destroyer later classified as a cruiser.

Anne Halsey-Smith, grand-daughter of the legendary World War II naval commander, said the family specifically wanted McCain to speak at the commissioning.

"They were extremely good friends. They had a great admiration for each other," said Halsey-Smith, who lives in La Jolla, of her and the senator's grandfathers. "In going through the memorabilia of my grandfather, I found more photos of my grandfather and Admiral McCain than anyone else. Because of that we thought that Senator McCain would be a wonderful speaker for this excellent event."

Halsey-Smith, along with Heidi Cooke-Halsey and Alice "Missy" Spruance Talbot, all granddaughters of Halsey's, were to be the sponsors of the ship. However, Talbot took ill and could not attend.

An estimated 5,000 people crowded the dock for the commissioning that culminated in hundreds of white-uniformed sailors, their medals twinkling, running aboard the ship to the tune "Anchors Aweigh" when the order "man our ship and bring her to life" was given.

The 509-foot, 9,300-ton Arleigh Burke-class ship joins the Pacific Fleet and will be based in San Diego.

In a way, Halsey and McCain are joined again in the Pacific.

In 1994, the guided-missile destroyer John S. McCain, named after the senator's father and grandfather, was commissioned. That ship is based in Yokosuka, Japan.

"This makes me very nostalgic," the senator said while signing autographs and posing for photos. "I was thinking about the generation that made the world safe."



JOHN GIBBINS / Union-Tribune
The new destroyer Halsey came alive during a commissioning ceremony yesterday. "He was always a destroyer man," Sen. John McCain said of William F. Halsey Jr., one of only five men to hold the rank of fleet admiral.



JOHN GIBBINS / Union-Tribune
Sailors took their hats off to their new ship near the end of the commissioning ceremony yesterday for the destroyer Halsey. The Arleigh Burke-class ship joins the Pacific Fleet and will be based in San Diego.

Navy welcomes twin-hulled Sea Fighter to fleet here

By Greg Magnus

UNION-TRIBUNE BREAKING NEWS TEAM

SAN DIEGO – The U.S. Navy on Monday celebrated the arrival of a ship so technologically advanced it has two cutting edges.

The twin-hulled, catamaran-styled FSF-1 Sea Fighter was touted as a "glimpse of the future" by Vice Adm. Terrance Etnyre during the ceremony at the Broadway Pier held to welcome the ship to San Diego.



Associated Press

The Sea Fighter, a prototype of a new generation of U.S. warship, makes its San Diego debut at the Broadway Pier. The 262-foot-long catamaran was developed by San Diego's Titan Corp.

The lightweight, high-speed warship is a prototype built by San Diego-based Titan Corp. It is the approximate size of a frigate, but with only a fraction of the crew, and is capable of going more than 50 knots (about 55 mph) in the water.

"If we could get her on Interstate 5, we almost might get a speeding ticket," said Gene Ray, Titan president and CEO.

"As (commanding officer Lt. Cmdr.) Brandon Bryan can tell you, there's nothing more exciting than having command of a naval ship," Etnyre said.

"After running around the bay at 50 knots, I'm ready to take your place," he added, referring to Bryan.

The Sea Fighter, built in 20 months at a cost of \$80 million, is a candidate for the lucrative \$15 billion Littoral Combat Ship and Development and Deepwater Program, an effort to develop a smaller and faster warship for use in coastal waters.

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"This is transformation," said Rep. Duncan Hunter, R-El Cajon. "This ship is 100 times more powerful than a battleship when loaded with cruise missiles with one one-hundredth of the crew members. ... This is the wave of the future."

The ship and its crew of 26 are to spend the next two years in trials in San Diego, before being sent to Hawaii for other experiments. The ship's crew is a mixture of Navy and Coast Guard personnel because the Coast Guard also has an interest in developing the ship.
