



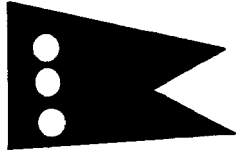
# FAIRWIND YACHT CLUB

# NEWSLETTER

July 2004

Editor: Robert Baron

Vol. 32 No. 7



## COMMODORE'S REPORT

Hello Fairwind Members!

Here we are in the peak of summer sailing season. I hope you are sailing frequently. The mild weather has been perfect with clearing in the early afternoon and a freshening breeze and sunshine in the afternoon. Perfect.

Have you used the new online reservation system? It is easy for you, and easy for the Reservationist. You enter your secret code name (your FYC ID and password) and examine the calendar, pick your boat for the day you want it, and put your name in the slot! No more waiting to hear back from the reservationist to see if the boat and time are available. You will know immediately if you have the boat. The sheets don't go to the dock until Saturday morning, so you can make a reservation for Saturday morning until late Friday night! Fairwind.org is the place to be.

As you are probably aware, we are growing and you should read this Newsletter from cover to cover! New boats, a new branch club, and several cruises coming up with space available are things you can take advantage of. Training is available so make your schedule to include advancement to the next boat level.

The children's program started this week. Contact Dave Lumian if you can volunteer. It runs for several weeks and needs your help.

With boats getting a lot of use, please clean up after yourself. Please report any damage to boats, and take care of the equipment. Sail within your knowledge and improve your skills.

I appreciate all the work done by volunteers to this point in the summer. More and more people are

making contributions to the club. And thanks for coming to the meetings to provide feedback and guidance on how we are doing, where we are going, and how we are going to get there.

You are the reason the club works. Thanks for making your own Club a positive place to spend time. Thanks for sharing and giving of your time and effort.

Now go sailing and have a great rest of the summer.

Warren Smith, Commodore

## FLEET CAPTAIN'S LOG

### BOAT SELECTION COMMITTEE REPORT

Five of the six Boat Selection Committee members had a productive meeting. Charlie Nobles, Stephen Smith, Stan Pore, Rob Matheny, and I gathered to plan purchasing sailboats for Marina del Rey and Oxnard.

Based, in part, on the membership survey and comments made at the last General meeting, the committee has the following recommendations:

- Marina del Rey: To relieve demand for the small boats, we are searching for several more Solings to be used for training and day sailing in Marina del Rey. The Club has already bought a used Soling that is being readied for use soon (hopefully).
- Marina del Rey: Other small boats should be considered. Cal 20's are inexpensive boats that are great for training and day sailing.
- Channel Islands Harbor: Harder conditions and less protected waters demand stiffer boats. Three boats are desired. A Catalina 22 (or a J-22 or a Sonar) for about \$3-5,000 would serve as a small training and day-sailing boat for inside the harbor

or a few miles outside. A Catalina 27 with an inboard engine for about \$6–10,000 would be a medium boat. A good used Catalina 30–36 for about \$20,000 (for a 30) or a 34/36 for up to \$50,000.

- Recognizing that early summer is the most expensive season to buy boats, we agreed to look for GREAT deals and, if necessary, wait for GREAT deals later in the year.

The above report will be discussed at the next General Meeting. A motion will be made to implement the recommendations. Please attend!

## BOARD & GENERAL MEETINGS THURSDAY, JULY 15 AT SHANGHAI RED'S

The next FYC Board meeting will be on Thursday, July 15<sup>th</sup> at 6:30 pm, at Shanghai Red's located at 13813 Fiji Way, Marina del Rey. The General FYC meeting will follow at 8 pm. A three-course dinner is \$16.95 plus tax and tip. Alcohol is extra. Please consider buying a meal (so that we'll keep getting to use this terrific space) but purchase is not required. As always, all members are welcome to attend! However, *please do not bring your own meals or drinks into the restaurant*. Thank you in advance.

## HOBIE CAT TRAINING JULY 18

Nine Hobie Cats are now docked in G basin. They will be available for training and day-sailing soon. The catamarans are wet boats. Capsize recovery training will be required, so bring a swim (or wet) suit and a towel, etc. There will be the first training event will be on Sunday, July 18, 11am at G-2500. We will sail up to Mother's Beach and return to G basin about 4pm. For free parking, enter off Bali Way near Admiralty Way. No key is needed.

## YOUTH PROGRAM—VOLUNTEERS NEEDED!

Fairwind's award winning Fast & Fun 'at risk' youth sailing program got off to a terrific start. On the first day, FYC members Steve Smith, Susan Bonner, Adam Colson, Capt. Joan Gilmore, and I joined sailors mostly from the CSULB sailing team in instructing and supervising the kids.

Just like last year, the Boys and Girls Club children (ages 8–12) spent the day on Mother's Beach.

Fairwinders spent the day teaching the kids to sail the Hobie Cats, use the kayaks, and play beach games.

The program continues through August 12. **VOLUNTEERS ARE NEEDED!** Whether you want to volunteer full time, or if you can only spare a few hours, we need you! Please contact Joan Gilmore at [captjmg@aol.com](mailto:captjmg@aol.com) or by phoning (612) 790-0877.



Girls eating lunch.



Boys eating lunch.

## YOU ARE INVITED! SUPERVISOR DON KNABE TO HONOR FYC

On Wednesday, July 21 at 9 am Supervisor Don Knabe will visit the Fairwind Junior Sailing Program. The Supervisor will take part in a ribbon cutting ceremony honoring the Fairwind Fast & Fun youth sailing program.

Fairwind members are not only welcome, but encouraged to attend. Supervisor Knabe has been an important supporter of Fairwind. He is also the public official that makes all of the major decisions about

Marina del Rey; he is the unincorporated area's Mayor and city council rolled into one!

A couple years ago Supervisor Knabe helped FYC receive the slip fee reduction that we now enjoy. Don also visited Fairwind's docks with California Coastal Commission Executive Director Peter Douglas and developer Doug Ring to celebrate the state's first affordable boat slipping agreement.

## 2004 FYC CRUISES

Here's Fairwind's remaining 2004 Cruising Calendar:

Sat-Sun, July 10-11, Long Beach

Saturday, September 25, KH Dinner

Friday, October 15-18, 4 Harbors

Mike Fuller, Fairwind's Cruise Chair, is looking for cruise leaders and skippers. Contact Mike at (213) 700-0760 or dmfuller@leoadaly.com

## EMAIL LIST

We have most members on an email list. This allows us to send you updates and news between newsletters. If you are not receiving emails, please email Bob Baron at redbaron@mycondo.net and he will add you to the list.

## HOW TO KEEP THE FISH HAPPY IN OUR MARINA!

### AT THE FUEL DOCK:

When fueling your vessel, please remember:

1. wrap a rag around fuel nozzle to catch spills
2. do not "top off" tank (prevents splash back)
3. do not spray soap onto spilled fuel water

Why go thru all this trouble???

1. oil slicks may kill plankton (1st link in the food chain)
2. oil slicks may coat the gills of fish, causing them to suffocate
3. spraying soap onto a slick will make it seem to go away, but it really causes the fuel to sink and adds another toxin to the water.

## MAN OVERBOARD!

"I've been sailing forty years and I have never had anyone go overboard," I tell my sailing students as we discuss how to prevent MOB's and how to pick-up a victim who has gone over. Unfortunately I will never be able to make that claim again.

The wind was building nicely for the start of the Point Dume Race. I was crewing for Adrian Ricks, the owner of 'Trisha', an F-28c Corsair trimaran. We were entered in the ORCA (offshore multihull) class composed mainly of Farrier/Corsair sailboats (they are 20-25 feet wide while sailing, but fold up into 8 feet for trailering).

Adrian went over the transom to a swim step to raise the outboard engine. Unlike the F-27 which has an easy pulley for raising and lowering the motor, the F-28's outboard is attached to the stern.

Under mainsail only we were moving at seven knots near the start line. The first class was about to start. I heard a loud thud and looked over my back to see Adrian rolling off the deck and into the chilly water.

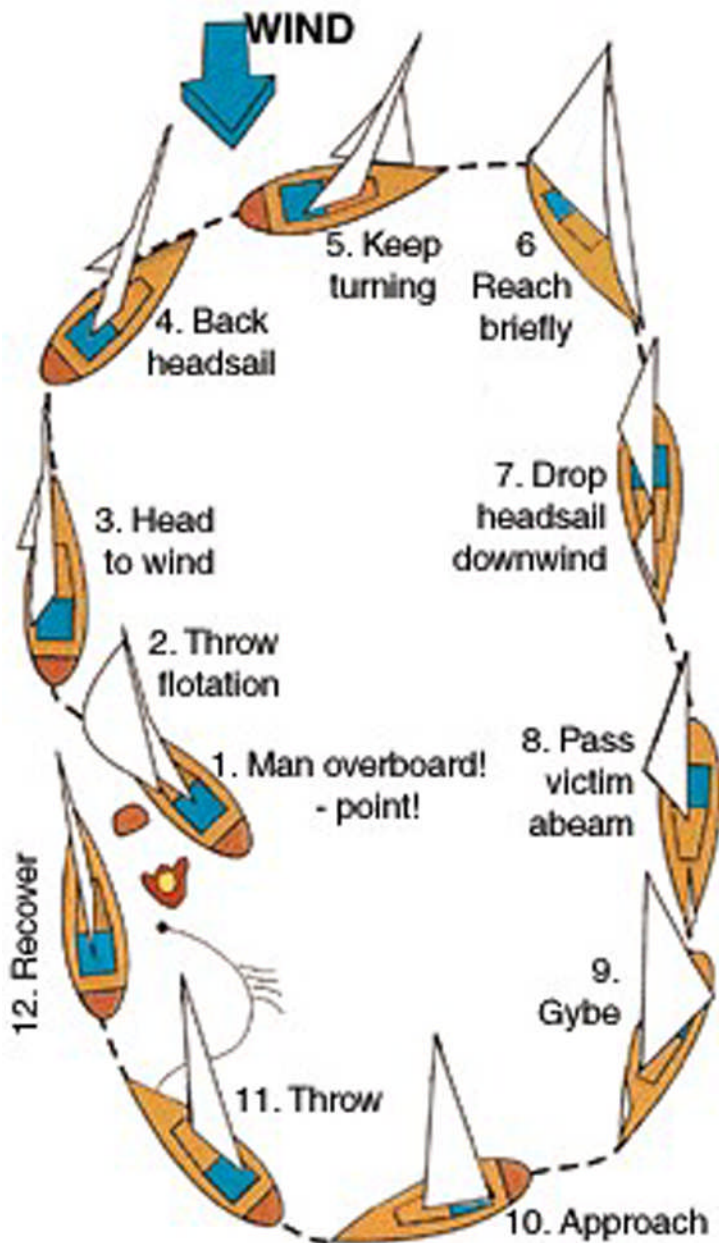
Now there were just two of us aboard Captain Johan Sandstrom and myself. There were dozens of boats whizzing by. I could see Adrian treading water.

I immediately began the Quick Stop MOB recovery. Favored by US SAILING, the Quick Stop is basically one big circle (see figure on next page). It is executed by tacking to a beam reach right away and leaving the jib back winded, then falling off to a broad reach, going below the victim (relative to the wind), jibing and finally heading up on a close reach with all sails luffing. On the final approach the boat should be going as slowly as possible, trimming the mainsheet briefly to maintain minimum steerage, or briefly backing the mainsail to slow the boat down. The goal is to stop the boat right next to the victim keeping the wet sailor on the windward side of the boat.

BUT WE WERE UNDER MAINSAIL ONLY! While I've taught and practiced the Quick Stop method a thousand times with students, it had always been with both sails up. I quickly thought through my options: Should I raise the jib? Maybe I might drop the main and turn the motor on? Or perhaps I should use another method that doesn't rely on a headsail like the Figure 8 method or the Oval method? I have also taught and practiced these methods a zillion times.

I quickly disregarded other methods: The Figure 8 return is my favorite on a monohull, but it is tricky to





The Quick Stop technique.

execute on a beamy multihull. The Oval return is very reliable to perform on most sailboats regardless of the number of hulls, but, like the Figure 8, has the disadvantage of sailing away from the victim before returning and, given the 60–70 boats zipping by, it would leave Adrian exposed to being run down by another racer. I ruled out dropping the main and lowering and starting the outboard because it takes several valuable minutes to perform, and the dropped sails may create a loss of visibility as well as drag prop fouling lines and sheets in the water. Adrian needed to get out of the water and back onboard right away.

So I continued the Quick Stop. Due to the extreme danger that Adrian faced from the sailboats speeding by him, I decided to make the circle tighter and smaller

than usual. A properly executed Quickstop, like other under sail MOB rescues, takes about 60–120 seconds from first splash to stopping next to the victim.

It was difficult keeping track of our wet skipper. Sailboats frequently blocked my vision and Johan, my fellow crewmate, was below retrieving flotation and lines so I didn't have a designated pointer. I slowly circled our skipper, jibed and headed up to where I remembered Adrian being.

"Where is Adrian?" I shouted to Johan. There were so many sailboats positioning for the race start that I could not see Adrian! A chill went down my spine. "Where is he?"

When several boats parted, there was Adrian, treading water. But it really sunk in as I approached Adrian. The potential for running over Adrian and knocking him unconscious (or worse) is extremely real. As predicted Adrian's head bobbed above the water like a weighted Mylar balloon floating on the ocean.

A frequent debate amongst sailing instructors is "Which is better? Pick up the victim on the boat's windward or leeward side?" The advantages of being under control, sailing slowly and keeping the victim to windward proved wise. Due to the trimaran's windage, one or more of the hulls could have easily struck Adrian in the head if we had approached him off our boat's leeward side.

I approached at less than a knot stopping right next to Adrian, just like in the textbook. Many, many times I have told my students that the victim will only have their neck and head above the water. It becomes very scary when it happens with a real person rather than a fender!

From the time Adrian hit the water it took me about a minute to stop right by him. Next was the hard part: Getting Adrian back into the F-28c. I imagined it be easy. Using some line we'd fashion a loop, have him step onto the loop, grab the boat's windward ama and roll gently into the trimaran's soft trampoline.

However, during the fall Adrian's left arm was dislocated, rendering it useless while leaving him in absolute agony. He was also exhausted. On to Plan B!

Johan handed Adrian a PFD and asked him to put it on. He could not do it, his left arm was limp and in pain. So Johan tethered Adrian to a line. Captain Sandstrom then walked Adrian back to the transom. Without a useful left arm and drop dead tired, Adrian could not

even raise himself onto the sugar-scoop swim step. Trying to pull Adrian up by the arms produced howls of painful protest.

Johan looped a line under Adrian's arms and drew the line taut to prevent Adrian from slipping back into the water. It took 3 "stages" of pulling and resting before we got Adrian into the cockpit.

In the meanwhile our boat was NOT-UNDER-COMMAND as all 3 of us were busy at the stern. Because we were essentially in the heave-to position we managed to not run into the race committee boat—but we came close!

Once Adrian was in the cockpit, I headed 'Trisha' back to the ramp where we had launched the boat only an hour or two ago. I became concerned that Adrian might become hypothermic. On our way back I coerced Adrian into stripping off his clothes, toweling off and changing into a dry set of clothes. Given his one-armed condition he required considerable assistance doing simple things like taking off wet clothing, using the towel and redressing. Johan placed his exceptionally warm jacket over Adrian to prevent him from getting cold.

Hypothermia is serious business; it starts with shivering and can end with unconsciousness and even death. It's an out of control eighteen wheeler going down a mountain, that just keeps getting more and more dangerous as it accelerates. Often the victim is sinking fast, but will insist that he's just fine.

In the initial stages the victim is shivering, teeth chattering, goose bumps and cold. Medium hypothermia can render the victim disoriented and unable to hold anything in his hands. In its advanced stages, a hypothermic victim stops shivering, becomes cold and clammy, loses consciousness and may have experience a seizure or cardiac arrest. I was glad that my sailing instructor training, as well as my training to be a Red Cross Lifeguard, has made me aware of the symptoms, and appropriate treatment, for each level of this life-threatening condition. Fortunately our skipper did not become hypothermic.

Back at the launch we docked the boat. Johan fashioned an impromptu sling for Adrian's left arm, while I ran to get my car in the parking lot. Johan and multihull guru passerby Mike Leneman (just back from the Bahamas) put away the boat while I drove Adrian to a nearby hospital emergency room. He was quickly processed, given painkillers, anesthetized briefly (five minutes?) and his arm was reset. Upon gaining consciousness, all

pain was gone! I drove Adrian home to his worried wife, Patricia (whom 'Tricia' is named after).

Dear Reader: Rescuing Adrian was a dangerous experience that I hope to never repeat. Here are a few thoughts that I'd like to share with you:

- Prevention is always best. Train all crew (and the skipper) to keep their weight in the center of the boat, communicate clearly especially when tacking or jibing, run jack lines, use tethers, and remember to use "one hand for yourself and one hand for the boat".
- Wearing a PFD whenever afloat is always a prudent custom. Certainly if a sailor is to venture outside the boat's cockpit, wearing a lifejacket should be mandatory.
- You never know when someone will fall overboard. Oddly enough on the Newport-Ensenada Race just a couple of weeks before our ill-fated Point Dume race, Adrian and I had had an in-depth conversation about how I wanted to teach him how to make an MOB return. We quickly forgot about it and never made the time to do it.
- Practicing different MOB recoveries under a variety of conditions is a wise use of time. The goal should be to embed several rescue returns in your muscle memory so that it's an automatic reaction. Certainly everyone should know at least the Quick Stop and the Figure 8 methods. Practice inshore and offshore. Rehearse them with one sail and two. Try it under motor as well as sail. Do it in light conditions and in heavy seas.
- Knowing the advantages and potential pitfalls of several different MOB recovery methods, and when best to use them, is vital.
- Think through different ways to get the victim back into the boat. What if the victim is injured? Or unconscious? Or in shock? What if there are high seas and strong wind?
- CPR, First Aid and Lifeguard classes are worthwhile.
- Do NOT even think about practicing MOB rescues with real people in the water. Frequently students approach me wanting to try a "real" MOB. ("Dave, it'll be OK, I'll bring my wetsuit.") The possibility of the 'victim' in the water being hit in the head by the rescue boat is enormous. Do NOT try it.

- Remember YTPS – Yachts Take People Sailing – Yell (“Man Overboard!”), Throw (floatation), Point (assign a person to point who never takes their eye and finger off the victim), Set (the MOB function on the GPS).
- Approaching the victim get ready to secure him as soon as possible. Attaching a line securely to a PFD and then having the victim immediately put on the lifejacket plays two roles. The victim will neither slip below the surface nor float away.
- Never let the skipper do a job that a crewmember can do.

## ISTHMUS CRUISE, JUNE 18–20, 2004

We started our trip by loading everything we needed into our boats. All went smoothly, the Hunter was out of the chute first and was heading for the West End of Catalina. The MKIII was following close behind with the intrepid Rob Matheny at the wheel with Chuck Orlin and Hartmut Eggert working on their cruise checkout and navigating a course to Bird Rock. Carole Walsh, a new member and great sailor joined us. The Zephyr and the FW30 followed.

We did radio checks 10 min after each hour and checked in with the rest of our group. We heard the Hunter was doing a bit of trolling on the way. One of the crew caught a large barracuda. It was said they had to remove a large portion of the head and tail just to fit it into a large ice chest!

Later we got reports that there were several pods of dolphins frolicking in the channel just past PV Point. In a few minutes we could see these wonderful creatures



jumping and flying out of the water all around us. Many of them swam under our boat, and then swam along our bow riding our wake. We all really enjoyed the spectacle and oohed and aaahhed as they swam along side. I took some photos and hope they will do them justice. In my next life I want to be a dolphin!

There wasn't a whole lot of wind at this time of the morning so we motor sailed out to the shipping lanes. We had to give way to a freighter and used that opportunity to cut the engine and “feel the wind.” We decided “lets sail!” and off we went with only the sound of the water slapping our bow. Along the way we found several more pods of dolphins to entertain us, a wonderful experience!

Although it was overcast and cool, visibility was quite good and we could easily see Catalina off in the distance and could clearly see our target, the Isthmus. Once clear of the shipping lanes the wind started picking up nicely. We were well heeled by the time we entered the Isthmus area on schedule at about 1530. That new genoa on the MKIII really makes a difference! We waited for the harbor master boat to come aside and we asked for moorings close to shore with room for three more 30-foot boats. We found our assigned mooring and got settled. Within the hour our sister ships the Zephyr and the FW30 arrived and moored next to us. The Hunter crew did some diving on the backside and then sailed into Little Harbor and anchored there.

We launched our dinghy and decided to head to land. Although we were close to shore the dinghy dock was about 200 yards to the North, so we all got experience rowing and docking the dinghy.



Hartmut, Carole, and Rob

It's been some time since I was here last, about 20 years, and I could immediately see all the changes and improvements that have been made. It was almost like a small Avalon, including a restaurant, a dive air station, a dance place, 2 large restrooms and shower facilities, a campground up on the hill and many other amenities too numerous to mention. We walked the short trail across the Isthmus to Little Harbor.

Saturday evening we joined up with the SM Windjammers for Dingo Bingo. After Dingo Bingo Rob and Carole arrived at the MKIII towed by members of the Windjammers who had an outboard. They needed help taking all the supplies for the BBQ ashore. We loaded their boats with food, spirits, charcoal and even flowers for the centerpieces on the table. These guys go first class.

We spent time socializing with our sister club to the North and found them to be very nice and interested in Fairwind and how we could coexist exist for the mutual benefit of both clubs. We really got to like this group of people. One of the ladies had us each stand up and tell everyone about ourselves and three things that we liked. It was fun and broke the ice. After listening to the others we all had a common bond, we all loved to sail and we all loved the outdoors. The Windjammers even made nametags for everyone so it would be easier to remember names.

The Windjammers brought sack after sack of charcoal and piled them on top of a huge cinderblock BBQ. Once the coals were lit and going one (name) of the senior Windjammers started mixing the spirits into a huge pot large enough to cook several lobsters. He was like a brewmaster with his list of powerful ingredients, which included rum, brandy, several other spirits, and a whole box of brown sugar. Also included in this mix were fresh limes, grapefruit, oranges, etc., and then the whole mixture was placed on the BBQ grate to warm and carefully stirred with a large ladle. The grog was tasted by the brewmaster many times as the ingredients were added until the proportions were just right. Finally after the brewmaster's nod and smile, cups were brought out and the brew was passed around to all members. It was sweet, smooth and powerful.

We got the coals good and hot and the group began putting their dinner on the grill. Steaks, chicken, salmon filets, corn on the cob, potatoes and, of course, that fresh barracuda wrapped in foil and smothered in butter. We all mingled and swapped sea stories while dinner cooked.

The sun had set and we had a cool refreshing breeze in the group camp area. When the food was done, we all sat down together at large picnic tables and ate. We learned about each other's clubs and made new friends. Once we ate our fill the leftovers went to the local kitty population that was eyeing us from a distance in the shadows. They loved the leftovers of that prize barracuda!

Some of the members headed over to a really nice open-air club towards the North side of the Isthmus. We could hear great music over the hill. Rob and I called it a night, while Hartmut, Carole and Susan headed for the dance floor and had a great time. Rumor has it that they closed the place.

We all slept well that evening and got an early start Sunday heading home. We pulled out about 0900 behind the FW-30 and headed back to the mainland. Not far past Ship Rock we were again greeted by our dolphin friends. There seemed to be several pods crisscrossing the channel. We could see them jumping in the distance while others leaped out of the water near us.

There wasn't much wind so we motored most of the way and took turns at the wheel. By the time we got to 2ES the wind picked up sufficiently to shut down the diesel and let the winds carry us home.

We came home to port, cleaned up the boat, put away the dinghy, etc. We were tired but exhilarated. We had a truly memorable weekend and made many new friends. This is what life is all about.

Our collective "Thanks" and "Well Done" to Mike Fuller, our skippers, the Santa Monica Windjammers, and all that made this trip possible.

Chuck Orlin

The Fairwind Yacht Club Newsletter is published monthly, Jan.-Nov. Submissions are accepted on a space available basis. Deadline for publication is workday. To send me a contribution, you may (in order of preference):

E-mail it to me at [redbaron@mycondo.net](mailto:redbaron@mycondo.net)

Mail hard copy to the editor

Leave hard copy on the clipboard with the attendance list on workday.



## CALENDAR

Date	Activity	Location
Sat-Sun, July 10-11, 2004	Long Beach Cruise	Dockside 9:00 AM
Thursday, July 15, 2004	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red's 13813 Fiji Way Marina del Rey
Wednesday, July 21, 2004	Ribbon cutting by Supervisor Don Knabe for the Fairwind Junior Sailing Program.	Mother's Beach, 9:00 AM
Saturday, Aug. 1, 2004	Workday / Club Sail Day	Dockside 9:00 AM till ???
Thursday, Aug. 19, 2004	Board Meeting 7:00 PM	Shanghai Red's 13813 Fiji Way Marina del Rey

## FAIRWIND YACHT CLUB

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