



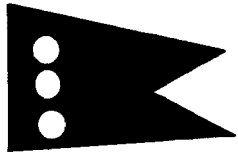
FAIRWIND YACHT CLUB

NEWSLETTER

April 2005

Editor: Robert Baron

Vol. 33 No. 4



COMMODORE'S LOG

MCLUHAN'S WAKE

"It is impossible for Man to look straight at the present,

"He is so terrified by it

"We stand on the stern of the ship looking at the wake saying 'we are in very turbulent waters'."

I wish I'd said it first. It took global village futurist Marshall McLuhan to articulate that axiom. How eloquent that crystal ball gazer summed up our fear of change. Our attention is focused on the past. Let's put our attention to where we are headed; the future.

Marshall McLuhan wrote it. Believe me, I believe it! Is that all there is to it?

OXNARD

Soon we will have our first open house for the Channel Islands Harbor. We need to recruit some locals to join Fairwind. We need to leave space for locals to get involved with the Club there.

How to do it?

One idea: What if each FYC member was to declare a home port? Marina del Rey, Oxnard, others as they accumulate a reasonable sized fleet. The home port members would have first priority for reservations in their port. The dues and bonds of each home port member would be earmarked for that area's fleet.

What do you think?

ANOTHER BOAT FOR MARINA DEL REY?

Elsewhere in this newsletter is a boat selection survey. Does Fairwind need another boat? Given that there is a waiting list of nearly a dozen members for the large boats, I'd say so. How is the best way to satisfy the need?

The Catalina 38 purchased for Oxnard has attracted the eye of some. Its tall rig may prove better for this area than up north where the wind really blows. And it's ready to go. But where to slip it? Do we really want to return to paying full fare for slips?

How about another Catalina 30? There is a possibility that we may be able to fit it into one of the existing slips, thereby avoid a monthly slip rent that Fairwind is blessedly free of. Money spent on slips means less money to buy boats with in the future.

My personal favorite? A cruising catamaran such as an Athena 38 made by Fountaine-Pajot. They have four staterooms and two heads. Think of what that would mean! We'd actually have a multi-couple boat that looks great and sails terrific. They have a forward and aft deck that's huge. Best of all, they are considered one of the finest production SAILING cats.

A cruising cat could be used during the week for meetings, socials and educationals. A dockside clubhouse! On the weekends it would cruise with several couples to Catalina. But it would cost \$150,000ish. An obtainable goal if we give it another year and keep saving.

INSTRUCTOR CLINICS

Eight Fairwind members are set to go for their ASA Basic Keelboat Sailing Instructor certification. If you are interested please contact our Fleet Captain, Hartmut

Eggert. There is no better way to improve your teaching and sailing skills than by becoming a certified instructor.

SAFE BOATING INSTRUCTOR

I had the opportunity to take the National Safe Boating Council's "Safe Boating Instructor" certification. Learning how to write texts, lesson plans, and exams that will meet National Association of State Boating Law Administrators (NASBLA) standards was worthwhile.

COMMUNITY SAILING COUNCIL

I am the Vice Chair of the US SAILING Community Sailing Council. The Council provides support and resources for the 2,000 community sailing programs (like Fairwind Yacht Club) across the nation. The Council needs some volunteers to get involved with some projects. If this is something that interests you, please contact me.

YOUTH PROGRAM

The Fairwind Junior Sailing program is getting ready for its third summer. We provide a sailing summer day camp experience for up to fifty 8–12 year olds. The kids are from the Boys and Girls Club of Venice.

The program is three days a week starting right after July 4. While we'd love to have your help every day, even one is OK.

Many of the kids are in families that have been homeless. They are wonderful children. Would you like to volunteer this summer? Contact Adam Colson at adam_colson@yahoo.com.

CREW OVERBOARD TRIALS

The Coast Guard estimates that when someone falls over the side, the probability of a fatality is 34 percent (compared with less than 8 percent for collisions or sinkings). Every five years or so, the Coast Guard and other safety at sea agencies get together and run the "Crew Overboard Trials" in San Francisco. They spend a week trying different methods and equipment in the quest to uncover the best method of rescue.

Are you interested in participating? Sailors with experience who are not professionals are urged to email the address below with a short description of their experience. You need to be available for the full two days of testing August 9 and 10. This would include the

evening Round Table discussion that takes place each evening at the Golden Gate Yacht Club.
sailors@cobevent.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. He will add you to the list.

WOMEN'S SAILING CONVENTION

A flotilla of Fairwind vessels sailed to Newport Beach to attend the annual Women's Sailing Convention. Capt. Fran Weber skippered her boat, Lightning, with a crew of four sailors, most new to the sport. Susan Bonner led a crew of Shar Breitling, Carole Walsh and Joan Gilmore on the Fairwind 27.



Carole Walsh (left front) attended Advanced Sail Trim seminar led by Capt. Joan Gilmore (left middle) at Women's Sailing Convention Feb. 5th at Newport Beach.

FLEET CAPTAIN'S LOG

ASA 103 CHALLENGE

Sunday, April 3rd was the day of our ASA 103 (Basic Coastal Cruising) challenge. Seven members thought they were up for it, and were right about that. Rosalie Bostick and Johan Sandstrom volunteered to be our ASA examiners for that day. A big **THANK YOU** goes out to Johan, who left his house at 3:30 am in order to get to the dock by 8:00 am, and was the first one to arrive!!

After dividing the people into 2 groups (Rosalie led 3 students on the Hunter and Johan had the pleasure to watch over 4 students on the Fairwind 1), we proceeded to take the written part of the ASA 103 challenge. Everyone passed that one. On to the fun stuff, the "on the water" part of the exam. Motoring, anchoring, docking and then finally **SAILING**. Now it was the tacking, jibing, reefing, man over board maneuver that we had to perform. Although our performance was being evaluated, we had a lot of fun, and returned to the dock after about 5 hours on the water in order to finish up the test by demonstrating the proper use of safety equipment.

In case you were not able to make it to this ASA 103 challenge, let me (or any of our ASA 103 instructors) know when you are ready to take this challenge and we will put another group together. As for the next challenge (ASA 104 – Bareboat Charter), it is currently scheduled for May 22nd, but will most likely take more than one day, due to the long list of tasks that need to be evaluated. Email me if you are interested in that one: fleetcaptain@acninc.net

PREPARING FOR ANOTHER SEASON:

Some of us sail all year long, while others "restrict" their sailing to the warmer seasons. Regardless, it's always a good thing to review safety equipment and procedures **before** they become necessary.

Our safety officer *Fred Taylor* has done a good job in getting our fleet "safety inspected" by the Coast Guard. It is your responsibility as the skipper, to make sure you know the location of safety equipment on the boat, as well as how to use it. Take a few minutes to make sure, you know where to find the PFD's, flares, horn, etc.

Website additions As mentioned before, we are adding more forms and information to the "Members Only" section of the website. Soon, we will have all training forms available for you to download and review. These forms should be given to your instructor, so that he/she knows your progress and can structure your training accordingly. Prior to check out, all parts of the training need to be completed. A list of trainers is available on the website.

TRAINING

Are you trying to get trained on specific boats? We are going to have "group training" available for members who need to get trained. Please send me an email, with

your contact info, the best time for your training (weekends, or evenings during the week, etc.) as well as what boat you need training on, and we will schedule the classes. Our primary goal is for you to have fun, while learning to sail. My email is fleetcaptain@acninc.net

Hartmut Eggert

Fleet Captain fleetcaptain@acninc.net

ASA INSTRUCTOR QUALIFICATION CLINICS

There is still space available for members to attend our Instructor Qualification Clinics (ASA 201, 203, 204, 210, 213). The prerequisites vary, so please go to the ASA website and check if you qualify to attend one of these. Aside from probably improving your skills, we need more ASA certified instructors in the club. The dates are:

ASA 201 Basic Sailing Prep:	April 8–10
ASA 201 Basic Sailing Clinic:	April 29–May 1
ASA 203/205 Cruising/Navigation	May 28
ASA 204 Bareboat Charter Clinic:	May 29
ASA 213 Multihull Clinic:	June 11–12
ASA 210 Small Boat Clinic:	June 27–July 1

To sign up, or if you have questions, email me: fleetcaptain@acninc.net

CALIFORNIA YOUTH AUTHORITY DIRECTOR HONORS MARINA DEL REY YOUTH SAILING PROGRAM

The Fairwind Yacht Club Junior Sailing Program received the "2004–2005 Distinguished Program Award for Delinquency Prevention" by California Youth Authority Director Walter Allen III at the recent 56th Annual California Juvenile Officers Association Conference in Sacramento. The presentation took place on March 10, 2005 at the Doubletree Hotel in the state capitol. The theme of this year's conference was "Threats in Schools and Communities: Awareness, Prevention and Training."



L-R California Youth Authority Director Walter Allen III, Marina del Rey Deputy Howard Cosgrove, Marina del Rey Sheriff Captain Sam Dacus, Fairwind Yacht Club Commodore Dave Lumian and Boys and Girls Club of Venice Chief of Operations Armando Diaz.

"It is a pleasure to recognize and honor this outstanding collaborative Sailing Program with a 2004-05 Distinguished Program Award for delinquency prevention," said California Youth Authority Director Walt Allen III at the ceremony. "My congratulations to the Marina Del Rey Station of the Los Angeles Sheriff's Office, the Fairwind Yacht Club, and the Boys and Girls Club of Venice for developing this innovative program to introduce disadvantaged children to the world of sailing. This program encourages confidence, teamwork and an appreciation for the sea. The lessons these children learn in this environment are positively impacting their lives today and, hopefully, the values they learn will benefit the community for years to come".

"The youth sailing program has made us all feel proud," said Marina del Rey Sheriff Captain Sam Dacus. "As I rotate to another location in the County I feel confident that this program will continue to help our youth." Captain Dacus recently announced that he will be leaving the Marina del Rey station.

"The kids and the parents LOVE the program," commented Armando Diaz of the Boys and Girls Club. "If only we had the resources we could run the program every day of the week and still have a waiting list."

"This program has been a dream come true for Fairwind," said Fairwind Commodore Dave Lumian. "We are thrilled to be involved with influencing young kids lives by turning them on to sailing."

The Junior Sailing Program is in its third year. It is sponsored by the Boys and Girls Club of Venice, the Marina del Rey Sheriff station, and the Fairwind Yacht

Club. The Sheriff's station provides background screening, equipment storage and, as personnel are available, officers to assist in the program. The Boys and Girls Club provides enrollment and transportation. Fairwind volunteers provide sailing instruction and maintenance. The program has financial support from the Santa Monica Bay Sailing Foundation and many private donors.

The Junior Sailing Program focuses on developing positive leadership for 'at risk' youth. During the summer the program offers a summer sailing day camp experience for 50 kids. During the colder months the program offers an after-school sailing program.

FAIRWIND WHALE WATCHING CRUISE, 2005

The Fairwind Whale Watch on March 7, 2005 provided a great sailing experience for everyone. For some reason unknown to me, the whales did not come out. The American Cetacean Society, which tracks whales from there site on the southern end of the Palos Verdes peninsula usually sees 30 to 35 whales per day at this time of year, but they only saw 8 on our day. That was 8 more than we saw.

Diane at the Los Angeles chapter of the American Cetacean Society was very helpful it telling me where to search for the whales. She told me that they follow a channel from Rocky Point, at the southwestern corner of Palos Verdes up to Point Dume. The channel is approximately 3 miles wide. The whales at this time of the year are traveling northward at 3 to 4 knots.

With this information, I calculated the course (205°), and identified the closest point to Marina del Rey. On Sunday morning at 9:00, 5 boats left the Marina. There was little wind and we all motored to the planned waypoint, which was 9 miles away. We all reached the whale channel, but no whales were in site. We then sail east (100°) along the recommended channel towards Rocky Point. By now there was a gentle breeze and we could now sail and eat lunch. By 1:30 we reach a point off Rocky Point with a single sighting of 2 pilot whales.

Because of the time and our location, we then decided to head back to the marina. The westerly winds began to pick up to 10 to 15 knots, and we all had a great sail back to the Marina.

I can only hope that the whales had as good a time as we did on this Sunday.

Howard Staniloff

SAFETY LESSONS LEARNED ON THE FAIRWIND WHALE WATCHING CRUISE

Fairwind strives to have a number of goals, but safety afloat is a prime one. Two events happened during the whale-watching cruise that can help us to learn to provide a better boating experience. Thankfully, there were no bad outcomes.

The first may seem minor, but in general we all try to check in with the rest of the fleet on a regular basis. When all but one boat arrived at the dock, there was some concern about the final boat. Multiple attempts to reach the crew by VHF radio and cell phone were not successful. This provided anxious moments for the members on shore. Finally the last boat arrived safely.

The lesson from this experience should be to have your VHF on the channel we usually monitor (68) and to respond when hailed. Its not just your mother who wants to know where you are and if you are safe.

The second event involved a member falling into the water as one of the boats was returning to the slip. As the skipper on that boat, I feel response for the event, even though I though I had spent an adequate amount of the talking to my crew. It is the duty of the skipper of each boat to be responsible for the safety of his crew. This includes being aware of the sailing skills of all of the members of the crew. The safety instruction not only involves Man Overboard discussions, but also movement around the boat, raising and handling sails and lines, as well as leaving and approaching the dock.

The safest place to step onto and off of the boat is at the shrouds. When leaving the dock, the crewmember on the dock should slowly move the boat along the prearranged side of the boat while holding the bow line. When the beam reaches the end of the slip, the person should have his hands securely on the shrouds. Once the first foot is place on the deck, he can then push off from the dock with is other foot. After both feet are securely on the deck. The person can then step over the lifelines one foot at a time. He can then stand towards the bow of the boat and watch for traffic in the basin.

On arrival back to the dock, the person who will be stepping onto the dock first should be instructed on the same actions in reverse. Watch for traffic in the finger before the boat enters. Stand at the shrouds before disembarking. Have the dock line in his hand and

under the outside of the lifelines so that the line will run directly across the deck when tied to the dock cleat. When close to the slip, step over the lifelines at the shrouds. When close enough to the dock step off the boat; do not jump off of the boat. Adjust the line to the stern horn of the dock cleat if the boat is going too quickly to help slow the boat. One key point is to consider aborting the procedure if it does not appear to be safe.

I saw more that one episode that weekend when a number of the above steps were not followed. In each case there was no bad outcome. However, we cannot guarantee that it will always have a favorable outcome, and should strive to do the best we can.

Howard Staniloff

FW30 GENOA AND RELATED INFORMATION

This information is being provided for FYC members because of difficulties in handling the FW30's genoa (jib) as reported in the boat's log by recently checked out FW30 sailors.

BACKGROUND

The FW30 has a Mariner roller-stay jib furling system, which was installed shortly after the club acquired the boat. The furling systems on our other club boats that have them are different. A principal advantage of the Mariner furling system is that the crew can conveniently douse (drop) the genoa when underway and either bundle and secure it on the foredeck or stow it below and hank on a smaller replacement jib which is stowed in the forward compartment of the FW30. The FW30 is a tall rig boat, and the genoa is a relatively large sail. Using the smaller sail is similar to handling the jib on FW1. *Hanking* on and hoisting the larger genoa after it has been doused is somewhat tricky and is best done at the dock.

The Mariner furling system on the FW30 is not designed to reef a sail. At best, the genoa can be partially pulled out to only about 25 percent of the distance of its foot before it becomes objectionably misshapen.

After the furling system was acquired, standard practice was to have light tension in the jib halyard when furling and unfurling and heavy tension when sailing. This created problems. In some cases, tension was not released when furling, resulting in excessive force required for the furling procedure and undesired

wear on the lower drum of the furling system as well as creating difficulties for the next boat crew. In other cases, too much slack resulted after tension was relaxed, which rendered the furling system inoperable until readjustment at the dock. As a result, we have standardized on a fixed halyard tension, which is unchanged for sailing, furling and unfurling. This can result in a few scallops in the *luff* near the tack of the genoa. The recommended halyard tension can be observed by comparing the locations of the black tape on the halyard to the black tape on the mast.

We have found occasions when underway and sail damage is observed. This can prompt dousing the genoa and leaving it neatly bundled and secured on the foredeck or having it stowed and replaced with the smaller jib. Avoid fancy coiling and knots in the surplus halyard. Always make sure the bitter end of the halyard is made fast through the eye of the cleat on the mast to which the halyard is secured. When leaving the cockpit in heavy weather or at night, wear a pfd and use a harness attached to a lifeline or a jack line.

The FW30 sails quite well in moderate and heavy winds with the main by itself. It is suggested that in winds of 15 knots and greater that the genoa not be utilized; use the main only. For winds approaching 20 knots of greater, reef the main, preferably at the dock. Always use the engine with sails down when entering or leaving the slip. Also, utilize the engine as necessary to assist in handling the boat in heavy weather and in entering and leaving the marina in unusual weather and wave conditions.

FURLING IN THE GENOA

Prior to furling in the genoa and when under sail, motor, or both, slow the boat down and proceed to a port tack and a beam reach. Pull straight back on the furling control line while a crewmember handles the jib sheet on the lee side of the boat. Tension on the lee jib sheet should be the lightest possible; just enough to keep the jib sheet from flapping excessively and to permit the brown ultra-violet (UV) strip in the leech of the genoa to cover the remainder of the sail. The furling control line should be pulled in to the point that a couple wraps still remain around the lower drum of the furling mechanism.

JIBING

Jibing the FW30 can be simple and safe. During heavy weather, a jib wrap around the forestay must be avoided; if it does occur during high winds, the crew may find that the genoa cannot be unwrapped from the

forestay. Immediately prior to a jibe, haul in the jib sheet on the lee side of the boat, and then cleat this jib sheet. During the jibe, let the genoa backwind and otherwise ignore it, and attend to the jib sheet on the original weather side of the boat. After the jibe is complete, release the cleated jib sheet and let it slowly play out as the other jib sheet (now on the lee side of the boat) is pulled in and then cleated. Do not let the jib sheets flap around during this procedure. If done properly, the genoa will always be behind the forestay during the entire jibing procedure. The above procedure is recommended during all weather conditions.

The FW30 does not have a dodger. During light and moderate winds while in the cockpit, you may find it practical and easy to grab the main sheet which is attached to pulleys between boom and deck forward of the cockpit and move the boom by hand from the original lee side of the boat to the new lee side as the stem of the boat passes through the eye of the wind. Keep control of the boom at all times and do not let it slam into a shroud. Using care, this can be done without substantially pulling in the main sheet prior to a jibe.

COMING ABOUT

The following procedure is probably proper for all of our large boats. Prior to coming about, pull in the jib sheet on the lee side of the boat, and attend to the jib sheet on the windward side. When coming about after passing through the eye of the wind, let the genoa backwind and simultaneously slowly let it out as the jib sheet on the new lee side is pulled in for the genoa's new proper position. Do not let the jib sheets flap around.

Howard Wolfberg

HERE'S A FAIRWIND SAFETY UPDATE:

You've just made an early arrival at Catalina and you've secured the mooring...

After folding sails and stowing gear, you pause to relax as the Southwesterly gently blows across the harbor....

As your crew begins to prepare chow...you hear the word sailors *dread to hear*...

FIRE, FIRE, FIRE

FAIRWIND CRUISERS!!!!
NEXT EVENT!!!
Redondo Beach Brunch Cruise!!!

Sunday April 17th!!!
9am-5pm

Sign up early as the boats filled up fast for Whale Watch and.....

This is also going to be a GREAT TIME!!!

We have reservations at El Torito!!!

Full Buffet only \$18.00

This includes tip and Champagne!!!

And don't forget... More Cruises coming up!!!

Panic is the first thought... we freeze, our chest tightens...

DO YOU KNOW INSTINCTIVELY WHERE THE EXTINGUISHERS ARE ON THIS *PARTICULAR* FAIRWIND BOAT ????

Let's review some basic facts... Fires are grouped into four classes:

- **Class A:** Normal combustibles like paper, wood, cloth.
- **Class B:** Combustible liquids like alcohol and engine fuels.
- **Class C:** Electrical fires.
- **Class D:** Combustible metals

. Extinguishers are rated by their effectiveness in controlling one or more fire types. For example, an ABC-rated extinguisher would be effective for Class A,

Work day Attendees: Nino Adamo, Dave Arnoth, Leif Borgman, Mya Borgman, Stephanie Clark, Jenson Crawford, Greg Doucette, Hartmut Eggart, Marty Epstein, Jerome Farmer, Lisa Farr, Irv Frugach, Mike Fuller, Erika Goisberg, Peter Gonzalez, Peter Grizwald, Bob Herrera, Mark Hollibargar, Glen Jagodzinski, Marilyn Keyte, Raichel Keyte, Lloyd Lewis, Dick Lunning, Roy Niebuhr, Chuck Orlin, Alan Paxton, Cheryl Peppers, Susan Reno, Tom Rue, Joe Seligson, Brad Shipley, Steve Smith, Howard Staniloff, Erick Star, Elizabeth Stenton, Mark Theil, Rhansford Watson, and Chris Witt.

If your name is misspelled or isn't here, I couldn't read it—and if only your first name is there, I don't know who you are.

B, and C fires. Numbers preceding the letters indicate relative effectiveness in extinguishing that particular class of fire. For instance, the most commonly carried unit, the 10 BC, which contains 2.75 pounds of dry chemical fire suppressant, is rated "twice as effective" as the 5 BC, which has two pounds of chemical, in fighting fuel and/or electrical fires.

FIRST, KNOW *where* the extinguishers are on the boat you're sailing. **REVIEW** their *location* each time you fuel up.

KNOW HOW TO PROPERLY DISCHARGE an extinguisher... aim for the base of the fire.

ATTEND our FAIRWIND EXTINGUISHER DEMO on an upcoming workday. **GET THE FEEL** of it.

Respectfully submitted, Your Safety Officer

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

Mail hard copy to the editor

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

CALENDAR

Date	Activity	Location
Sunday, Apr. 17, 2005	King Harbor Brunch	Dockside 8:30 AM, depart 9:00 AM
Wednesday, Apr. 27, 2005 <i>Note Change in</i>	Board Meeting 7:00 PM	Shanghai Red's 13813 Fiji Way Marina del Rey
Friday–Sunday, Apr. 29–May 1, 2005	ASA 201 Basic Sailing Clinic:	Check withHartmut
Saturday, May 7, 2005	Workday / Club Sail Day	Dockside 9:00 AM till ???
Friday–Sunday, May 13–15, 2005	Avalon Bay	Dockside 8:00 AM
Wednesday, May 18, 2005	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red's 13813 Fiji Way

FAIRWIND YACHT CLUB

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www.Fairwind.org