



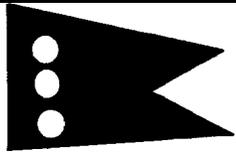
FAIRWIND YACHT CLUB

NEWSLETTER

February 2009

Editor: Robert Baron

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COMMODORE'S LOG

I hope that everyone had a chance to see "60 Minutes" the other nite, featuring the interview with Capt. "Sully" Sullenberger and his crew, who landed the plane in the Hudson River. The tape of the radio communication is here: <http://www.youtube.com/watch?v=MSPsrhCpt-0&feature=dir>

The interview of the crew is here: <http://www.cbsnews.com/video/watch/?id=4784194n>

I, like everyone else, am amazed by the outcome, and the coolness of the crew.

However, one thing that tremendously impressed me was the fact that the outcome of the actions of the crew was not accidental, coincidence, luck, nor happenstance.

This highly skilled and brave crew performed their jobs with professionalism and proficiency that they are amazed that people consider unusual, even when some of them truly thought they would die.

There are many similarities in flying and sailing that go beyond the traditions and terminology. Everything seems to go well, until, with astonishing speed and finality, they don't. There are many boats of skilled sailors that go down, or go missing, every year. Why?

Almost always, when we know, there is a mismatch between skills, expectations, and circumstances. A judgement is made about something, and something ELSE happens. We all experience those things, but there are circumstances where the outcomes are... serious.

To read about "Sully," one understands how he was

able to cope. His actions were the result of a lifetime of experiences, combined with constant and continuous actions to enhance his understanding and his skill.

As sailors, we would do well to emulate "Sully." I personally believe that one place we have let our members down a bit, is in the area of "continuing education." At the time we check out on boats, we have demonstrated a minimum skill set needed to safely skipper that boat. However, to have real proficiency, we need to spend a lot of time on that boat, learning her nuances and idiosyncrasies. This is why we practice Crew Overboard drills. We also need to educate ourselves in new ways of thinking, new techniques in sailing, and best practices in safety. These things change.

In the next few months, there will be a number of programs designed to enhance your skills and understanding, put on by various organizations dedicated to sailor safety. I've attended the safety seminars organized by some of the local organizations, and had profound learning experiences. Look for these programs near you; we'll try to alert you to any that are happening.

Also, our friends at the Coast Guard Auxiliary often put on clinics all over the state, and are well worth the nearly free expense, and modest time commitments.

For many of us, our "moment of testing" will come upon us at the most unexpected time. Like "Sully," we need to be prepared and ready.

FACE LIFT FOR COLLECTIVE EFFORT

Collective Effort has returned to her slip and service after a trip to the Boatyard for bottom scraping and

painting. With the help of Dan Ma and Shar Breitling the hull was cleaned and waxed between the waterline and deck. Ron Judkins gave the motor an oil change and new spark plugs. Rear Commodore Mark Zierten oversaw the entire process. Way to go team!!

Jen Huntzicker, Collective Effort Boat Chief

HOW TO AVOID BECOMING SEASICK

Margaret Pommert

ASA Bareboat Chartering Instructor

Fear of seasickness keeps many a would-be sailor home on the couch. Unfortunately, some of us sailors who don't fear seasickness enough sooner or later find ourselves hanging over the rail, *wishing* we were home on the couch. This is first in a series of 4 articles addressing basic questions on this malady that has plagued sailors around the world since humans first went to sea.

What is seasickness? "Nausea" in Greek means seasickness ('naus' means ship). According to the American Sailing Association (ASA), "Seasickness, in layman's terms, is confusion within the brain caused by contradictory signals between the inner ear and the eyes. The inner ear, which controls our sense of physical balance, recognizes motion that the eyes may not. The results of this confusion are fatigue, dizziness and nausea."

Who gets seasick? American Sailing Association's *Cruising Fundamentals*: "anyone could fall victim to the disease under the right (or wrong) circumstances." The research paper, *The Medical Aspects of Harsh Environments* elaborates on this a bit further:

"The incidence of seasickness (among sailors) varies between a fraction of 1% to 100%. It depends primarily on the intensity of the motion stimulus and the extent to which those aboard the vessel are adapted to the motion. The motion stimulus is function of the state of the sea and the size of the vessel and its sea-keeping properties."

A study done for Canada's Public Health Agency by the Committee to Advise on Tropical Medicine and Travel (CATMAT) titled "Statement on Motion Sickness" reported: "Rates are higher among females than males (1.7:1) and increase during menstruation and pregnancy."

So is there some type of boat that I can't get seasick on? Sure... one in dry dock. Some boats are more 'sea kindly' or have better 'sea-keeping' than others. That is, they have less seasickness-inducing motion. This is a factor of many things, including the design, size, weight, and loading of the boat. In general, larger boats may have a less motion as their waterline and weight tends to even out the motion of seas.

Some claim that catamarans are seasickness proof. But my good friend Hideko, who has been sailing around the world for the last 2 years with her husband on a modern 50-foot cat, is one of many who disprove that. She is still seasick almost every time they weigh anchor, sometimes for many days.

What can I do to avoid getting seasick? Start out well rested; you can reduce your chances of becoming seasick by getting plenty of sleep the night before you go sailing.

Eat bland foods before going out. Avoid greasy, heavy foods, alcohol, and acidic beverages like citrus. Do not skip eating but also do not overeat. The Cleveland Clinic warns: "Do not drink large amounts of alcohol the evening before you travel: Alcohol speeds up dehydration and generally lowers your body's resistance to motion sickness, if you are prone to it."

On board, focus on getting lots of fresh air and avoid excess time below deck. Illness rates can be increased by poor ventilation, fumes such as diesel fuel, gasoline, carbon and monoxide, and unpleasant aromas.

You can also reduce the motion that your body experiences by staying near the center of motion of the sailboat, which is generally near the center of the boat. There is also less motion lower in the boat, but the loss of fresh air and view of the horizon tend to outweigh the benefits of going below if you are seasick. If you must go below, or into an enclosed cabin, try to keep your eyes closed to reduce the visual stimulus. This helps to reduce the confusion to the brain mentioned above, which is why it's best to also avoid reading, doing chart work, watching a compass, or focusing on anything moving with the boat that your brain will misinterpret as 'fixed'.

There are also a variety of motion sickness medications that will be reviewed in the fourth article in this series. Consult your doctor for advice on what is appropriate for you, including consideration of side effects such as drowsiness on your ability to safely command or crew a boat.

Can I develop immunity to seasickness if I sail enough? Yes and no. The CATMAT study reported

“Over time, there is a tendency to adapt (“to get one’s sea legs”). For most individuals this occurs by 2 to 3 days, although about 5% are said not to adapt and to remain symptomatic if the stimulus persists... Personal susceptibility tends to be a stable and enduring characteristic, and does not diminish with recurrent exposure.”

In other words, most people acclimate after 2 or 3 (continuous) days at sea, but some never do. But as soon as you get off the boat, your body ‘resets’ to its original sensitivity to seasickness, so you start all over again the next time you go sailing.

Good luck in staying well! But what if, in spite of your precautions, you find yourself getting *mal de mer* on a boat? Next month’s article discusses: *What to do if You Become Seasick*.

SUGGESTED PROCEDURE FOR MINOR INCIDENTS

By Martin Epstein

I recently was reminded of advice that we have all been given namely that there is no such thing as a minor accident and that the same procedures should be followed for all accidents/incidents no matter how small.

The incident in question occurred several months ago when a boat I was skippering lost power and slowly drifted into another boat near the dock. There was no apparent damage, scratches, or blemishes to either vessel and I asked the owner of the other boat whether he needed any contact information from me. I repeated this offer several times and he said that this was unnecessary. I filed a brief report on this incident with the commodore of Fairwind that evening and also reported the matter to the boat chief.

Subsequently the owner of the other boat had a change of heart and contacted Fairwind about this incident. Fortunately this has been resolved to the satisfaction of all parties. However I have realized that at the time of the incident I should have insisted on exchanging identification and contact information with the owner of the other boat.

NOTES FROM THE RACE CHAIR

Leonard Brownlow

For those of you who aren’t familiar with the local racing scene, the Berger/Stein series is an excellent race for beginners because it has long legs and does not have the traditional windward leeward races that place a premium on sail handling.

This year, four Fairwind boats entered the first Berger/Stein series event on January 3rd, and while the racing conditions were light, the competition was heavy. In cruising fleet B, Sunshine, our new Capri 22, had an excellent start at the pin end (opposite side from the committee boat), while Collective Effort claimed the committee boat end on port with Islandside following a few seconds later on starboard. Quickly realizing that the left side of the course was favored, Collective Effort took their lumps and headed left while Islandside and Sunshine continued towards the right side of the course.

The left side paid off and Collective Effort rounded the 1st mark about 2 minutes in front of Sunshine. Collective held the lead for 9 miles and two more marks but it was not to be. As the wind eased, her waterline advantage over the smaller Sunshine diminished (more like evaporated in a fiery ball.) and Sunshine finished the last 3 miles 5 minutes (did I mention the fiery ball?) ahead of Collective Effort to take 2nd place in the first race of the series. Well done to Jeff Spieker and his team.

So while four boats entered the race (Seawing managed a 6th in the Berger race) we have many more boats tied up at the docks that could be enjoying a nice race around the bay. Racing is an excellent opportunity to hone your sailing skills, so be sure to check the FYC Forum for race announcements, crewing opportunities (crews on Collective Effort and Islandside had never raced before), and other race related news.

Next up is the Midwinter’s race on February 20 & 21, where FYC sponsors the Hobie Wave class — details at <http://www.midwinters.scyaweb.org/2009mwr/> Be sure to enter early, we only have so many Waves.



DICK OHST OBITUARY

It is with great sadness that we announce the passing of Richard "Dick" Ohst.

Dick passed away at 1:30, Sunday morning, January 11, 2009. He was home, in the care of his family, after a long battle with Lou Gehrig's Disease (ALS).

He served the boating community with distinction.

- Dick was a past Commodore of Palos Verdes YC (RBYC) in 1967 and King Harbor YC in 1987.
- He was a founder of the Hughes Employees Sailing Club, now Fairwind Yacht Club, and started sailing there.
- He was a past Commodore of FYC and played a significant role helping FYC get into SCYA and ASMBYC.
- He was the first Commodore of the Coronado 15 national class association in 1969.
- Dick served as Commodore of the Southern California Yachting Association in 1995.
- He was honored with SCYA's highest award for distinguished service in 1990.
- Dick and wife Alice were again honored for their outstanding service in 1996.
- He received the Yacht Racing Union of Southern California Service Excellence award in 1999.
- He was a Senior Judge and ran the SCYA Racing Rules Seminars.
- Dick rose to the office of US Sailing Vice President in 1997.

He was a great man and will be deeply missed.

He is survived by wife, Alice, and sons Gary and David & wife Cathy.

Richard Joseph Ohst, 1929-2009

www.legacy.com/DailyBreeze/Obituaries.asp

Page=LifeStory&PersonID=122931006



Alice Ohst, Warren Smith, Dave Lumian, and Dick Ohst at the King Harbor Yacht Club and the Redondo Beach Yacht Club opening day ceremonies. Apr. 2004

MEDITERRANEAN CRUISE



WSA Cruise Chairs Coco Leigh and Bob Falisey are Cruising the Mediterranean in May



Bob and Coco have blocked some cabins on Norwegian Cruise Lines brand new ship Norwegian Gem and are inviting you to join them for 7 days of cruising in the Western Mediterranean starting May 10, 2009. The cruise starts in Barcelona, Spain and goes to Malta, Naples, Rome, Florence, Nice and back to Barcelona. They got great rates with Inside cabins starting at \$701 per person based on double occupancy. There are also Oceanview and Balcony cabins available as well as some triples and quads. This price includes all taxes and fees. They are also negotiating some extra perks for the group. Currently we have a \$50 – \$150 onboard ship credit per cabin. This offer is subject to category of cabin booked and availability of the offer from NCL.

A deposit of \$250 per person will hold the cabin. We are past the first deposit date but we are still able to add people to the group. To take advantage of this great trip, contact Coco Leigh ASAP at (818) 903-7685 or email cocoleigh@sbcglobal.net.

MONTHLY COMMODORE'S SAILING QUIZ

In a week or so, I'll place the answer in the discussion forums.

In the early years of the Revolutionary War John Barry and John Paul Jones provided heroes, but what were really needed in 1776 were ships, men, and arms. Here again, one individual, though he would go down in history for something other than his naval achievements, used a small amount of sea power, in the right time and place, to brighten America's murky future.

Ordered by Washington to block the British, _____ built a fleet on Lake Champlain, including 4 ships, eight gondolas, and five galleys.

It forced the British to build a fleet of their own. It was more powerful, but it took up most of the remaining campaign season. In a brilliant tactical battle on the border of the Colonies and Canada, he was able to confound and delay the British Fleet, although ultimately losing most of his ships. It was this action that set up the subsequent decisive sea victory over the British, when the British resumed the campaign the next year—the turning point of the Revolutionary War.

In a real sense, this person was responsible for winning independence!

What was this person's name and rank? Near what island did this "set-up" battle for the secondary decisive battle take place that named the Battle??

WOMEN'S SAILING ASSOC. CONVENTION

The Women's Sailing Assoc. Convention in Newport, Ca. February 14th, was well attended by FYC members: Susan Bonner on Osprey with crew Jennifer Young, Mary Ho, and Shar Breitling had a very rainy trip to the convention.....torrential rain, hail, and crashing seas. They made it along with 2 boats from the Women's Sailing Assoc (WSA), Fran Weber's Erickson 37 "Lightning", and Jennea Jordan's Cataling 30, "Chekkers". WSA holds it educational and fun meeting on the second Tuesday of each month at the Santa Monica Windjammers Yacht Club. Admission is FREE. The speakers are always interesting.



Jennea Jordan and Fran Weber. (FYC members are underlined)

Once a year the entire west Coast converges for the Women's Sailing Assoc. convention. It is a not to be missed event for every woman sailor. Workshops, where you really learn a lot of facts, on the water MOB, anchoring, advanced sail trim are but a few of the on the water training events. Then there is great food, 300 enthusiastic women sailors laughing and sharing their experiences related to sailing, racing and cruising. They cover it ALL. Next year the convention will be held in Marina del Rey. Gals: be there. You will learn more in one day than a month at sea. Seriously. Carole Walsh



Coco and Carole Walsh.



Jennifer Young.

CALENDAR

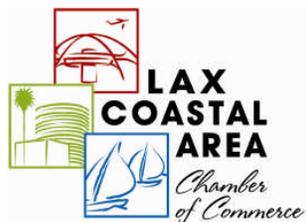
Sunday, Feb. 15, 2009	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Saturday, Mar. 7, 2009	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Mar. 15, 2009	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

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Monica Bay
Yacht Clubs



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