



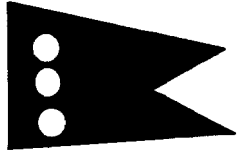
FAIRWIND YACHT CLUB

NEWSLETTER

February 2009

Editor: Robert Baron

Vol. 37 No. 2



COMMODORE'S LOG

by Ken Murray

We've got major things happening: two boats added to the fleet in CIH are in the water, commissioned, and seeing training and use. A third boat likely to be added by the end of the month, which would expand the CIH fleet to TEN BOATS! Quite a change from the two-boat, three-member operation of 18 months ago. The Board has also authorized, and we have added, ten additional members in MDR. These members are skilled sailors, who will undoubtedly move up quickly to fill our open spots in the medium and large boat categories. Once we've had a chance to let the waters settle, we may be able to bring another group on board, to help fill the remaining spots. This will tremendously help fill the financial gap created by the 40 members who have left due to the economy.

There has been a lot of sailing activity recently. I've personally been out several times, and on daysails on two consecutive weekends, actually saw whales, which was a first for me! I'd come to believe they were all a marketing ploy! Apparently the Blue Whale migration season will be starting shortly, so we may have a remarkable whale season!

Our new MDR Capri 22, Sundance, is now kept on the C-2400 dock, with the rest of the fleet, which many are finding very convenient.

If you've not had a chance, go to our forums, and participate in the process of deciding what our "ideal fleet" should be! This process will assist the Club in creating a strategy for the years to come, and to develop a rational boat replacement process:

<http://www.fairwind.org/members/forums/viewtopic.php?t=262>

FYC MEETING MAY 19TH

New Location: Pacific Mariners Yacht Club
13915 Panay Way
Marina del Rey, California 90292

Parking: advise that you NOT park in the PMYC parking lot, which is limited. Better to park in our usual parking places for our docks, and walk over, or in the "Ship's Store" parking lot, and walk over. The facility is located on the other side of the street from The Chart House Restaurant.

Board Meeting: 6:30pm
General Meeting: 8pm

All members are invited to attend

FAIRWIND TRAINER SYMPOSIUM

The Fairwind Trainer Symposium is going to be held at Pacific Mariner's Yacht Club in Marina Del Rey on 4/26 from 9am to 4pm for the FYC Trainer Symposium. This event is directed towards anyone who does training in the club. Members who wish to do training in the future are also welcome to attend.

The symposium is to reconnect all the trainers and make sure we're all on the same page as training comes and goes. The idea of reconnecting is to evaluate our training methods and guidelines and make sure what we're teaching by the paperwork matches what we should be actually teaching. There seems to be a lot of disparity in what a member learns between trainers (which is good and bad). The goal of the symposium is

to come away with a good reference point to teach from (be it the minimum ASA standard or above) and have good discussion on how we do things in the club.

An agenda is below. I strongly encourage everyone to attend as much as possible but the morning is most important. Also, to make this event successful, everyone who attends needs to do their homework. Read through the training materials on the website, denote problems and needed corrections. Write up a list of what you'd like to see done differently during training. Come up with suggestions on how to make training more efficient. Take all those things and bring them for discussion.

If anyone wants to present material or methods, there's time available for that. A computer and projector will be available for those of you who want to make electronic presentations.

Please RSVP so I know how much lunch to order. If there's someone I missed off the list, please feel free to forward this him/her.

Gilbert

Date: 26 April 2009

Time: 9 AM - 4PM

Location: Pacific Mariners Yacht Club

13915 Panay Way, Marina del Rey, California 90292

RSVP to fleetcaptain@fairwind.org is requested (to obtain a good lunch count)

Lunch will be provided.

Agenda:

9:00 Overview of current state of training

9:30 Review training requirements by boat level

-Expectations of students and on students

-Dock & book knowledge

-Breakdown of skills needed at each level

-Required skills vs. optional skills

-Training progression

-Methods to each skill

-Associated paperwork / streamlining

12:00 Lunch (Provided!)/ Discussion of how to best organize training

-Assigned days

-Listed availability

1:00 Potentially new training offerings / organized events

-Opening day type activities

-Radar Endorsements

-Spinnaker Training?

2:00 Side Sessions (optional)

-Edit / review each boat's training guide

-On water teaching methods

-Individual presentations (TBD)

3:45 Closing / To-Do's (Action items)

FYC CIH OPENING DAY APRIL 19TH

It is official — the 2009 FYC CIH Opening Day is scheduled for April 19th starting at 10:00 AM at Peninsula Park!

We have a bunch of activities planned that will be both fun and informative. Here is the agenda for the day:

Start: 10:00 AM with Coffee, Tea, and Bagels

Boats: 1 or 2 Capri 14s, Desert Wind, Zephyr, Angelsea, plus we'll have Turning Point and Freedom Too standing by if we get a large turnout—that's most of the CIH fleet including the newest additions!

Morning Seminars (starting at 10:30):

- How to navigate through the checkout process of Fairwind
- Knots for the sailor
- Dockside walkthrough of ASA 101 standards that all new skippers must master
- Dockside walkthrough of ASA 103 Standards that all new mid boat skippers must master
- Dockside walkthrough of ASA 104 Standards that all skippers must master to obtain Cruise Checkout

12:00: Barbecue LUNCH with Festivities:

- Desert Wind naming ceremony
- Zephyr welcome ceremony

Afternoon:

1:00–5:00 PM daysailing and training

- Anglesea will take out prospective members on hand for the regular

Open House; the remainder of the boats will take existing members out for training. The Commodore and Past Commodore will be there for the festivities and trainings!

Plan on coming out and meeting some fellow members and getting your summer sailing season kicked off right!

We will send out an RSVP notice a week before, so if you plan to join in the fun, let us know then, so we can bring enough food. Also if you are planning on getting some training, please let us know which boat you are shooting for.

Thanks and see you on the 19th!

If you are an instructor and can participate in the clinics or the afternoon training, please email the coordinator, Mike Strossman, at: mike_strossman@yahoo.com

ZEPHYR SETTLES INTO HER NEW HOME IN CHANNEL ISLANDS HARBOR

By Ken Hoover

Rising before the sun on a Saturday morning isn't my idea of the right way to start a weekend. But there I was, Saturday, March 28, climbing aboard Zephyr at 5:15 a.m.

The jarring of the boat caused when I stepped into the cockpit awakened staff commodore Marc Levine, who had slept on the boat that night in anticipation of a long day's sail to take our club's Catalina 270 from Marina del Rey to her new home in Channel Islands Harbor.

The club bought her several years ago from an owner in nearby Ventura Harbor, so this would be something of a homecoming for her. And Marc had sailed her down when we bought her, so it was only right that he sail her back.

Just to make sure Marc and I weren't the only sleep-deprived Fairwinders associated with this move, Marc was forced to call commodore Ken Murray at 12:30 a.m. because Marc didn't know the combination to the lock on the boat had been changed. Apparently, Ken took the rude awakening in stride and offered up the new combination.

Jonathan Morris had pitched in by topping off Zephyr's fuel tank—an important chore since the fuel gauge hasn't worked in months—and providing us with an extra tank of diesel, just in case.

We pushed off by 6 a.m. and watched a brilliant sunrise over the city from well out on Santa Monica Bay. Not

many people get to see that, and it made the early rise worthwhile.

A couple of days before, I wasn't sure volunteering for this trip was such a good idea. In a telephone call to plan the day, we talked about the rough seas and strong winds we might encounter.

"Do you have foulies?" ask Marc.

Oh my gosh, I thought to myself. What have I gotten myself into? No, Marc, I don't have foulies.

Marc anticipated the weather window perfectly. We were in for a fine day.

In the early going, Marc and I had to fight off seasickness. This was surprising since the seas were fairly flat. Marc conquered his with a good breakfast.

As I was fighting mine, Marc brought up some snacks. I downed one Wheat Thin and was as good as new for the rest of the day. I don't know why Wheat Thins had such a good effect on me, but they might figure in future cruises.

I learned a bit more about navigation that day. I had plotted our course the night before, but failed to recognize the significance of the buoy 12PD a few hundred yards off Point Dume, roughly half way to Oxnard. As we approached the point, Marc noted the odd effect the terrain jutting into the ocean has on the approaching helmsman. It tempts you to steer closer to land than you should. Keep the buoy to starboard, and you'll pass at a safe distance.

Dolphins were our companions for many miles that day. They weren't so much interested in playing in our wake as in my past cruises to Catalina. They seemed too busy catching their breakfasts. We saw hundreds of these amazing beasts.

Shortly after noon, we were nearing the Navy base at Port Hueneme. Ken Murray would pick us up for the ride home at 5:30 p.m., so what to do with the extra time?

Go sailing, of course. We headed out in the direction of Anacapa Island. The wind picked up. We had motored all day, and it felt good to move under sail.

Soon, we were having a fantastic ride in about 12 knots of wind. It couldn't have been a more perfect day.

This was my first time sailing in these waters, but I expect it won't be my last. My first job out of college

was in Ventura, so I know the area. But I had no idea Channel Islands Harbor was so attractive.

Marc spotted the slip that is Zephyr's new home. The owner of the boat to our right was there to greet us. He turns out to be a friendly fellow with a very pretty boat. We should make sure he stays our friend.

Zephyr should prove a popular boat in Oxnard. She's more suited to the conditions up there. I'm glad I helped her move into her new home.

CARING FOR A SEASICK CREWMATE

Margaret Pommert

ASA Bareboat Chartering Instructor

Previous articles in this series addressed how to avoid getting seasick, and what to do if you do find yourself afflicted. But even if we succeed in avoiding getting sick ourselves, at some point many of us will have the opportunity to assist a crewmate suffering from seasickness. Here are a few pointers on how to help care for, and protect the sick crew as well as the rest of the crew and boat.

What can I do if I think one of my crewmates may be becoming seasick? Watch for crewmates that look a bit pale, perhaps a bit stiff and yawning, or unusually withdrawn or moody. They may break into a cold sweat. Check in with them to see how they are feeling. Often people don't want to volunteer the fact that they are feeling seasick, as though it were some sore of character flaw. Let them know that it is nothing to be ashamed of. Encourage them to watch the horizon, and to steer if they are able. Offer to fetch things from the cabin from them so they don't have to go below, including warm layers and water to drink.

Discourage them from going below into the head, not only because it will make them sicker, but also because they may barricade themselves in so that it's difficult to monitor their condition or assist them.

Encourage them to move to an area in the center of the boat, which will have less motion than the bow or stern. If they are very sick, have them lie on their backs, but protect them from the sun. Also, help them to avoid areas with poor ventilation, odors, fumes, smoke, and carbon monoxide, as these tend to contribute to seasickness.

Complications are infrequent but include hypotension, dehydration, depression, and panic.

What should I do if they start to vomit? If they start to vomit, help them find the leeward rail. Keep a close eye on them as in their state they are a heightened risk for falling overboard. Try to get a lifejacket and/or harness and tether on them, especially if the seas are rough. Consider getting them a bucket to use if possible, so that they don't have to lean over the rail when they are already feeling dizzy.

Be ready with fresh water for them to re-hydrate and rinse their mouth with, paper towels to clean their skin and clothes, a bucket to rinse the deck. But be careful to take care of yourself, lest their vomiting triggers a similar response in you. You can't help them if you also become sick!

According to the research paper *Medical Aspects of Harsh Environments*, unlike ordinary sickness, vomiting in motion sickness tends not to relieve the nausea. Therefore, the seasick individuals may continue to vomit until they become dehydrated. So, at appropriate points, encourage them to drink small amounts of water, and eventually electrolytes if they are sick for an extended period.

Why do they seem so apathetic and depressed? Should they continue to work? The emotional/psychological impact of seasickness is often as important as the physiological impact. American Sailing Association's *Cruising Fundamentals* notes, "During a severe bout of this illness very little else matters, not finances, not romance, not even life itself." More specifically, Rolnick and Gordon in 'The Effects of Motion Induced Sickness on Military Performance' describe:

"...a helplessness reaction, which causes a decrement in performance through cognitive, emotional, and motivational deficits. Support for the dissociation of the nausea and depressive components of the motion sickness syndrome is afforded by the finding that decrement in performance at sea was not correlated with physiological signs of seasickness but was significantly correlated with feelings of helplessness."

In other words, the physical symptoms of seasickness may not prevent a crewmember from doing their job (though it's hard to drive a boat or trim a sail while you are vomiting!). But in addition to the physical symptoms such as nausea, seasickness often causes apathy, depression, and a feeling of helplessness that cause seasick crew to function poorly. Therefore, if

possible it's best to (diplomatically) relieve sick crew of any responsibilities critical to the boat's safety. At the same time, do what you can to offer them emotional support and encouragement. If you've ever had *mal de mer* yourself, you should be well qualified to offer empathy!

Next month's article, the final in this series, gives an overview of some of the most popular seasickness medications for sailors.

THE EDITOR ON KNOTS — THE DEADLY SQUARE KNOT!!!

I thought that it would be a good idea to again publish Ashley's warnings on the use of square and granny knots to tie two lines together—in short *don't!!!*

"1402. The REEF or SQUARE KNOT is a true BINDER KNOT for which purpose it is admirable, but under no circumstances should it be used as a bend. If tied with two ends of unequal size, or if one end is stiffer or more slippery than the other, it is bound to spill. Unfortunately it is about the most easily remembered knot there is, and the uninitiated commonly employ it as a bend *There have probably been more lives lost as a result of using a SQUARE KNOT as a bend (to tie two ropes together) than from the failure of any other half dozen knots combined.* This was stated in the first chapter and may be repeated again. In fact it is the ease with which the knot may be spilled that gives it its value as a REEF KNOT."

The validity of this advice was sharply pointed home by an accident aboard the F-27 trimaran. Two lines joined by a square knot were being used to lower the mast. The line was led around a winch to control the lowering. *When the square knot hit the winch, it upset and the mast fell the last 8 ft.* Luckily no one was injured, but a bit more carelessness and there could have severe injuries. As Dave Lumian has pointed out at a board meeting, another name for the square knot is the "**widow maker.**"

"1405. The GRANNY is another questionable knot that is often tied as a bend. Its use is inexcusable but it is hardly so bad for the purpose as the REEF KNOT, for although it will slip, it does not have the same tendency to capsize and spill."

The preferred knot to use to join two lines together is the sheet bend.

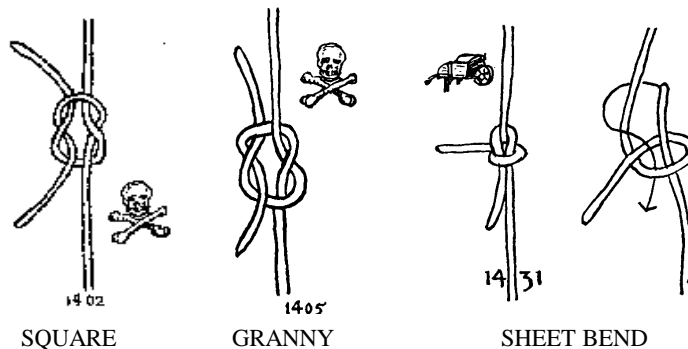


Opening Day at Harbour Island YC. We presented the award from US SAILING to HIYC. Michael Delaney has the BCGGOPH's award.

"1431. The SHEET BEND is the common general utility bend aboard ship. It was formerly tied in a sheet, which is a piece of running rigging that trims a sail, and this accounts for the origin of the name. It serves almost every purpose well, and unties readily without damaging the rope. It is always tied in the manner that has been described for the BOWLINE KNOT, which is a Loop KNOT of similar formation. But instead of tying an end to its own bight, one end is tied to a bight in another end. The SHEET BEND should always be tied with two ends of similar material, as otherwise it may **spill**, unless it has been seized. Steel gives the name SHEET BEND in 1794."

If the two ends are of different size a DOUBLE SHEET BEND can be tied. To tie this, the end **A** (which must be the smaller line) can be given a second turn through the knot. For still greater reliability, seize the end **B** to its standing part as Ashley suggests.

From: "The Ashley Book of Knots," Clifford W. Ashley (Doubleday & Co., Inc., Garden City, NY, 1956).

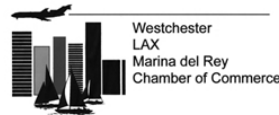


CALENDAR

Saturday–Sunday, Apr. 18–19, 2009	Paradise Cove Cruise	Dockside
Sunday, Apr. 19, 2009	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Sunday, May 17, 2009	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Tuesday, May 19, 2009	Board Meeting 6:30 PM, General Meeting 8PM	Pacific Mariners Yacht Club 13915 Panay Way Marina del Rey, California 90292
Saturday, June 5, 2009	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



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