



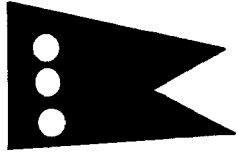
# FAIRWIND YACHT CLUB

# NEWSLETTER

May 2009

Editor: Robert Baron

Vol. 37 No. 5



## COMMODORE'S LOG

Ken Murray

It's hard to believe that half of our year is over (we run on a fiscal/electoral year of Oct-Oct). It seemed like we just had our installation brunch!

In the six month past, this Board has taken a somewhat different tack than in the past, continuing the effort of last year's Board. We are attempting to modernize our procedures, minimize our meetings, and maximize the membership's time on the water instead of in the meeting rooms. We have taken a sophisticated view of our management procedures (Bylaws and Standing Rules), taking advantage of the processes to maximize the efficiency of our operations.

Eighteen months ago, we had severe financial stresses. Today we are vibrant and healthy, in spite of a dramatic loss of membership due to the economy, and the addition of two superb boats to our fleet, that are getting rave reviews and heavy usage beyond the usual training. Are we out of the woods? No. We have a massive job to do to evaluate the replacement of our fleet over time, and a re-evaluation of what we really want our boats to do. Everything is a trade-off. If we decided to have cruising boats for day-sailers, it may mean that our cruisers are 20 years old, instead of 5 years old. This stuff gets complicated pretty fast, and I hope we have a maximum amount of Club participation in the decision-making. The economy means that there are amazing deals on the market, if we know what we want.

We are already planning for the next annual Brunch, and you'll be asked about what type you would like.

## FYC MEETING MAY 19<sup>TH</sup>

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

In a few short months, it will be time for us to have annual elections. We have an unusual situation this year: it appears that provisionally, all of the current officers are willing to serve another year in their office. This is a refreshing change from the big effort to find someone willing to serve we endure most years. Most, if not all, will happily step aside if another member desires to run and win office, and this willingness should not be considered in any way as discouraging those who would like to run. There is a description of each office on the Discussion Forum, and if you desire to run, please contact me, and I'll be happy to try to facilitate your participation. Increasingly, it is necessary to be active in using a computer, and conversing via e-mail. Increasingly, we are running as a functional corporation (which we are), with many decisions made informally by the various managers, with the supervision of the Board. This has made a huge difference in the efficiency of management, and

stopped the 1am meetings. Some of us actually get to sail occasionally.

## ASA CERTIFIED INSTRUCTORS CERTIFICATION COSTS

Ken Murray

There will be a proposal presented at the next Board meeting. I've had a number of non-instructor members tell me that they thought that it was really unfair for instructors to have to pay for their ongoing certification costs, when the only thing that results from that, is being able to certify sailors and do final checkouts for the Club. There have been several proposals kicked around, and here is the most current concept: The Club will pay certification costs for instructors (and remedial cost for "lapsed" instructors), for those instructors who have, on the average, given instruction for the Club for a minimum of a two hour session, twice/quarter during the last 4 quarters. (Equivalent to 8 sessions/year).

Of course, in our need for fiscal accountability, we don't take on a program, without figuring out how to pay for it with new money. The proposal is to raise the fee for all of our ASA certifications to \$50 (we currently comp the 101 and 103 (and lose around \$20/certification), and charge \$20 for the others. This compares with commercial sailing schools of around \$700 for 101 and 103, and around \$500 for the rest.

The instructors still have to pay the usual Club dues, and maintain the same sailing requirements. This also still requires them to pay for their own certifications.

## SEASICKNESS MEDICATIONS

Margaret Pommert

ASA Bareboat Chartering Instructor

This is the final article in a series on seasickness. An earlier article discussed *How to Avoid Becoming Seasick*, but did not go into the various medications and mechanisms for preventing *mal de mer*. This article is a brief introduction to the subject.

**What is the best seasickness medication?** It's impossible to identify a single medication/treatment that is best for everyone for several reasons:

1. Both the conditions that lead to seasickness, as

well as the response to various medications, vary widely among individuals. None of the regimens is effective for everyone under all circumstances. What works for your crewmate may not work for you.

2. Potential side effects, and their implications, vary among individuals. Some medications can exacerbate conditions like heart disease, hypertension, asthma, glaucoma, depression, and others. Even if two individuals experience the same side effect, the implications may be very different between them. For example, drowsiness and difficulty concentrating, which is a common side effect of several drugs, may not be a problem for someone who will just be a passenger on a boat, able to sleep through the whole voyage. But these side effects could be dangerous to a skipper responsible for navigation and decision-making!
3. Most of these drugs are not recommended to women who are pregnant or breast-feeding, or to children.

For these reasons, you should consult your doctor before selecting a seasickness medication.

**What are some of the alternatives for seasickness prevention?** There are basically 4 alternatives:

1. Wrist bands, including over-the-counter products like Davis Queez-Away acupressure bands and Discoverer Relief electrical stimulation bands
2. Natural remedies, such as ginger
3. Antihistamine drugs, such as Bonine, Dramamine, and Stugeron
4. Scopolamine drugs, such as the Transderm Scop patch

There are sailors out there who swear by each of these. But for each there are also sailors who find them to be no help. A study done for Canada's Public Health Agency titled "Statement on Motion Sickness" stated that studies on the effectiveness of the first two groups (wrist bands and ginger) tended to be contradictory and inconclusive. The study also noted that while the drugs (alternatives 3 and 4 above) seem to be relatively effective, "Despite intensive study, their site(s) of action remains poorly defined, and their effectiveness does not parallel their receptor-blocking potency." In other words, while these drugs generally seem to work, it's not clearly understood why they do.

### *What are the most common seasickness drugs that sailors use?*

Four of the most common drugs are outlined below. The January 2009 issue of Practical Sailor (PS) has an excellent article discussing their survey of dozens of the most experienced offshore sailors on their experience with these, and other, seasickness meds.

**Meclizine** (Sold over the counter as Bonine, Dramamine II, Antivert) is very popular. Though many people complain of moderate drowsiness, it doesn't seem to have the serious side effects of most other drugs, and is effective for many people. Only 27.3% of the users surveyed by PS found this drug to be ineffective, and 10.5% of the total respondents would recommend it.

**Dimenhydrinate** (Sold over the counter as Original Formula Dramamine, among others) is rarely used by experienced sailors. This is because, while many find it effective, it tends to cause extreme drowsiness, which is not suitable for someone standing watch. Only 33.3% of the users surveyed by PS found this drug to be ineffective, yet none of them would recommend it.

**Cinnizarine** (marketed as Stugeron) Many experienced sailors prefer Stugeron as it tends to both cause less drowsiness and be more effective for a larger percentage of sailors than the other antihistamines. However, it has the potential for serious long-term side effects that should be considered, and it is not sold in the U.S. Additionally, the dosage that is sold in many other countries, such as Mexico, is intended for other disorders and so is as much as 5 times higher than recommended for seasickness. Only 4.3% of the users surveyed by PS found this drug to be ineffective, and 57.9% would recommend it.

**Hyoscine** (marketed as the Transterm Scop patch, and less-known Scopace pill). Unlike the 3 antihistamines above, this is an anti-cholinergic drug. It is available only by prescription. Hyoscine seems to often be more effective than the antihistamines, but also have greater potential for serious side effects. The Canadian study warns, "Scopolamine can cause confusional states and/or visual hallucinations..." Not the sort of thing you want standing watch! So while only 8.3% of the users surveyed by PS found this drug ineffective, none would recommend it.

Again, you should consult your doctor before selecting any of these medications.

**How long before we leave the dock should I start taking the medication?** Common seasick medications take effect from about 1–2 hours for drugs like Bonine and Dramamine, to 6–9 hours for the Transderm Scop patch. The Canadian study warns against trying to cut these times short, since as soon as you start to get sick, absorption of the drug is less effective (even before you vomit it back up!):

"Oral regimens must be taken before the exposure, both to allow absorption and to attain adequate levels of the medication. Regimens are usually considerably less effective once symptoms of motion sickness have begun. With the onset of symptoms absorption becomes less effective, and with vomiting becomes close to impossible."

**Where can I go for more information?** You can find more information on the pharmaceutical companies' websites. Be sure to consult your physician, especially if you use any drugs listed as having potential interactions, or have any condition listed as a complication.

## **RADAR**

Definition: Self-contained navigation and collision avoidance system consisting of a shipboard transmitter and receiver. The transmitter transmits briefly, and then shuts off to permit the receiver to "listen" for the reflected transmission or echo.

The two principal uses for radar aboard ships are **NAVIGATION** and **COLLISION AVOIDANCE**.

The Navigation rules (NAVRULES) OR Collision regulations (COLREGS) explicitly or implicitly mention radar in several sections. For example (in Rule 7, "Risk of Collision") the rules require that:

"Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects."

In other words, if you have working radar aboard, it must be used and used properly. The mariner may risk a legal liability in the event of a collision for any failure to use the radar properly. Radar ownership, thus, involves certain responsibilities.

The Coast Guard's opinion was they would never stop us and ask if our radar works, they will not ask us to turn it on, nor if we know how to use radar. They did say it would be a contributing factor if involved in an accident with a boat outfitted with radar.

Bottom line is we don't have to use or know how to use radar, but if our boat has working radar we will be held to a higher obligation in an incident.

Brad Benam

## CITY OF HOPE REGATTA

For the past few years SMWYC put on a fundraiser regatta for the City of Hope. Last year I organized 8 Catalina 42's that entered the race. We took in roughly \$6900 for the CoH. This year it will be even bigger & better.

If you've been itching to get back out on the water, here is a terrific opportunity. This year it will be held on Sunday May 17 in MdR, around the buoys. The race benefits the City Of Hope Cancer Research Hospital. Experienced and non-experienced crew are all welcome, so don't worry about needing your sailing skills all tuned up. Some people just come along for the ride.

There are actually 4 opportunities: crewing on a comfortable Catalina 42 (what I am focusing on);

crewing/skippering a FYC (or other boat) for our casual cruiser's race; crewing/skippering on a more serious PHRF, possibly flying a spinnaker; sitting on the race committee boat (a 58' tri-deck Hatteras motor yacht, the Odyssey) at the start line, which includes wine and an light lunch. This is also great for photographers to shoot the start of the races.

Since it's a fundraiser, I am selling crew spaces for a minimum donation of \$25, payable to the CoH, a 501(c)(3) organization. Heck, if all you want to do is make a tax-deductible donation to CoH, that will be accepted also. If you ever wanted to crew on a 42 footer for a race, this is your opportunity. So far I have about 10 C42s lined up. A reply to me will also allow you to participate in the three other opportunities, please be specific what your preference is. I advise that you sign up early, as space on these boats is limited.

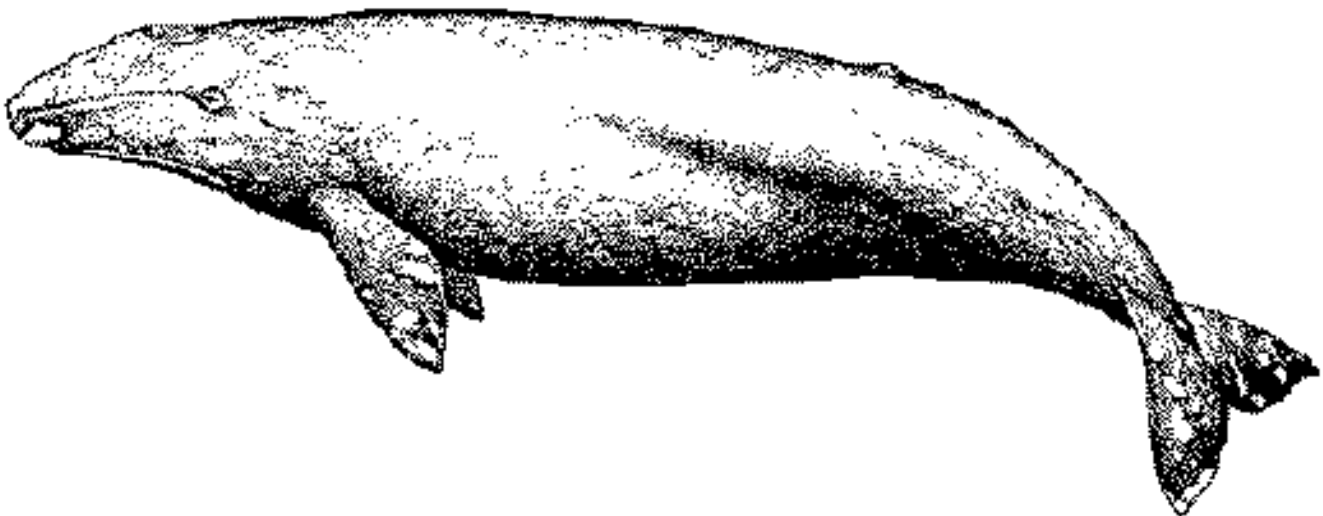
See the flyer on the next page that describes the regatta a bit more. I'm also looking for corporate sponsors and would be happy to describe the benefits of being a sponsor.

Please contact me if you want to sign up or have further questions.

Thanks,

Norm Perron, [thecaptain101@gmail.com](mailto:thecaptain101@gmail.com)

Catalina 42, #600 Aphrodisiac, Marina del Rey, CA





## **Regatta Benefiting City of Hope Sunday May 17, 2009**

**Sponsored by:**

**Santa Monica Windjammers Yacht Club  
Marina del Rey, CA**

**In conjunction with the Catalina 42 Association**

This is a unique opportunity to crew aboard a comfortable 42 foot sailboat around the buoys of Santa Monica Bay! Both experienced and non-experienced crew personnel welcome!

Enjoy a beautiful day and help save lives!

Minimum tax deductible donation of \$25/person for all participants  
\$500 Corporate donations will have banners on sponsored boats.

For more information, to sign up or become a sponsor, send an email to [smwyc.race@gmail.com](mailto:smwyc.race@gmail.com) or phone Norm Perron at 310-372-8782.

Take home trophies will be awarded in addition the Lois Yudovin Perpetual awarded to the boat raising the most donations.

The BBQ and PHRF races will be conducted simultaneously.

*For more information on City of Hope visit [www.cityofhope.org](http://www.cityofhope.org)*

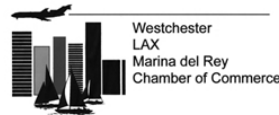
**Santa Monica Windjammers YC / 13589 Mindanao Way; MDR, CA 90292 [www.smwyc.org](http://www.smwyc.org)**

## CALENDAR

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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Visit our Web site: [www.Fairwind.org](http://www.Fairwind.org)



California Clean  
Boating Network

