



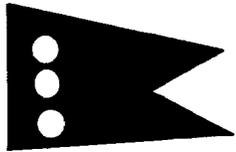
# FAIRWIND YACHT CLUB

# NEWSLETTER

January 2010

Editor: Robert Baron

Vol. 38 No. 1



## COMMODORE'S LOG

Ken Murray

2010 will be a challenging year. We continue to have significant member attrition, particularly in MDR, which is due to the economy. I guess that recreation goes on the back burner, when money is tight. Of note is that there have been a number of members that have moved to LOA, in addition to resignations. People often say, "Why don't we bring a bunch of new members in?" "Why don't we put on a marketing campaign?" This becomes tricky.

We have rules that have to do with membership levels, called "boat loading," that prevents numbers from coming in that would make it difficult to reserve a boat. Right now, we are oversubscribed at the small boat level in MDR. And in fact, the small boats are being used to capacity, and in one case, Sundance, at about 3X capacity. That boat is constantly reserved for two weeks in advance, even during the week! If we were to bring more people in at that level, they would not be able to get training, and current members would find difficulty in reserving a small boat. We are committed to buying another Capri 22 for MDR, but we are at the mercy of the used boat market. The most recent boat to come on the market, we bought. That boat, CompanionShip, is located in CIH, where the guys have done a great job of cleaning it up and commissioning it.

Up in Channel Islands Harbor, we have a different problem: We are full at the large boat level, with only Angelsea. We recently approved the purchase of another Catalina 30, but once again, we are at the mercy of the market. People have been looking for 6 months, but no suitable boat has been found. The primary goal

of people moving up in CIH is to skipper Angelsea. The success of CIH is absolutely dependent upon continuing growth, and to shut off move-ups would be very problematic. The guys in CIH have done a fabulous planning job in their 5-year financial plan, but it depends upon expansion.

The temporary Boat Swap, where we temporarily exchange the MkIII with CompanionShip, was designed to address both issues, simultaneously. Both harbors will have their membership opportunities enhanced, both will bring in new members, both will bring in additional money, both will give their respective members a look at a boat from the other harbor, which, when restored to its home port, they will be able to travel and sail. The timing of this is critical, though. We are talking about a Jan-March time frame, which is the least busy in our Club, with virtually no cruising, and greatly reduced boat usage. This takes advantage of those slack resources in each harbor.

I appreciate that there is resistance to this novel approach. However, our members should realize that the alternative to using our resources smarter would be a necessity to raise dues, significantly. This is something that no one really wants to do, particularly in this recession, or to start selling off our boats.

In the context of smarter, this means using our resources to the best effect. We are all in this together.

## CIH 1<sup>ST</sup> WORKDAY A SUCCESS

By Michael Delaney

CIH had its first 2<sup>nd</sup> Saturday Workday on January 9. Boat cleaning and maintenance was performed and the boats prepared for the USCG Aux Vessel Safety Check

(VSC). All passed the VSC except Freedom Too which had an intermittent bow running light. The problem was solved and VSC signoff is anticipated this week. The workday teams were:

**Anglesea:** Tom Marshall, Ron Torten, Travis Weber, Carl Enson, and Brian Hughes.

**27's (Freedom & Zephyr):** Jim Latson, Mark Watkins, Mark and Sheila Walters, and Scott and Heather Kelly.

**22's (Turning Point, Desert Wind, & CompanionShip):** Jeff Clarke, Frank Thompson, Rick Shimmel, Roger Jewitt, and Chris Kearney.

The CIH Boat Chief / Assistant BC line up is now:

**Anglesea:**

**Boat Chief:** Tom Marshall

**Assistant Boat Chief:** Tim Chan

**Zephyr:**

**Boat Chief:** Jim Latson

**Assistant Boat Chief:** Scott Kelly

**Freedom Too:**

**Boat Chief:** Mark Watkins

**Assistant Boat Chief:** Mark Walters

**Desert Wind:**

**Boat Chief:** Mike Strossman

**Assistant Boat Chief:** OPEN

**CompanionShip:**

**Boat Chief:** OPEN

**Assistant Boat Chief:** OPEN

**Turning Point:**

**Boat Chief:** Jeff Clarke

**Assistant Boat Chief:** Colin Pulin

**Capri 14s:**

**Boat Chief:** OPEN

**Assistant Boat Chief:** OPEN

## MYSTERY GOOP DISCOVERED

And here you thought that the only vile filthy stuff in our boats was in the bilges or the bottom of your seabag. The mysterious stalling of Mark III in recent months may be finally known. This last Tuesday, Commodore Ken Murray, Old Hand Preben Klug, and journeyman Joshua Zierten were able to clean the residue from the fuel tank of Mark III. Unable to reach into the tank through the filler tube on deck, they opened the inspection port where the fuel gauge is located. Probing with a copper tube the fuel was pulled up through an ordinary fuel filter and returned to the fuel tank. After considerable efforts to unclog the filters the crew was able to "polish" the fuel of its contaminants.



We do not know what the one-celled critters are, but the theory is that diesel fuel and water condensate will support these unwelcome beasts. Note the lovely mess that results and remember to add biocide every time you refuel.

## CHANNEL ISLANDS HARBOR UPDATE

By Michael Delaney

### Three times Twenty Two equals Lots of Fun and Work

Mike Strossman organized a workday Sunday, December 6 to complete the commissioning of CompanionShip and it turned into a workday for all the "22's". Attending were Mike Strossman, Tim Chan, Patrick Morrison, Scott Kelly, Jim Marr, Chris Collins, Joe Carter, Corey Baggett, Kevin Knoedler, Andrew Bassis, Mia Kim, and myself. Turning Point and Desert Wind were thoroughly cleaned and CompanionShip had the steaming light installed, mast raised, and rig tuned. Most all went sailing afterwards to celebrate the accomplishments.

### CIH forms new Committees for Marketing, Member Support, Workday, and Cruising

With CIH growing to over 100 members this past year we have decided that we need to get better organized. We have formed four new committees for 2010:

**Marketing:** The Marketing Committee is tasked with growing the CIH membership with the goal of obtaining 150-160 members by the end of 2013 or sooner. Michael Adams has volunteered to chair this committee. The committee will advertise and run the Open House on the 3<sup>rd</sup> Sunday of the month. The Open House is focused on membership growth rather than member sailing. Only those boats needed for the Open

House will be blocked out; typically Angelsea, Zephyr, and Desert Wind. The next CIH Open House is January 17, 2010.

**Member Support:** The Member Support Committee will focus on coordinating training, educational, and social activities. Travis Weber has volunteered to chair this committee.

**Workday:** The Workday Committee will run the new CIH Workday. CIH had decided that starting in January we will start having workdays on the 2<sup>nd</sup> Saturday of the month. The January work day will be January 9, 2010. The Workday Committee will include the Boat Chiefs, Assistant Boat Chiefs, and other maintenance enthusiasts. The boats will be reserved from 9:00 AM to Noon for workday. After noon the boats will be available for sailing or training. Michael Delaney will temporarily chair the committee until a permanent chair volunteers..

**Cruising:** CIH has formed a cruising committee to schedule cruises out of the CIH area. Michael Fuller has volunteered to chair the committee. The committee is composed of cruise checked out skippers in CIH. The structure of the committee will differ from that of MDR. The committee will select the schedule for 2010 and then one cruise rated skipper will be assigned to lead and manage each cruise. This will spread the work load around and hopefully get more members involved. The cruise schedule should be ready for the February newsletter.

**CIH Large Boat Selection Committee** With the approval of the LBSC report at the December membership meeting, the CIH LBSC is actively looking for a Catalina 30, 320, or 34 that will serve as an entry level large boat, a cruiser, and a day sailer. Michael Strossman is leading the effort. Please keep your eyes of in the marinas and on the internet for a good boat.

## SECRETARY'S COLUMN

Richard Windebank

We had an unusually full Agenda for our meetings of the Board and the Membership on December 10.

At the Board Meeting, we introduced a "Consent Calendar" consisting of seventeen items that the Board needed to vote on, or ratify, from discussions since the last meeting. We approved the purchase of a new engine for Collective Effort, temporarily increased the number of permissible Large Boat members, and

amended the training requirements on Capri 22's. In addition, we assigned a number of tasks that need to be completed by the next meeting. These involve an assessment of our sail inventory, a review of boat usage, possible changes to the process to move through boat levels, the introduction of a "Notice to Skippers" on all boats, and a Cruise Program for 2010.

Capri 22's are the most popular boats in our fleet. In MDR, Sundance was used 261 times last year, about twice as much as the next most popular boat. In CIH, Turning Point and Desert Wind averaged nearly 200 reservations each. In future, you will only have to check out on one 22 in order to be checked out on all 22's, provided you are already familiar with the harbor you sail from.

All boats should now have the "Notice to Skipper" form in the front of the Log Book. In addition to reviewing the last three logs, you now need to review this sheet, where the Boat Chief will draw your attention to any specific issues you need to be aware of.. Thank you, Margaret Pommert, for introducing this form.

The Sail Committee is conducting a detailed review of the Club's inventory of sails. They will estimate the expected useful life of each and what needs to be replaced and when. This will be helpful to our sail management program and assist with our budgeting process.

The Membership Meeting included an excellent presentation by Mike Strossman, leading to the CIH proposal to add another large boat to their fleet. The motion was passed unanimously. Although CIH currently has sufficient funds to buy a \$30,000 boat, most of those funds will be needed to purchase Angelsea in a year or so. Hence, they plan to raise about \$30,000 to support their large boat program through membership bonds, mainly sponsored by CIH Members. They will seek the Club's approval to do this at the next Membership Meeting.

Brad Benam, our Cruise Chair, is planning four cruises in 2010. These may include Paradise Cove, King Harbor, Avalon, and Two Harbors.

Gilbert Tseng, our Fleet Captain, is working on a plan to enable members to move through boat levels more quickly, provided they have the experience to do so.

Carole Walsh, our Vice Commodore, is diligently working through our membership records to see if we can allow in a few new members. We currently have a

waiting list of 105. At the last count, we had 384 members in the Club made up of 304 Regular Members, 66 LOA/Honorary/Boat Owners and 14 Associates.

Some members have asked for a reminder of how to access Fairwind docs that are not on the Fairwind website. The answer is: go to the Fairwind communications site at [http://groups.yahoo.com/group/FYC\\_Communications/](http://groups.yahoo.com/group/FYC_Communications/) using the "Join this Group" button. Once you have done that, you can access Membership Reports, Minutes of Board and Membership Meetings, the Membership Roster, Treasurers Reports and Group Messages and other Fairwind communications.

If you have any suggestions for improving communications within the Club, feel free to e-mail me at [Richard@windebank.com](mailto:Richard@windebank.com)

## CLUB CRUISES FOR 2010

Skippers that are cruised qualified in Fairwind Yacht Club met at SMWYC on December 16, 2009 and came up with a sailing schedule for 2010.

February 28<sup>th</sup> is whale watching. We are going to have a spotter plane in the air directing us where the whales are. This might be the first year we see lots of whales.

May 2<sup>nd</sup> is King Harbor Brunch. We will leave MDR at 9:30 – 10am sail to King Harbor have lunch and sail back, returning around 4-5pm

July 17<sup>th</sup> is the King Harbor Dinner cruise. Leaving MDR at 3pm, we will sail to King Harbor have dinner and sail back. We will board the boats to come back to MDR while its still light and watch the sunset on our return home arriving 9:30-10pm.

August 2<sup>nd</sup> will be our Summer Splash. This is something brand new, we have never done it before, but it should be a lot of fun. We will load the boats Saturday with club kayaks, personal kayaks, paddleboards, and snorkel gear. We will go close to Malibu and spend the day playing in the water, returning late afternoon.

**New rule for 2010:** It will cost \$10 per person. Half the money will be spent on the people sailing, such as buying a couple of appetizer per table at the King Harbor sails. The other half will go to fuel and end of year awards.

## SAFETY LETTER

Greetings Fellow Sailors,

As the Safety Officer for the club, I am writing this article to discuss and explain safety procedures when skippering a club boat. It is club policy to instruct your crew about on-board safety and how to handle emergency situations. It is vitally important that everyone on board know what to do under emergency conditions. As we all know, waiting until "something goes wrong" is too late.

It is the responsibility of the skipper to instruct his/her crewmembers before the boat leaves the dock. When the skipper "checks" the box stating that the crew has been instructed, s/he must have *actually instructed that crew*. There doesn't appear to be much consistency throughout the club as to the safety/emergency procedures that are explained to crewmembers.

### Here are some basic safety and emergency guidelines:

1. Safe boarding/exiting of the boat
2. Safe areas on the boat
3. Areas that are not safe
4. Moving safely around the boat
5. Location and use of the radio
6. Location and use of the horn
7. Location and use of the flares
8. Location and use of the fire extinguishers
9. Location and use of the life jackets and harness equipment
10. Anchoring and/or mooring procedures
11. Lookout procedures when crossing shipping lanes
12. Emergency procedures for:
  - Man overboard (MOB)
  - Engine failure
  - Injured crew member
  - How to contact the Coast Guard
  - How to contact SEA TOW or VESSEL ASSIST

I know that this list is not complete and I welcome your suggestions to further enhance it. Please email me at [marvbrown44@gmail.com](mailto:marvbrown44@gmail.com) anytime. We all enjoy sailing our club boats and by instructing your crew in these safety procedures you will enhance their experience and your own.

Happy and safe sailing

Marv Brown, Safety Officer

# BOAT USAGE FOR OCT-DEC 2009

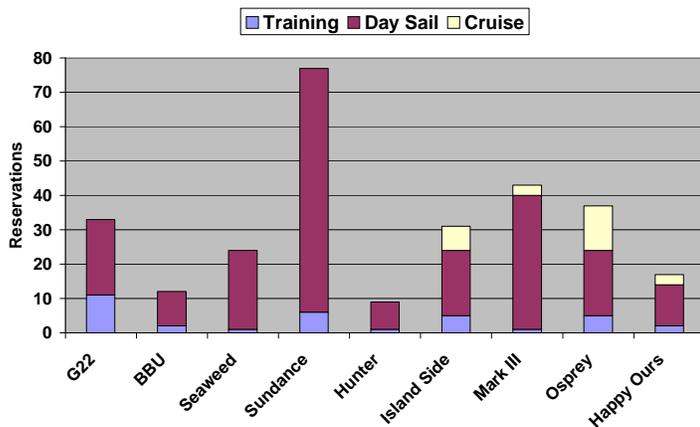
By Michael Delaney

I have attempted to compile the FYC boat usage data in a simple format. I have separated MDR and CIH data and presented both table and bar graph formats. The data is taken exclusively from the web reservation system. The data has been filtered to a degree to eliminate reservations for maintenance and open houses.

The number of reservations for training (blue), day sailing (purple), and cruising (yellow) is broken out. The cruising data is for the total number of cruise days.

The data for MDR in bar graph and table is provided below.

MDR Oct - Dec 2009

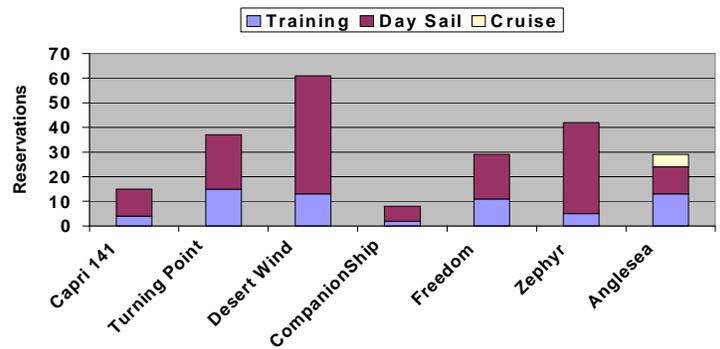


Boat	Training	Day Sail	Cruise
G22	11	22	
BBU	2	10	
Seaweed	1	23	
Sundance	6	71	
Hunter	1	8	
Island Side	5	19	7
Mark III	1	39	3
Osprey	5	19	13
Happy Ours	2	12	3

The Hunter was out of service for most of the period with engine issues. Island Side was out of service with a bad prop for about a month. Clearly as before Sundance is the most heavily used boat by a factor of two.

The data for CIH in bar graph and table is provided below.

CIH Oct - Dec 2009



Boat	Training	Day Sail	Cruise
Capri 141	4	11	
Turning Point	15	22	
Desert Wind	13	48	
CompanionShip	2	6	
Freedom	11	18	
Zephyr	5	37	
Anglesea	13	11	5

CompanionShip, our newest Capri 22, was added to the fleet in late December. Capri 141, one of our Capri 14.2's, was moved to the outer harbor in late October. Desert Wind takes the honors for most usage in CIH. Note that CIH has many more training reservations due to the influx of new members.

## VOLUNTEERS NEEDED FOR BOYS AND GIRLS CLUB OF VENICE AFTER SCHOOL SAILING PROGRAM

Volunteers are needed for the after school sailing program that will start February 10, 2010. The program runs from February 10<sup>th</sup> thru mid-June with sailing on Tuesday and Wednesday from 3:30 to 6pm. All volunteers need to be fingerprinted, given a review of the boats and practice boat handling, go over the syllabus for the classes and protocol for the program (safety, inclement weather game plan, etc). The main requirement for volunteering is enthusiasm for teaching sailing to the kids, a strong emphasis on safety at all times, and a bit of knowledge about sailing (but the kids who have been in the program before can teach you as well!!!)

I have been blessed with great volunteers each fall and spring and look forward to another set of great people to help make this very worthy program a success for the kids.

Please contact me as soon as possible so we can get the orientation scheduled and practice with the boats. I look forward to another great spring on the water with the kids! Hope you all can join me!

Fran Weber (310) 738-3205 cptfran@aol.com

## SMWYC EVENTS

Fairwind members interested in what is going on at Santa Monica Windjammers Yacht Club can pick up This Week @ <http://www.smwyc.org/thisweek.html> which officially changes each Monday AM. We need to give folks an incentive to join the club <grin>. SMWYC offers us a great discount of \$55.00/month paid quarterly. They have a great club house with good food, music/dancing, parties, cruises, and I think a junior sailing program. This is a good family club yet is also great for single sailors to hook up to crew on events.

Smooth Sailing!

Carole L. Walsh



**Win A Cruise!**

 **7 or 8 Day Cruise for Two On Carnival Cruise Lines**

**Drawing: Feb. 7, 2010 at SMWYC Super Bowl Party at Half Time**

**Tickets: \$5 for 1; \$20 for book of 5**

Contact: Jeannie Schwulst 310-397-5002 [jeanniemkc@gmail.com](mailto:jeanniemkc@gmail.com)  
(Payable by cash or check to Jeannie Schwulst)

This certificate is for 2 people sharing a cabin for a Carnival Cruise Line 7 or 8 day Cruise. It includes all government taxes, fees and shipboard gratuities. Valid for travel during the FALL (Sept. 1–Dec. 15) at no additional out of pocket expense. Certificate can be upgraded to another time of year using the full value of the certificate. Certificate is valid one year. Proceeds to benefit SMWYC.



**Coming in February!**

21st Annual  
Southern California Yachting Association's  
**Women's Sailing Convention**

on Saturday, February 6, 2010  
at BCYC in Newport Beach, CA

- ▲ **You don't want to miss this Premier Event!**
- ▲ Top Women Sailing Instructors
- ▲ Over 25 Fabulous interactive Workshops
- ▲ **Fun, Learning, and Confidence Building!**
- ▲ Three outstanding meals included in the event.
- ▲ You'll say, **"One of the BEST DAYS of my life!"**
- ▲ The "must-do" event of the year!

Call Gail Hine at 951-677-8121 or e-mail: [hine@scya.org](mailto:hine@scya.org)  
See info on 2009 event at: <http://wsscya.scyaweab.org>

## 21<sup>ST</sup> ANNUAL SCYA WOMEN'S SAILING CONVENTION

The Southern California Yachting Association, will hold its 21<sup>st</sup> Annual Women's Sailing Convention on Saturday, February 6, 2010 at the Bahia Corinthian Yacht Club, Corona del Mar. Primary sponsors are BoatU.S. and West Marine. This event is open to all women interested in sailing from novice/beginner to expert. This year's event maintains its multi-workshop format: Attendees select a combination workshops in areas that best fits their interest and ability, such as: Welcome Aboard (for beginners), Diesels, Going Up the Mast, Basic Racing Rules, Tactics, Docking, Overboard Procedures, Suddenly Singlehanded Interactive, Weather, Sail Trim, Basic Navigation, Safety, Marine AC/DC Systems, Hassel-Free Heads, Spinnaker Rigging, Offshore Cruising, and Introduction to Sailing. All of the workshops are presented by top women sailors from all over Southern California, many of whom are USCG Licensed Captains. To top off the event in the evening, U.S.C.G. Captain Patricia Garfield will be the featured speaker. She is a blue-water sailor who doubled handed the 2005 Transpac on her

Catalina 47, Charmed Life, with Captain Diane Murray. Patty also owns her own yacht brokerage with offices in San Francisco, San Diego and Newport Beach. According to producer/director Gail Hine, "This event gives women an opportunity to meet many other women sailors, find out about existing women's sailing organizations in their area, instructional programs available, and many other areas of interest for those who would like to do more — racing, cruising and day sailing. We'll have something meaningful for everyone. For those who are already involved but desire more, we will offer some new areas of inspiration and instruction along with excellent networking opportunities."

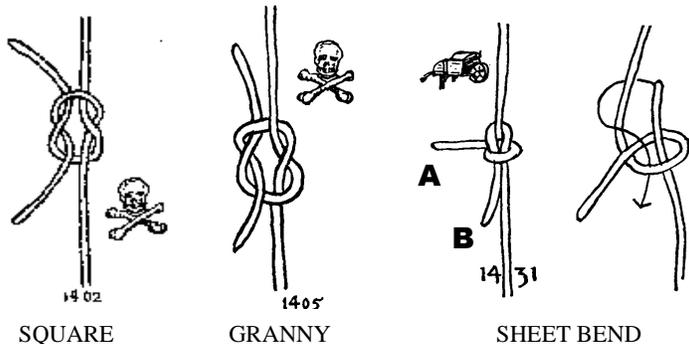
Attendees have reported that this convention was one of their most rewarding boating experiences and the very best-organized event they have ever attended. It's a sell-out every year. Rain will not cancel or diminish this event.

To obtain a reservation form (prepaid-registrations are required as space is limited to approximately 275), write Gail Hine, SCYA Women's Sailing Convention, 23414 Mt. Ashland Ct., Murrieta CA 92562; 951-677-8121); email: hine@scya.org or on the web at www.scya.org (available after 12/20/09). The convention fee of \$165.00 includes workshops, breakfast, lunch, dinner, souvenir and handouts.

## 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 some years ago. Two lines joined by a square knot was 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 been severe injuries. As Dave Lumian pointed out afterwards, another name for the square knot is the "widow maker."

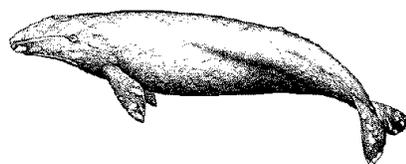
"1405. The GRANNY is another questionable knot that is often tied as a bend. Its use is inexcusable but it is hardly so bad for the purpose as the REEF KNOT, for although it will slip, it does not have the same tendency to capsize and spill."

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

"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).

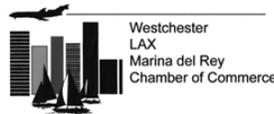


## CALENDAR

Saturday, Feb. 6, 2010	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Feb. 14, 2010	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Saturday, Mar. 6, 2010	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Mar. 21, 2010	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

### FAIRWIND YACHT CLUB

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Association of Santa  
Monica Bay  
Yacht Clubs



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California Clean  
Boating Network

