



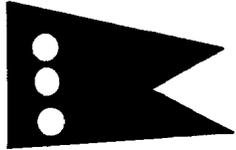
# FAIRWIND YACHT CLUB

# NEWSLETTER

February 2010

Editor: Robert Baron

Vol. 38 No. 2



## COMMODORE'S LOG

Ken Murray

This is supposed to be the quiet time of the year for yacht clubs, but it seems remarkably not so! This winter, the Board has been very involved in working on infrastructure (both physical and process), to ready the Club for the busier time of the year, which is approaching rapidly. We have only two months remaining in the rainy season, and then it will be full speed!

The Club has submitted several grants for gear that will enhance our safety equipment, and for those who've never written a grant, it is more complex than you might imagine. We've filed our amendment to our Articles of Incorporation, so that we are once again operating with a legal number of directors. The temporary Boat Swap of the Mark III and CompanionShip has already borne results: I think 8 people have checked out on the Mark III in CIH, with others training, and CompanionShip has gone out for a number of daysails. Boat Chief Ken Hoover is furiously working to bring the boat into a nearly identical configuration to Sundance. Those who have sailed the boat have reported a very enjoyable daysail. With CompanionShip, we will be able to start adding some new members to MDR, breaking the logjam created by the Boat Loading limitations. We have now entered into a WiFi contract with a resident of Bar Harbor right above our docks that will enable us to put the electronic dockside reservations into effect, finally. We continue to try to update the Bylaws to bring them into conformance with State Law for Corporations. I am not sure how the recent Supreme Court decision that Corporations are people, too, will affect us, but we are discussing it.

One of the dilemmas facing the Club has been how to take advantage of the very soft boat market in the Great Recession. We have the potential of updating our fleet in a way that may not happen again for decades. In the last few months, we have added two additional Capri 22's at very modest cost (\$2,500 and \$1,500), which augments the two Capri 22's that we already had, the two most popular boats in the fleet. The consensus is that although we bought Sweet Deal for MDR, we will leave it up in CIH, and keep CompanionShip in MDR, rather spend the time, money, and effort to switch them.

Along those lines, we have a Boat Selection Committee (BSC) in MDR evaluating the potential purchase of an essentially new Catalina 310 (successor to the Cat 30) (80 engine hours), as a replacement for the Mark III spot as our "Entry Level Large Boat" in MDR. The boat under consideration would save us about \$70,000, compared to an equivalent new boat. The recent survey supports that most Fairwinders want to be Large Boat Skippers, and the entry-level boat is critical to that progress. The Mark III has done great duty for the Club, but is now 15 years old. One of the benchmarks often spoken of by veteran members is that 20 years is the approximate useful life of cruising boats in the Club. Beyond that, they become increasingly "worn." There is debate about how much useful life remains on the engine, but irrespective of that, there is no doubt that we will never have another economic climate in the near future allowing us to cement this "slot" in our fleet for the NEXT 15 years, which exceeds my likely lifespan. There is a clear difference of opinion about the desirability of new appearing, versus older boats. There are some in the Club who are endeared to "project boats." However, boats that require a lot of work, well, require a lot of work. In the cruising category, this is a complex process, and inevitably, expensive, and potentially involves a lot of "down-time" on the boat.

Likewise, the BSC in CIH has looked at over 10 boats, and have found several candidates. What they appear to have discovered, though, is that there is a "set point" just short of the \$30K they were authorized, and that by spending just a little more money, they could obtain a significantly better boat. They have also approached me about acquiring the Mark III, if MDR decides to replace that boat. My reaction is that I'd think they have to obtain a formal Marine Diesel Survey on the engine, so they know exactly what they are acquiring. Such a move would greatly simplify the replacement process in MDR, but I think is a separate issue, and should be looked at as such. I'm not opposed to that happening, and it is attractive on many levels, but we should proceed down that road with careful deliberation.

We are at a crossroads in terms of size, which will require us to seriously look at outsourcing jobs done by the Board currently, specifically the accounting. This will be discussed at the next General Meeting.

We are about to embark on a landmark project, a Strategic Review of our Club, which has not happened in a long time, as mentioned at the last meeting. It has the potential to set the course for the NEXT 45 years!

Speaking of which, our next meetings, on Sat, Feb 27<sup>th</sup>, is a new landmark. As voted by the membership at the last meeting, we are taking advantage of the new options, to schedule a meeting on a weekend, for the first time in over a decade. I hope that following the meeting, we can all go sailing!

## FAIRWIND STRATEGIC REVIEW

Ken Murray

It has been identified by many members that after 45 years, there should be a comprehensive review of the Club strategy of operations. Over the years, there have been many changes, and as such, there is something of a patchwork of processes. It is doubtful that when the Club was created by 6 people, to buy one raggedy boat, that they envisioned that there would emerge a club of 300, in two harbors and a trail in another, with 25-some boats, cruising, racing, "events," and all the rest. Do we take the position that we should follow the vision of the founders, and have no boat over 12 feet, and nothing but daysailing? Clearly not.

However, the changes in direction have not been due to a master plan, but happenstance, opportunities, and the

energy of individual leaders driven by personal agendas or visions of what they thought should happen. Somehow, it has all worked out. BUT, the growth of the last decade has changed the fundamental issues of management, and the complexity is such that "average" people getting involved have great difficulty in finding a path through the morass of work, to making decisions about what to do. People decry the "corporate structure," however no one is willing to put their personal property at risk of a lawsuit, and we can't hold a meeting of a hundred members in anyone's living room, as was done in the past. And so, we move into another era.

The Board has directed me to initiate a Strategic Planning process, and so we will. The Board's hope is to involve many people, who will divide into subcommittees to work on various questions. The conclusions will be brought back to the whole group, who will hash out the broad strokes, and the final project will be brought to the entire membership for approval. We are hoping not to impose too much on anyone's time, and hope to proceed in an efficient fashion. I hope to inform the membership as the process moves forward. The Board has proposed a very aggressive time schedule, but I think having goals is a good thing. Hopefully, we'll end up with a good product, of which we can all be proud.

## SECRETARY'S COLUMN

Richard Windebank

There's a lot going on in the Club right now and our upcoming Membership Meeting will have another packed agenda.

CIH will be asking if they can increase their budget for their new large boat from \$30,000 to \$35,000, which I support. Any time we buy a new boat, it's a big decision and we need to get it right. CIH will also be asking for members' approval to raise up to \$30,000 in voluntary bonds, to help fund their large boat program. I support that too. They have a good business plan and, so far, have surpassed all milestones in an efficient and impressive manner.

Then comes the recommendation for MDR to upgrade the Mark III to a sparkling 2003 Catalina 310 in impeccable condition and with only 66 hours on the clock. I'll leave Ken to discuss that in more detail but it sounds like a highly desirable upgrade to me, and a great boat for the money.

The next big issue is the development of our Strategic Plan. I view this as critical to the future of our Club and I applaud the way it's coming together. Through the Strategic Planning process, we will gain valuable input from a broad section of our membership and ultimately from everyone. But the initial team of around 40 members brings a wealth of knowledge and experience in all aspects of the Club's activity. They will offer a diverse perspective that ensures that all members' interests will be equally well represented.

The Strategic Plan will look at the value we all get from our membership and the components of the cost that provide them. The panel will need some basic information and we've started to pull that together. I'll share some provisional numbers with you but these are only provisional and may change as we research them further.

Last year, our most popular boat i.e. the one members chose to use the most, was "Sundance". Sundance was used on 261 days (during the period October 1, 2008 to September 30, 2009).

Here are the other numbers. I have used "Days in Use" as the best method to incorporate both **daysailers and cruisers. I've also left off the Capri 14.2's and the Hobies.**

BOAT	Days In Use	BOAT	Days In Use
Rambaley	158	Osprey	176
Seaweed	126	Happy Ours	110
Blue-By-U	94	Desert Wind	173
Sundance	261	Freedom Two	138
Collective Effort	68	Turning Point	214
Island Side	154	Zephyr	162
Mark III	189	Angelsea	97

Our most popular cruise boat was "Osprey" which did 16 cruises. Collectively, we did 74 cruises in the year, which averaged 3.7 days per cruise. (That might be overstated because we took any part of a day as a full day.)

The total amount of capital we have tied up in our fleet (i.e. it's net realizable value) is probably a little under \$300,000. That's made up of about \$35,000 for our small boats (again excluding the Capri 14.2's etc.), \$115,000 for our medium boats and around \$140,000 for our

large boats (excluding Angelsea that we don't own).

If we were paying regular slip fees, our small boats would cost about \$5000 per year each to run, including slips, maintenance, insurance and depreciation. Medium size boats would average around \$8,000 and large boats around \$14,000. All of this data and more is needed to make informed decisions on the multiple issues to be addressed in our Plan.

Here are some of the other questions we will try to address: What would be the ideal number of members in each harbor, without overloading our volunteer workforce. Should our fleet be more diversified, to broaden it's appeal, or more unified, to reduce the burden of training and simplify maintenance. Should our fleet be older (less capital outlay, more maintenance) or newer (vice versa and nicer to sail)? Can we and should we do more for the community Are we right to combine the roles of Directors and Officers or is there a better model. All of these are good questions and need careful thought but they are essential if we are going to make our Club better year after year. The most important thing is to promote thought and input from every member of the Club. But, at the end of the day, it's not your opinion or mine that matters the most. It's the collective opinion of the membership at large. That's what we're looking for and that's what we all need to support, once we've figured out what it is.

## MEMBERSHIP GUIDE: WHERE TO GO FOR WHAT

Updates to Membership Roster: Vice Commodore: Carole Walsh

Change Email Address for newsletter: Mike Strossman

Pay Dues: Vice Commodore: Carole Walsh

Change Skipper levels: Fleet Captain: Gilbert Tseng

Change Membership Status: Vice Commodore: Carole Walsh

Submit Articles for Newsletter: Secretary: Richard Windebank

Help with training and checkout: Fleet Captain: Gilbert Tseng

Report an Accident: Safety Officer: Marv Brown plus Rear Commodore, Mark Zierten

Gear broken on boat: Specific Boat Chief (from Fairwind Website) plus Mark Zierten

FYC Officers: [www.fairwind.org](http://www.fairwind.org)

Minutes of Board Meetings: [http://groups.yahoo.com/group/FYC\\_Communications/](http://groups.yahoo.com/group/FYC_Communications/)

FYC Treasurers Reports: [http://groups.yahoo.com/group/FYC\\_Communications/](http://groups.yahoo.com/group/FYC_Communications/)

Coast Guard: Channel 16 or 310-732-2043

Key to "D" Basin: Bar Harbor Anchorage, 4242 Via Marina, Marina Del Rey (310) 823-4689

## MARINA DEL REY LIBRARY

by Ken Murray

One of the real treasures in MDR is the local county library, which is located on Admiralty Way, just to the north of Bali Way. When I travel to MDR, and I have time on my hands, such as waiting for the rush hour traffic to settle down, I often head to this library.

The library has all the usual resources, including about 10 computers with Internet access, and free WiFi, but also contains the Nautical Collection, an amazing collection of marine resources. The Nautical Collection has 5,135 circulating and reference books, 33 periodical titles, and 830 video and audio titles. Many of these things can be checked out for home use. Whether taking a glance at the most recent comparison studies in "Practical Sailor" (sort of a Consumers Reports), or reading about Robin Knox-Johnston's voyage around the world (truly amazing), the hardest part is not spending unending hours there!

The library is closed Sundays, but is open all other days but holidays, in the afternoons and most evenings. Further information is at their website at: <http://www.colapublib.org/libs/marina/>

## LEAVING THE MDR DOCKS

By Ken Murray

Recently, we've had a rash of accidents relating to leaving the docks. There have been some similar situations, so it seems reasonable to talk about some of the physics involved.

Normal Situation: The prevailing winds are from the West, which is the direction that the boats face when docked. When the boats are backed out, and the stern is moved to starboard, the wind catches the sails (if up), or the freeboard of the boat, and pulls the boat downwind. As the sails fill with wind, momentum is created to the south (towards the open basin).

First problem: Sail Trim. For boats that are being sailed out of the slips, the three non-motored small boats, I often see people raise only the mainsail. This can be ok, but you need to understand that you are sailing with one hand behind your back. The problem is that the force from the mainsail tends to turn the boat up, while the jib tends to turn the boat down. If you have only the main up, it can turn the boat up beyond your ability to turn the boat with the rudder, especially at slow speeds when the rudder is non-functional. If you have both sails up, you can take advantage of the balance between the two sails to get the boat pointed the right direction. I have seen people in stout winds be unable to get a boat off the dock, as the wind kept blowing the boat upwind, hitting the adjacent boat repeatedly.

Second problem: Light wind. When sailing a boat out, there can be a real problem with the boat not building up sufficient speed to have steerage, and being blown down into the downwind boats. I've seen this happen a lot. Once the boat is backed out, and facing the basin, the wind is basically blowing it sideways. As the wind fills the sail, it creates forward momentum, but it does nothing to counteract the force blowing the boat downwind. The boat is pointed towards the Basin (south), but is moving at a 45 degree angle toward the downwind boats. The only way to salvage the situation is to point the boat a bit upwind, away from the downwind boats. This will tend to slow the boat down, and you cannot generate enough force upwind, to counteract the force downwind, and a collision is inevitable. In stout winds, the sails generate enough force to get out of this, but in light winds, the outcome is preordained. The only other solution is to paddle out with the sails down. Or, to motor. This is the reason that it is absolutely the best idea to motor out of the slip in light wind on the Capris. **USE THE MOTOR IN THESE CONDITIONS!**

Third problem: Wind from the Southwest. It seems these days, that when the wind comes up, it often is coming from the Southwest, rather than the West. This is a particularly problematic situation for boats under sail. If it were due south, everyone would know that you can't sail out of the finger, but the Southwest wind is seductive! In theory, this will put the boat on a Close Hauled course. The problem is that you can do nothing to counter the drift into the downwind boats, as you **CANNOT** turn up or be **IN IRONS**. The second issue is that the wind can do a lot of shifting, and if it shifts to the South, you are toast. If you are sailing out in these conditions, you need to be prepared to paddle like heck if things start to go wrong, and you probably want to

have two able-bodied rowers available. This is also a bad choice condition to attempt to sail, if you have an engine available. If things start to go wrong, boats like the Capris and heavier probably cannot be salvaged from having a collision, and probably no boat that has it's sails up can be kept from hitting.

Fourth problem: Boat backed into the slip. It seems, at first glance, that getting a boat that is facing downwind out of the slip, should be the easiest move of all, particularly with a Westerly wind. NOT SO! The problem is, that as you move east, you are creating momentum towards the east. As you clear the slip, and start turning toward the Southeast, you continue to move across the finger toward the downwind boats. As you get the boat turned due South (towards the basin), the sails (if up) and the freeboard of the boat are now fully catching wind and generating force toward those downwind boats. Up to this point, there has been nothing that has generated any upwind force, and the boat is in great danger of collision! The tendency is to gun the engine at this point, but if the boat is not pointed upwind, there is a great chance of colliding with downwind boats with great force! This problem happens often with the Hunter 26.5, as it has a wing keel, and is more susceptible to sideslip. We don't often store our boats this way, but when it happens, it is probably best to use a spring line to allow the boat to turn sideways to the wind, before applying force with the engine. If sailing, it is probably better to turn the boat around in the slip, and leave the usual way.

Fifth problem: Spring lines. Spring lines are used when backing out boats, to assist in turning the boats to the South, and to rescue the boat if it drifting too far downwind. I'm not a big fan, but I see their utility in early training. However, there are a couple of situations that are problematic. If you have an engine running, and you use a spring line, you are in great danger in fouling the prop of your boat, and if you do, you are toast. You may not only have a collision, but a high speed collision, and potentially destroy an engine!!! Having a line in the water with an engine running (particularly in gear), is asking for real trouble. Please reconsider this technique! The second issue is what the spring line is attached to on the dock. Often, I see people run it through a loop of line, often a dock line. This is a bad practice. The general rule is that you do not want line running through line, as the friction can destroy either or both. In the rock-climbing world, many deaths have resulted from this practice. It is FAR better to run the line around a cleat. Make sure the line does not have a knot in the end, or you will have a Keystone Kops moment.

**Dave Perry is back!**  
presenting  
**Dave's Top 10 Tactical Tips**  
California YC, Friday, March 19, 7 pm



Racing Rules Guru, Top-Ranked U.S. Match Racer  
and Coach of the U.S. Women's Match Racing Team  
will teach you how to get around the race course ....  
in **FIRST PLACE!**

Open to all interested sailors and avid racers

\$10 at the door - includes beer, raffle, and DAVE!

Please arrive early to get a great seat

Sixth problem: Getting off the downwind boats, once you are there. I have seen this many times: A boat ends up on the downwind dock/boats, and they can't get off. **YOU CANNOT SAIL OFF.** It is difficult to motor off. You **MUST** drop your sails. The best maneuver is to throw a line to someone on our docks, have them tie it off to a cleat, and winch the boat upwind, and off the boats. With the small boats, you may be able to do it by hand. The wind is blowing you into the docks, and if you are only able to create force at right angles, you will hit the next boat in line. I've seen people hit 7 boats in a row this way. To motor off, you have to get the boat to at least a 45 degree angle to make progress away from the dock/boats. This is not fun, and is very frustrating.

## **ANOTHER CAPRI 22 FOR MARINA DEL REY**

By Ken Hoover, Interim Boat Chief

It didn't take long for the Capri 22 to become the most popular boat in the fleet. These easy-to-set-up-and-put-away little screamers have given many a Fairwinder and their crews fun afternoons on the water.



To help satisfy the demand and give Sundance a break from almost constant use, the board authorized a move in which the Mark III, our Catalina 30 in Marina del Rey, and CompanionShip, a Capri 22 from Channel Islands Harbor, switched places for three months.

So CompanionShip is ready to go. She's sitting in the Mark III's usual slip, where any skipper who's checked out in Sundance or any other club Capri 22 is authorized to reserve and sail her, with a harbor orientation, if one is not checked out on another MDR boat.

The biggest difference with Sundance is that CompanionShip doesn't have a roller-furling jib. You have to hank up one of two headsails you will find in the cabin.

There are two important points that should be made in docking and casting off CompanionShip:

1. Be sure to use a forward spring line, when making fast the boat to the dock, to pull the boat well forward in the slip so that the propeller doesn't extend past the end of the dock. If the propeller is outside the dock, an ugly gash in Blue-By-U's hull is practically a certainty.
2. The slip is much wider than most of us are accustomed to for a 22-footer. It's easy, if you're not paying attention, to turn the boat out too soon when casting off and bump into the opposite side of the slip, possibly damaging the engine. Don't do that.

Since CompanionShip made her Marina del Rey debut, the club has purchased another Capri 22, our fourth. She's appropriately named Sweet Deal, and right now she's in Channel Islands Harbor. So any way it works out, Marina del Rey and Channel Islands will have two Capri 22s each.

Richard Windebank and I will be maintaining Sundance while she's in MDR.

## DIESELS FOR DUMMIES WEDNESDAY- FEBRUARY 17<sup>TH</sup> SMWYC

HAPPY HOUR 6:30 P. M. , DINNER \$10. 00 AT 7:00,  
DIESELS FOR DUMMIES TO FOLLOW AROUND 7:30  
P. M.

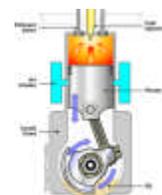
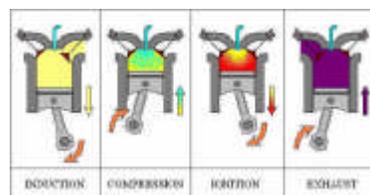
DAN GRIBBLE—HERE IS WHAT QUALIFIES HIM TO  
TALK ABOUT DIESELS:

I grew up around boats and spent my summers working in boat yards both as a mechanic, a painter, whatever. I learned to sail when I was five years old and have raced all my life from dinghies to Super Yachts both in the US and around the world. I am a bit of a cross-dresser in that I am also a power boater and willing to admit it. I earned a Bachelor of Science degree in Mechanical Engineering specializing in Naval Architecture from UC Berkeley and later a MBA from UC Irvine. I bought into Boatswain's Locker initially in 1982 and managed to buy the entire company in 1986 and this is where I have hung my hat ever since. We are marine engine distributor and service business and we have customers throughout the Southwest US, Hawaii, and Mexico. Though our primary business began with recreational boating we have grown into the commercial marine market as well. Our primary lines are Yanmar Marine Engines, Kohler Marine Generators, Mercruiser Marine Engines, Scania Marine Engines, Fiat Powertrain Technologies, Mitsubishi Heavy Industries, ZF Marine Transmissions, Hamilton Waterjets, and a host of related accessories and components. I am married with two children, both of whom are consuming what little I have managed to save over the years by attending expensive universities. I enjoy racing sailboats, surfing, snowboarding, writing, reading, and travel.

THERE IS A "DIESELS IN A DAY" CLASS WHICH  
YOU CAN SIGN UP FOR AT THIS EDUCATIONAL  
PRESENTATION NIGHT AT SMWYC.

RESERVATIONS (310) 827-7692 If you wish to not eat,  
it is still \$10. 00 to attend.

SMWYC —13589 MINDINAO WAY, MARINA DEL  
REY, CA 90292



## SHOALING ISSUE AT THE NORTH ENTRANCE OF MARINA DEL REY

Due to the recent storm activity Marina del Rey's North entrance has seen significant shoaling activity. The North Entrance channel is open with approximately 100 – 120 yards clearance. Please advise them that if they stay outside the Aids to Navigation (Green Buoys) and the white "Hazard Buoys" they **should** be clear of the shoaling with a minimum of 10' depth at low tide. Most of the entrance has approximately 15' to 17' depth. Also use caution whenever transiting this area because conditions do change, and buoys can move. Boaters should also give the Jetties plenty of room. It is ultimately the boaters responsibility to safely navigate their own vessel, especially in known hazard areas.

Thank You,

Sgt. Michael Carriles  
Harbor Operations  
Marina del Rey Station  
Los Angeles County Sheriff's Department  
(310) 482-6030 \* Fax (323) 415-3615

## "DOCKWALKER TRAINING" FOR CLEAN BOATING PRACTICES

The California Department of Boating and Waterways and the California Coastal Commission's Boating Clean & Green Program in partnership with the Keep the Delta Clean Program, the Santa Monica Bay Restoration Foundation, the US Coast Guard Auxiliary, the US Power Squadrons and many more organizations listed below will conduct more Dockwalker trainings this year.

Dockwalkers will be trained to engage members of the public and the boating community in adopting clean boating practices. Once training is complete, these volunteers don their official "Dockwalker" hats. Dockwalkers share clean boating information with boaters and distribute educational materials (boater kits) while visiting marinas, launch ramps, marine supply stores, boat shows and special events (regattas, opening days, among others). As you realize, "Dockwalker" is only a generic term because you do not necessarily have to "walk the docks" in order to talk to boaters about safety and clean boating practices.

Your club members will have tons of opportunities to share clean boating information with other boaters at regattas, opening days, club presentations, among others. Remember safety and the environment go hand in hand.

Training is FREE and Dockwalking is a fantastic way to interact with boaters to help keep California's marinas, waterways, and ocean clean and healthy. The training provides an overview of environmentally-sound boating practices, information about how to conduct Dockwalking, and educational materials that Dockwalkers will distribute including the 2010 boater kits ([http://www.coastal.ca.gov/ccbn/images/Boaterkit\\_08.jpg](http://www.coastal.ca.gov/ccbn/images/Boaterkit_08.jpg)). These boater kits include: Reusable Canvas Tote-bag; A Boater's Guide to Keeping Pollutants Out of the Water; 2010 Tidebooks; Oil Absorbent Pillow to capture oil leaks and drips in the boat bilge; a variety of informative Clean and Safe Boating Resources including the new publication produced by the Boating Clean and Green program, the "Environmental Boating Laws Every Recreational Boater Should Know," the ABC's of Boating Law, among others. Depending on your region, we may also provide the Delta Clean Boating map, the San Francisco Bay Area Clean Boating Map and the new edition of the Southern California Boater's Guide.

In the last five years, more than 500 Dockwalkers have distributed over 90,000 boater kits statewide. Hours spent training or educating the public qualify as community service.

This program provides tons of benefits to boaters, marina, yacht/fishing club operators, US Coast Guard Auxiliary, US Power Squadrons, mobile services, local governments, aquatic centers, boat dealers, among others.

Some of the benefits the Dockwalker program will provide to you include:

- Supporting your current efforts, enhancing and broadening your clean and safe boating mission
- Working with boaters as partners in the clean marina/club effort
- Sharing resources such as the boater kit (important in these tough economic times), a valuable education and outreach tool to attract boaters' attention and conduct face-to-face boater education.
- Providing you with more educational resources

for your boaters, members, regattas and other public events and presentations

- Offering an additional method to protect our waterways

The next two local training sessions will be held on March 27, 2010 from 10 a.m. to 12:30 p.m. at the Shoreline Yacht Club, 386 Shoreline Drive South, Long Beach, CA 90802, and on May 1, 2010 from 10.00 a.m. to 12.45 p.m. at the Cabrillo Marine Aquarium, 3720 Stephen M. White Drive, San Pedro, CA 90731. Please contact Vivian Matuk at (415) 904-6905 or vmatuk@coastal.ca.gov to register or obtain further information.

## DOCK TALK

By Marc Levine, Junior Staff Commodore

Hello Members, I was moved this month to share with you some of what has and is going on in the club.

First, a training story. I was out a few weeks ago with our Commodore and an ASA instructor on our Capri 22 Sundance. I noticed our Commodore lying down in the rear cockpit on his back. Initially, I thought that he fell ill. I asked him if he was all right he said he was. The next thing I expected was to hear some quotes from MOBY DICK. I did not hear anything like call me Ishmael or thar she blows. However I did hear the familiar sound of man over board with a cushion being thrown over the side. OK, this is beginning to get somewhat familiar now except for the helmsperson lying on his back with zero visibility. Ken proceeded to perform a man overboard drill on his back with the tiller over his head with no visibility of the cushion marker forcing him to focus on boat and sail trim only. He stopped the boat right next to the cushion. I was impressed by this demonstration.

When I joined the club many years before the days of Loran and GPS we only had a compass and an RDF with a sight and audible beacon. When the RDF lined up with a land based beacon the beep would change to a constant sound with no beeps. You then would take a sight bearing with the RDF compass to verify a bearing and line of position. Some of us during cruise check outs were directed to go below deck to use the range finder in the cabin to simulate zero visibility conditions. I always found these exercises very useful whenever I encountered low visibility situations.

Seeing Ken perform this M. O. B. exercise successfully

reminded me of the usefulness of stretching ourselves in a supervised environment while training.

We have a General Assembly meeting scheduled this month. We will be discussing a fleet upgrade which I am certain is outlined in this newsletter. We are living in a time of accelerated communication. It affects every facet of our lives. In past years before e-mail a Boat Selection Committee survey could take many weeks to complete. Today it can be completed in a matter of a few days. It may seem too fast to some members. Therefore I wish to encourage everyone who can attend this month's meeting to come and represent your point of view on the next steps of our parliamentary process regarding whether or not we proceed on completing a proposed fleet upgrade. Whether or not we proceed on what is being proposed will be up to those who are part of this month's discussion and quorum. Please plan on attending this meeting, having your voice heard, and cast your vote.

Our sail replacement committee is busy working on a report on the condition of our sails. They will be looking at wear and tear as well as draft curve analysis via computer models provided by one of our local sail lofts. Recommendations and budgets will be presented to the Board of directors soon. Spring is right around the corner, in my opinion one of the rights of spring for a sailor are sails that are in good working order and perform well.

In closing I encourage you to get, be, or stay involved in your wonderful club. There are a lot of fun and positive things going on. I truly believe the more we give to this club the more it gives back to us.

Good Sailing,

Marc Levine

## MDR BSC FEB 2010 SURVEY RESULTS

Conclusions:

98 responses, largest response in history of Club

38 ID'd themselves as CIH, 42 ID'd themselves as MDR ( a good balance between harbors)

There was a good diversity of boat levels, skills, experience in the Club, and tenure in the Club

77% desire to be Large Boat skippers

54% anticipate moving up within 6 months, 73% within a year.

83% want a cruising boat for a large boat.

60% prefer a Catalina brand, next closest Ben 20%, no other above 5%

61% prefer a 30–32ft boat, 24% prefer a 32–34 size boat.

## **MDR BOAT SELECTION COMMITTEE TO MAKE PRESENTATION**

The MDR BSC, which was recently created to evaluate the potential replacement of the Mark III, will be making a presentation on their findings and recommendations, along with the recommendations of the Board, at the next General Membership meeting on Saturday, Feb 27<sup>th</sup>.

## **MEETING THE INTREPID SAILOR – ZAC SUNDERLAND**

Members of Fairwind who attended the presentation by Zac Sunderland on January 12, courtesy of the Women's Sailing Association of Santa Monica Bay, were captivated for over an hour while this courageous and impressive young man recounted his adventure of becoming the youngest person ever to circle the Globe single handed, at the age of 18. And it's not as if he had a war chest of money behind him. Through his efforts and dedication to achieving his dream he took part time work to save up \$6,000 before he bought his 1972 36ft boat called "Intrepid."

As the oldest of 7 children, Zac has been sailing since the age of 4 and developed a natural passion for the sea and for the sport that has gained him worldwide respect and admiration.

In June 2008, he set off from Marina Del Rey for his first leg to Hawaii. He described the first 7 days as the toughest as he pondered the challenges ahead of him on his 26,000 mile journey. And there would be plenty to come. Little did he know that he would break the tiller, boom, forestay and bulkhead, be chased by pirates, have to dodge reefs like a bally dancer, blow out his jib and his mainsail, endure agonizing periods of being becalmed, and face hurricane force winds before he would return to California triumphant, 13½ months later.



His journey would take him from Los Angeles to Hawaii, the Marshall Islands, Papua New Guinea, Australia, Mauritius, Durban and Cape Town in South Africa, Saint Helena, Grenada, Costa Rica, the Panama Canal, and up the coast of Mexico to California. And as if that's not enough adventure for an 18 year old, he's now planning to take on the Northern Passage and to Climb Mount Everest, both in 2010.

Inspired by his adventurist spirit, Zac's 16-year-old sister Abby has now set out to add to his accomplishments. Abby departed LA on January 23 and plans to cover a similar trip but this time sailing non-stop and adding the treacherous Cape Horn to the itinerary at the southern tip of South America. Hopefully, when Abby returns, Fairwind members will have an opportunity to hear about her adventure also.

Meanwhile, we thank Zac for his fascinating presentation and wish him and Abby all the luck in the world as they seek to accomplish the huge goals they have set for themselves.

## **CIH AND MDR WHALE WATCH CRUISE FEB. 28**

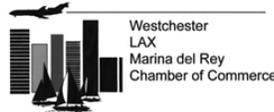
On Sunday February 28 you are invited to the first Cruise of the 2010 FYC Cruise Season Program. This year the Channel Island and Marina Del Rey will coordinate their cruise schedules independently of each other. However, as this is the first cruise of the season and both Marina Del Rey and Channel Island Harbor will be participating I will be taking your reservations from the discussion board or you may email your reservation to me at [michael.fuller@ca.rr.com](mailto:michael.fuller@ca.rr.com). To assure everyone who would like to participate is assigned a position on an FYC boat please make your reservations early. FYC boats that do not have a skipper or crew assigned to them by Sunday February 21<sup>st</sup> (1 week prior to the cruise) will be released for general reservations.

## CALENDAR

Sunday, Feb. 21, 2010	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Saturday, Feb. 27, 2010	Board 10 AM, Board Room (downstairs) General Meeting 11 AM, Dining Room (upstairs)	Santa Monica Windjammers Yacht Club, MdR
Sunday, Feb. 28, 2010	CIH and MdR Whale Watch Cruise	
Saturday, Mar. 6, 2010	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Mar. 20, 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



## FAIRWIND NEWSLETTER

Feb. 2010 Vol. 38 No. 2

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