



Fairwind Yacht Club

marina del rey · channel islands



February 2011

Editor: Ken Hoover

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Commodore's Log

Lack Of Attendance Hinders Club Business

By **Marv Brown**,
Commodore

Hello, Fairwinders,

I hope everyone has been enjoying our recent warm winter weather and has gone sailing. Our terrific work crews have been working very hard to keep our fleet in service, and I would like to publicly acknowledge their efforts.

In MDR we recently had three boats go out of service at the same time. Volunteers worked quickly on each of the boats and within a week all three were back in service.

This month, I have a very important topic to discuss with each of you. It involves our membership meetings and the business we try to conduct.

For the past two meetings, we have not had a quorum, and therefore, have not been able to conduct club business. It is the responsibility of each and every member to attend membership meetings whenever possible and to participate and become knowledgeable about club issues.

As you know, FYC is an all-volunteer club, and all members are needed to do their part to ensure its smooth operation. The most basic thing you can do is to attend as many membership meetings as possible.

One of the issues we will be dealing with in the future is the purchase of Angelsea in CIH. As our lease purchase agreement ends this June, we must negotiate a final agreement this spring. Once we determine a purchase price, CIH members will need assistance with the financing.

Next Board Meeting On Feb. 12 in Marina del Rey

The next board meeting will be Saturday, Feb. 12, at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The board meeting begins at 9 a.m. and is open to members.

It will not be followed by a general membership meeting this month.

A Mapquest link is [here](#).

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Fairwind trimaran has a storied past.

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A piece of Channel Islands history retold.

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We can issue short-term bonds as we have in the past, but this will have to be approved by the membership. Another issue that will come before the membership is the decision to continue to fund the slip reserve fund in MDR. We have been putting \$570 per month into this fund to assist the club when our lease agreement ends in 2021.

This year we will have more than \$40,000 in the fund, and there are many members who feel we should be able to use this money now instead of waiting ten years to do so.

The board has also looked at a new plan for the leadership of the club. It has become clear we need to expand the board to include a new fleet captain and rear commodore in CIH. Even though the board has unanimously approved this, we can only make this by-law change with membership's approval.

In an effort to enrich our meetings, I am pleased to announce **we will have a special guest speaker at our next meeting on March 24, 2011**. The board meeting will start at 6:00 p.m., followed by the membership meeting at 7:00.

Our guest speaker, FYC member John Stephenson, will make a presentation on diesel engines at 8:00. John has extensive experience in diesel engines and is also slated to take a class on diesel engine repair from OC College.

John will give us a practical demonstration on how to get your engine started. This is a timely and important topic for anyone who sails a boat with a diesel engine.

Please put this meeting on your calendar NOW and plan to spend an important and informative evening with your fellow Fairwind sailors!

May you always have fair winds ... Marv

'Women Of Fairwind' Looking For New Members

By Ferne Ross

Women of Fairwind Yacht Club,

It's been said that "men are from Mars and women from Venus."

There is no doubt we do things in a different way with our own challenges and issues. And, it is no different for women who sail. We would love to welcome you to WFYC. Our goal is to provide opportunities for Women of the Fairwind Yacht Club to become better acquainted with each other, to communicate, get involved in club

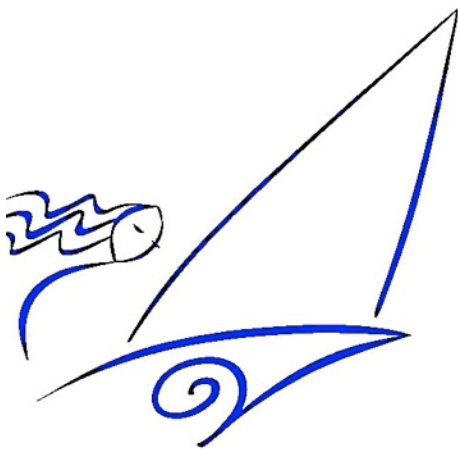
activities and support women in the sport of sailing through networking, social activities, sailing skills and spending more time together on the water.

As a Fairwind member, there are no additional membership fees, simply the desire to get involved and support women sailors in the club. We welcome newbies as well as our male skippers who would like to join us in supporting the women of our organization.

We have a Facebook site where you can post links, communicate with each other, invite us to sail and post events that you would like to share with us.

If you are not on Facebook, let us know. When the weather is right, how about a girlfriends' getaway to the islands?

<http://www.facebook.com/group.php?gid=144561278902888>



Fairwinder Fran Weber-Melville Wins SCYA Peggy Slater Award

By Richard Windebank
Vice Commodore

It is with great pleasure that I can share with you the outstanding achievement of our dear friend and member Fran Weber-Melville in being awarded the prestigious SCYA Peggy Slater award for 2010.

This award is presented annually to a female involved in the sport of sailing who best demonstrates outstanding contributions to the enhancement of women's participation in sailing or through her individual achievement in the sport of sailing.

Fairwind member Captain Fran Weber-Melville has been very active in the Southern California sailing community for the past 30 years.

She obtained her Marine Captains License in 1999, is currently employed by Blue Pacific Boating in Marina del Rey and was a past charter captain in the Adriatic Sea off the coast of Split Croatia.

She has worked countless hours with the Boys and Girls Club of Venice to introduce at-risk youth to sailing and actively recruits volunteers for outreach sailing programs for local children. Fairwind Yacht Club and the Sheriff's Dept. are co-sponsors of this program.

Fran regularly volunteers with UCLA's Adaptive Recreation program, which introduces disabled youth and adults to water sports.

She volunteers her time to the "Dockwalkers" Program in MDR, which organizes groups of volunteers to inspire and educate boaters to be environmentally sound while boating.

She also served five years as environmental chair for the Association of Santa Monica Bay Yacht Clubs .

She has taught many classes, including American Sailing Association Bare Boat Charter and has been a coach at the SCYA Women's Sailing Convention.



Award Recipient Fran Weber-Melville with Vice Commodore Richard Windebank and Staff Commodore Dave Lumian

For the last 14 years, she has sailed her 35-foot Erickson, “Lightning,” from MDR to Newport, teaching her women crew members along the way about the basics of sailing.

Her racing credentials are lengthy and include Women at the Helm racing series, Newport to Ensenada, the All Women’s One Design race series in Long Beach and the Marina del Rey to Puerto Vallarta.

She has made numerous boat deliveries since 2001 and has cruised up and down the coast of California, the San Juan Islands, and the Bay of Islands in New Zealand.

Fran is a past commodore of Women’s Sailing Association, where she still actively provides day sails to new members and continues to mentor them.

Please join me in congratulating Fran Weber-Melville on winning this award, through her dedication to the sport of sailing and the length of her continued service to women’s sailing. We are proud to have Fran as a member of Fairwind.

Old-School Navigation: Electronic Gizmos Might Fail, So Make Sure You Know How To Use Pencil And Paper

By Jenson Crawford

As a sailing instructor, I’ve been asked numerous times, “Using a compass, pencil and paper to navigate is so 18th century. Why do I need to spend time learning how to perform coastal navigation?”

The answer: Because in spite of the ubiquity of GPS units, we can’t count on them always working, and without knowing how to tell where our boat is, we are stuck between the devil and the deep blue sea.

Global Positioning System (GPS) receivers have become increasingly less expensive and more convenient (including some cool iPhone apps). GPS-based navigation allows us to plan our voyages, determine our location, course and speed, adapt to limited visibility conditions and plan and execute course and route changes.

But lots of things can go wrong with GPS-based navigation.

There are some failures that we can all imagine easily: a dead GPS battery, a broken GPS antenna or cable, or even the handheld GPS dropped overboard. These risks are relatively easy to mitigate. Carry extra batteries, have more than one GPS on board, and use the handheld GPS wrist strap.

However, there are also some risks that are largely beyond our control: Solar storms, GPS jamming, satellite failure and GPS system shutdown. This may seem a bit apocalyptic or like a conspiracy theory, but the first three of these events have actually impacted GPS in the last few years.

First, solar storms can produce enough energy to disrupt GPS navigation signals.

In December 2005, X-rays from a small solar storm disrupted GPS navigation signals for 10 minutes. Louis J. Lanzerotti, retired distinguished member of technical staff at Bell Laboratories and current editor of the journal Space Weather stated that during that outage, "I would not have wanted to be on a commercial airplane being guided in for a landing by GPS or on a ship being docked."

A major solar storm in 1989 caused a nine-hour power outage in Quebec that affected 6 million people. A solar storm that size would likely cause a major disturbance in GPS signals.

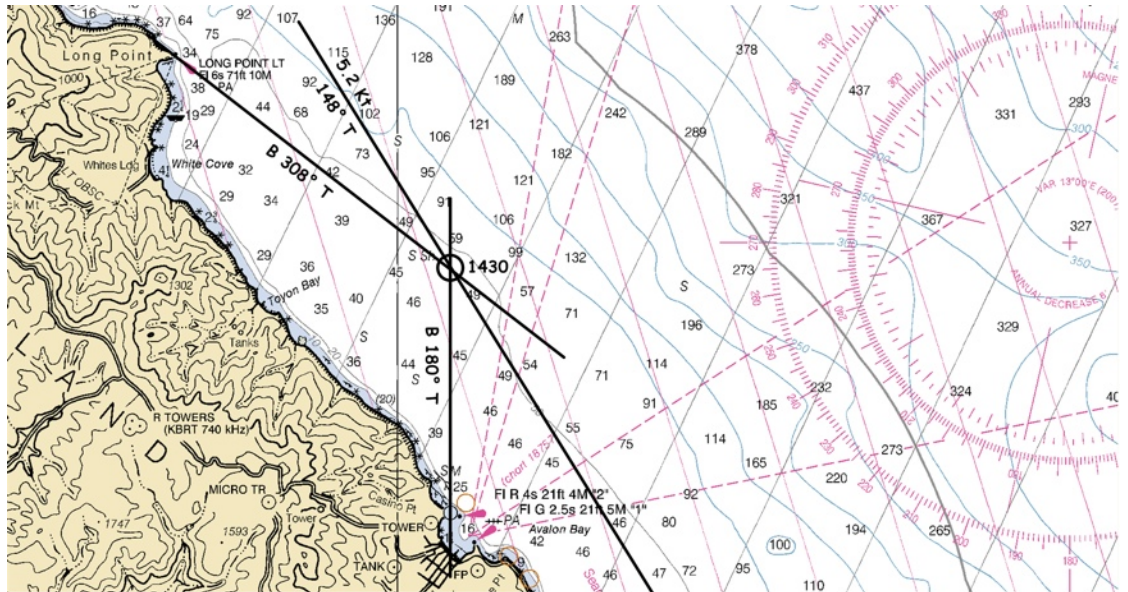
Next, GPS jammers are readily available on the internet, although they are illegal to purchase, possess or use in the United States. Starting at under \$100, GPS jammers are currently used by car thieves in the U.K. to thwart GPS-based anti-theft systems.

In 2008, the General Lighthouse Authorities (GLAs) of the U.K. and Ireland conducted a study on GPS jamming. During a test, a ship's GPS displayed positions 13.5 miles away from her actual position, and that the ship was traveling in excess of 100 knots (Yes, 100 knots!). That's enough to show our boat's position is in downtown Oxnard, when it is actually approaching Anacapa Island.

Further, satellites can and do fail. In March 2010, Intelsat lost control of Galaxy 15 (PanAmSat), one of two Wide Area

Augmentation System (WAAS) satellites that broadcast GPS corrections for sailors all over North America.

The satellite's transmissions were turned off for three weeks in December 2010 and January 2011 to reset the satellite. This only affected northwest Alaska, but it shows that satellite technology is not infallible.




Finally, the U.S. government is committed to preventing hostile use of space-based positioning and navigation through regional denial of service. Denial of service means GPS information won't be available.

Although the [U.S. Space-Based Positioning Navigation & Timing \(PNT\) Policy](#) does not include anything about deactivating GPS, the government will turn off GPS regionally in order to prevent hostile use of GPS. The intent is to minimize the impact to peaceful users, but the U.S. government strongly encourages all GPS users to maintain backup capabilities for positioning, navigation, and timing.

Fortunately, traditional coastal navigation techniques allow us to do the same things that GPS-based navigation does: to plan our voyages, determine our location, course and speed, adapt to limited visibility conditions and plan and execute proper course and route changes. Having the knowledge and ability to perform old-school navigation is important as a backup to automated systems. This is one of the reasons why Fairwind requires a coastal navigation certification for members before they receive their cruise checkout.

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The Much-Traveled Early Life Of Sea Wing

Club's Trimaran Has Been To The Caribbean, Mexico

Editor's Note: *Fairwinder Bill Tan met Hans Milleenaar at a party recently. It turns out Milleenaar was the original owner of Sea Wing, Marina del Rey's 27-foot trimaran. He agreed to tell us a little about the boat's colorful history.*

By Hans Milleenaar

I was born in Holland, started sailing when I was 10 years old.

My family moved to California in 1955. My first sailboat here was a Malibu Outrigger. I still have it. In 1988, I saw an ad for an intriguing boat. The F 27 was trailerable, very sturdy, and fast.

A partner and I took delivery in early 1989. In 1990 my partner sailed Sea Wing from Miami to the Bahamas, where I later joined him. The next year, I towed Sea Wing to Loreto, Baja, and sailed to La Paz and back.

We did this many times. In 1994, I towed the boat to Chetumal, at the bottom of the Yucatan peninsula.

From there, we sailed through Belize to the Rio Dulce in Guatemala. We enjoyed that trip so much, we did it again in 1996. This time we sailed first to Roatan, and Cayos Cochinos in Honduras.



On the beach at La Paz, Mexico



Sea Wing at Los Cochinas, Honduras

In 2000, we sailed from Key West to Varadero, Cuba. The Cuban officials were friendly, but Cuba is a very closely controlled country. They wanted to know where we sailed at all times.

We had some disagreements. We sailed 400 miles along the north coast. We spend several days in Havana and Santiago de Cuba. From Bahia de Vita, we sailed across to the Jumentos in the southern Bahamas. Then to Miami.

Since I was now sailing with four people, I decided to buy an F-31, with its larger aft cabin. However, it took me a year before selling Sea Wing, as I had to get used to the F-31.

4 Fairwinders Pass A Turbocharged ASA 104 Class With Flying Colors, But Were A Bit Wet

By Scott Rutherford

Fairwind Yacht Club's ASA 104 bare boat chartering training reached new levels over the last few weeks.

It all started at the end of November when Margaret Pommert put together a very detailed and well organized self-study course cross referencing not only ASA's Cruising Fundamentals but also three other texts and some informative articles as well.

As Margaret put it, the goal was not only to pass the test, but to cover additional skills and local knowledge for safe and enjoyable cruising experiences on FYC's boats. In my opinion, her goal was achieved and then some. Thank you, Margaret.

Margaret selected 10 ASA 104 students from a far longer list of interested candidates. By the end of January, all but four dropped out. Frankly, this really bothers me.

I think it's disrespectful of Margaret's hard work. It's also disrespectful of the other interested FYC members who were not afforded the opportunity to earn their ASA 104.

I'm sure there are legitimate extenuating circumstances, but I'm also sure part of the problem is that people are fast to sign up for "free" classes without really committing the necessary time and energy.

When you sign up for an FYC program, please make every effort to finish what you've started.

On another less upbeat note, Margaret fell ill immediately prior to our scheduled departure for the 48 hour hands-on portion of the certification. After all that hard work, Margaret didn't get to sail. Sometimes life just isn't fair.

So Friday evening, Jan. 28, only five people assembled on Osprey, the club's Catalina 320 in Marina del Rey, for the sail to Catalina Island. The crew included instructor Dick Gross, Richard Windebank, Yuri Oleynikov, Daniel Jones and myself.



Once the squall passed, ASA 104 candidates enjoyed a great sail home.

In order to ensure we maximized our learning, Dick suggested we divide up responsibilities in accordance with our least amount of experience.

Being perpetually disorganized, I was put in charge of the boat systems and equipment. Thank you Susan Bonner for having such a good boat manual on board. Everything was in its place and operated as described (and I did my best to keep things that way).

Meanwhile, Richard was put in charge of weather and navigation, Yuri took on the tasks of the quartermaster (provisioning, etc.). And Daniel became the dinghy master, a job that would prove challenging.

As forecast, the weather Saturday was a little too benign. Consistent five-knot winds meant we barely got a chance to raise the sails.

However, as we headed around the back of Catalina toward Cat Harbor, we were treated with two wonderful sights: a humpback whale running alongside the boat and, a little further out, dolphins leaping ten-plus feet out of the water. Nonetheless, we were all a bit disappointed in the lack of wind.

As the saying goes, be careful what you wish for. Sunday morning brought wind and rain. After running through the anchoring portion of the course, we rigged jack lines and located the tethers. Normally rigging jack lines is just a checklist item for the course. But in this case, we left the jack lines in place. We also donned foul weather gear, PFDs and harnesses.

Rounding Catalina, we met winds averaging 18 knots, 135 degrees off the port bow with a broadside swell of 6 to 8 feet, perfect conditions for an accidental jibe. In other words, the sailing was fantastically wet and wild. And those jack lines? They were nice to have when Yuri and I moved forward to set a preventer and reef the mainsail in anticipation of even stronger winds.

But it was Daniel who was really thankful for his tether when he went out to the bow to free a tangle in the headsail's rolling furler. Then the wind really built. The forecast was for gusts up to 35 knots, and we may have hit a few squall lines of that intensity. Nevertheless with the sails properly reefed and trimmed, Osprey handled the weather beautifully.

As we approached the shipping lane, Yuri kept an eye on the radar and I was on visual watch.

Two enormous freighters were identified and bearings taken to ensure we were not on a collision course. Nevertheless, things got a bit interesting when the rain intensified to the point the second freighter would occasionally disappear from sight, although Yuri was tracking it on the radar. We headed up into the wind and feathered the boat on a close haul, both to let the freighter pass and also to lessen the strain of the wind and weather on the sails and rigging.

Just as fast as the squall came down upon us, it passed by. We shook out the reefs, ran the rest of the voyage at seven knots in a perfect 17-knot wind under partly cloudy sky.



Left to right, Scott Rutherford, Fleet Captain Dick Gross, Yuri Oleynikov, Daniel Jones and Richard Windebank.

All the while, we engaged in the usual sailor's patter: "Let out the main! No, bring it in!"

Did I mention that being dinghy master proved to be a bit challenging? Just as things had seemingly settled down, Dan called out that the storm had caused the dinghy to take on water and was at risk of capsizing. All available hands took on the task of hauling the dinghy onto the transom in rolling seas to dump out the water and securing its bow above the swells.

Through it all, Dick was an unflappable instructor. He let the students select courses of action and perform their tasks, only offering appropriate comments and suggestions when needed.

We learned by doing, but with the security of having an ever watchful and patient eye. I think we all agree a more thorough and enjoyable ASA 104 course could not have been had. In fact, given the heavy weather, Dick rated the course as ASA 104½. I couldn't agree more.

Nine New Fairwind Instructors



Nine Fairwinders successfully completed the American Sailing Association's rigorous ASA 201 Instructor Qualification Clinic Jan. 7-9. A bonus was the surprise appearance of two notable figures in the world of sailing, Lenny Shabes and Peter Isler.

Shabes is ASA founder and chairman, and Isler has a distinguished career racing and is also an ASA board member. He was navigator aboard Dennis Connors' winning Stars & Stripes in the 1987 America's Cup. In the 2007 Cup in Valencia, Spain, he sailed in his fifth America's Cup campaign with the BMW Oracle Racing Team. He's done television commentary and written books.

They are shown here with the club's newest instructors and staff commodore Dave Lumian, who was instructor evaluator for the clinic, and Fleet Captain Dick Gross.

Standing from left to right, Mark Watkins, Justin Hensley, Dick Gross, Lenny Shabes, Bruce Byall, George Westerdahl, Ken Hoover, Maury Barth, Richard Windebank and Lenox Grasso.

Kneeling are Stan Hormel, Dave Lumian and Peter Isler.

--Ken Hoover

The Wreck Of The Winfield Scott

A Colorful Episode In Anacapa Island History

By Ken Hoover

One of the more important events in the history of the Channel Islands occurred during the Gold Rush, when a treasure-laden passenger ship smashed into Anacapa Island and sank.

All hands were saved, but the accident led eventually to the construction of a lighthouse, now an island landmark.

The 225-foot steamer Winfield Scott left San Francisco Dec. 1, 1853, with 450 passengers and \$2 million in gold bullion, headed for Panama.

The passengers would have to walk across the Isthmus and hope to find a ship on the Caribbean side.

Capt. Simon Blunt knew the Channel Islands well, having participated in a survey a few years before. That might have given rise to overconfidence as he tried to save time by shooting the gap between Santa Cruz Island and Anacapa Island at 10 knots in heavy fog.

He miscalculated. The ship crashed into a submerged ledge on Middle Anacapa Island at 11 p.m., jolting the passengers awake.

“I had just got to sleep when I was awakened by a tremendous shock,” wrote passenger Asa Cyrus Call in his diary. “I knew we had struck a rock and hurrying on a part of my clothes, I hurried up on deck where I found a general panic.”

When Blunt tried to back off the ledge, the stern was smashed, the rudder broke and water gushed in.

Lifeboats were lowered, and passengers (and, of course, the gold) were removed to a rocky pinnacle 25 by 50 yards.

The next day, survivors fired a gun to attract the attention of a passing ship, the California, which was returning to San Francisco from Panama. The California took on the women and children (and, of course, the gold) and headed on to San Francisco.

Eight days later, Dec. 9, with the men low on food and tempers short, the well-provisioned California returned, taking the survivors on to Panama.

Call described the frontier justice meted out after three days on the island:

“Robbery and plunder has been the order of the day since the wreck. But today we appointed a committee of investigation and have had everything searched. A good deal of property has come to light, and two thieves have been flogged.”

In Panama on Christmas Day, Call found the situation even more dangerous:

“The road was infested by robbers. No one molested me and my two companions. We were mule back and well armed. One man was knocked down and robbed, one man was murdered and left in the trail. Wells and Fargo's

express messenger and his two companions were attacked but made their escape by running.”



The Winfield Scott in better times



Survivor Asa Cyrus Call

Call, 27 at the time, was an interesting figure. College educated in search of adventure, he walked with an ox team from St. Louis to California in 1849, was appointed Indian commissioner with the rank of Army captain, negotiated treaties and recovered stolen property.

He was returning to the Midwest with \$6,000 in gold. His descendants have documented his successful life. They say at one point on the night of the shipwreck, he was in the water, contemplating whether to cast off the heavy vest into which he had sown his gold. He thought about how hard he had worked for it and decided to take his chances with it on.

He later became founding father of the town of Algona, Iowa, a county judge and prominent businessman.

Shortly after the accident, the U.S. Coast and Geodetic Survey recommended the island as the site for a lighthouse.

An interesting back story is revealed in Fairwinder Brian Fagan's book, "Cruising Guide to Central and Southern California."

A member of the party sent by the federal government to study the island was artist James Whistler, assigned to sketch it. He was fired for putting sea gulls in his drawings. No matter. He later became famous for the portrait Whistler's Mother.

Federal bureaucracies being what they are, the lighthouse wasn't built until 1912. That was replaced by the current structure in 1932.

The Winfield Scott's submerged remains are to this day a well-known dive site.

Lights, Camera, Action

Film crews are nothing new or special in Marina del Rey. So it was only a slight surprise to come across an early-evening filming session at the fuel dock at Basin A during January.

The star of the show was the 139-foot megayacht Leight Star. The next morning, she and the film crew were gone.

One of the most famous scenes filmed at the marina was the opening credits for the 1960s television series "Gilligan's Island," at least according to local legend and several websites. If you are of a certain age, you can wax nostalgic [here](#). Notice the lack of development in the video. The marina had just opened.

This might be a good bit of trivia that impresses out-of-town visitors when you take them out for a ... ahem ... three-hour tour.



--Ken Hoover

Membership Guide: Where To Go For What

Updates to Membership Roster - Vice Commodore, Richard Windebank
 Change e-mail Address for Newsletter + other Communication –Mike Strossman
 Pay Dues – Accountant, Paul Antico
 Change skipper levels - Fleet Captain, Dick Gross
 Change Membership Status - Vice Commodore, Richard Windebank
 Submit Articles for Newsletter – Editor, Ken Hoover editor@fairwind.org
 Help with training and checkout - Fleet Captain, Dick Gross
 Report an Accident - Safety Officer, Marc Levine + Rear Commodore, Mark Zierten
 Gear broken on boat - Specific Boat Chief (from Fairwind Website) plus Mark Zierten
 Minutes of Board Meetings - http://groups.yahoo.com/group/FYC_Communications/
 FYC Treasurers Reports - http://groups.yahoo.com/group/FYC_Communications/
 E-mail announcements to the Membership – Secretary, Mike Strossman
 FYC Officers - www.fairwind.org
 Coast Guard - Channel 16 or 310-732-2043
 VHF Calling Channels – 9 and 12.

February Club Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		01 •Work Day MdR	02 •Groundhog Day	03	04	05 •MDR Work Day
06 (Week 06)	07	08 •Work Day MdR	09	10	11	12 •9am» Board Meeting
13 (Week 07)	14 •Valentine's Day	15 •Work Day MdR	16	17	18	19
20 (Week 08) •9am» CIH Workday •1pm» CIH Open House	21 •Presidents' Day	22 •Work Day MdR	23	24	25	26 •10am» CIH Watch Cruise
27 (Week 09)	28					