



July 2011

Editor: Ken Hoover

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Commodore's Log

New Limit On Cruising Takes Effect

By **Marv Brown**
Commodore

Hello Fairwinders,

Now that summer is here, it is time to really get out and do some sailing. As I scan the reservation sheet each week, it is gratifying to see so many of our boats out each day.

However, in an attempt to make things more equitable and to assist in maintenance, the board recommended we limit cruises in the summer to seven days. This was presented to the membership, and it was approved it at our last meeting. So in the months of June, July, August, and September, all cruises are limited to seven days, and the boat must return to its home port for one day before it can go out again. This will give more members an opportunity to sail and train.

This will also give our boat chiefs an opportunity to do some maintenance between cruises.

Please let the boat chief know if you are having a maintenance issue while on a day sail or a cruise, so he or she can try to fix it as soon as possible. For the rest of the year, the cruise limit stays at 12 days.

At the last membership meeting, the members approved waiving the boat selection process for Angelsea. As the club had previously approved purchasing the boat as well the financing, it made no sense to go through the

Board & Membership Meeting July 30 in Thousand Oaks

The next board and general membership meeting will be Saturday, July 30, at the Goebel Senior Adult Center, 1385 E. Janns Road, Thousand Oaks.

The board meeting begins at noon and is open to members.

The general membership meeting begins at 1 p.m. A Mapquest link is [here](#).

What Happened? <i>Vice Commodore Richard Windebank on the last meeting.</i> Page 2.	Catalina Cruising <i>You can now reserve a mooring online at Two Harbors.</i> Page 4.	Brian Fagan <i>Our prolific author talks about his latest book.</i> Page 8.
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normal procedures for purchasing a boat. The negotiating team will now meet with the owner, and we should be able to complete the deal shortly.

Finally I wanted to discuss the nominating procedure. It is hard to believe our board has been in place for almost a year. At the next membership meeting the nominating committee will announce their recommended slate of officers for next year. At that time we can also take nominations from the floor.

The election will be in September and even at that point new nominations can be taken from the floor. The new board will take over on Oct. 1. I want to thank Marc Levine and Mike Adams for serving as our nominating committee.

Good luck to the candidates in the 203/204 IQC in July, and I hope everyone will take part in the club's activities this summer.

May you always have fair winds ... Marv

Motions Passed, MDR Youth Sailing, Dinghies And How To Stay In Touch

By Richard Windebank

Vice Commodore

There are four issues I would like to briefly comment on: The outcome of the June Membership Meeting, the 2011 MDR Summer program for the Boys & Girls Club and the increasing interest our Hobiecats, the current selection of dinghies in MDR and Communications amongst our members.

In my opinion, a lot of good decisions were made by the membership at the meeting on June 23. Members approved four of the five Motions on the ballot. These were:

*Membership dues will now be standardized for all small boat members (both checked out and not checked out). Effective Oct. 1, based on the current fee schedule, all small boat members will pay \$99 per quarter.

*As Marv explained above, cruises will now be limited to seven days during the months of June, July, August and September.

*The Club has decided to adopt specific Guide Lines to use in responding to rule violations and other behavioral issues.

*It was agreed to dispense with the normal requirement for a Boat Selection Committee, in connection with the purchase of "Angelsea" in Channel Islands.

The one motion the members did not approve was for a self insurance fund to reduce members individual responsibilities for damages to club boats, etc. So, for most boats, that will remain at \$1,000 (except for Angelsea, which is \$2500).

I would like to add my thanks to all who participated in the active discussions about these motions.

Youth Sailing in MDR

Most of you know that Fairwind is a co-sponsor of a youth sailing program in MDR with the Boys and Girls Club of Venice in similar manner to the youth program in CIH.

The 2011 program is now in full swing and is destined to be one of the best years yet. There is an excellent complement of sailing instructors, led by Rich Hammer, a young, experienced captain, who has sailed the Atlantic, raced extensively and taught sailing for many years. He has four hired assistants, all of whom share his enthusiasm and have completed their ASA210 under the direction of Dave Lumian.

And, talking about enthusiasm, we have a new boat chief for the Hobies in Jotham Schwartz. Jotham has hit the ground running and has spent many hours cleaning up the Hobies and getting them in shape for the summer. That's good for the kids in the Summer program, but it's also good for Fairwind Members.

Jotham views the Hobies as a greatly under-utilized asset of the club, and he is intent on changing all that. He is planning training sessions and a series of races that sound like a lot of fun. Watch this space.

MDR's Dinghy Situation

Fairwind has recently purchase a replacement coach boat, an 11-foot Boston Whaler, which is already being put to great use. It is dedicated to the junior summer program, but available to Fairwind members at all other times. To reserve it, go to the Youth section of the reservation page and look for the coach boat.

Understandably, there's a little confusion about what dinghies we have available for cruising this summer. Many of you know the PortaBote we had was falling apart after many years of faithful service to the club. So we have replaced it with a second hand PortaBote in virtually new condition. In addition, we have acquired a 9-foot 4-inch WaterTender, which is a hard bottom light-weight dinghy that is easy to tow, easy to lift and almost indestructible. You can reserve it online the same way you reserve the PortaBote.

We are still sorting out the best place to keep it, but for the time being it's sharing a slip with Rambaley, the G 22. The WaterTender does not currently have an outboard, although it's capable of taking up to 5 h.p. We also have three inflatables in fairly good condition. The largest is the tender to Happy Ours, but there are also two smaller ones kept in the storage locker near our main dock.

Communications

Finally, communication is very important to the Club and is a priority for the Board. We try to go out of our way to let you know what's going on, to encourage you to get involved, to attend the Board and Membership Meetings, to participate in Club surveys and to give us your feedback on ways you think the Club can become even better than it is.

In addition, Greg Arnold from CIH set up a members forum so that members have a platform to share thoughts and ideas amongst themselves. So, if you are looking for an extra crew member, or have a question you would like to run by other FYC members, this is the place for you. To learn more, go to:

<http://groups.yahoo.com/group/FairwindMembers> or just e-mail the moderator at: FairwindMembers-owner@yahoogroups.com

Thanks for being a member of Fairwind and for the contribution you make to this great club.

Catalina Goes Live With Online Reservations

By Ken Hoover

The folks who run Two Harbors on Catalina Island entered the 21st century May 30 when they opened up an online reservation system for moorings.

As long as anyone can remember, Catalina moorings have been available on a first-come-first-serve basis for most of us.

That makes it dicey for the weekend cruiser hoping to check in late Friday afternoon during the summer. Last year, I tried to do just that. Aware of the risk, I hedged my bet, pointing Osprey about half way between the Isthmus and the west end of the island while monitoring Channel 9, which the harbormaster uses.

When it became clear boats were being turned away because the harbor was full, we tacked, sailed around to the backside of the island and found a mooring an hour-and-a-half later in Cat Harbor.

I can only imagine the tough times endured at Two Harbors in recent years as boaters struggled with high fuel prices and a soft economy.

I'm sure they figure anything that reduces the uncertainty of finding a mooring will encourage more boaters to make the trip.

I had a chance to try out the reservation system on my first cruise in Happy Ours the three-day weekend of June 10-12.

It worked well for me, but it wasn't a fair test. Catalina that weekend was afflicted with a bad case of June Gloom. There were empty moorings everywhere, and I could have had one with or without a reservation.

The system works just like Priceline. You record where you want to stay and how many nights. You punch in the size and type of your boat, and you pay in advance with your credit card.

You're guaranteed a mooring, they say, but only in a general area. You can specify the area around Isthmus Cove, including Fourth of July Cove and Cherry Cove. Or, you can tell them you want to be at Emerald Bay, including Howland's Landing and Little Geiger, or at Cat Harbor.

I logged on [here](#). I said I wanted to be in the Isthmus Cove area and specified Isthmus Cove as my preferred destination.



Isthmus Cove on a summer Saturday.

On the way over, we discovered friends were ensconced in Fourth of July Cove, so we'd like to be next to them.

Under the new system, when you arrive, you still need to find the harbormaster at the head of the fairway at Isthmus Cove. But there's no more signing receipts, giving documentation or CF numbers and handing over cash. That's already taken care of. Your reservation is in the harbormaster's computer, right on his boat.

I asked to change plans and be next to our friends at Fourth of July. No problem, said the harbormaster, but that mooring was for a larger boat, and I'd have to pay an extra \$14 for two nights.

He billed my credit card right there.



Happy Ours tucked in at Fourth of July Cove.

Weekday reservations can be made up to 90 days in advance. Weekend reservations, that is Friday and Saturday nights, can only be made after midnight Thursday for the week involved. The reason for that is that the Two Harbors company must accommodate lessees. Anyone who has moored at Catalina knows that each mooring is leased. There's the name of the boat whose owner leases the mooring stenciled right on the mooring can. Lessees can call before midnight Thursday to claim their mooring for that weekend.

One other thing you should know: The reservation system only applies to moorings controlled by the Two Harbors Co. on the western half of the island.

Avalon Harbor is municipally run, and there's no reservation system, at least not yet.

There was one other enticement this particular weekend. They called it an opening day, but I don't think it was publicized enough.

The shore boat was free Friday and Saturday. I wished I'd know that, or I wouldn't have towed a dinghy all the way over and all the way back. We never used it.

You can tell the folks at Two Harbors are working hard to make our Catalina adventures more fun. I applaud them for that.

Shall Fairwind Enter The Modern Era Of Sail?

Ken Murray
Staff Commodore

There has been a revolution in sail making and design in the last decade in cruising sails, utilizing the fabrics that have been used and tested in the world of racing: laminates.

What this means is that there is a world of superior sails for situations of heavy use, such as we have in our club. Understand that the average boat owner uses their boat once a month (or less). Some of our Fairwind boats average almost daily use.

When the word “laminates” appears, immediately many people think “racing”, but that is not what I am talking about, although that was the association in the past. I am talking about what are referred to as “cruising laminated sails.” (not to be confused with overnight use, necessarily, but contrasted with racing.)

With the more traditional Dacron sail, the issue is the shape of the sail, which is created by the cut created by the sailmaker. The day the sail is placed on the boat, the material begins to stretch, losing it’s shape, and it’s performance.



Ken Murray and Mea Ono’s sail.

In one seminar I attended, the speaker described it in the best way that I’ve heard: When a Dacron sail is new and is hit by a puff of wind, the boat is accelerated forward. When a Dacron sail is mid-life is hit by a puff of wind, it is pushed sideways, and nothing happens. When a Dacron sail is in the last half of its life and hit by a puff of wind, it is pushed backwards, and slows down.

In contrast, a laminated sail is made up of layers of cloth that contain a layer of a synthetic that essentially cannot stretch, sandwiched between layers of Dacron (for protection), which creates a sailcloth highly resistant to stretching over a lifetime of normal use.

To a large degree, the performance of a laminate cruising sail is the same the day it fails as the day it goes into service. The synthetics, such as Kevlar, are very thin and light, compared to Dacron, so the sails tend to be much lighter, thus the weight up the mast is less, causing the boat to lean less, as well.

All this leads to better performance over the life of the sail. In addition, the sail is reputed to live a LOT longer than Dacron. What is our experience in Fairwind? The recently replaced main from the Hunter lasted more than 10 years.

When we purchased the Capri 22 “Sundance” new, it came with stock Catalina sails, which were falling apart in nine months of heavy use. We went to North Sails and had them build us a special Soft Norlam Triradial Main with full battens and Genoa. It cost us about 30% more than stock sails to have these special sails constructed by one of the top sailmakers in the country who designs sails for the America’s Cup competitors. At the two year mark, these sails show no discernible wear, and the performance is still outstanding.

In Business, the equation is Value = Quality/Cost. We want to maximize our value, which we do by trying to improve quality and minimize cost, we hope at the same time! Often, however, reducing cost results in reduced quality may result in reduced value, and we have to watch for that. The revolution in sail technology represents opportunities for enhanced values, particularly for boats that will be in service for many years.

A Summer Of Sailing In Channel Islands

By Mike Delaney
CIH Port Captain

June Work Day and Open House Heroes

Capri 22's: Bob Chatenever, Colin Pullin, Jane Thomas, John Staples, Carl Meinhof, Brian Fagan, Chuck Garcia, Alec Hardy

Freedom Too/Zephyr/Mk III: Scott Kelly, Spencer Kelly, Tom Kelleher, Chuck Wilson, Carl Enson, Jesse Lumsden, Larry Pate, Ev Anderson, Marilyn Usher, Jim Guinn, Jim Milstead , Mike Lewis, Mike Delaney
Anglesea: Tom Marshall

Open House Skippers: Scott Kelly, Michael Adams and Jim Marr, Mike Delaney

Boys and Girls Club Youth Sailing Heroes

Instructors and Safety Boat Drivers: Bob Chatenever, Pam Yerger, Jeff Clarke, Nannette Pecel, Alan MacGovern, Colin Pullin, Shannon McComb, Meggan McCarthy, and Mike Delaney

July and August Cruises

July 8 – 10 Cruise: Anglesea (Mike Delaney Skipper) and Mk III (Mark Watkins Skipper) will be cruising to Santa Cruz Island.

August 12-14 Cruise: Anglesea (Mike Delaney Skipper), Mk III (Alan MacGovern, Skipper), and Zephyr (Scott Kelly Skipper) will be cruising to Santa Cruz Island.

Ventura County Boat Show

Fairwind will have a booth at the Ventura County Boat Show July 14 – 17. Contact Mike Delaney to help.

August Workday and Open House

August workday will be August 17 from 9 – noon. Open House will be 1 – 4PM.

Fairwinder Looks To Organize Family Cruise In August

Have you always wanted to cruise with the club but couldn't bring your kids? Are they bored sailing without other kids to play with?

Here is your chance to get together on the water with other Fairwind families. We're planning a kid-friendly family cruise to Catalina August 19-21 with lots of fun on the water and on shore. If you are interested in that cruise or in having other family-oriented events in the future, please contact Dustin Laurence (dustin@laurences.net).

--Dustin Laurence

Fairwinder Brian Fagan Hits the Road To Promote His Latest Book On Water

By Ken Murray

I was privileged to attend Fairwind member Brian Fagan's book signing and talk June 20 at Vroman's Bookstore in Pasadena, launching the publication of his book: "Elixir: A History of Water and Humankind."

I also had the fun of having dinner with Brian after the packed-house presentation. As a person with a professional interest in water, I was fascinated to hear his perspective from an archeological/historical point of view, and the place our current water problems have in that context.

It was also fun to hear that his most interesting author experience was when he appeared on "The Daily Show" with Jon Stewart (Google it. It is online for viewing). Earlier in the day, he was interviewed about the book for "Larry Mantle's Airtalk" on KPCC public radio: <http://www.scpr.org/programs/airtalk/2011/06/20/the-liquid-of-life/#comments>

This is an important topic that we, as sailors, should know more about. Brian is a very modest person, but I highly recommend his book (which he is gracious about signing, if you ask him nicely). Publishers Weekly said this about the book:

"Five thousand years of rising and falling civilizations flow through Fagan's sweeping survey of man's ability to harness water. From the stirrings of agricultural settlements in the Euphrates Valley to the canny manipulation that sent the Owens River's flow to a tiny California town called Los Angeles at the start of the 20th century, Fagan, an archeologist, digs down into our relationship to water sources, pointing out that 'water is capricious and powerful, far more masterful than the humans and animals that depend on it.'"



Brian Fagan

*"As
always*

with Mr. Fagan's work, the range is dazzling, the focus sharp and the pictures vivid ... The author holds us with his glittering eye as he conjures a vision of a world with water everywhere, nor any drop to drink."—Wall Street Journal

"Important and, from a New York Times best-selling author, accessible to all."—Library Journal

Advertisement

A rectangular advertisement for UnionBank. The top left features the UnionBank logo, a stylized 'U' with a vertical bar. To the right of the logo is the text "UnionBank". Below this, centered, is the name "Kent Kiesey" in bold, followed by "Branch Manager" and "Vice President". At the bottom left, the address is listed: "Marina Del Rey Office", "4240 Lincoln Boulevard", "Marina Del Rey, CA 90292", and the email "kent.kiesey@unionbank.com". At the bottom right, the phone numbers are listed: "Tel. 310 301 8505" and "Fax 310 301 8504". The website "unionbank.com" is printed at the very bottom right.

Vacation Replacement Volunteer Needed

Although not officially approved by the Board, I am planning to take two short vacations in the next couple of months and I am looking for someone to help out while I am away. Here's what I need someone to do:

- Check the P.O. Box in MDR about twice a week.
- Open the mail, and pay particular attention to checks for members dues.
- Make copies of those checks and mail the originals to Paul Antico.

It's a relatively small task because most members will have already paid their July 1 dues by then so it's kinda "quiet time".

I will be away for Aug.3 to Aug. 20 and from about Sept. 6 until Sept. 24.

Please call me on 310-454-2323 or e-mail me at vc@fairwind.org if you think you can assist me with this task.

I will be deeply grateful and so will the members of Fairwind.

Many thanks and have a good summer.

--Richard Windebank

Vice Commodore and part-time vacationer ☺

Ken Murray Wins L.A. City Water Award

Staff Commodore Ken Murray, on May 10 was awarded the U.S. Water Prize as a member of the Integrated Resource Plan (IRP) project of the City of Los Angeles. This has been a nearly eight-year project. From the award website:

"The City of Los Angeles' Water Integrated Resources Plan (IRP) started with a simple yet ambitious vision: City Departments working with the community to manage water resources holistically. This innovative approach led the City down a seven-year path toward a plan for Los Angeles' future. The IRP integrates supply, conservation, recycling and runoff management with wastewater facilities planning through a regional watershed approach, enlisting the public in the planning and design development process.

The IRP also produced a far-reaching Low Impact Development ordinance and a 20% reduction in water use due to conservation incentives and education. Los Angeles' water consumption today is the same as it was 30 years ago despite one million more users. Los Angeles has the lowest per-capita water consumption of any large city in America. As implementation continues, the City keeps stakeholders engaged and involved—putting Los Angeles on the path to becoming the greenest and cleanest big City in America while ensuring a waterwise and sustainable future."



Ken Murray with city honchos

--Ken Hoover

Quarterly Boat Use Statistics

The following tables summarize boat use for the quarter beginning April 1 and ending June 30.

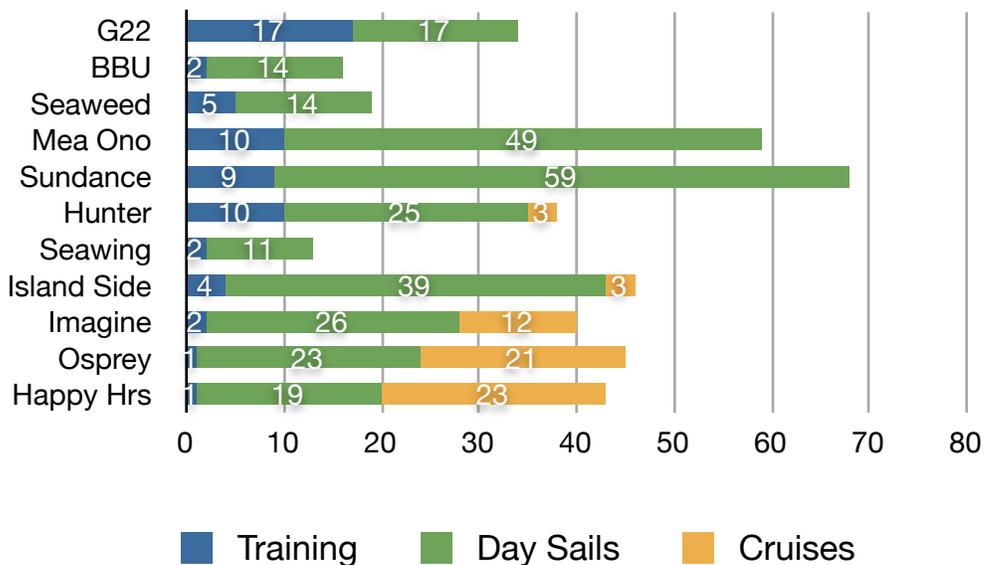
The data were compiled by counting reservations on the Fairwind website.

A few observations: The Capri 22s in both harbors continue to be extremely popular. Sundance remains the most popular boat in the Fairwind fleet, but is now getting strong challenges from newer additions, especially Sand in CIH and Mea Ono in MDR.

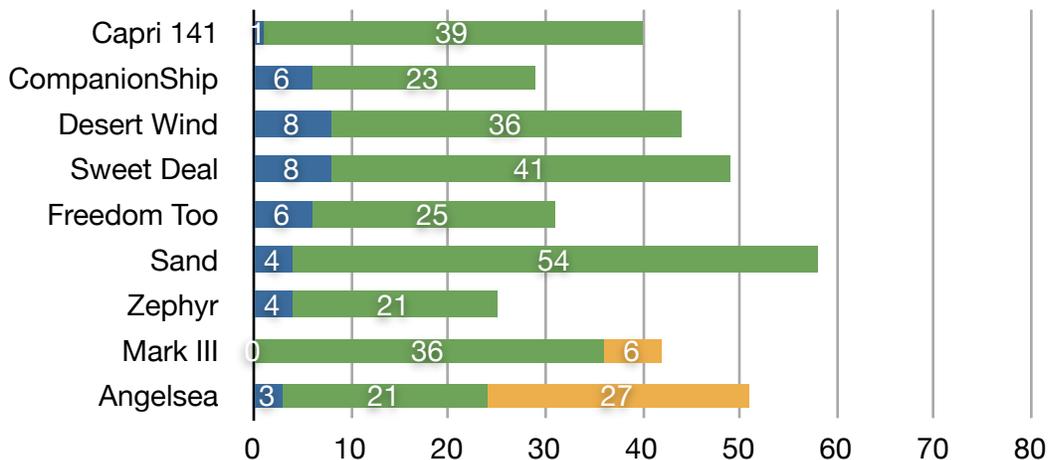
And look at Happy Ours, which had almost as many day sails and cruising days as the much-in-demand Osprey. Angelsea was the most popular cruising boat during the quarter.

--Ken Hoover

MDR



CIH



Membership Guide – Where To Go For What

- Updates to Membership Roster - Vice Commodore, Richard Windebank
- Change Email Address for Newsletter + other Communication – Mike Strossman
- Pay Dues – Vice Commodore, Richard Windebank
- Change Skipper levels – Fleet Captain (Dick Gross for MDR; Mark Watkins for CIH)
- Change Membership Status - Vice Commodore, Richard Windebank
- Submit Articles for Newsletter – Editor, Ken Hoover
- Training and checkout - Fleet Captain (Dick Gross for MDR; Mark Watkins for CIH)
- Report an Accident - Safety Officer, Marc Levine + Rear Commodore (Mark Zierten for MDR; Carl Enson for CIH)
- Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Mark Zierten for MDR; Carl Enson for CIH)
- Minutes of Board Meetings - http://groups.yahoo.com/group/FYC_Communications/
- FYC Treasurers Reports - http://groups.yahoo.com/group/FYC_Communications/
- FYC Officers - www.fairwind.org
- Coast Guard - Channel 16 or 310-732-2043
- VHF Calling Channels – 9 and 12.
- Membership interaction – Email to: fairwindmembers@yahoogroups.com

July Club Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					01	02
03 (Week 27)	04 • Independence Day	05 • Work Day MdR	06	07	08	09 • MDR Work Day • MDR Work Day
10 (Week 28)	11	12 • Work Day MdR	13	14	15	16
17 (Week 29) • CIH Work Day 9AM - Noon • CIH Open House 1PM - 4PM	18	19 • Work Day MdR	20	21	22	23
24 (Week 30)	25	26 • Work Day MdR	27	28	29	30 • 12pm» Board and membership meeting
31 (Week 31)						