



June 2011

Editor: Ken Hoover

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Commodore's Log

Thinking Ahead Avoids Accidents

By Marv Brown
Commodore

Hello Fairwinders,

"The best plans of men and mice often go awry," Robert Burns once said.

Recently, a group of the Tuesday Crew in MDR decided to have lunch in Redondo Beach. We had a fast sail down to the harbor and headed for a guest slip. I was at the helm and when we located the slip. I turned the boat around and proceeded in.

One of the crewmen had a line on the port side and, following standard procedure, was to tie us off as I got the boat about half way in. The wind was behind us and I was coming in a little hot when the crew member jumped off. To everyone's surprise, there was no cleat on the dock! It was too late to go into reverse. We hit the dock box putting a small hole in it. There was no damage to the boat, and the dock box was old and scheduled to be replaced.

As I reflected on the accident, I realized what I should have done was to plan for the docking a little better. I needed to look at both the direction and strength of the wind. I also should have looked to make sure there were cleats where I thought they should have been and not made an assumption.

On our recent vacation in Canada, my wife and I were on a 100-foot ferryboat. As the captain was bringing the boat into the dock, it suddenly banged into the dock before the crew members could attach the lines. When I asked the captain what had happened, he said that he had misjudged the wind. At the end of the trip, I noticed that he left more room between the boat and the dock and came in more controlled and slower.

Board & Membership Meeting June 23 in Marina del Rey

The next board and general membership meeting will be Thursday, June 23, at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The board meeting begins at 6 p.m. and is open to members.

The general membership meeting begins at 7 p.m.

A Mapquest link is [here](#).

Electronic Payments

Easier ways to pay your dues are on the way.

Page 2.

Mandatory Life Jackets?

The Coast Guard considers making PFDs the law.

Pages 6.

Club Cruises

MDR, CIH Fairwinders earn their stripes and learn.

Pages 4 and 7.

Both these incidents illustrate the point that accidents can happen, but with better planning and awareness, they may also be avoided.

If an experienced captain can have an accident, anyone can.

In closing, I would like to remind everyone that we will use proxies on our voting this month. (See meeting announcement, page 1) One of the criticisms some members have expressed is that people don't always have an opportunity to hear both sides of an issue before they vote. This time, we have given members the chance to voice their arguments for and against each issue. It's important that each member votes on these critical issues, which determine FYC's future.

May you always have fair winds ... Marv

Here Comes Electronic Billing

By Richard Windebank

Vice Commodore

I don't want to jump the gun because we are not there yet, but I think we are close to launching an option for members to pay their dues electronically, without the need to write a check.

I envisage you will have two new options (in addition to continuing to pay by check as you currently do). One option will be a simple mechanism where you can click a button each time you need to pay your quarterly dues. The other one will be to set up recurring payments so you just do it once and then you can forget about it until you want to make a change. In the latter case, your dues will simply flow from your bank account to the club's when your dues are payable each quarter.

I think these options are critical to Fairwind. As I've said before, the concept of mailing a check is outdated in today's technological environment, and the idea of our volunteers collecting, banking and recording more than 1,500 checks a year is, in my opinion, unsustainable. If I am wrong, please raise your hand – I have a great job for you!

Whether or not we can get these options in place for July 1, I am not sure. We are trying. If not, expect them in place for Oct. 1 payments.

Once we launch these, I hope you will look favorably on them and sign up for one that suits you. Recurring payments will dramatically reduce our work load. One time payments will help, but not quite so much. But we will need your support to help make the Club more efficient and, we hope, allow more time for all of us on the water.

Watch this space.

MDR Boys & Girls Club Summer Sailing Program Needs Volunteers

This worthwhile program runs from July 5 to Aug.25, Tuesdays and Thursdays. There are two shifts, 10 a.m. to 1p.m. or 1 p.m. to 4 p.m.

We only have five slots to fill, and they are filling fast!

Job requirements:

You like to have fun with kids on the beach and on the water.

Location of the program is Mothers beach. Kayaks and 14-foot Hobies are the boats of choice.

Contact Fran Weber at [310 738-3205](tel:3107383205) or cptfran@aol.com if interested!

New Members' Update, The Need For Volunteers, MDR's Kids' Summer Program And A Word On Reservations

By Richard Windebank
Vice Commodore

I would like to comment briefly on the MDR New Members Orientation, the upcoming Membership Meeting, Volunteerism, the kids Summer Program and our Boat Reservation System.

The **MDR New Members Orientation** at Santa Monica Windjammers at 6.30 p.m. Thursday, June 9, will be the first we've done for a long time. We want to accelerate the learning curve for our new members because, we all know, there's a lot to learn about our Club.

How do we make it easier to get trained and checked out on your first boat? What are your responsibilities as a member? How can the Fairwind deal be so good? What is our capacity to take on more new members? How is the Club structure and how does it operate? What are the things you absolutely must do? What are the things you must not do? What can you do to make the Club better? These are a few of the questions we plan to address. Everyone is welcome – you do not have to be new to attend.

The Membership meeting comes two weeks later on June 23. There are some interesting motions on the Agenda that deserve some careful thought. That's why we've launched a survey so that every Member has an opportunity to be heard. This is your Club and you get to make these decisions.

We all know the Club is run by volunteers, but we also know we don't have enough of them. How do we fix this? Here are my thoughts. We should make a list of all the jobs that need doing, publish it our newsletter and invite members to step up if they are in a position to help.

It's no good complaining that not enough people volunteer unless we give them a sense of what's needed and ask them for help. A blind "Please volunteer if there's something you can do for the Club" doesn't cut it. There are plenty of Members out there who are willing to help if we just spell out what we need.

Now to the kids Summer Program. Our member Captain Fran Weber is the driving force behind our community activity, and she's amazingly good at it. Last year, I participated in the kids summer program, and it was a lot of fun. What could be better than going down to Mother's Beach in MDR and teaching small children to sail? She's looking for volunteers to help out during some week days. I'm hoping we can provide some.

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Finally on Reservations, I note that we tend to be very casual in the description of what we are going to do. Descriptions like "Day Sail" or "SM Bay" don't tell us anything whereas "Day Sail – Room for 2 more" would. There would be more value in a more detailed description and the Club could benefit from some more detailed analysis of what we use our boats for.

Thanks for what you do to make this such a great club. We appreciate it.

Another Exciting ASA 104 Adventure To Catalina

By Daniel Romey
ASA Instructor

The ASA104 cruise to Catalina Island May 20 was not your grandfather's cruise.

With good wind to Redondo Beach, I introduced the deep beam reach MOB recovery method followed by a healthy competition for the shortest recovery time. After all three boats successfully rafted in Redondo Harbor, I stood on the cabin roof of Osprey and surveyed all the smiles and excitement.

This was the first rafting experience for most of the candidates. I was as proud of the crew as a new father bouncing his baby boy on his knee thinking it just doesn't get any better than this.

So they slammed a bottle of beer in my hand, and we watched the aerial filming of two biplanes zipping overhead with a helicopter in hot pursuit. Our evening in Redondo Beach was framed by the [Wyland](#) whale wall on one side and sunset on the other with barbecue fixings in the middle.

Pass me another beer if you please.

Fog floated on the water along with seagulls, pelicans and white-headed dolphin as we set our GPS for Two Harbors and raised the main. It is a glorious feeling to lead the fleet onto their next adventure, a quest to satiate the gnawing need to tame the sea.

Each one of my crew was captain for one leg of the cruise. My job was to soak up the rays and assess their sailing skills. Their job was to take command and control of the vessel and foster the respect of their crew members.



ASA 104 candidates study hard at the Two Harbors bar.

This came in handy when a huge freighter from China decided to cross our path just outside the south side of the last shipping lane. We tried to hail the ship with etiquette to get their intention, but they ignored the little white sail boat and left us with a tsunami. We approached Two Harbors and decided to stay there instead of going around to Catalina Harbor, another three hours away.

We had dodged a bullet. While Two Harbors registered only four knots on the wind meter, Cat Harbor was suffering a southerly at 25 mph. Good call by the candidates.

We practiced mooring on the mooring buoys in Two Harbors, then rafted up again just in time to abandon ship and take a much needed hike ashore.

We had the motorized dinghy, so we towed the dinghy from Imagine loaded with captain and crew to the dock. They looked like a bathtub low in the water emanating quacking sounds.

We climbed to the hotel on the top of the hill to see both harbors. The anchorage I had intended to use looked like a postage stamp surrounded by mooring buoys guarding their space like a mine field.

The entire fleet reconnoitered at the bar at 1700 hours for cocktails. My money was no good. I started telling stories about my experiences with Fairwind sailing and the crews kept replenishing the buffalo milk in front of me and my co-skippers, Bill Tan and Dave Greenman.

What could we do but pound them back and regale episodes? Back on the boats the barbecues were cranked up and the smell of porterhouse steaks and pork loin permeated the air along with the amped up sound of Seal and Hank Williams Jr. from our stereo.

Pass me another beer if you please. My crew was served Rosemary lemon chicken with fixings and dessert. A nice touch, if I must say so.

We left early Sunday to be greeted by pods of dolphin chasing our bow half way back. My crew spent most of their time photographing the pod. Good thing we had auto helm engaged. Now that is the kind of escort only nature can provide for a fitting ending.



Osprey, Happy Ours and Imagine in King Harbor

Photo By Neil Berkeley



Catalina Harbor on the island's "Hawaii side" in the late afternoon.

Photo By Jason Windebank

Better Attendance Needed At Meetings; It's Your Club; Don't Let Others Decide

By Mark Boykin
Secretary

As your relatively-new Secretary, it is my job to take head counts at the board and members meetings and to tally the votes on the motions that are brought.

Unfortunately, the turnout of members is generally light. We have had a quorum, only 10% of the roughly 350 Members, at only two of the six meetings I attended before coming on the board, and only at one of the two thereafter.

CIH members, in particular, are not involved to any significant degree, even when the meetings are held in Thousand Oaks, as they are every other month.

All members should understand that, collectively, we are the club. The Executive Board can only propose most initiatives, and it is up to the members to determine the course we will follow. Light turnout means that 17 or 18 people can make decisions that affect your boating. I hope that each of you can make the time to participate in the upcoming meeting.

Coast Guard Mulls New Rule On Life Jackets

By Rick Lydecker
BoatUS

An advisory panel to the U.S. Coast Guard gave its go-ahead to pursue federal regulations that would require adults to wear life jackets on certain boats.

The National Boating Safety Advisory Council asked the Coast Guard to consider mandating that anyone aboard a boat less than 18 feet long be required to wear a life jacket when underway. In addition, it asks that all those being towed in water sports, riding personal watercraft, or in human-powered boats of any length be required to wear life jackets as well.

The 16-5 decision mirrors a trend among state boating agencies to increase the number of people actually wearing Coast Guard-approved life jackets with the aim of reducing boating fatalities. But unlike the Council recommendation, which would apply to all ages, most state laws apply just to children and specify varying age cutoffs, typically 12 and under.

The U.S. Forest Service estimates that 82 million people participated in boating in 2010 and Coast Guard statistics show 736 people died in boating accidents that year. According to a Coast Guard mathematical model, if a 70-percent wear rate was achieved, mandating boaters nationwide to wear life jackets in boats less than 18 feet could save 71 lives each year.

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What Fairwinders Learned On Their ASA 104 Cruise To Santa Cruz Island



Skipper Spyro Spyropoulos of Angelsea

Photos By Mary Quinn

By Dustin Laurence, Jesse Lamsden, Mary Quinn, Spyro Spyropoulos and Ville Kaajakari

Angelsea sailed for Santa Cruz Island Friday, May 20, with the crew of five: Skipper Spyro, ASA 104 candidates Jesse and Ville and stowaways Mary and Dustin.

The sail plan was to anchor at Smugglers. But when we arrived, we didn't like the swell. So we decided to sail around San Pedro Point and consider a better anchorage. Little Scorpion turned out to have calm waters, absolutely no swell, and good shelter.

The boat was anchored in 30 feet of water on a sand bottom. We joined two ketches behind the two big rocks separating Little Scorpion and Scorpion Anchorages. The ketches were on a single hook, so we followed their lead, although a bow and stern anchor seemed more appropriate. After dinner, we settled in, on anchor watch for the night. We experienced an early-morning scare when one of the ketches slipped anchor.

Following breakfast, we moved Angelsea to re-anchor at Scorpion.

Here, the ASA 104 candidates took their tests, while the stowaways explored the sea caves in the dinghy and kayak. By late afternoon, we headed for Prisoners' Harbor, sailing close hauled in a fresh breeze.

Here, we joined Mark III and several other boats anchored in 20 feet of water on a sand bottom. At Prisoners, there were two events that required

problem solving skills (the crew is still not convinced that these were not planned by the skipper).

The first occurred when a departing boat disturbed our stern anchor and we started drifting toward another boat. The second was an engine problem. It died just as we were preparing to raise anchor. After several false leads in trouble-shooting attempts, a Nordic spell was cast, and it unexpectedly started!

By that time, it was early afternoon. The wind and swells were building. The trip back to Channel Islands Harbor was on a run with reduced sail area. Each crew member had an opportunity to improve his sailing skills, use the galley/barbecue, while making hearty meals, and join in lively discussions as we relished the stimulating ocean environment.

All in all it was a great trip!!

In addition to the ASA 104 material, the crew learned the following:

- Diesel engines sometimes work only if you check everything between the fuel tank and the engine. But finding the cause of the engine failure is not required as long as you accidentally fix it.
- If you bake cookies aboard, the crew will love you. But don't put the cookie dough on a pan with holes or cleaning the stove will be a nightmare.
- When the water is at the toe rail and the wheel is turned more than 90 degrees off center to hold course, it is probably time to reef.
- Sailing on a run in windy lane during mid-afternoon is easier and more fun with the main down and just the jib up.
- Rounding coordinates to the nearest degree can result in an inaccurate distance estimate.
- Lifting 80 feet of anchor chain looks so easy until you actually try it.
- When the boat anchored nearby suddenly appears that it may become part of the breakfast table decoration it is time to have all hands on deck.
- When learning to anchor you have to do it over and over again until it is done right
- Capsizing a Kayak is best done with a wetsuit. Corrected: Capsizing works fine without the wetsuit. It's just hitting the water that isn't so great.
- Greek skippers take no BS.
- two people don't really fit on a single kayak.
- We discovered that it takes about 480 pumps to fill the fwd holding tank and 350 to fill the aft tank by filling the emptied tanks with seawater
- Anchor watches are cool as long as you have enough clothes to keep you warm, and your boat isn't the one dragging anchor. If you want the cabin and dodger to actually protect you from the wind, then anchor bow-only.
- Man over board is not a consensus building exercise.
- "Jumping the halyard" is also called "sweating" by tall-ship folks, who claim to be in touch with the ancient and beautiful language of the sea.
- ETA moves with ATE (Actual Time of Embarkment).



Dustin Laurence enjoys kayaking at Santa Cruz Island

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 Watson 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 Watson 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.

June Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 MDR Workday 9:30 a.m. to Noon
5	6	7 Workday MDR	8	9 MDR New Member Orientation	10	11
12	13	14 Flag Day Workday MDR	15	16	17	18
19 Father's Day CIH Work Day CIH Open House	20	21 June Solstice Workday MDR	22	23 Board Meeting 6 p.m. Membership Meeting 7 p.m.	24	25
26	27	28 Workday MDR	29	30		