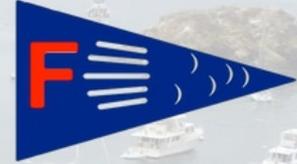




**Fairwind
Yacht Club**

marina del rey · channel islands



March 2011

Editor: Ken Hoover

Volume 39, No. 3

Commodore's Log

Thinking About Emergencies Beforehand

By Marv Brown
Commodore

Dear Fairwinders,

I hope everyone has had the opportunity to go sailing recently. The recent storms have produced some spectacular scenery in both harbors, and I encourage all of you to get out and enjoy it.

As a skipper, I constantly think about the safety of our my crew while sailing. However, a recent incident has caused me to include safety concerns in both boat loading and exiting. While on a sail a few weeks ago, a crew member slipped while trying to get on to the boat. He ended up holding on to the side of the boat with his feet in the water. The skipper of the boat did not panic and continued backing the boat out of the slip. He turned the boat into the main channel, turned off the engine and the crew member was able to swim to the swim step and get up the ladder.

As I reflected on this incident later, I realized we do not cover this in our training. Some of our boats are difficult to get on and off, and there is the real possibility of slipping when crew members are helping with lines.

As a skipper, how would you handle this situation? In some of the smaller channels you might not be able to turn the engine off to avoid drifting into other boats. Would it be safe for the crew member to swim to another boat or to the nearest dock?

Board & Membership Meeting March 24 in Marina del Rey

The next board and general membership meeting will be Thursday, March 24, 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](#).

Fleet Captain

Channel Islands

Palos Verdes

Training sessions can now be scheduled online.

Women's Sailing Association gains foothold.

It's the 50th anniversary of a famous shipwreck.

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What if the crew member couldn't swim? I hope that you will give this some thought and have a plan should this type of emergency occur.

On another note, the board had been asked to approve the purchase of a radio for one of the small boats in MDR. This led to a discussion about the necessity of having radios on all of the small boats in the fleet. The board felt that as the small boats are not used for cruising and sailing long distances that purchasing radios for the whole small boat fleet would not be necessary. Most sailors have cell phones and these should be used in an emergency. If you have a handheld radio, we advise you to take it with you as well.

Finally, we are having a board and membership meeting on Thursday, March 24, 2011, at Santa Monica Windjammers Yacht Club in MDR. The board meeting will start at 6 p.m. and the membership meeting will begin at 7 p.m. I would like to stress the importance of your attendance so that we can conduct business for our club. The agenda for both meetings will be emailed to you separately.

After the membership meeting, John Stephenson, one of our members, will be giving a presentation on diesel engines. John has extensive experience working with engines and he has attended a diesel engine repair class at Orange Coast College. This should be a great opportunity for us to learn how diesel engines work and what to do if they don't. I would like to see all skippers of boats with diesel engines at this presentation.

May you always have fair winds.

Marv

Online Training Requests Now Accepted

New System Should Streamline Finding A Trainer

By Dick Gross
Fleet Captain

Compared to other sailing schools and clubs, Fairwind has an excellent training program, but it is far from perfect.

Often, scheduling is an issue because our standards are high, our volunteer trainers are not always available, members seeking training are not always proactive and the administrative process is cumbersome.

You should know that we are aware of the problems, and are working on solving them. Here are some things that are happening and how you can help:

FYC trainers are members with good skills on particular boats and procedures, and they offer members an opportunity to both learn and practice new skills of their own. Some of our trainers are also ASA instructors who can administer boat checkouts and ASA exams for boats and courses they are qualified for.

Fairwind needs more active trainers and instructors for all of its boats and skill levels. If you have good skills for a particular boat or a subject, you can be a trainer. You can also be an ASA instructor if you have at least three years of sailing experience, have an aptitude for clear communication and have proficient sailing skills.

If you are interested in being a trainer or ASA instructor, contact the fleet captain at fleetcaptain@fairwind.org. Further information about ASA Instructors can be found at:

http://www.american-sailing.com/instructors/instructor_clinics.html

Requesting Training

Members can now ask for training with the online Training Request Form, which is available on FYC's website in the Members area under Training. There are two links there, one for each harbor. By clicking on the link, an online form will appear which you can fill out to describe the training you are requesting. The advantages of this form are:

- It collects information about the request that the member may not include in an email.

- It allows trainers to better schedule their time and group trainees together with similar requests.

- Trainers can also see which requests are being filled and which still need to be scheduled.

Being a Proactive Trainee

Two things will make you a proficient sailor: knowledge and skill. You can get much of the knowledge on your own through books, online information, videos, and investigation. Investigation means going on board the boat when it is not being used and looking over the rigging, the mechanical and electrical systems, the log book and other manuals on board. Use the training session to develop your skills and apply your knowledge to real situations. If you come to the training session well prepared, you will get much more out of the lesson. Also, come down early and start setting up the boat.

Administrative Changes

Processing the documentation for training started out as a straight forward process handled with some manila folders and a few boxes to put them in. It worked well when there were about 70 members. Now, just a few years later, there are about five times as many members, two harbors, and many new ASA certifications and other qualifications to account for. To expedite this work FYC is moving to create a second Fleet Captain's position where there will be one for each harbor.

Additionally work is underway to centralize record storage to the web and to create web applications to process the documentation. In the meantime, please be patient. We are doing the best we can. If you would like to help, let us know!



Richard Windebank shot this picture returning to Marina del Rey from an adventurous ASA 104 outing to Catalina in January.

Reserving Moorings At Catalina

For as long as anyone can remember, moorings at Catalina Island were handed out on a first-come-first-serve basis. That is changing at Two Harbors, according to this [article](#) in The Log, brought to my attention by Joe Seligson.

The folks who run Two Harbors have purchased a system that allows boaters to reserve in advance some portion of their 700 available moorings. This might be good for we sailors, who plug along in the channel at 5 knots on a Friday afternoon, knowing those power boats zipping by us are getting the last of the moorings at the Isthmus.

There are kinks to be worked out once they have the system up and running, which they expect by Memorial Day.

--Ken Hoover

Searching For Whales With Sid Vicious

By Colin Pullan

On Super Bowl Sunday, 10 Fairwinders and Sid Viscous set sail on Happy Hours.

We were looking for whales and wind. We found neither, but we did find friendship, relaxation and a wonderful day at sea. Oh, yeah, we saw tons of dolphins and a jelly fish (Really!).

Sid is the meanest, ugliest, most deranged dog on the planet. He is a seven-pound Chihuahua-Mexican hairless mix with about five teeth.

We met at 9:30 and motored out of Marina Del Rey at about 10:00, heading for Palos Verdes and the whales. We did see Palos Verdes. As for the whales, like the Steelers fans say, "Wait 'til next year."

In spite of the lack of wind (the sea was glassy) and whales, a great time was had by all. We shared food, beverages, companionship, laughs, music, dance, and relaxation. Our skipper, Steve Smith, set a mellow and friendly tone. Steve's sister, Karen, had a good time comforting her amazing and nearly toothless dog, Sid.

A crew member, Mitch, had a great quote. He said, "The ocean is a great sponge. It soaks up all of your stress."

Another crew member, Mo, shared his philosophy of life. It is, "Have a great time. Don't take the nonsense too seriously." Who can argue with that? My wife, Esther, spent hours dancing to the music.

We raced back from Palos Verdes at about a knot and a half, arriving in time to see the last two or three minutes of the Super Bowl. It was the second Super bowl that I have missed in the last forty years. I think I speak for the entire crew when I say that we have never had a more relaxing or enjoyable Super Bowl Sunday, and hope to spend next year's Super Bowl Sunday the same way.

Workday Heroes In MDR, March 5

Mark Arbing
Al Buennagel
Marv Brown
Bruce Byall and his daughter
Sharlen Campbell
Gerri Chabot
Harvey Chao
Bill Connor
Geoff Duckworth
Tom Green
Dick Gross
Bob Hoffman
Ken Hoover
Hali Kristjansson
Elizabeth Kunkee and her daughter
Pierre Landry
Bob Levy
Vitali Lubyancy and his three children,
Nancy Marino
George Maronich

Willie Maynetto
Shawn McKay
Bill McKinney
Pamela Murphy
Bruce Naliboff
Roy Niebuhr and his assistant
Chuck Orlin
Rus Polinovsky
John Quickly
Daniel Romey
Josef Seligson
Stephen Smith
Andy Sodeberg
Howard Staniloff
Bill Wagner
Carole Walsh
George Westerdahl
Mark Zierten and guest/prospective member
Adrienne O'Donnell.

--Carole Walsh

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Mike Delaney Is Speaker At April Dinner Meeting Of Channel Islands Women's Sailing Association

By Terri Potts-Chattaway

Commodore, CIWSA

It was just a year ago that the crew of Mystic Flyer decided to start a women's sailing association.

We were inspired by the knowledge and confidence we gained while racing as an all-women team. We were affirmed by our attendance at the annual SCYA's Women's Sailing Convention. Two hundred women fill the Bahia Corinthian Yacht Club in Corona del Mar, working together to train, refine and excel in what is a predominately male sport.

And we were encouraged by both the Women's Sailing Association of Long Beach and LA and of Santa Monica Bay. It was Captain Fran Weber-Melville and Karyn Jones who were our first guest speakers last February. They drove up from Santa Monica to share with our group the benefits of participating in a women's sailing group and their enthusiasm was contagious.

Using our sister organizations as a model, Channel Island Women's Sailing Association was created to encourage, support and educate women sailors of all levels of experience. Our monthly membership meetings are held on the second Thursday of every month from 6:30 to 9 p.m. We have a guest speaker and a potluck dinner or order from the available menu.

Our guest speakers have covered topics such as knots, race starts, racing terminology, GPS and cruising Channel Islands.

In our first year, our meetings were graciously hosted by Channel Islands Yacht Club and Pacific Corinthian Yacht Club. This year, we had a great start with our membership meeting held at Anacapa Yacht Club with guest speaker Randy Alcorn on man overboard procedures.

In addition to the Channel Islands Harbor yacht clubs, we are scheduled to visit Ventura Yacht Club and Pierpont Bay Yacht Club in the Ventura Harbor later this year.

By rotating through the various clubs, we hope to be a positive addition to the community of sailing in our support of women sailors.

Besides our monthly meetings, we have on-the-water events, such as our Skill, Thrill and Grill Day and our Frenchy's Cove Day Sail and Lunch, participate in the Anacapa Wet Wednesday Race Series and have started a day sail program.

Mike Delaney of Fairwind Yacht Club will be our guest speaker at the membership meeting held on April 14 at PCYC. He will be speaking about Fairwind and ASA Certification. All are welcome.

Channel Islands Women's Sailing Association is a member of U.S. Sailing and is in the process of applying for SCYA membership. For more information visit our website www.ciwsa.org.

The Night The Dominator Ran Aground

A Tale of Guns, Goons and Greed

By Ken Hoover

This month marks the 50th anniversary of the night the Dominator crashed into the rocks off Palos Verdes. It was March 13, 1961, 5:30 p.m.

The Greek freighter, a former World War II Liberty Ship, was sailing from Portland, Ore., to Algiers with a cargo of 10,200 tons of wheat.

In fog, the captain and 30-man crew were searching for Long Beach Harbor, where they would stop for fuel.

Instead, they ran aground 100 yards off Palos Verdes Point. It made international headlines and set in motion a bizarre chain of events.

For two days, the captain and crew were unable float the ship off the rocks.

On the third night, there was a storm. The Dominator, which had been pointing toward the beach, turned to take the west wind and swells on her beam. She was pounded by huge waves. The captain gave the abandon ship order, and the Coast Guard evacuated everyone at the height of the storm.

The ship was put up for sale. Into the fray stepped J.E. Hardison, owner of a Riverside auto body shop with no

experience salvaging ships. His was the winning bid at \$16,199.99. If he could refloat her and make repairs, he figured he could sell her for \$300,000.

I'm relying heavily for this article on Hardison's account, which I found [here](#). It's his side of the story, but it seems to adhere to contemporary news accounts and is filled with delicious detail.

"Here was my chance, a guy 40 years old, in the automotive field all his life, with a burning desire to try and salvage a wrecked ship, and the Dominator was practically in my backyard and up for sale," Hardison wrote.

The wheat and ship were bid separately. Another group of amateurs bid \$75,000 on the wheat.

It didn't take long for the relationship between Hardison and the cargo owners to sour.

Hardison planned to allow the cargo owners to remove the wheat, making the ship light enough to float off the rocks.

But barges and small freighters that could haul the wheat back to port were damaged when they slammed into the Dominator's windward side in heavy swells. Time was running out for the Dominator. Hardison thought the cargo owners were indecisive and working too slowly.

He found a veteran tug boat captain who offered to attach a barge in the calm water on the Dominator's leeward side. He gave the cargo owners an ultimatum. The tug boat captain would be hired.

The plan worked, but the tug boat captain could only safely place a barge near the Dominator's stern. The



wheat was in five holds, numbered from bow to stern. Water in No. 3 hold ruined that wheat, but wheat in the other four holds was dry.

The contents of No. 5 hold were pumped out and sold in Long Beach.

Then things went terribly wrong.

Hardison wanted the cargo owners to next off-load the contents of No. 1 hold nearest the bow so he could keep the ship balanced. But moving wheat from bow to stern was time-consuming. The cargo owners refused and removed wheat from the No. 4 hold.

With the aft half of the ship lightened, she began to move dangerously. Cracks began running up the hull amidship. The Dominator was breaking apart.

Hardison knew he had to try to float the ship quickly, but the cargo owners resisted. They feared the ship would sink in deep water, and they would lose the remaining wheat.

An attempt June 9 failed, and the ship spilled 100 gallons of fuel that drifted north onto the beaches of Redondo and Hermosa Beach.

This resulted in the arrest of Hardison and his engineer. At a later trial, Hardison was acquitted, but his engineer was fined \$300.

Hardison was ready for a second attempt July 9. A paid informant among the now-openly hostile cargo owners told him they intended to use force to stop him as long as wheat was still on board.

“They hired four of the biggest, roughest, toughest-looking guys I had ever seen to stay on board and keep us from using the equipment,” said Hardison. “I called them goons, and in my opinion that is all they were. They assaulted my engineer on two occasions and made it almost impossible to do any work,” Hardison said.

The cargo owners now controlled the ship. Hardison prepared a surprise assault to retake her.

“I immediately got my men together, five in all, and with guns and rifles, we left the dock at Redondo Beach at 9:30 p.m. and headed for the ship,” wrote Hardison.

His armed band forced employees of the cargo owners off the ship, briefly taking a hostage.

The next day, the bluff above the Dominator was lined with police cars, and a sheriff’s helicopter circled overhead. A cutter with armed Coast Guardsmen stood by.

When the cargo owners arrived, this time with eight goons, Hardison threatened to shoot them if they tried to board the ship. He fired a warning shot. They retreated. But it was too late. The Dominator was doomed.

For decades, she rusted in the surf almost due east of the navigation buoy 10PV. Today, only a few remnants lie above the water line.

Whenever I sail past Palos Verdes, I think of this great story.

What's Up

March 16th – Captain Pat Rains Cruising/racing to Mexico with noted author Capt. Pat Rains, Director of Tourism Mexico, Jorge Gamboa Patron, Resort Costa Baja specialist, Wayne Hilbig, Alaska Airlines travel pro Eloisa Valdez. Door prizes =books by Capt. Pat Rains. Cocktails, Free raffle ticket with purchases of appetizers \$5.00 and light dinner \$12.00 at bar from 6:30 – 7:30 Presentation begins at 8:00 p.m. to 10:00 p.m. Reservations a must: reservations@smwyc.org.

March 23rd – RowLA. This is a special rowing program headed by Liz Greenberger. The girls are mentored to improve all their skills and row to a college scholarship and a successful future. Dinner and event \$12.00 main dining room. reservations@smwyc.org

CRUISING: 1. March 27th Catalina rendezvous' at Burton Chace Park – short Cruise party and BBQ contact

2. April 1-2-3 VMYC- Alamitos Bay Dinghy tour. 2 vessel openings at this time. Lots of fun, dinghy , kayak, or paddle board around Alamitos Bay. Open dinghy tour.doc

CLINICS- Best way to improve your sailing skills***

SMWYC start clinic March 20th. Race Clinic in Bar 10 a.m. to noon BBQ at SMWC 3:00 -? Contact – Lee Rhodes 310-487-5750 mrleer@verizon.net or Themis Glatman 818-425-8752 tladymanor@aol.com

SBYRC The South Bay Yacht Racing Club is having an Advanced Racing Tactics Seminar on March 26th. SBYRC's website: <http://www.sbyrc.org/club/>. Just learning to race – go- listen – learn. You can't get any worse.

Women's Sailing – SeaGals in Long Beach, CA

Just for women: SEAGALS.SAILING@gmail.com or Facebook: Sign Up Long Beach Sailing Foundation: "Sea Gals"- Women's Sailing Program is ... Hosted at Long Beach Yacht Club, the LBSF Sea Gals events include classroom ... Judy-Rae Karlsen -Sea Gals Program Director 562-355-8500 (feel free to call with questions!) I am looking forward to sailing with you on the Catalina 37's this year!

Website at: http://www.lbycsf.org/LBSF/LB_Sailing_Foundation.html

For any questions regarding this section kindly contact, Carole Walsh – americawest2@ca.rr.com

--Carole Walsh

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

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.

March Club Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		01 •Work Day MdR	02	03	04	05 •MDR Work Day
06 (Week 10)	07	08 •Work Day MdR	09	10	11	12
13 (Week 11)	14	15 •Work Day MdR	16	17 •St. Patrick's Day	18	19
20 (Week 12)	21	22 •Work Day MdR	23	24 •6pm» Board Meeting •7pm» Membership Meeting •8pm» John Stevenson Presentation	25	26
27 (Week 13)	28	29 •Work Day MdR	30	31		