



November 2011

Editor: Ken Hoover

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Commodore's Log

Are New Boats In MDR's Future?

By Richard Windebank
Commodore

There are a lot of good things going on in the club right now, thanks to the superb efforts of a great many of our wonderful members. I will comment on a few of them: The recent board and membership meetings, what we are doing to improve the efficiencies of running the club, what's going on with our fleet, the way we sail our boats and a few other items of interest.

The board and membership meetings took place in Marina Del Rey Oct. 29. Members overwhelmingly approved amendments to our bylaws where the club has agreed to indemnify directors, officers, instructors and trainers, in the unlikely event they get sued for performing their Fairwind duties. To me that was a no brainer. We all appreciate the time and effort they put in, and we agree the club will stand behind them.

We have appointed a boat selection committee to look at the possibility of upgrading Collective Effort, the Hunter 26 in MDR. That does not necessarily mean we are going to buy a new boat. It simply means we are going to evaluate the options and present some recommendations to the membership. We really only have one medium-sized cruising boat in MDR, Island Side, which is proving insufficient for our needs.

We are also looking at taking another slip in MDR because we believe one will soon open up on our dock. That does not happen very often. So we may want to grab it, but it will cost an extra \$3,500 a year in slip fees, so it needs some careful thought. It would enable us to add one more boat and possibly take in 20 more members if that's what we want to do. At least, it's nice to have the option.

The board discussed in some detail the pros and cons of racing, which is expressly permitted under our standing rules. We recognize racing places additional strains on our boats and increases the risk of damage. At

Unexpected Fog	CIH Report	Homeport Regatta
<i>Here's what to do when the fog rolls in.</i>	<i>There's a lot going on in Ventura County.</i>	<i>Fairwind boats star in local races.</i>
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the same time, racing helps members enhance their sailing skills, and members prefer less rules rather than more. So, at least for the time being, there are no proposed changes or limitations on racing.

So what are we doing to make the club run more efficiently? Lots. The technology committee has made significant improvements to our website, and we now have several members who have been trained to upload documents. That's a really good thing because there's a lot of work to be done there to update our content. Many of our forms, etc., are out of date and in need of revision.

The club is also looking at a new software system to manage our membership records, our boat reservations, and may possibly help us with the billing and collection of dues. It is very much a "work in progress," but early indications are very positive. There is a lot of room for improving our efficiency and reducing the number of hours we spend on this stuff. I am hopeful this system will help us do that.

Our fleet is generally in good shape, thanks to the excellent work of our rear commodores, boat chiefs and hard-working members. We are also trying to enhance our capability to service our outboard motors. They all need TLC, and we have members eager to learn how we can do more servicing in house.

Our fleet captains are working diligently on planning for 2012. They are preparing training programs (including instructor training), cruise programs and new training guidelines to facilitate quicker move ups for experienced sailors.


On Saturday, Nov. 12, we will hold a new members orientation in Marina Del Rey. The purpose is to help new members accelerate their integration into the club and become familiar with club policies and procedures. Any existing members who would like a refresher are welcome to attend. Details are posted on the club calendar.

Since becoming commodore, a number of members have asked if we can add more social events to our calendar, so we can all get to know each other better. I like that idea, and we will try to do so.

One thing you can do to help the club, if you have not already done so, is to please pay your Oct. 1 dues. At the end of October, we had 110 members outstanding. That's a lot and it burns up valuable volunteer hours to have to chase people up.

Thanks for your cooperation and thanks for all you do to make Fairwind the great club that it is.

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When The Fog Comes In On Little Cat's Feet, How Does The Experienced Skipper React?

By Michael Delaney
CIH Port Captain

A couple of weeks ago, I was training some new members on one of our Capri 22's out of Channel Islands Harbor. It was a Friday afternoon and the weather was great. The forecast was rather benign, 5–10 knots, partly cloudy, etc.

As we sailed out of the breakwater to the south, I noted that we could not see Anacapa Island 10 miles off shore. This was not unusual as the marine layer sometimes reduces visibility in the channel.

I usually try to point out all the local landmarks for trainees. We could see Gina, which is an oil island three miles off shore in the direction of Anacapa, 210 degrees magnetic.

We sailed down to the Port Hueneme buoy to take a look at the sea lions and then headed back to Channel Islands Harbor (CIH). On the way back, I looked out to the southwest and said, "Look! Gina just disappeared."

Yep, the oil island was no where to be seen. I talked to the trainee's about what to do if the fog rolls in unexpectedly. There had been no mention of fog in the forecast; but there sure was for the following day!

I pulled out my personal GPS and showed the trainees how it worked and how I had the CIH breakwater entrance waypoint programmed to come up when I turned it on. About that time, we heard calls to the Coast Guard and Vessel Assist on my personal VHF radio from boats lost in the fog!

We made it back to the breakwater and about a third of the way down the channel when we looked back and said 'Where did the detached breakwater go!'. It was gone in the fog and very soon it enveloped us.

It was 4 p.m., and it was like the sun had gone down. We and all the other boats around us turned on our running lights and slowed down so we could see where we were going. We made it back to the slip without any trouble, but it was a good learning experience for the trainee's..

Part of my training of new members on the Capri 22 and all boats is to show members where the Radar Reflector is and how to run it up the line to the spreaders. The radar reflector will, as its name implies, reflect the radar signal from another boat back to that boat. It makes our boat show up as a bright dot on the other boat's radar. In technical terminology, it gives our boat a greater radar cross section.



A handheld GPS is a nice thing to have if the fog rolls in.

I also train our new member on compass courses in the CIH area. Leaving the CIH harbor, you are not going west but south southwest. I mentioned earlier that Gina and Anacapa are on a course of 210 degrees magnetic. The reciprocal course back to the harbor is 30 degrees magnetic. If you are familiar with the compass headings when sailing in the local area then it is much easier when the visibility is reduced to get back to the harbor.

My recommendation is to carry a handheld GPS at all times in your sail bag. These days, they are inexpensive, and you can get apps for smartphones. Program in the harbor entrance waypoint and then verify it by sailing to it on a clear day. The waypoint is no good if it leads you into the middle of the breakwater!

If the fog rolls in, put up the radar reflector and break out the foghorn. We have air horns on all the boats, and I plan to add manual horns that you can blow when the air horn runs out of air!

If you can get back close to the harbor, you can listen for the fog horn on the south breakwater. The foghorn automatically activates in low visibility. Just follow the sound of the horn and you will get back into the channel.

If all else fails and you think you are near the beach, but are lost, then anchor and wait for the fog to clear. Running aground on the beach or the breakwater will definitely ruin your day!

What's Happening In Channel Islands Harbor

By **Michael Delaney**
CIH Port Captain

October Open House Report

We had a great open house in October from the standpoint of both attendance by prospective members and member training. We had the whole fleet out either taking prospective members for a daysail or on a training session. Special thanks to all the skippers: Greg Arnold (Angelsea), Carl Enson (Mk III), Jim Guinn (Zephyr), Mike Delaney (Freedom Too), Mike Strossman (Desert Wind), Tim Chan (Sand), Pam Yerger (Sweet Deal), and Joe Carter (CompanionShip).

New Members in October

A warm welcome to all the new CIH members: Mike Dawson, Rudi Weinberg, Alan Butterworth, Patrick Anderson, Mark Juric, Scott Anderson, Jamie Schlottmann, Linda Nelson, Alex Grib, Sarah Freiberg, Lannie Legler, Russ Ramsey, Steve Schier, Wayne Gordon, and Harry Kane.

Training

We have started a new Capri 22 training plan for NCO's where we have one Capri 22 set aside for training the first Saturday, first Sunday, and third Saturday of the month for both morning (10AM – 1PM) and afternoon (1PM – 4PM) training sessions. The regular open house training on the third Sunday of the month from 1-4 p.m. will continue as it has. Please contact Scott Kelly, CIH Fleet Captain, if you are interested in training or are an available trainer.

Angelsea Report

As you all probably know, Angelsea is now owned by Fairwind. Special thanks to all the members who bought Angelsea bonds to help pay for the purchase. We have now started to pay back the Angelsea bonds and will continue to do so for the next two years. Alan MacGovern and Greg Arnold are now the boat chiefs for Angelsea.

Turning Point

Turning Point is our Catalina 22 that has had problems with a rusty iron keel and has been out of the water for the past year. We took Turning Point into the yard for a bottom painting job and were told that the cost of the keel repair and bottom paint would be more than twice the value of the boat! We had a trailer for the boat, and Jeff Clarke graciously offered his yard in Ojai for temporary storage. Well, time flies when you're having fun, and more than a year had passed when Carl Enson and I got together and decided we needed to finish the job. We made good progress on removing the rust from the keel and plan to have it completed in November, out of Jeff's yard, and back in the water.

Capri 22 Upgrades

We have ordered a new mainsail, genoa furler, and 135% genoa for CompanionShip. The order was made through Ullman Sails as part of their Fall discount. We got a great deal! The new sails and furler should be on the boat in late January or early February. We have also just purchased a used 4-stroke Tohatsu 4-hp outboard, which will be put on Sweet Deal. Now all the Capri 22s in CIH will have the same four stroke outboards. The Mercury 4hp and Tohatsu 4hp outboards are identical as Tohatsu makes the Mercury outboards.

CIH Port Issues and Questions

All CIH port issues and questions can be directed to me, Michael Delaney, at delaneyofto@msn.com or 805-551-9671.

CIH Workday Attendees

The Capri 22's:

Frank Thomsen
DuWayne Kilbo
Wayne Gordon
Bob Chatenever
Dave Payn
Harry Kane
Alex Hardy
John Staples
Jim Breslin
Pam Yerger
Jane Thomas
Ross Labbe
Mike Delaney

Freedom Too & Zephyr:

Tom Kelleher
Jim Guinn
Jim Milstead
Tom Goebel
John Goebel
Patrica Sanchez
Mike Dawson
Terry Keller

Mark III:

Larry Pate
Scott Kelly
Spencer Kelly
Carl Enson

Angelsea:

Greg Arnold

Fairwinders Excel (And Have Fun) At MDR's Homeport Regatta

By Tom Greene

The Homeport Regatta 2011 was held Saturday, Nov. 5 with three FYC boats and 13 members participating in three races with a fleet of 34 boats. The regatta is designed specifically for inexperienced racers at no cost and no red tape.

Race 1, starting at noon, was hampered by winds of less than 5 knots. It took some boats more than 5 minutes just to cross the starting line after the gun! For Race 2 and 3 the wind had picked up to 8-10 knots, a good breeze for the less experienced racers. It was all over by 5:15 and everyone headed for home and the post race party at South Coast Corinthians YC.

Happy Ours was up there with the big boats in H Class (class 2) with Mitch Mandell on the helm, Steve Smith as tactician with Dan Romey and Rob Matheny as crew. They finished 5th overall of six boats in class. Happy Ours was the scratch boat (lowest handicap) in their class which made their task more difficult. Mitch has not raced in the last year but is no stranger to the racing scene. Steve and Dan are also seasoned racers.

K Class (class 4) was the largest with 12 boats; three with FYC members onboard:



Happy Ours wing on wing

Photos By Richard Windebank

Collective Effort with novice racers Tom Greene, Peter Griswold and Dave Arnoth sharing helm & crew duties switching positions each race with tactician and mentor Greg Rutter from SBYC calling the shots.

They were scratch boat that made it an uphill battle owing time to all others in the class. They were the only FYC boat to fly a spinnaker on the downwind legs; four times without any major screw-ups! However, they placed 10th in class overall.

Sundance with Diane Hubner, skipper; Rosalie Davis Greene, Julia Westerling non-member as crew and mentor Mary Ho. All are members of WSASMB and have crewed together on Green Dragon. This was Diane's first race as a skipper. They placed 4th in class overall. Cudos to Diane as the best FYC boat finisher!

FYC member Halli Kristjansson was on the helm of Yassoo, a Cal 34 with Joe Cowan owner, mentor and frequent racer, and FYC members Jotham Schwartz, John Goebel and Lenox Grasso were crew. They tied for 2nd place in class overall.

Regardless of how they finished, all agreed that it was a fun day with beautiful weather and everyone learned a lot and wants to come back for more!

The regatta, held each year by the Association of Santa Monica Bay Yacht Clubs, is designed specifically for novices. The person on the helm cannot have sailed more than 1 PHRF or 2 cruising class races in the past year. The goal is to get new people and boats out racing and they provide experienced racing mentors for those who want them. South Coast Corinthians YC hosted the event this year.

The next Homeport Regatta will be Sunday, April 22, 2012, (Earth Day) and will be hosted by Santa Monica Windjammers YC (SMWYC). If we make a coordinated effort, we can have a much larger FYC participation next year. Let's plan on it and make it happen!

For additional photos by Bill Wagner on Osprey go to: https://picasaweb.google.com/lh/sreDIR?uname=beachedge&target=ALBUM&id=5671941351019909825&authkey=Gv1sRgCL7A_I7q2IPbPQ&feat=email

For additional photos by Tom Greene and others go to: <https://picasaweb.google.com/lh/sreDIR?uname=tgreene67&target=ALBUM&id=5672319143166032097&authkey=Gv1sRgCJ->



Collective Effort flying her spinnaker

Photo by William Wagner

Membership Guide: Where To Go For What

Training and checkout - Fleet Captain (Dick Gross for MDR; Scott Kelly for CIH)

Report an Accident - Safety Officer, Marc Levine + Rear Commodore (Chuck Orlin for MDR; Carl Enson for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Chuck Orlin for MDR; Carl Enson for CIH)

Pay Dues – Vice Commodore, P O Box 12684, Marina Del Rey, CA 90295

Update Contact Information for Membership Roster - Membership Secretary (Jotham Schwartz for MDR; Paul Aist for CIH)

Submit Articles for Newsletter – Editor, Ken Hoover

FYC Officers - www.fairwind.org

Minutes of Board Meetings - http://groups.yahoo.com/group/FYC_Communications/

FYC Treasurers Reports - http://groups.yahoo.com/group/FYC_Communications/

Coast Guard - Channel 16 or 310-732-2043

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

November Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Work Day MDR	2	3	4	5 MDR Work Day 9:30 a.m. - Noon
6 Daylight Savings	7	8 Work Day MDR	9	10	11 Veterans Day	12 MDR New Member Orientatiaon 10 a.m.
13	14	15 Work Day MDR	16	17	18	19 MDR Trainers/ Instructors meeting
20 CIH Work Day 9 a.m. - noon CIH Open House 1 p.m. - 4 p.m.	21	22 Work Day MDR	23	24 Thanksgiving	25	26
27	28	29 Work Day MDR	30			