



April 2013

Editor: Ken Hoover

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Commodore's Log

Four New Boats Grace Fairwind Fleet

By Richard Windebank

Commodore

It has been a busy few weeks, and things have progressed well with the upgrades to our fleet that have been under consideration.

On Saturday, March 16, we had a very brief Membership Meeting, embedded into the Channel Island Barbecue. This may have been the shortest Membership Meeting on record, lasting no more than seven minutes, but all three Motions were approved overwhelmingly by the Membership. That includes those members who attended in person and those that voted electronically.

The three motions were:

*MDR to purchase the 1998 Catalina 28 called "BJ" in San Diego and CIH to purchase the 1991 Catalina 28 called "Island Side" from MDR.

*CIH to lease the 1998 Catalina 30 Mk III known as "Sorella" for \$1 per year for five years with an option to buy.

*MDR to purchase a 2000 Corsair F 28 trimaran and sell the 1989 Corsair F 27 trimaran called Seawing.

All three of these upgrades have progressed well. We have concluded the MDR purchase of the Catalina 28 "BJ" and we are having some minor work done in San Diego, before we bring it up to MDR. CIH have signed the lease on "Sorella" and will take delivery next week. MDR has purchased the F 28 trimaran and listed the F 27 for sale. The F28 was launched on Saturday, April 6, and will now go through the commissioning process before she is available to the membership.

Fleet Captain	Channel Islands	ASA 104
<i>Here's how you can become a Fairwind instructor</i>	<i>Mike Delaney brings us up to date on latest developments</i>	<i>Some Fairwinders earn their cruising credentials.</i>
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Marc Levine addresses the crowd at Sally Marie's commissioning.

All three of these are wonderful upgrades to our fleet and all three appear to be excellent deals for the Club. I will leave Mike Delaney to describe the "Sorella" lease in more detail, but this promises to be one of the best deals in the Club's history, and a win-win for everyone concerned. Not only do we get a great boat at a great price, but we also gain a valuable new member who has all the knowledge and history of the boat that we could hope for. Welcome aboard, Gary Feldman!

What I have described is a lot of

activity in the last month, but there is more besides, thanks to the very hard work of our volunteers.

On Saturday, April 6, we officially commissioned the Catalina Capri 22 called "Sally Marie" into the MDR fleet so we now have three Capri 22's that are pretty similar. (See pictures on pages x and x.) "Sally Marie" is the result of a kind and generous gift to the Boys & Girls Club of Venice and will be used for the "Fairwind Youth Program" run jointly by Fairwind, the BGCV and the LA County Sheriff's Department. It will be used for the "after school program" where we take "at risk" kids sailing, to give them exposure to the experience that all of us treasure. By agreement between BGCV and FYC, Fairwind will provide the slip and take care of all the maintenance, and Fairwind members will be able to sail the boat whenever it is not needed for the Youth Program. This is another win/win for everyone and we are truly grateful for the generous gift by the Art Gallery called Blum & Poe.

In CIH, we have acquired one more boat this month. They jumped on an opportunity to purchase a Catalina 22, which came on the market at an exceptionally good price and comes with a superb inventory of equipment.

The price was below the \$5,000 discretionary limit the Membership has entrusted to the Board and this is a classic example of what can be achieved when we have the ability to move very swiftly.

So what is the next step? We are in the process of naming / renaming three of the new boats and we have received many suggestions from members. So we are working our way through this process.



Our new Corsair F 28, as yet unnamed.

Fairwind Offers Instructor Clinic

By Shar Campbell
MDR Fleet Captain

Hey there, Fairwinders,

I am so excited! IQC 201 is set to commence with Dave Lumian (our fearless instructor evaluator) and some extremely prepared sailors, Scott Kelly, Mike Thompson, Tom Hoeck and me. I know there are a few more knowledgeable souls who will be joining us on May 3, 4 and 5 at Blue Pacific Boating, 13444 Bali Way in Marina del Rey.

The Instructor Qualification Clinic will give each of us an opportunity to demonstrate our prowess at the helm, giving proper commands, crewing and conveying what we know under all sort of circumstances. There will be classroom sessions taught by each candidate as well as written tests and, of course, on the water drills.

This isn't a class. It's a test of your knowledge and skill and requires preparation both on the water and at your desk if you expect to pass

If you can pass this rigorous three-day exam, you will become an American Sailing Association-certified sailing instructor. More than 50 Fairwinders have passed this test and are able to pass on their knowledge and experience to other members as they help them get trained and checked out on Fairwind boats.

It's not too late for you to join us. We will be meeting at the boats this Saturday, April 13 at 10 a.m. to study together and at noon, Rosalie Bostick has graciously agreed to run us through the on the water drills. Rosalie will also help us prepare for the written exams.

So, if you're interested in becoming a sailing instructor, please go to the ASA.com website and download the application. Complete it and send it to the ASA. Fairwind members get a \$50 discount. To get the discount, **do not** register online. You must mail, drop off or fax your completed application to the ASA. Your materials will be promptly sent to you. I received mine within two days. The total cost will vary depending on whether you're an ASA member. Expect to spend around \$300 plus shipping.

I, for one, am looking forward to an exceptional learning experience and, more fun on the water. See you Saturday. Please contact Shar Campbell, Fleet Captain at fleetcaptain@fairwind.org if you'd like to participate in this IQC 201.



Venice Boys & Girls Club members aboard the Capri 22 Sally Marie

What's New in Channel Islands Harbor

By Michael Delaney
CIH Port Captain

All winter, the small boat fleet has been very active in Channel Islands Harbor.

In March, a very clean 1982 Catalina 22 came on the market in Ventura. We took the initiative and purchased it for \$2,495. The new boat is in the CIH Small Boat Marina in slip D-14 near our Capri 22s and our other Catalina 22, Turning Point. Our new boat has no name and so we have come to call her 'Noname' but not for long. The membership has submitted many suggestions for a new name and we will vote on a new name during the April 21 workday on the dock at 11 a.m. As mentioned 'Noname' is in very good condition and has a furling genoa. We were able to put her in service the week we brought her to CIH.

Sweet Deal is no longer the only Capri 22 without a furler. This past week, we added a furler and new 135% genoa. With this new feature, I expect Sweet Deal to get much more use than in the past.

We have signed the lease for the 1998 Catalina 30 MkIII 'Sorella' and anticipate moving her to CIH in a matter of days. Sorella will be in slip F-14 in Peninsula Yacht Marina next to Fairwind Mk III. The boats are very similar, so that anyone checked out on Fairwind Mk III will also be checked out on Sorella. A section in the logbook will highlight the differences in the hardware and electronics.

We have a slip (F-9) reserved for Island Side next to our two 27's at Peninsula Yacht Marina. We are waiting for the new Catalina 28 Mk II to be scheduled to arrive in MDR before scheduling Island Side's departure. We anticipate that she will travel north to CIH this month.

The cruising season is almost upon us! I will be sending out a notice for the May cruise in a few days. With the additions to the fleet we should be able to have five or six boats available for the cruises.



Venice Boys & Girls Club members check out Sally Marie

Fairwinders Earn ASA 104 Certification On Intensive Catalina Island Voyage

By Michael Thompson

The morning was still early. The sun had yet to break through the morning marine layer. I looked over at the large sailing yacht moored next to us at Two Harbours. Nothing stirred within the berth. We barely had time to eat breakfast and throw down a cup of coffee before our instructor, Rosalie Bostick, insisted we figure out a way to attach the Flopper-Stopper to the boom, lower it over the boat into the water.

The sailing vessel across from us turned up early evening shortly after we arrived. There were five sailors on board, an instructor and four trainees. They must have been doing their ASA 104. They arrived to the mooring too hot and had to give it a second shot. After tying off, the instructor talked to them, then they disappeared down below and I never saw anyone after that.

Earlier that evening we had arrived and

successfully moored not once, but 5 times on the same mooring. Rosalie wanted us to have as much experience as possible and had us redo it over and over. I'm not kidding when I say, the moment my eyeballs opened to the moment they closed, our FYC instructor continued to give us everything she had to give, which was years of experience. I felt exhausted, but extremely lucky.

I'm not sure what the folks across from us were paying, but I'm sure it was expensive. Here we were, not only getting free instruction, but a whole lot more of it.

Our actual ASA 104 started Friday at noon. We went through Calypso, the 28-foot Catalina, meticulously. It was 11 p.m. when I got in my car to drive home. The water tanks were full, the holding tank empty, the diesel engine topped off, food and belongings stowed. I'd learned a hell of a lot and we hadn't even started yet.

Saturday 10 a.m., I arrived back at MDR for the three-day cruise. Outside the breakwater, we did a man overboard drill with a dinghy on a long painter. We proceeded to head down the coast while making fixes.



Instructor Rosalie Bostick (at helm) Willy Maynetto, Jim Strzyzewski, Pete Grizwold and Dave Arnoth aboard Imagine.

Arriving in King Harbour, we tethered to another FYC boat. In classic FYC fashion, our instructors made us discuss in detail how we would tether prior to tethering. Once the task was finished both boats engaged in a long discussion regarding all aspects of tethering and laying an anchor off the bow and stern. Nothing is ever done once and simply checked off. I felt extremely fortunate to be with skippers so willing to share what they know and engage their students in the process.



Calypso and Imagine rafted up in King Harbor

Sunday, it was out to Two Harbours. My thoughts that we may have a restful five hours were thrown overboard as I was asked to make fixes with the hand-held compass throughout the first couple hours. Between making sightings, to running below and attempting to plot our position on the charts while the boat was rolling on the fat swells, I was doing my best to calm my queasy stomach and keep my breakfast granola from coming back up. I felt embarrassed about my mild nausea till my instructor said, “I’m glad you’re not throwing up. I can’t stand it

down there when we’re sailing.” I felt somewhat less of a landlubber.

Once in the shipping lanes we were busy keeping an eye out for tankers, but it wasn’t till we were out of the shipping lane that we had to change our point of sail because of a tanker that was getting too close.

Two Harbours was beautiful and quiet. We motored around the empty harbour, sighting out a mooring suitable to our needs, then proceeded to practice mooring. The following day we headed back to MDR after passing thru Emerald Bay. A couple miles from MDR, the late afternoon winds picked up and we sailed to all points of sail, completing numerous man-over-board exercises, both the figure 8 and the quick stop. The sun was setting over the Pacific. Dolphins joined in the play. It was magical.

Monday, 9 p.m, we are back in MDR. Boat is packed up. Prior to deeply cleaning the Catalina, our instructor’s bottomless energy kicks into gear and she finishes with a review of the engine. Dave and I are asked to trace the fuel lines, raw water system, and the closed system.

Monday 10pm. I think I’m having a sailing brain hemorrhage.

It is almost midnight when I crawled into bed at home. I dream of sails, man over boards, diesel engines, dolphins, salt water filters, backed up heads, plotting, Perko’s, house batteries, anchor’s, dinghy’s, blowers and bilges. I wake up feeling like I’ve been sailing all night. Maybe those hours can count to my 106.

I am very grateful to Fairwind. The club has made me a sailor.

Crew Overboard Topics, Part 2

By Ken Murray
Senior Instructor

Nothing seems to generate more discussion and argument (well, which boat to buy!), than Crew Overboard (COB) issues. I'm going to try to address some of the controversies, along with actual evidence in this series. The evidence comes from the COB Symposium that took place in San Francisco in 2005:

<http://www.boatus.com/foundation/findings/COBfinalreport/COB%20FINAL%20REPORT.pdf>

This month, I want to focus on which side to approach the COB, upwind, or downwind.

Every time I am with a group discussing this, there is controversy. The official ASA technique (which is what you should demonstrate when you are tested), is to pick up the COB on the downwind (leeward) side of the boat.

What are the issues?

The No. 1 priority is to pick up the COB safely. If you miss, or take a lot of time messing around, the COB will be severely effected by hypothermia. You need to succeed on the FIRST try.

In the Trials they noted:

“Positioning the boat to windward (of the COB) was the near-unanimous preference of victims in sailboat tests (powerboat rescues involve other considerations).

Because boats drift downwind faster than people, a victim to windward may be quickly separated from rescuers. In very rough weather, however, the boat may blow down violently onto the victim. Victims were adamant that jibs be doused or furled so flailing sheets do not threaten injury.”

In addition, if you've never tried, it is far, far harder to throw a line into the wind, than it is to throw it downwind, which is pretty easy. With a strong wind, you may find it impossible to throw a line into the wind farther than the side of the boat!

Another issue is the freeboard of the boat---the height from the water to the deck. As the Trials noted: “A freeboard of just 1 meter might as well be a mile to a victim and a rescuer.” On the downwind side, the boat is much lower to the water, and greatly facilitates the retrieval onto the boat.

It is important to remember that virtually all of our practice is in calm weather, with good visibility, and virtually no stress. In reality, it will be at dusk, with 30 knots of howling wind, 15 foot waves, everything wet, and panic among your crew! So the things that work just fine in our artificial situations only start to approach the challenges of the reality.

MEMBERSHIP GUIDE – WHERE TO GO FOR WHAT

Update Contact Information for Membership Roster – Vice Commodore, Adrienne O'Donnell, for MDR; Membership Secretary, Paul Aist for CIH

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina Del Rey, CA 90295

Training and checkout - Fleet Captain (Shar Campbell for MDR; Patrick Anderson for CIH)

Cruising: Cruise Chair (Mark Zierten for MDR; Michael Povar for CIH)

Racing: Race Chair (Mark Arbing for MDR)

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

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

Submit Articles for Newsletter – Editor, Ken Hoover kenhoover@me.com

FYC Officers - www.fairwind.org

Coast Guard - Channel 16 or 310-732-2043

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

Join Member's interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to join

April Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 MDR Workday	3	4	5	6
7	8	9 MDR Workday	10	11	12	13
14	15	16 MDR Workday	17	18	19	20
21 Home Port Regatta	22	23 MDR Workday	24	25	26	27
28	29	30 MDR Workday				