



January 2013

Editor: Ken Hoover

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Commodore's Log

# Which Of Our Boats Are More Popular?

**By Richard Windebank**

*Commodore*

First, I want to wish you and your family all the very best for 2013. I hope you manage to get in lots of sailing, that you will make the most of your Fairwind membership and that you will help us to make the Club even better than it already is.

I am very conscious of the fact that I only have nine months left as your Commodore and that there's a lot of work to be done. So, let me lay out my goals for 2013.

In January, I plan to work with Mike Delaney in preparing a detailed analysis of our boat usage and our costs. While boat usage is not the "be all and end all," it is the best indicator we have of the needs and desires of our members. Surveys are helpful, but not as valuable as actions.

My first stab at analyzing boat usage is to review the reservations made over the last year. This is only the first step and is by no means complete. The reason for that is that we make reservations in the name of the club for work days and open houses, and we do not always use all the boats we reserve. So we need to look at the log sheets in order to obtain a more accurate picture.

By way of example, the Catalina Capri 22s in MDR continue to be two of our most popular boats. They were used about 220 days last year, even excluding work days and open houses. Each of them was used by more than 70 skippers. By contrast, the Soling Seaweed, was used 77 times by 32 different skippers.

This does not mean that the Capri 22 is a better boat than the Soling and many sailors would argue that it is not. But it does tell us that, given the choice, members prefer to sail one type of boat versus another.

We also need to look at the cost of owning and maintaining each boat. I get many requests from members to buy more large boats, and that is understandable. Members who like to cruise, like the comfort of the larger

Atlantic Crossing	Santa Cruz Island	Fairwinder Remembered
<i>Commodore Windebank completes 19-day journey.</i>	<i>Enjoying an off-season camping trip on a beautiful island.</i>	<i>A plaque is burnished for a former member.</i>
<i>Page 3.</i>	<i>Page 7.</i>	<i>Page 5.</i>

cruising boats but we all know that the costs increase exponentially with the size of the boat and we already have a large percentage of our capital tied up in large boats.

To make informed decisions, both as members of the board and as members of the club, we need to have a good handle on the value we derive from each boat, relative to the cost of owning it.

The other important item on my agenda is to introduce automatic payment options for our dues. We have strived to do this over the last year or so with very limited success. But, it is essential in a volunteer-run club, that we become more efficient and reduce the heavy burden that falls on our volunteers. We want to offer a variety of options where you can pay your dues by automatic transfer from your account to FYC's, without the need for volunteers to open 1,400 envelopes a year. That is simply not sustainable. If you have a lot of experience with collecting money via credit cards, ACH, etc. I would love to hear from you.

Having said that, let me express my deep appreciation to the many volunteers who give so generously of their time. And, thanks to you for your part in making it happen.

## A Winter Camping Trip To Santa Cruz Island



Photos by Mike Delaney

Anacapa Island from the east end of Santa Cruz Island. See page 7 for story and more photos.

# Our Commodore Crosses The Atlantic

**Editor's Note:** *I've been reading Fairwinder Jason Windebank's blog about his circumnavigation since Day 1. He's an excellent writer and photographer. I've learned a lot about history and geography from him. You can follow his journey at <http://www.tamariskrtw.com> You can also sign up for email updates in the lower righthand corner of the home page.*

**By Richard Windebank**

It's something I have always wanted to do.

I was born in England, where I learned to sail, and moved to the U.S. 29 years ago. And, when my two sons, Jason and Piers, decided to embark on a circumnavigation, I jumped at the opportunity to join the Atlantic crossing. It promised to be a milestone in my life as a sailor.

Prior to 2012, the longest passage I had done was the 60 miles across the English Channel to France. Then, in September, we did legs of 170 and 180 as we sailed from Malta to Sicily, Sardinia, Corsica and Italy. I thought 180 miles was a long way.

On Nov. 12, we left Cadiz in Spain, making a quick run to Morocco before the storms arrived. Stuck in Rabat, Morocco, we waited six days for the storm to pass before sailing 500 miles to Las Palmas on Grand Canary Island.

This is where the ARC race (the Atlantic Rally for Cruisers) was scheduled to start Nov. 25 and, although we did not participate in the race, we did join the fun and festivities.



Friendly fishermen in Morocco



One of the calmer days on the Atlantic

In addition to the 250 boats joining the ARC race, I was surprised at the number of people who came to Las Palmas, hoping to get a berth on one of the boats. There were about 100 of them, jostling for the few spaces that were available.

The start was delayed for two days, due to high winds. Most participants in the Rally left Nov. 27 and we left a day later.

I knew what to expect, at least I thought I did. 2,650 miles is a long way!

There were three of us on board our 57-foot sloop, and we stocked up with provisions for about three weeks, all being well.

The first three days were a dream. A 20-knot beam reach had us averaging 175 miles per day with relative ease. OK, this is not as difficult as I thought it would be.

Then the wind shifted to dead aft and the rolly-polly stuff started. The seas increased to a 15-foot swell, the wind was dead behind us and we started to rock and roll. That's a lot less comfortable than a beam reach, and we would steer 20 degrees off the wind for safety and relative comfort.

By the fourth day, we had covered 600 miles before the fun started. There was a loud snap and a lot of flapping: Our main halyard had snapped and the main sail came tumbling down. This presented us with a dilemma. We had a spare halyard but it was far too rough to scale the mast and fit it. So, we could either wait several days until we reached the doldrums (and hopefully some calm water) or we could risk raising the main with the topping lift. But, if the topping lift snapped too, we would be in real trouble because we would then have no way to install the new halyard. The thought of sailing 2,000 miles under jib alone, did not appeal.

We considered the risks and opted to use the topping lift, but we would reef the main to minimize the pressure on the halyard. That worked fine for a while, but then we developed two tears in the main so out came the sewing kit. We fixed them but the next day we had three more tears. This was troubling, especially as we were still far from the half way mark. We fixed these too, with some spare sail cloth, duct tape and a few prayers.

The biggest problem we had was with our auto pilot that ran into problems every day. We attribute it to a design fault and it took a lot of effort to keep it working. But it was worth it. With three of us on board, we took shifts of four hours on watch and eight on standby. If we lost the auto pilot, we would be down to a maximum of two hour on and four hours off which would not be appealing for at least ten straight days.

Fortunately, with Jason's ingenuity, we were able to keep the auto pilot going. The winds were more variable than we expected and, for the most part, did not track with the forecast. We had long spells of less than 10 knots of wind and others in the 30-to 40-knot range. But, despite the challenges with our equipment, we were still able to complete the 2,650 crossing in 18 days, and arrive in Martinique Dec. 15.

What are my most vivid memories of the trip? I guess we always remember the good parts best. I think there were 14 consecutive days when I never saw another boat, a plane or a bird. Just us with the ocean, the sunrise and the sunsets. The times when we were streaming along at 10 knots in relative comfort, with a strong breeze on the beam. But I also remember the challenges and, what at times, seemed an interminable journey. It is certainly a long way. I am pleased that I did it and I have fond memories of our trip. Just not sure if I want to do it again.



Jason Windebank repairs the mainsail

# FOUR FYC TEAMS WIN TROPHIES IN TNT RACES

By Tom Greene  
*Race Chair*

On Dec. 2, the Venture-McGregor Fleet had their annual Holiday Party and Awards Ceremony at Fu's Palace Chinese restaurant on Pico Blvd. More than 50 people attended, which included FYC members Sayoko Adachi, Peter Griswold, Halli Kristjansson and me. Twenty-four trophies were presented to skippers who entered the TNT Races. FYC had teams rather than individual skippers. FYC winners were:

Team Effort in COLLECTIVE EFFORT: (A Class) Series 3- First Place; Series 4- First Place and Series 6 - Second Place

Team Blue in BLUE BY U and SEAWEED: (A Class) Series 2- First Place; Series 4- Third Place and Series 5- Second Place

Team Sundance in SUNDANCE: (B Class) Series 3- Second Place and Series 5- Second Place

Team Ono in MEA ONO: (B Class) Series 4- Third Place

The Overall Trophies for the TNT Races went to:

PHRF Class - Joe Cowan in YASSOO

A Class- Vic Smith in MAINE SQUEEZE

B Class - Adolf Liebe in MIGHT AS WELL



# Catalina Plaque Honors Memory Of Former Fairwinder

By Robert Krauch

A briny crew of four under Capt. Mike Chandler completed a three-day weekend cruise to the Isthmus at Catalina recently to successfully install a spanking new replacement plaque honoring Robert Weggeland, a former Fairwind Yacht Club member who succumbed to cancer in about 1992.

Weggeland was assistant boat chief on the club's original Catalina, Fairwind 30 and he was able to barter welding from Midas Muffler for the boat's engine repairs.

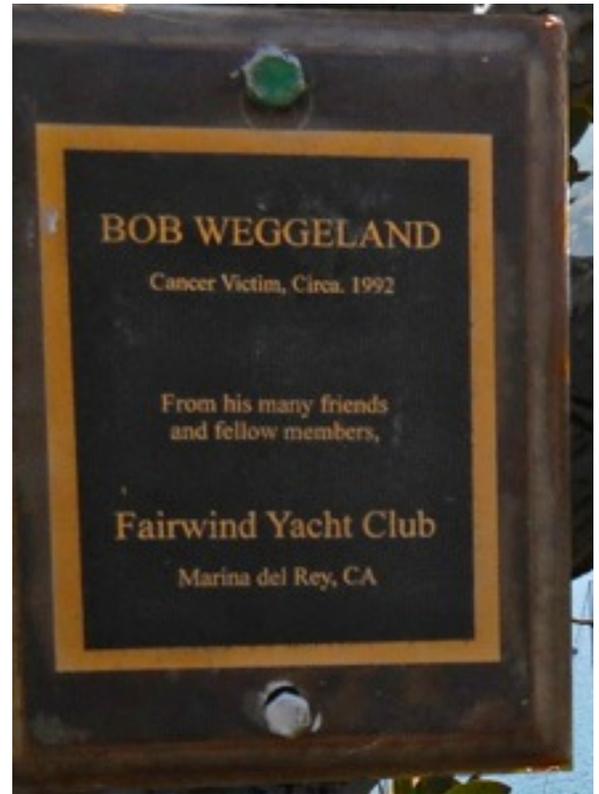
Dodging rain and gnarly winds on weekends both before and after Nov. 2-4, they motor-sailed the approximately 30-mile transit over, returning Sunday on Mike's Catalina 36, On An Impulse.

Crewman Preben Klug proved the hero as he used masking tape on his pant legs to protect himself from cactus and carefully selected tools to remove the original 1993 plaque and install and photograph the new gold and black-lettered version.

Crewman Bob Krauch had spent days fabricating the new plaque, complete with fiberglass/resin for weather protection, and skipper Chandler, crewman Tom Weese and Tom Ruh provided advice from the dirt road below.

Saturday, following the installation and brief memorial ceremony, skipper and crew retreated to the Harbor Reef Restaurant for dinner and to watch the USC Trojans football team get skunked by the Oregon Ducks.

Mission accomplished, the crusty sailors enjoyed lunch and libations and motored-sailed back to Marina del Rey in calm seas in about six hours.



Mike Chandler, Bob Krauch and Tom Weese on the road above Isthmus Cove.

# Sailing Over Isn't The Only Way To Enjoy Santa Cruz Island

By Michael Delaney

Earlier this month, my wife and I had an opportunity to go camping on Santa Cruz Island. While I have sailed to Santa Cruz Island and anchored at many of the harbors, we had never camped there.

This opportunity arose because I won a raffle last Christmas, and the prize was two tickets to Santa Cruz Island on Island Packers. The catch was the tickets needed to be used by Dec. 31, 2012.

There are two campgrounds on Santa Cruz Island run by the National Park Service: Scorpion and Del Norte. The Scorpion campground is at Scorpion Harbor on the east end of the island and is a quarter mile from the dock where Island Packers drops people off. The Del Norte campground is several miles inland from Prisoners Harbor, basically a backpack campground without water. We chose to stay at Scorpion.

On Saturday, Nov. 10, we arrived at Ventura Harbor for the 9 a.m. departure. We had called early that morning since it had rained the day before and there were small craft warnings for high winds and seas. We were told that they were taking campers out but not day visitors since they did not plan to pickup anyone in the afternoon for the return trip, due to conditions. The trip over was wet and wild with the wind and large swells. Water was literally blowing over the boat, and all the visitors not hanging over the rail were inside or under an overhang.

We arrived at the island and were greeted by a park ranger. There were to be no open fires, but camp stoves were OK. We were told not to leave anything unattended because the ravens or island foxes would get into packs, coolers, etc. The ravens have learned how to unzip pockets on packs, jackets and open coolers. Fortunately the park service has bear boxes at all the camp sites. We did see more island foxes on this trip than I have in the past 25 years of island visits!

We pitched our tent and made sure the stakes were pounded all the way in as the winds were continuing to increase. We were able to get a hike in during the afternoon and explored Scorpion Canyon. By dusk the winds had increased to 20-30 knots, and it seems as if everyone retreated to their tents. We did not even try to light the stove to cook any dinner. The winds howled and roared through the big eucalyptus trees all night. In the morning, however, we were greeted with calm winds and a beautiful sunny day.

On Sunday, we hiked from Scorpion to Smugglers Cove, which is about an eight-mile round trip. The trail, which is a dirt road, goes up onto a bluff which gives great views of Anacapa Island to the east.

Having anchored at Smugglers many times, I was surprised to find a sandy beach. It seems like every time I had tried to come ashore on dinghy or kayak I was landing on the rocky beach. I will have to plan the next visit to coincide with a low tide.

Smugglers, like Scorpion, was part of a working ranch until the 1960's. There is a visitor's center at Scorpion that describes the history of the ranch. We observed that the park service is refurbishing the ranch buildings and



An island fox on Santa Cruz Island

will probably open them for visitors in the future. There is still an olive orchard at Smugglers that serves as a landmark for the anchorage.

On Monday, we hiked out to the Potato Harbor overlook from Scorpion, which gives views of the Santa Barbara Channel to the north and Santa Cruz Island to the west. The winds and swell were calm and Potato Harbor was very peaceful, as you can see from the photo. This is not normally the case as Potato opens to the northwest and typically catches the channel swells.

The trip back in the afternoon



Smugglers Cove at an extremely low tide winter tide



A view of Potato Harbor on the island's north shore

was a delight as the wind and seas were calm. We arrived back in Ventura just as the sun was setting. If you wish to experience camping on Santa Cruz Island or any of the other Channel Islands, contact the National Park Service for camping reservations and Island Packers for boat reservations.

# Happy Ours Wins "Best Music" in Holiday Boat Parade

By Tom Greene

Happy Ours was entered in the boat parade on behalf of a sister club, the MDR Venture McGregor Fleet (MDRVMF), which sponsored the Tuesday night races this season. They won the Best Music award playing Manheim Steamroller Christmas music.

Brad Benam was skipper, and the FYC crew consisted of Bruce Byall and his 9-yr old daughter. MDRVMF provided Vic Smith (who we welcome as a new member of FYC), Laurie Linden and her friend Harvey. A lot of work went into decorating the boat and rigging the sound system.

Vic Smith commented, " Fairwind / MDRVMF Member Brad Benam skippered the boat as well as put in three long hard days of work. Fairwind member Bruce Byall worked his tail off for the 3 days. Bruce brought his daughter, Lisa, on Saturday. My first thought was, "Oh great, now we have to watch out for a kid all day". WOW!! Was I surprised!

What a sweet little girl. She carried things, passes us things, put decorations on the boat, and in the parade she danced around, helped me flash the lights, didn't cause one problem, and had fun. Thank you "Lisa" for all your help.

Joe Cowan and Rick Pearce helped get that big heavy generator out of my car and onto the foredeck. Rick hauled the "Venture MacGregor Fleet" sign down to the boat in his SUV, so I didn't have to tie it on top of my poor old Mustang. Peter Griswold and Bill McKinney stopped by and helped out. My crew girl, Laurie Linden, and her friend Harvey helped with the decoration and went on the boat in the parade and were eyes for Brad. It's pretty tough for the skipper to see and hear with all the lights in his eyes and the music blaring.

Oh yes, The Music. My buddy, Kenan Suberk, got me an early Christmas present. It's a really cool MP3 player and he loaded it with 10 of my favoritest Mannheim Steamroller Christmas Songs. This thing is about one third the size of my cell phone and is just amazing.

Sheila Butler arranged to borrow a music amp and lots of lights and cords from her friend "RRRick". I was looking at spending over \$150 for a Amplifier for just one night. So Many Thanks to Sheila and "RRRick."



Happy Ours in the MDR Christmas boat parade

# Workday Heroes At Channel Islands Harbor

By Carl Enson  
*CIH Rear Commodore*

Fairwind's Channel Island Harbor group held its workday Sunday, Nov. 18 and hosted a large turnout of sailors. On that autumn day the sun was bright and the air clean following a day of rain. Spirits were high as our crews repaired, maintained, cleaned and discussed club issues. It was a very busy morning.

The Channel Islands Harbor group has also formed a mini workday group of members available during the week to tend to those larger projects that take more time and a concentrated effort.

This group has been meeting Tuesdays and so far has concentrated on the midsize and large boats with great results. We have a great group of folks with many skills and talents who turn out. And we have accomplished tasks that do not lend themselves to formal monthly workdays. In addition to the great camaraderie, I learn something from these guys (we are inviting some ladies to join us) every time we are together.

If you have time and would like to participate in our informal workdays please send me an email, and I'll add you to our mailing list for project notifications. You don't need to show up every week or have any special skills, just a desire to get involved, help and learn! Contact: [carlenson@sbcglobal.net](mailto:carlenson@sbcglobal.net)

Below is our list of volunteers for the November workday at CIH:

<u>14's</u> Dave Nichols	<u>Freedom Two:</u> Tom Kelleher Robert Hample Michael Thompson Du Wayne Kilbo Trish Kilbo Charles Garcia	Mike Delaney Michael Thompson Mark Watkins Paul Aist.
<u>Companionship:</u> John Staples Talaat Elwan		<u>Open House Greeter:</u> Paul Aist (CIH Membership Committee Chair)
<u>Sweet Deal:</u> Frank Thomsen Xavier Levourcy	<u>Zephyr :</u> Mark Juric Jim Milstead	<b>Visitor and Member Sailing:</b> Angelsea: Skipper: Greg Arnold; Crew: Lynn Erickson Mk III: Skipper: Harry Kane
<u>Sand:</u> Jim Breslin Scott Anderson Bob Meyer	<u>Mark III:</u> Jesse Lumsden Chris Collins Harry Kane Jim Quinn Patrick Anderson Carl Enson	<b>Fairwind Member Training:</b> Zephyr: Skipper: Alan MacGovern Freedom Too: Skipper: Rob Haynes Sand: Skipper: Mark Watkins CompanionShip: Skipper: Jim Guinn
<u>Desert Wind:</u> Dave Payn Bob Chatenever Doug Hauge Sigmund Sales	<u>Angelsea:</u> Alan MacGovern Richard Ingram Greg Arnold	Desert Wind: Skipper: Mike Delaney
<u>Turning Point:</u> Michel Hallahan Geoff Warner		

# Help Needed In Getting CIH Capris Ready For Summer

**By Carl Enson**  
*CIH Rear Commodore*

As you are probably aware, in Channel Islands Harbor, FYC every two months has a diver clean and inspect the bottom of each of our boats. During the last cycle, he reported that Angelsea and Zephyr were ready for a paint job as well as all four of our Capri 14's.

Angelsea and Zephyr were professionally painted at Bellport Marina. We took advantage of a winter special and saved on the haulouts. The photos are what the finished products look like.

Now we are turning our attention to the Capri 14s. We are anxious to get these boats completed before summer, in time for the Boy & Girl's Club sailing. We have decided to make this a club project and need the help of our membership to complete the task.



The following is our schedule for getting all 4, 14's out of the water, cleaned, sanded, painted and launched. We will allot a week to accomplish all of these tasks for each boat with a week of float, no pun intended, in between the haul weeks.

## HAUL OUT DATES:

20 Jan- Boat #1...CIH WORKDAY  
3 Feb- Boat #2  
17 Feb- Boat #3... CIH WORKDAY  
3 Mar- Boat #4

Last boat expected to be back in the water on 10 Mar

The work will be done at Pam & Mike Yerger's home in Camarillo.

This is where we need your help. Please let us know if you can make yourself available to help any time during the above scheduled period. The tasks we would like you to consider helping with are:



- Removing masts and preparing boats
- Moving boats for haul-out with dinghy/outboard
- Transporting boats (car/truck with hitch)
- Cleaning and sanding
- Painting
- Return process

You do not need any particular skills and we will provide all materials and supplies.

The point of contact is Dave Nichols, our Boat Chief. Phone him at 805-551-4284 or e-mail Dave at [pacdn@aol.com](mailto:pacdn@aol.com). Let him know which of the above tasks for which you are interested. This will count towards your volunteer service.

## MDR Offers ASA 104 In February For Prospective Cruisers

**By Shar Campbell**  
*MDR Fleet Captain*

As Fleet Captain, I am pleased to announce that ASA 104 (Bareboat) will be held from Friday through Sunday, Feb. 22-24.

The large boats will mass Friday the 22nd, at MDR and plot a course to King Harbor in Redondo Beach for anchoring, rafting and frivolity.

Saturday will find the armada steaming for Catalina's Two Harbors and all manner of water hazards on our approach. Keen navigation will get you there safely in time to throw back some Buffalo Milk, if you choose. Mooring in Catalina "winter style" is an education.

Bring old gloves, you'll need'em. The view of Catalina Harbor from the top of the hill is breathtaking and so is the nature hike over there.

Dolphins have been known to track us on the way back to MDR. Senior Instructor, Daniel Romey (ASA 204-205), will lead the ASA 104 expedition and take measure of the souls brave enough to come along.

Make your reservations for ASA 104 to "[dromey@earthlink.net](mailto:dromey@earthlink.net)". Space is limited.

# 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 (Tom Greene 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](mailto:kenhoover@me.com)  
 FYC Officers - [www.fairwind.org](http://www.fairwind.org)  
 Coast Guard - Channel 16 or 310-732-2043  
 VHF Calling Channels – 9 and 12.  
 Membership interaction – Email: [fairwindmembers@yahogroups.com](mailto:fairwindmembers@yahogroups.com)  
 Join Member’s interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to join

## January Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
		<a href="#">MDR Workday</a>				
<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
		<a href="#">MDR Workday</a>				
<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
		<a href="#">MDR Workday</a>				
<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>
Inauguration Day		<a href="#">MDR Workday</a>				
<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>		
		<a href="#">MDR Workday</a>				