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Editor: Ken Hoover

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Commodore's Log

## 3 New Boats Welcomed To MDR Fleet

By Richard Windebank

*Commodore*

Momentum in Fairwind continues at a rapid pace.

In CIH, the new Catalina 22 has been named “Driftwood” and is in the Small Boat Marina at slip D-14. The new Catalina 30 “Sorella” is at Peninsula Yacht Marina slip F-14 next to Fairwind Mk III. The Catalina 28, “Island Side”, is now at Peninsula Yacht Marina slip F-09. Members are encouraged to stop by to check them out. If you are checked out on the Mark III then you are automatically checked out on Sorella. Island Side, however, requires a separate checkout.

In MDR, we officially welcomed the 2000 Corsair F28 trimaran into our fleet May 4, and we have taken her on our first test sail. All the feedback is very positive as the boat skimmed across the water like a racing machine. There is a lot of excitement about this boat, and we hope she will be a popular addition to our fleet for many years to come. On May 11, we selected the name “Slingshot” from the long list of suggestions that Members sent in.

Hot on the heels of the F28, the Catalina 28 from San Diego arrived a day later. Skipped by Preben Klug with the support of Ken Hoover and Steve Maynard, they had a delightful sail up from San Diego with a rare southerly breeze helping them shave hours off their expected time. On May 11, we selected the name “Sandpiper” from another long list submitted by members. “Sandpiper” follows the theme of birds, started by Osprey.

The Boys and Girls Club of Venice, which owns the Capri 22 previously known as “Sally Marie”, have decided to rename the boat “Generosity” in recognition of the gracious gift of the boat by the Art Gallery, Blum & Poe.

Fairwind Mindset	Sandpiper Arrives	Challenges Foundation
<i>There's a proper mindset when checking out on a boat. Page 3.</i>	<i>Fairwind crew has a challenging delivery from San Diego. Page 5.</i>	<i>Foundation seeks your help with 60-foot wooden yawl. Page 11.</i>

So, with three new boats in MDR in the last 2 months, we may have finished buying boats for a while as we digest these before we decide on what our next step should be.

Meanwhile, there's plenty of other stuff going on. We had an Instructor's Qualification Course during the weekend of May 4, with four more of our members graduating as ASA Instructors: two from MDR and two from CIH.

On Saturday, June 1, we will hold training and check out sessions for the Hobiecats and the kayaks. This will take place from 1 p.m. to 4 p.m. at Mothers Beach in Marina Del Rey, immediately following our work day morning.

On May 8, we completed the Spring Session of the "After School Program", jointly sponsored by the Boys & Girls Club of Venice, the LA County Sheriff's Department, Fairwind Yacht Club and the Women's Sailing Association. Next on the calendar, will be the Summer Program where we expect to have another 400 or so "at risk" youths, out on the water. This will start on June 11 and run through July 29.

The MDR Racing program is also in full swing, thanks to the enthusiasm and leadership of Mark Arbing. We have averaged 4 to 5 boats a week competing in the Tuesday night series, with some impressive results. And we all know that there is no better way to hone your sailing skills than by racing.

We are extremely fortunate that, unlike most areas in the world, we are able to sail year round. But, we are now coming into the busiest months so, if you are not already getting your share of time on the water, now is the time to do so.

# Safety Under Way Translates To An Enjoyable Day At Sea

By Carole Walsh

Fairwind members all want a fun sailing season. Safe boating practices are key to that outcome.

Always remember to hold on to the boat with one hand and wear a life jacket whenever you leave the cockpit when at sea. If the water is rough, get down and stay low. The waves will be less likely to knock you over if you maintain a low profile on the foredeck. Get on all fours if you need to. A FYC member had a bad fall on the foredeck causing a serious injury. Remember the old saying: One hand for the boat and one hand to do the task while on the boat.

Even the most familiar actions can cause an injury: stepping off at the dock. One of our very experienced FYC members got hurt stepping off. Boating can be dangerous. Be careful.

I refer you to the Coast Guard Auxiliary as a great source of information.

The North American Safe Boating Campaign is an international project to promote boating safety, encourage boater education, and help to save lives. This annual event occurs during first full week before Memorial Day weekend, which is considered the start of the boating season in most areas. In Southern California, we are fortunate that the weather allows us to continue the boating season all year long. However, it is easy to fall into bad habits. The North American Safe Boating Campaign serves as a chance to remind everyone of the things we can do to make every outing more safe, to ensure we all can have more fun.

By taking just a few simple steps, you can ensure every boating season is safe and fun!

To paraphrase one of our Past Flotilla Commanders, you don't know what you don't know, until you find yourself in trouble. Keep boating fun and safe, and easier; by taking a Public Education course. Courses are offered throughout the year, and are free, fun, and informative! Take a class from the Coast Guard Auxiliary or other program in your local area.

Fairwind already gets the Vessels checked by the Coast Guard Auxiliary:

Vessel Safety Checks are performed by Auxiliary members who are trained to inspect your boat for the proper safety equipment, which can not only help you avoid tickets and comply with local and federal laws, but, will also help ensure you are more prepared in an emergency. This inspection is not for law-enforcement purposes, it is for your education and peace of mind. You have nothing to lose! E-mail [vessel-exam@uscgandr.org](mailto:vessel-exam@uscgandr.org) to schedule a Vessel Exam today! We come to you! Check back soon for information on upcoming Flotilla 12-4 Vessel Safety Check Days at areas all over Southern California. Here are a few tips on what the Vessel Examiners will be looking for, to help you be sure your boat is ready.

Always check the local Notice to Mariners (updated weekly), and local weather reports. The Flotilla 12-4 Boaters' Resource page is a good starting point to developing your own bookmarks for information.

When you are orienting to a boat, make sure you and the passengers know where the first aid kit is and what it contains. Everyone needs to know how to operate the radio, know the boat CF numbers or Documentation and how to read the latitude and longitude.

If there is an injury, you'll need to hail on Channel 16. The Coast Guard will need to know where you are. Knowing how to read Latitude and longitude become very important.

Suddenly when you least expect it, you need to assist an injured crew member. Be prepared. Always file a float plan with some friend. If something goes awry, this is an invaluable tool to help rescuers to find you.

Good Sailing!

# Fairwinders Need Right Mindset As They Check Out On New Boats

By Ken Murray

Recently, I've had a number of discussions with various instructors about what they are seeing in people moving through the checkout process, and some of the conclusions are worth sharing with the membership.

Something people may not realize is that, generally speaking, instructors are seeking a "minimal" level of skill and knowledge for the boat being checked out, to sign the prospective skipper off.

However, it is often misunderstood that the sign off means the skipper is highly proficient with that, or any, boat. If one thinks that is the end of the learning process, there may be some very hard lessons to come. After all, the many accidents that we see occur with just-checked out skippers.

When you check out on a boat, this should give you license to spend a lot of time on the boat, really learning it. You do not learn the characteristics of a boat by sailing it out to the ocean, out to buoy 2ES, then back to the dock, even if you do it 20 times.

For example, with the small boats in MDR, I found it very helpful to sail it up and down each basin in the harbor, and then sail into each finger (into which it would fit), tack, then sail back out, and after completing every finger in a basin, do it again, except gybe in and out. Do it in every basin. This may take several days to do, but you will have a real feel for what the boat does, and how it differs from other boats in the fleet. There are considerable differences. You will also have an intimate understanding of every nook and cranny of the marina.

With medium and large boats, I know that I can dock on any dock in the marina. I know that because I have docked on every dock.

Can you turn these boats under power within the length of the boat? I recently did a checkout on a skipper on a medium boat, and when I asked him to engage the autohelm, he had no idea how to do it. Now, yes, there was a deficiency in the training the person received. However, there was another problem. By the time a member is working on checkouts on medium boats, we expect them to do a considerable amount of self learning. We expect, for example, that a person should go through a boat, opening every drawer, finding out what every switch does, including figuring out what that funny little movable arm on the wheel does.

We instructors are struck by the difference in people standing at the helm. Some are simply at home and relaxed, some are in a state of agitation at all times. If you are grasping the helm in a white knuckled grip, you are doing something wrong. Partially, this comes with time and experience.

The tendency when newly checked out on a boat, is to immediately take a bunch of friends out for an extended day, and that is probably a really bad idea. I remember one fellow who'd just checked out on the G-22, who had assembled a group of 5 buddies, and the 6 of them were going to leave right then, at noon, sail to Redondo Beach for lunch, then sail back. Yikes! If it is not apparent all the different problems involved with that plan, you should discuss this with an instructor.

After checkout, you should probably take a day for yourself on the boat, just to run through things without distraction. Personally, I like to singlehand boats. On some, it is not so easy, but I like to be in a position where I don't have to depend upon someone else. If I have someone, great. If a boat is particularly difficult to singlehand, this is something that is good to know.

If you haven't been on a boat for an extended time, don't be in a hurry. You probably don't remember the nuances, but if you give yourself a little time, it will come back to you, "like riding a bike."

In MDR, this situation accounts for more boats being blown down into the boats docked behind us than anything else. People forget that you have to take the engine out of gear when backing, or the propwalk will not allow the boat to turn, and BOOM, you are into the boats.

By the time you get to medium boats, you should have acquired either "Annapolis Book of Seamanship", or "Chapman's Piloting and Seamanship", which are advanced texts on sailing and really required for this level of sailing. There are extensive sections on "Skipper Responsibility" and "Propwalk" that are mandatory for understanding these issues at the medium boat level.

One thing that drives instructors nuts, are new members that want to shoot through the checkouts in the fleet, often to get to a certain boat, or to start a particular activity. What is seen is people gaining a very superficial knowledge of that boat, and of sailing in particular. The worst, are people who come in with "a lot of experience", who want to have a bunch of requirements waived. Experience is in the eye of the beholder, and often includes poor practices or "experience" sitting on a boat, or experience doing one job on a race boat.

You get the sense that such folks consider hours spent sailing are a punishment? In contrast, you sometimes get someone who comes in with a phenomenal background, such as an Olympic sailor, who sails better than anyone we've ever seen, who asks for no waiver of anything, but quietly makes their way through the fleet, mastering each boat. It's a privilege to sail with such people, and to help them learn the nuances of a specific boat.

The club cannot impose a mindset upon its members. If individuals want to be superficial, they will be. But they should not be. A problem in sailing does not generally carry the consequences that a problem in flying can. But the same problem-avoidance strategy is the best defense against something happening that ruins your day. That strategy begins with thorough knowledge and practice.

# *How Sandpiper Joined The Fleet*

## Crew Meets Challenges In San Diego-To-MDR Delivery

By Ken Hoover

With a feeling of justified uncertainty, a Fairwind crew set out Saturday, May 4, at 5:55 a.m. for the long trip to deliver the latest addition to the Marina del Rey fleet, the Catalina 28 Sandpiper, from San Diego to her new home.

The uncertainty was over the weather forecast that called for a chance of rain Sunday and the fitness for the trip by the untested and ill-equipped Sandpiper.

The crew consisted of skipper Preben Klug, Steve Maynard and me. The plan called for an early departure from the Shelter Island Boatyard Saturday, a 70-mile daysail to Newport Beach, where we hoped to find a mooring or guest slip for the night, then a second leg of more than 40 miles Sunday to MDR.

Marc Levine, veteran of many Fairwind boat buys, drove us down Friday. It was clear and sunny and the promise of a south wind and a following sea would make the trip easier.

Marc was skeptical.

“The chances of two days of a south wind would be a sign the Messiah is coming,” he joked over dinner the night before.

It’s a statement we’re not soon going to let him forget because we enjoyed a downhill run for almost 14 hours Saturday, allowing us to arrive at the Newport harbor master’s office at 7:30 p.m., just in time to secure the last available mooring. We were on a run much of the way, Sandpiper surfing down waves at 8-9 knots.

Then on Sunday, we had a southeast wind, perfect for taking us to MDR. The rain never really materialized. That’s not to say waves on Saturday weren’t big or the weather both days wasn’t cold and overcast. And that’s not to say we didn’t have to run the engine part of the time to stay on schedule.

Sandpiper performed nicely, although our trip was not without challenges.

A high point, but only in retrospect, was the realization Saturday night that we didn’t have a boat hook. We would need one to pick up the spreader line of a mooring that would have to be accomplished with a 20-plus-knot wind on our beam.



Team Sandpiper in San Diego: Ken Hoover, Marc Levine, Steve Maynard and Preben Klug.



Steve Maynard with the improvised boat hook that helped us secure a mooring.

strong wind and heavy chop. We spent two hours getting out of the harbor as little Sandpiper strained to maintain 3 knots. Her bow rose high then plunged hard into wave after wave, seemingly just a few feet apart.

It was one of those moments that made me wonder why I'd taken up sailing. But all and all, it was a memorable trip made with two resourceful and pleasant shipmates.

This diver extricated us from a mooring in Newport Harbor. He responded quickly and was cheerful, even after being awakened early Sunday morning. Yes, along with a mask and headgear, that's what he wore when he dove into the cold water. We shuddered as we watched.

Preben discovered in the lazarette, left by the previous owner, a landing net used by fishermen to bring aboard a catch. The netting was cut away and the frame broken apart into the shape of a hook. It was awkward, but would have to do. While Preben skillfully maneuvered the boat, Steve was prone on the foredeck, handling hooking duties, which had to be timed perfectly. I literally sat on him, gripping his harness to prevent him from sliding overboard as he edged his upper body over the side. It worked, but we were in for an unpleasant surprise Sunday morning. The spreader had wedged between the rudder and the keel, and we weren't going anywhere without the services of a diver.

A Google search later, and a cheery diver appeared and quickly released us for the sum of \$100, which we thought modest considering he'd been awakened early Sunday morning. If you need a diver in Newport Harbor, we recommend Martin's Diving Service.

That's just a couple of the challenges we overcame. We awoke Saturday to the sound of wind whistling through the rigging on nearby boats. We got the south wind we hoped for, but more of it than we wished for.

The San Diego skyline was beautiful at dawn, but the harbor's entrance faces south, right into a



# The Difficulties And Nuances Of Man Overboard Maneuvers

By Ken Murray  
*Senior Instructor*

Nothing seems to generate more discussion and argument, 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, we ask the question, "Which maneuver works best?"

Remember that we do almost all practice in calm weather, and most COBs happen with howling wind, big seas, and frightened crews. The COB symposium was more realistic.

The standard maneuver we teach, and required for testing by ASA, is the Figure 8. The most time-honored method is the Quick Stop, and the newest maneuver is the Fast Return, sometimes called the Deep Beam Reach.

The more complicated maneuver is certainly the Figure 8, and one real benefit to using it, from my perspective as an instructor, is that when a student can demonstrate repeated proficiency in using it, I know they can maneuver the boat with control.

All maneuvers have in common having a final approach on a close reach, underway at a slow speed of no more than about 2 knots - The highly skilled sailors at the US Naval Academy at Annapolis allow only 1 knot! - which allows for maneuvering and adjustment with the victim to Leeward. Said one evaluator: "Rescues under sail had the greatest chance of success when the skipper approached the victim on a close reach, which allowed him or her to control boat speed and distance to the victim with ease.

One evaluator said: "The August tests were the first time in 20 years that the Quick Stop was tested against a similar "turning maneuver," and the data clearly indicated that it was significantly slower. The Fast Return was more likely to produce contact within 2 minutes without a jibe, while the Quick Stop regularly led to contact within 4 minutes and often required a jibe."

This business about a jibe is a big deal. Low-moderate wind jibes are not difficult if you pay attention. However, a high-wind jibe is an adventure that you want to undertake with considerable deliberation. In a high wind, it is not unusual to rip the mainsail, or even tear off the boom. In either case, you are now really in trouble.

Another said: "Effective leadership is essential. The maneuver may be perfect and the gear ideal, but a rescue can be doomed by a poorly led with a chaotic crew", and:

"A COB accident puts everybody at risk. Even in our controlled drills, rescuers sometimes teetered on becoming victims."

And yet another: "Knowing a maneuver is valuable, but being flexible is also important. Improvise when necessary. Realize that certain maneuvers work best on certain boats, while others work better on others. Practice on your own boat to find out what works." It is one of the weaknesses of a club like Fairwind, that we sail a lot of different boats, which may vary considerably in their sailing characteristics.

Beyond any doubt, what you have practiced a lot and know well, is what will tend to work best for you. However, if you don't practice, you lose it. I recently was out sailing and put in the spot of having to run a maneuver. I hadn't done one in six months, and it surprised me that it was not "like riding a bike." I had to struggle to get through the maneuver. Practice, Practice, Practice.

When you have practiced a lot, you start to have faith that the maneuver works. Some of you have been out with me when I demonstrate this in one of the Capri 22's. I lay down on the cockpit floor, looking up at the sky with the tiller in front of my face. I can't see the water. Sailing along, I have someone toss "Bob" overboard, and I run through the Figure 8 maneuver. About 9/10 times, we are able to pick up the cushion. If you have crew with you, give it a try! It's fun, and when you get the hang of it, it will tremendously increase your confidence.

Multihulls perform so differently from one another that unlike monohulls, no standardized crew overboard maneuver for multihulls can be expected.

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*Ken Murray is a former Commodore, Fleet Captain, Secretary, and Boat Chief. He is currently a Senior Instructor and the Fleet Surgeon, and is one of only two members (along with Safety Officer Marc Levine), certified to teach on every vessel in the fleet. He contributed in creating the current ASA 101 written exam.*

# MDR's Workday Heroes For May

By Carole Walsh

We had 12 registered guests showing up for work/sail day in Marina del Rey. They jumped right in, and helped clean up the boats as well as helping with all aspects of the festivities. They were all work day heroes!

Members attending were:

Scott Alyn, Dave Arnoth, Sam Aussi, Brian Barrett, Osprey Boat Chief Susan Bonner, Richard Booth, Imagine Boat Chief Marvin Brown, Harvey Chao, Bill Conner, Chris Corey, John Goebel, Lennox Grasso, Lino Guanaja, Bill Kelly, Paul Legge, Greg Little, Dan Ma, Mitch Mandell, Willy Maynetto, Calypso Boat Chief Bill McKinney, Bruce Naliboff, Past Commodore Roy Niebuhr, Rear Commodore Chuck Orlin, Rambaley Boat Chief Vic Smith, Past VC Carole Walsh, Past Rear Commodore Mark Zierten, Past Commodore Marc Levine and our current Commodore, Richard Windebank.

If your name is not here, you forgot to sign in. Thanks to all of you who did show up and performed such a fantastic job taking care of our boats. Without your generous efforts, our club would not be the great club with sparkling clean boats that it is. Three cheers for our work day heroes!

Many of the members brought goodies to share. Special thanks to all those members! Did you like it? Shall we do it next month?

It was a busy and fun-filled morning with lots of activities.



Welcoming our new F-28 Trimaran, Slingshot, to the MDR fleet on workday May 4 is Marc Levine, Carole Walsh and Commodore Richard Windebank.

# April's Workday Heroes In CIH

## Companionship:

John Staples  
Suzy Sherman  
Nick Breden  
Robert Hample  
Woody Hill

## Sweet Deal:

Frank Thomsen  
Corey Chase  
Jim Marr  
Scott Anderson

## Sand:

Jim Breslin  
Bob Meyer  
Paul McMenamin  
Nate Mehring

## Desert Wind:

Bob Chatenever  
Colin Pullan  
Karl Beuther  
Dave Payn

## Turning Point:

Michel Hallahan  
Ron White  
Mal Usher  
Peter Granet

## Windsong:

Geoff Warner  
Ron White  
Mike Delaney

## Freedom Two:

Tom Kelleher  
Mark Watkins  
Fern Ross  
Charlie Garcia  
Miles Detrixhe

## Zephyr:

Lynn Erickson  
Paul Aist  
Carl Enson  
Mike Ross  
Richard Canan

## Mark III:

Jesse Lumsden  
Mark Walters  
Jim Veronica  
Mark Friedrich

## Sorella:

Gary Feldman  
Jeff Birdt  
Richard Ingram  
Jim Guinn  
Patrick Anderson  
Michael Povar

## Angelsea:

Greg Arnold  
Harry Kane

**--Carl Enson**

# Challenges Foundation Seeks Sailors' Help For Disabled Veterans And Others

By Fran Weber

I've introduced Emerald, a 60-foot wooden yawl owned by the Challenges Foundations, to the Fairwind Yacht Club, at MDR's work day Saturday, May 4.

Since 1982, The Challenges Foundation, headed by Army veteran and actor Nicolas Coster, and Dave Scheinfarb, also a war veteran and currently on staff at the MDR Sheriff station, has had the drive and passion to help disabled individuals live their lives to the fullest.

First, it started out with scuba diving and then sailing. In 1998 when it became clear that sailing was a healing and powerful way to benefit our wounded veterans, Nicolas founded the Challenges Foundation and provided a grand sailing experience on Emerald.

Hundreds of wounded veterans suffering from brain injuries, post traumatic stress syndrom and other injuries have benefited from the therapeutic sailing program.

Today, the Challenges Foundation is opening the sailing experience on Emerald to disabled and disadvantaged adults and children in our community.

Clearly, Emerald is a lot of work to sail and thus the "Friends of Emerald" has been founded. The "Friends," after an orientation, will assist with the sailing of the vessel on days when the disabled vets or community members are scheduled to sail. Thus, once the boat is set to sail, the "Friends" will then enjoy a great day of sailing on the Santa Monica Bay!

When the docking process starts after the day sail, the Friends will jump back into action and take the sails down, get the lines ready for docking and assist the passengers with disembarking.

The new life of Emerald is in the beginning stages and there is room for many many helpers of all makes and models from novice sailors to seasoned salts, from fundraisers to media relations and beyond.

Want to know more? Contact [challengesfoundation.org](http://challengesfoundation.org), or go to Facebook, [info@challengesfoundation.org](mailto:info@challengesfoundation.org), or contact Fran Weber at [cptfran@aol.com](mailto:cptfran@aol.com)

We do plan to have 2-3 free sails on Emerald during the month of May to warm up for the summer season. Please contact me to get on the Friends of Emerald day sail list.



Emerald, the 60-foot wooden yawl owned by the Challenges Foundation.

# 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](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@yahoo.com](mailto:fairwindmembers@yahoo.com)  
 Join Member's interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to join

## May Club Calendar

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