



November 2013

Editor: Ken Hoover

Volume 41, No. 11

Commodore's Log

Running Lights, Dues And Training

By Michael Delaney
Commodore

This is Standard Time? Why is it so Dark Out?

Since Nov. 3rd it's been getting dark an hour earlier. We switched from Pacific Daylight Savings Time back to Pacific Standard Time. If you are going to be out after dark, please check to make sure your running lights are operational. The running and steaming lights are checked each workday but it is good practice to double check. In MDR Rambaley and Seaweed have portable running lights whereas in CIH Sweet Deal has no running lights and at this time does not have portable running lights.

Dues and Don'ts

The dues are due at the first of every quarter; Oct. 1, Jan. 1, Apr. 1, and Jul. 1. Please remember that the membership increased the dues this past quarter; \$115, \$225, and \$310 for small, medium, and large boats, respectively. Please Don't be late in paying your dues; mark your calendar, set up Bill Pay, etc. We send out quarterly invoices roughly two weeks ahead of the due date but this is a courtesy reminder. The By-Laws state that the dues are due on the first of each calendar quarter. Late dues are a problem because they result in a lot of wasted hours by the Vice Commodore, Treasurer and Port Captain's in contacting those who have not paid. Late dues will result in late fees and failure to pay will result in suspension or termination.

Board & Membership Meeting
November 16 In Marina del Rey

The next board meeting will be Saturday, Nov. 16 at 10 a.m. at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The meeting will be followed by a general membership meeting at 11 a.m. Both meetings are open to all members.

A Google Map link is [here](#).

MDR Report

New committee studies boat use and the future.

Page 3.

Fiji Adventure

Fairwinder Richard Windebank sails to remote island.

Page 4.

Holiday Party

This year's affair is Dec. 1 in MDR.

Page 11.

Training Requirements or What Do I Do Next?

The Training Requirements have been updated and have been uploaded to the website: <http://www.fairwind.org/members/TR%20REQ%20Oct%202013.pdf>. The updates include incorporating the changes to the fleet in both harbors and the addition of streamlined training requirements for similar boats. The Fleet Captain's and Port Captain's have also felt that it was important that all new skippers checking out on small boats take the Hazardous Weather Exam. The Hazardous Weather Guideline: <http://www.fairwind.org/documents/Hazardous%20Weather%20Guidelines061412.pdf> and Exam: <http://www.fairwind.org/documents/Hazardous%20Weather%20Exam061412.pdf> was developed several years ago by then MDR Fleet Captain Dick Gross. The Exam has been required for Cruise Rating Certification, but it was felt that it should be required for all new members. The Board will consider requiring the Hazardous Weather Exam for all Fairwind skippers.

Hazard's; What Hazards?

We are in the process of adding two pages to the website that will address sailing hazards in MDR and CIH. Old salts from MDR know that there is a sewage pipeline just below the surface extending out from Hyperion Waste Treatment Plant but do new skippers know of the dangers to cruising down the coast to King Harbor from MDR? Likewise in CIH there are shoals on the move, Port Hueneme harbor restrictions, and Navy live fire ranges in the area. Where do you find out about these hazards? We will call these pages the MDR and CIH Harbor Specific Information pages on the website; look for them in November.

By-Laws and Standing Rules or What Did I Do Wrong Now?

The Fairwind By-Laws and Standing Rules are in the documents section of the website. The current set of documents is from June 30, 2012. We will be updating the By-Laws and Standing Rules with all the new motions that have been passed by the membership in the past sixteen months. I strongly recommend that all members read the By-Laws and Standing Rules. The Board is not sympathetic to members who say that they did not know the club rules; be it cruising requirements, dues payments, or the like.

Board Member Monthly Reports

I have asked the members of the Board to provide monthly reports of the specific areas of expertise; finances, membership, training, boat maintenance, etc. These reports are typically given at membership meetings but I know only a small number of members typically attend. The monthly reports will be posted in the Documents section of the website.

CIH Holiday Parade of Lights

The Channel Islands Harbor Holiday Parade of Lights in Saturday, Dec. 14. With the realignment of the slips in CIH this year, all the boats will have a great view of the parade down the east channel. We have reserved all the boats for the evening and are making it a club social event. A special notice with details will be coming out in November.

MDR Committee Studies Future Growth, Boat Use

By Richard Windebank

MDR Port Captain

The MDR Committee met Nov. 2 to discuss issues specific to MDR. The Committee consists of Richard Windebank, Adrienne O'Donnell, Glen Jagodzinski, Shar Campbell, Marv Brown, Sam Aussi and me. Here are some of the issues we discussed.

Mike Delaney has asked MDR to develop a five year plan along the lines of the plan that has been in place at CIH for several years. The plan needs to address membership development, changes to our fleet, maintenance of the fleet and training.

With regard to changes to our fleet, we plan to reach out to the membership so that everyone can provide input to these decisions. As a general rule, we favor buying well kept used boats that have taken the first hit of depreciation and keeping them for about 10 years.

At the small boat level, the Capri 22's are by far the most popular, and all of them are in relatively good condition. At the medium boat level, all three have been replaced in the last couple of years and no further changes should be needed in the near future.

At the large boat level, we have maxed out with close to 54 members, and Osprey is in particularly heavy demand. Adding an extra boat would be prohibitively expensive and would be hard to justify. So we need to increase the capacity, i.e. usage, of the boats we have in order to meet demand. This probably means either investing some significant money in the renovation of Happy Ours, or changing it for a newer boat. There are pros and cons to both options and ultimately, the decision will rest with the membership.

We plan to shortly hold two meetings: one with all the boat chiefs and the other with instructors. In both cases, we are looking to help make their jobs easier, create more uniformity of standards and strive to meet best practices.

On the social level, we are trying to gauge the interest of our members in the occasional dinner with guest speakers addressing topics of significant interest to all of us. Stay tuned for more to come on this subject.



Fairwinder Richard Windebank and his wife, Wendy, joined their two sons, who are sailing around the world, for an exploration of Fiji. Here are children in a remote island paddling out to meet their boat. Read the full story on the next page.

The Windebank Family Sails Through A Fijian Paradise

By Richard Windebank

One of the benefits of having two sons sailing around the world is that Wendy and I get to pick and choose the places to join them.

Our decision to hook up with them in Fiji turned out to be a winner. Our sons rated this as one of the highlights of their trip, so we feel lucky to have shared it with them.

The trip from Los Angeles to Nadi on the main island was a leisurely overnight flight that had us land there at breakfast time. Then, we took a 45-minute connecting flight to Savusavu on the island of Vanua Levu, where the boys had arrived the previous day.

Savusavu had a quaint harbor with good moorings and ample services. The boys greeted us with local gifts of kava roots and skirts, to help ease us into the atmosphere of these beautiful islands.

There are 300 islands that make up Fiji, 100 of which are inhabited. The islands cover an area of 7,000 square miles, and virtually every island is surrounded by coral reefs. So, modern navigational aids are a must, but some of the charts date back to the 1930's and leave a lot to be desired. Perhaps that's why there are so many wrecks around in this part of the world!

Our first stop was the island of Tavenui, through which the International Date Line passes. The island is blessed with lush vegetation and spectacular waterfalls. This place is a hikers dream.

Following the advice of Fairwind member Thane Roberts, who sailed throughout Fiji during his eight-year circumnavigation, we then headed to the Lau Islands, which are remote and make up the eastern archipelago.

Until recently, permits were difficult to obtain, and it requires a long beat against the prevailing winds to get there. "This is going to be a tough day" said Jason, as we eased out of Tavenui shortly after dawn. And he was right. We had strong winds of about 25 knots, dead on the nose for 14 hours, but it was well worth the effort. We would see very few boats in the next 10 days.

Our next night brought us into the "Bay of Islands" on the north shore of Vanuabalavu, a unique gem without equal anywhere in the world, as far as we are aware. The secluded bay was dotted with many tiny islands and the bay itself was lined with mangroves, kissing the waters edge. This was peace personified.

From there, we sailed from one island to another, dodging the reefs like a ballet dancer. Some of the reefs are not marked on the charts, so arriving in daylight is a must. Otherwise, you might have to do circles all night until the sun comes up, in order to enter safely. Fortunately, the boys have gained a lot of experience over the last 18 months and we were very confident in their abilities to navigate their boat through these waters.

The local people were amongst the friendliest we have ever met. As soon as we dropped anchor, out would paddle the children bearing gifts of fruit and coconut. They were so cute we wanted to adopt them but they live



Tamarisk, Jason's and Piers' boat at anchor in Fiji



A feast on the island of Susui. On the right, you can spot Wendy Windebank and her sons flanking her.

an amazing life style, which is far removed from what we are used to in Los Angeles. Theirs, is community living at it's best.

The island of Susui was our favorite. We were only the fifth boat to visit them this year, and they welcomed us with open arms. The island has 100 inhabitants, made up of 26 families and 17 children. But, in reality, they live as one happy family, caring for each other with a spirit of community that is magical to see. In a material sense, they have nothing. In a spiritual sense and in the context of living with nature, they have everything.

The climate is pretty ideal all the year round. They grow vegetables, catch fish, rear pigs and chicken and don't need shoes. They don't really know what money is because they have no need for it and they share everything. There's one small generator that lights all the homes at night, they always sit on the floor and they don't have televisions and iPhones. They just have each other and a few hammocks strung between the palm trees.

They are devout Methodists and they invited us to their church service at 4.30 PM on a Tuesday.

The only musical accompaniment was a triangle, such that I have not seen since I was at kindergarten. However, once they started to sing, they lifted the roof off the church. They even formally welcomed "Mr. Richard and his

family" and they prayed for our safe passage through the islands.

We had to get the permission of the local Chief to stay there, but he was as warm and friendly as the rest of them with a smile to light up the world.

They invited us to join them for dinner, which was a feast to behold. Not the most comfortable for those of us who do not sit cross legged on the floor for several hours each day, but delightful just the same. And they invited us to partake of their "home brew" a mild narcotic concoction of kava root that tasted like washing up water to me. And they showered us with gifts, including their local lobster that was a special treat.

The sailing was challenging, with some fairly strong winds, but the three-man crew did all the work and Wendy and I got to enjoy it from the cockpit. No point in competing with 35-year-old guys, bronzed and fit from 18 months at sea.

They have now reached Australia and have sailed 20,000 miles. They are a little more than halfway around the world, but the toughest part is still to come. They have crossed the Atlantic and the Pacific and they have had their share of challenges on the way. Now, they have to avoid the corruption of Indonesia and dodge the pirates of Somalia. But, nobody said this would be easy!

You can follow their travels at www.tamariskrtw.com

How Sail Quality Affects Sailing Quality And How It Also Affects The Bottom Line

By Ken Murray
Staff Commodore

A couple of years back, I published an article in this newsletter that addressed the issue of a breakthrough in sail technology, and suggested that as a Club, we might want to consider a change in our approach to buying sails. We now have some usage information that allows us to look at this more objectively, based on our own experience.

This whole topic was started by an unfortunate experience with brand-new dealer supplied sails on Sundance, a Capri-22 that was bought new. The sails basically fell apart about nine months after purchase. A review of the situation revealed that we had put about *ten years* of typical usage on those sails in those nine months. Considering what we might have to look forward to for the next 40 years with that boat, options were looked at. There had been three types of sails available: regular Dacron sails; Mylar and other special synthetic sails mainly used for racing; and heavy duty Dacron sails, with heavier cloth and stitching. We also found that there was a new type of sail, called *Cruising Laminate* sails, designed for long-term cruising and regular use. Each has its attributes:

Regular Dacron: cheap but wear out fast, and lose shape and performance fast.

Mylar (and the like): very expensive, never loses shape, but fragile.

Heavy Duty Dacron: a bit more expensive than regular, but more durable. Suffers from the same loss of shape and performance a little more slowly.

Cruising Laminate: a bit more expensive than heavy duty, but more durable and never loses shape or performance. A bit heavier.

The “shape” issue ends up being a very big deal. Sails are not a flat piece of cloth. They are shaped in very specific ways, so as to create “lift”. The day that we place a new sail on a boat, it performs with this shape perfectly. However, Dacron slowly permanently stretches (faster, if exposed to high winds), which produces a loss of performance, especially upwind.

A new sail going upwind acts in much the same way as an airplane wing, creating “lift”, and pulling the boat forward. If you get hit by a puff of wind, you go faster. But as a sail ages and stretches out (what we call “blown out”), it no longer provides nearly as much lift, and when hit by a puff of wind, it simply blows the boat to the side, and may actually slow the boat down. This can be the difference between a “lively” boat, or a “dog”, and it is surprising how often a poor sailing boat can be transformed by new sails, just for this reason.

This stretching process begins the day the sail is placed on the boat, except for the Mylar sails, which do not ever stretch at all. Dacron sails are usually replaced when they start to tear, but by the time they get to that point, they are also blown out, as the stretching happens in a linear fashion through the life of the sail. So halfway through the sail life, it has lost perhaps half of its performance....a noticeable loss, but very gradual. People often comment that “it seems like the boat sails slower”, or “it takes longer to go to Catalina”. When we bought Osprey, it was felt to be a lumbering slow boat....but when we upgraded the sails, it turned out to be much more lively. *This is why most boats we bring into the fleet need to have new sails.*

What someone figured out was if you took the non-stretching Mylar, which is fragile, and wrapped it in two layers of thin Dacron, you got the best of both worlds: a non-stretching sail for its whole life, which is long-lasting because of the Dacron covering. This is the *Cruising Laminate* sail. This is what we bought for Sundance, as a replacement for the failed factory sails.

In contrast to the nine months, this new genoa lasted four years-with no loss of performance-or over five times as long. The Mainsail is still going strong. These new sails cost 50% more than factory sails. So we got five times the wear on the headsail, which suffering *no loss* in performance. This also means that we did not have to go through *five additional sail purchases and fittings*, with the attendant down time for the boat. It would also have cost us *four times* as much money buying the cheap sails, and during half the sailing time, the sails would have been blown out.

In common language, this is called “*a good deal*”!

In contrast, when the Cruising Laminate genoa failed, a decision was made to buy an inexpensive replacement Dacron genoa, and after **two months** there is already noticeable damage to the sailcloth, and the thread has worn halfway through in places. It is already partly blown out.

Buying the cheapest option, with the extraordinary use that we put on sails, seems foolish. It is only cheap on the day the check is written. But in the long run, it produces a much more expensive cost, and a greatly diminished sailing experience.

ASA and Beneteau Design State-Of-The-Art Training Boat for ASA 101 And 103

The American Sailing Association is jointly developing a training boat with Beneteau USA that is primarily intended to be used for ASA 101 (Basic Keelboat Sailing) training purposes, but includes all the essential equipment to allow it to be used to teach ASA 103 (Basic Coastal Cruising) or a combined 101/103 course.

Fairwind members who have seen the plans are impressed. The boat has a large cockpit, twin rudders and a lot of favorable features that make this look pretty appealing. We think it’s a state-of-the art design that will be very suitable for the waters we sail in.



ASA has reached out to a number of Fairwind Instructors, seeking feedback on this design. That way, organizations like Fairwind, are providing input on it’s design features and options.

We look forward to seeing how this project evolves. It might offer some exciting options for Fairwind’s future.

--Richard Windebank

A Day On The Lake With Ken Murray Turns Pretty Wild

By Ken Murray
Staff Commodore

The first week of July, I was invited to go sailing with a friend who has a Catalina 22 in Huntington Lake, up in the high Sierra, where I spend a lot of my summer.

I actually went out with two friends, the owner, and another guy who is, like me, a volunteer wilderness ranger. Both had a fair amount of sailing experience, but no formal training.

If you haven't sailed in a lake, it is a different experience than the ocean. No waves or current make things easier in that respect. However, the wind shifts are constant and surprising.

The boat we used was in exceptional condition. The sails were rather blown out, but that really did not matter for our recreational purposes.

The day started out in an unpromising way with thunder heard that morning. But no weather materialized -- then. The bigger problem was that there was not a wisp of wind. We decided to go down to the boat anyway, and if nothing else, sit on the boat and have lunch. The boat was moored, and we took a rowboat out to it. I did the paddling, which was great fun.

Amazingly, a 5-knot wind was present at the boat, so off we went!

Interesting to me, was their explanation that the wind reliably comes from the west, over the dams (this lake has three) every afternoon. But this day, to their surprise, it was coming from the east, which was a sign of what was to come. We sailed upwind towards the other end of the lake, with me trimming sails. That proved to be a challenge because the helmsman did a good job of maintaining a course, but the wind continually shifted, requiring constant re-trimming. About 40 minutes out, the wind shifted 180 degrees in the course of about 3 minutes! So although we continued in the same direction, we were now on a broad reach, wing-on-wing for long distances.

I asked a few knowledge questions, which showed they did not know a Crew Overboard technique, nor how to heave-to. They were also not comfortable with the reefing process. They had a nice one-line reefing system, and I showed them how easy it was to do it with that. I also had them heave-to, and talked about the advantages of that safety position.

When I got on the helm at the other end of the lake for the beat back up, we went around some islands, and I grabbed a fender and tossed it overboard for a COB. I talked them through it as I ran the figure-8, and we came out right next to it for a successful recovery. This is much easier without waves!

Then we heard the thunder directly overhead, and in the course of 30 seconds, it started raining and the wind went from about 7 knots to about 30 knots. Wow! The rail was in the water by the time I dumped the main and hove-to. Things were calm for us in the wind, and I could take my time reefing. I'm only embarrassed to say that I lost my hat at the beginning of the wind increase, and my COB failed to capture it by a foot, as it sunk from view.

Very shortly thereafter, the wind died completely, and we motored back to the mooring, as we put the boat to bed. Mike, the owner mentioned that this was the first time that he had motored back in 7 years of sailing on the lake, although he often stays out until 7pm. The only other thing of interest, was a genoa cover that slides on, pulled up by the spinnaker halyard, which is a system I'd not seen before.

The fact that the water is fresh drinking-quality water, makes for some interesting things. For example, any time you want a drink, you only have to run a cup into the water!

Channel Islands Harbor Workday Heroes Oct 20

By Harry Kane
CIH Rear Commodore

Channel Islands October workday and Open House marked my first such event as Rear Commodore, and we had a splendid turnout of volunteers to help keep our boats spiffy. The workday heroes in CIH for Oct are:

Angelsea

Alan MacGovern
Greg Arnold
Tom Colp
Patrick Anderson
Peter Granet
Jim Guinn

Sorella

Jeff Birdt
Duwayne Kilbo
Read Howarth
Gary Feldman

MK III

Chris Collins
Jesse Lumsden

Island Side

Katarina Bernbaum
Barry Bernbaum
Sandra Stojanovic
Scott & Joanna Hickman
Mark Juric
Paul Aist

Zephyr

Nick Breden
Suzy Wehrli
Peter Davidson
Jim Milstead

Freedom Too

Paul Hermanson
Richard Canan
Tom Kelleher
Stan Kranzler

Sand

Karl Beuther
Ted Sutton
Paul Mc Menamin
Harvey Diamond

Desert Wind

Bob Chatenever
Colin Pullan
Joe Peixoto
Dave Payn
Mark Shultz

Companionship

Talaat Elwan
Curtis Beck

Sweet Deal

Corey Chase
Steve Wright

Turning Point

Michael Hallahan
Chuck Carter
Bonnie Carter
Mal Usher

Driftwood

Bob Meyer
Ron Briggs
Barry Kessler
Jim Keith

And a very special thanks to Richard Ingram who helps on all the boats, every workday. Richard deserves special acknowledgment for his tireless efforts on behalf of the club. A while back Richard engineered and installed backing plates on Angelsea's lifeline stanchions that Catalina in their infinite wisdom had installed with self tapping screws into a cored deck. The stanchions had been a problem for some time and were pulling out the screws, and on the starboard side, the stanchions were about to tear off.

Richard is presently rebuilding MK III's transmission and looking into the repair/rebuild of Island Side's Engine. When Sand parted her forestay last month and had her mast come down underway, Richard brought his trailer, took the mast home, welded new material to repair the mast base where the bolt had torn through, re-drilled the base, straightened and remounted the tabernacle, and helped us put it back up 2 days later. Without Richard Ingram's consummate mechanical skills, and knowledge, his expert help and tireless efforts, the club would be hard put to keep the fleet operational.

Thank You Richard!

MDR Workday Heroes Nov. 2

Generosity

Jim Lewis - boat chief
Evan Lyons
Mark Hulberger

Mea Ono

Skip Korsgaard - boat chief

Seaweed

Paul Legge
Frank Myers

Rambaley

Chris Corey
Grant Myers

Slingshot

Mitch Mandell

Collective Effort

Willy Mayneto

Imagine

Marv Brown - boat chief
Charles Nobles

Osprey

Susan Bonner
Lennox Grasso

Happy Ours

Brad Benam
Chuck Orlin

Dinghies

Richard Windebank

--Carole Walsh



A FAIRWIND YACHT CLUB ANNUAL HOLIDAY PARTY

WHEN: SUNDAY-DECEMBER 1ST, 2013

TIME: 4:00 – 7:00 PM

LOCATION: 4333 ALLA ROAD #2 MARINA DEL REY, CA 90292 (SAME AS LAST YEAR)

CONTACT TELEPHONE: CAROLE WALSH, 818-521-2761

PARKING: STREET PARKING

ACCESS: THE GATE NEXT TO THE DRIVE GATE ON ALLA-- WE WILL TRY TO PROP IT OPEN; HAVE SOMEONE AT THE GATE; OR POST A PHONE NUMBER TO CALL+ HAVE SOMEONE ANSWERING TO RING YOU IN.

FOOD: *POT LUCK

- **PLEASE FIGURE OUT WHAT YOU'RE BRINGING AND LET US KNOW ASAP. THAT WAY- IF WE START GETTING LOTS OF FRUIT CAKE, WE CAN SUGGEST THAT ANOTHER DISH MIGHT OFFER MORE VARIETY.**

IF YOU HAVE SOME SUGGESTIONS FOR DECORATIONS – YOU CAN BE IN **CHARGE OF DECORATING.

****ELVES ARE NEEDED AND VERY MUCH APPRECIATED.**

CAROLE WALSH: CAROLE.LEE.WALSH@GMAIL.COM; EMAIL IS BEST SINCE I'M DEAF AND

Membership Guide: Where To Go For What

Newly appointed or elected appear in red

Update Contact Information for Membership Roster – Vice Commodore, **Lynn Erickson**.

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

Training and checkout - Fleet Captain (Shar Campbell for MDR; **Jim Guinn** for CIH)

Cruising: Cruise Chair (Mark Zierten for MDR; **Scott Kelly** for CIH)

Racing: Race Chair (Mark Arbing for MDR)

Report an Accident - Safety Officer/Rear Commodore (Marc Levine/ **Glen Jagodzinski** for MDR; Michael Adams/**Harry Kane** for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Chuck Orlin for MDR; **Harry Kane** 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

Updates to website: webcontent@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc

November Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
						9am Workday MDR
3	4	5	6	7	8	9
		MDR Workday				
10	11	12	13	14	15	16
		MDR Workday				10am Board Meet 11am Members Meet
17	18	19	20	21	22	23
Workday CIH Open House CIH		MDR Workday				
24	25	26	27	28	29	30
		MDR Workday				