



September 2013

Editor: Ken Hoover

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Commodore's Log

# Commodore Passes Torch To Delaney

**By Richard Windebank**  
*Commodore*

September 30 will see the end of another year for Fairwind and the end of my two-year term as commodore. I have to say that, in spite of the odd challenge here and there, it has been a very pleasant and happy experience for me and I have been delighted to serve the club in this manner.

I certainly set out to try to have a positive influence on the club and I hope I have achieved that to some degree. I am deeply indebted to the board and the membership for the support I have received during my term.

I feel we are approaching the end of another successful year and that the club is in excellent shape. We have strengthened our fleet, maintained our high training standards, brought in a lot of wonderful new members and, I believe, offer our members outstanding value for the fees they pay.

In my view, the most significant accomplishment has been the revision of dues, which was so essential to the financial health of the club. I thank Mike Delaney for his diligent work in presenting the financial analysis, and I thank the membership for their overwhelming support of this proposal. But, now we have got the dues where they need to be, I hope we will not wait another seven years, before we revise them again. That makes it a huge project and makes the task much more complicated than it

**Board & Membership Meeting**  
Nov. 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. Bot meetings are open to all members.

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

Officers Installation	VHF Radios	MDR Barbecue
<i>A sail and barbecue precedes changing of the guard.</i>	<i>Safety Officer Michael Adams discusses radio procedure.</i>	<i>Oct. 5 is the date. Burton Chace Park is the place.</i>
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needs to be. I am a strong proponent of modest increases, maybe along the lines of “cost of living” adjustments, that keep us updated year by year.

The improvements we have made to our fleet, both in CIH and in MDR, have been significant this year and I believe we now have the best selection of boats we have ever had. But, there is always more work to be done and we must continue to strive to meet the demands and aspirations of our membership. So expect more discussion about this in the months ahead and I urge you to provide your feedback.

The board tries hard to respond to the needs of the members but we certainly need your help to understand what those needs are. Your input, together with your actions, are the only yardsticks we have to go by. So, we will continue to look at “boat utilization” as an important indicator of what types of boat the membership prefers to use.

I would like to express publicly, my deep appreciation for all the assistance that I have received during my tenure as commodore. To the board, to prior members of the board, to the boat chiefs, to the trainers and to all the volunteers who contribute so much of their time and energy to make this the great club that it is.

And, I could not be happier than to hand over the reins to Mike Delaney. I do not think there has been a member, in the history of the club, who has made a greater contribution than Mike. We are indebted to him for all he has accomplished and I know we will all support him as he leads us through the next chapter of our history.

## The Hard Work Of Keeping Our Website Updated

Here’s a task that is long overdue.

Much of the content of our website is in need of updating, and this is no small project. So we have reached out to the membership, seeking volunteers to help us, and we are delighted with the response.

We now have a team in place, consisting of five members, all of whom have been trained by our webmaster, Andy Soderberg, and are helping us update the content of our site. The team consists of Curtis Beck, Alex Grib, Dustin Laurence, Bob Meyer, and Jon Rock.

So, on each page of our website, there’s a subtle change that few of you may have noticed. It’s a footnote that reads: “If you find that this page is out of date or contains incorrect information, please report it here: [Web Content Team](#)” Alternatively, you can send an email to the team at: [webcontent@fairwind.org](mailto:webcontent@fairwind.org)

The team will be reaching out to boat chiefs, instructors, board members etc. seeking their assistance in updating some of the content pages so that the team can upload it to the website.

They have already established an “Open Items List” of content they are working on and we look to every member to join in helping us with this project. Simply notify the team of anything you notice that needs updating, and they will add it to the list and work their magic on updating the site. This includes maintaining the calendar of events.

There are two other members I would like to mention. The first is Paul Aist, who is a huge supporter of our webmaster, Andy Soderberg. Paul is helping us with the expanded use of Schedulmaster. The second is Art Toye. Art has established a Facebook page for Fairwind, so that members can share more of their photos and experiences. You can check it out at: [www.facebook.com/Fairwindyc](http://www.facebook.com/Fairwindyc) This has so far been created for MDR and will either be expanded to include CIH or we will establish a separate CIH Facebook page.

**--Richard Windebank**

# CIH Hosts Board Installation, Sail And Barbecue Sept. 21

We have reserved the Seabridge Clubhouse in Channel Islands Harbor Saturday, Sept. 21 for an afternoon of ocean and pond sailing and our usual potluck/BBQ. This year, it will also include the installation of the new board of directors. We will have the installation ceremony at 4PM.

Party will start around 3 p.m. to allow for some sailing and racing before dark. As always, we will have BBQs available for you to cook your own food, and we ask you to bring a side, beverage or dessert to share. FYC will provide sodas, water, plates and utensils. Party winds down by 7 p.m., and we would welcome some clean up help! Thanks to Bob Chatenever for reserving the clubhouse for us again.

If the Seabridge gate is manned, please tell the guard you are with the Fairwind group, and they will let you in. Please remember parking is allowed only on the water side of the street, not in front of the homes. If you are unable to get inside the gate, you may park in the lot just before the entrance or you can park just past Von's on Marina Way and walk over the foot bridge.

Attached is a map of Seabridge for those of you who have not attended these get together's in the past. New members are encouraged to come and meet your fellow sailors, as are any MDR members who would like to make the drive.

We are reserving our medium and large boats, Angelsea, Mk III, Sorella, Island Side, Zephyr, and Freedom Too, for a pre-sail, so if you are willing to skipper, please let Pam Yerger know at [yergs@hotmail.com](mailto:yergs@hotmail.com). We will put out a list of skippers closer to the date, and you will be able to contact each skipper to arrange to sail on that boat.

Please RSVP to Pam Yerger at [yergs@hotmail.com](mailto:yergs@hotmail.com) so we can get an approximate head count! Contact Michael Delaney at [805-551-9671](tel:805-551-9671) or Pam if you have any questions.

Map to Seabridge Clubhouse for Sept 21 BBQ: 3 – 7PM  
1420 Seabridge Lane, Oxnard, CA 93035



Questions: Call Mike at 805-551-9671

--Michael Delaney

# Know How To Operate A VHF Radio In An Emergency

By Michael Adams  
*Safety Officer*

I think some people may be surprised to know that if your boat is equipped with marine VHF radio, you are required by law to have it on and monitoring Channel 16, the distress, safety, and calling channel.

The Department of Homeland Security states, “In general, any vessel equipped with a VHF marine radiotelephone (whether voluntarily or required to) must maintain a watch on channel 16 (156.800 MHz) whenever the radiotelephone is not being used to communicate.”

Regulations for radio watch keeping have been established by three U.S. government agencies: the Federal Communications Commission, the National Telecommunications and information Administration and the U.S. Coast Guard.

Two international organizations have also established regulations for radio watch keeping: the International Maritime Organization, and the International Telecommunications Union.

Radio watch keeping regulations exist for all boats and ships equipped with marine radios, including commercial, recreational, government, military, domestic and foreign. All Fairwind boats 27 feet and larger are equipped with VHF Marine radios and many of the smaller boats are, also.

With all this attention paid to radio watch keeping, it's apparent that radio watch keeping is serious business, and for good reason. We are all dependent on one another should an emergency arise on the water. Many emergencies can quickly turn into life and death situations, even if they don't start out that way. Time is of the essence because cold water will take heat out of a person faster than it can be generated, resulting in hypothermia and eventually death. A person is estimated to go unconscious off our Southern California Coast in only 1-2 hours in winter water temperatures, and 2-7 hours in summer water temperatures. If the victims aren't wearing life jackets, they will drown in that time. In addition, the longer it takes to get to a rescue site, the more difficult it can be to find the party to be rescued, especially if their boat sinks while the rescue vessel is traveling to the site.

Adjusting your radio is critical to being able to hear distress and other calls, although adjusting it is not difficult to do.

- 1) Turn the radio on. This is accomplished by first turning on the VHF switch on the boats electrical switch and breaker panel. Then turn on the power at the radio by either turning the radio volume knob clockwise, or pressing the power button the radio (depending on the radio model).
- 2) Set the radio to Channel 16. This can be done with the Up and Down channel buttons, while watching the channel number digital display. Most radios also have a dedicated Channel 16 button that will tune the radio directly to Channel 16 with a push of the button.
- 3) Turn the squelch knob all the way counter clockwise.



- 4) Turn the volume knob clockwise until the volume is easily heard. You should at least hear static coming from the speaker, even when there are no transmissions.
- 5) Turn the squelch knob clockwise until the static just disappears.

Now you are all set for monitoring Channel 16.

If you hear a distress call, it may be prefaced with the words “Mayday”. Try to determine the type of vessel, its location, and the nature of the emergency. If the Coast Guard does not respond to the call, then the radio of the distressed vessel may be too weak or the signal is shadowed by a land mass, such as an island. Try to contact the distressed vessel, and relay information to the Coast Guard in that situation. If the Coast Guard does respond, listen to the transmissions, but do not interfere. The Coast Guard may ask if there are nearby vessels in the area to assist, and only in that case should you respond using your radio if you are able to render assistance.

Please note that Channel 16 is for emergency calling and calling other vessels only. It is not for radio checks, and chit chat. That type of misuse can prevent an emergency from being heard. Once another vessel you are contacting has been reached, quickly move to another channel to carry on your non-emergency conversation, such as Channel 68. CB lingo, such as “Good buddy” or referring to the Coast Guard/Harbor Patrol as “Bear on the Water”, is considered inappropriate on a VHF marine radio, so please refrain from that.

Do get in the habit on turning on the Fairwind boat VHF marine radio, and tuning it to Channel 16 during your startup checklist. You may even save a life!

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## MDR’s Workday Heroes For September

Vlad Ablozhey	Now at the small boat level!
Scott Alyn	
Gerri Chabot	Worked on Happy Ours
HarveyChao	
Hector Diaz	
StanleyEubanks	Returns from LOA to Mid size boats.
Mike Field	Did we see him scrubbing Imagine?
Patricia Hasen	I saw her doing a thorough job on Slingshot
Skip Korsgaard	
Henry Lichstein	
William Line	
Greg Little	
Nancy Marion	Helped with the sign in table and BBQ sign up
Michael Pitari	
Pierre Polack	
Karen Sabatini	
Jim Strzyewski	
Ali Torkzadez	
Sasha Tspapin	
Tim West	
MarkZiarten	
Carole Walsh	Sign in table

--Carole Walsh



MDR celebrates Peter Griswold's Birthday. Pete could be voted "most Loyal Volunteer" of the MDR Tuesday Crew. He's a champ! That's Commodore Windebank on the left.



Veteran Fairwinders Bob Hoffman, left, and Bruce Byall took Slingshot, MDR's newly purchased trimaran, for a day sail.



October 5<sup>th</sup>, 2013

Saturday “Work” Day- Sail - BBQ



9:00-11:30 - Work on Boats

11:30 – 3:30 – Day Sail

4:00 -till ? - Burton Chace Park,

BBQ/ Pot luck, music with Fairwind’s own Eric Charles and all other FYC musicians are more than welcome to 🎵 jam.

Let’s celebrate the end of Summer and beginning of Fall!



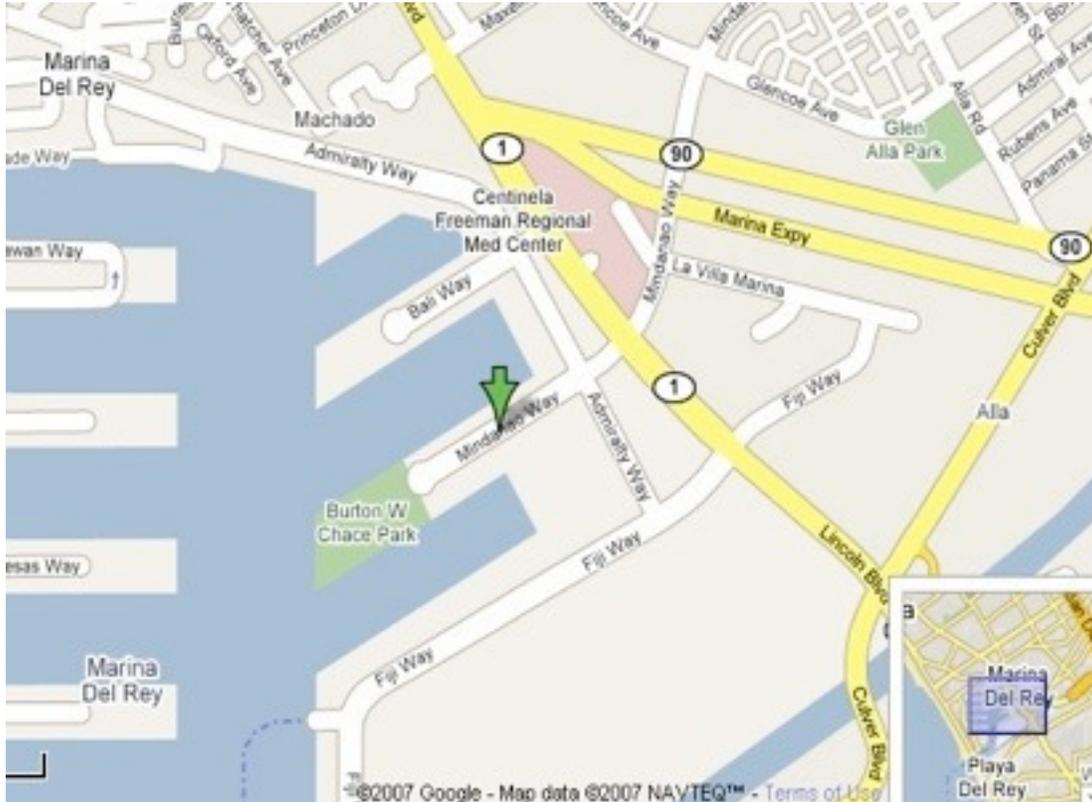
Clean up to follow.

Please contact Carole Walsh

[Carole.lee.walsh@gmail.com](mailto:Carole.lee.walsh@gmail.com) Please volunteer to lend a hand(s).

OCTOBER 5<sup>TH</sup> FYC AT BURTON CHACE PARK BBQ LOCATION INFO:

It's easy, it's fun. And you'll get to know a lot of really nice people a whole lot better 😊



There is a 4 hour guest dock: This includes any vessel desirous of using the docks for up to four hours within a 24-hour period. The 24-hour period commences upon arrival, e.g. if a vessel arrives at 4 p.m. on Monday, it can stay for up to four hours (continuously or sporadically to 4 p.m. Tuesday. The vessel can then commence a new four-hour period thereafter. Vessels may secure in the "Casual Visitor Area" at any time night or day, free of charge, without registering with the Department. Casual visitors may not secure in the overnight portion of the docks.



# More Crew Overboard Topics (Part 2 Of A Series)

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; Mike Delaney 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@yahoogroups.com](mailto: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](mailto:webcontent@fairwind.org)  
 Fairwind on Facebook: [www.facebook.com/Fairwindyc](http://www.facebook.com/Fairwindyc)

## September Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 <a href="#">MDR Tuesday Crew</a>	4	5	6	7
8	9	10 <a href="#">MDR Tuesday Crew</a>	11	12	13	14
15	16	17 <a href="#">MDR Tuesday Crew</a>	18	19	20	21 <a href="#">CIH BBQ and new officers installed</a>
22 <a href="#">9 a.m. CIH Workday</a> <a href="#">1 p.m. CIH Open House</a>	23	24 <a href="#">MDR Tuesday Crew</a>	25	26	27	28
29	30					