



July 2014

Editor: Ken Hoover

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Commodore's Log

# New Boats Added In Both Harbors

**By Mike Delaney**

*Commodore*

## **When Opportunity Knocks.....**

Two interesting opportunities came up this past month; one in MDR and one in CIH.

In MDR a Catalina 270 'Frequencea' was donated to the Boys and Girls Club of Venice. The BGCV management asked Fairwind if we would like to take on the boat with an arrangement similar to Capri 22 Generosity. The MDR Committee and the MDR BSC have recommended that Fairwind accept this offer. Read more about it in Richard Windebank's MDR report below. Frequencea will be added to the MDR fleet in August.

The second opportunity was in CIH where there has been an interest in adding a seventh small boat. CIH had counted a Capri 14 as a seventh small boat but decided it should not be counted for boat loading levels due to limited functionality. While Capri 22's with full fin keels have been hard to find, a couple of J-24s came on the market. The first one that was looked at in Santa Barbara had structural issues in the deck so we passed on it. The second, named Camp David, was in Ventura and looked very good. An offer of \$4,750 for both boat and trailer was accepted by the owner. The Board approved the purchase since it was below the \$7,500 limit for boat purchases without a BSC. I will note that the CIH BSC also was in favor of the purchase. With a fresh coat of bottom paint Camp David was sailed down to CIH two weeks ago and is docked next to Sand. Photographs and documentation can be found on the Boat Information page of the website. Instructors are currently being trained on the boat. This boat is somewhat of an experiment as J-24's are more commonly used for racing rather than day sailing. The boat is more tender than a Capri 22 and requires more crew; knowledgeable crew. All members will require a J-24 checkout.

Board Actions	Catalina Reservations	Santa Cruz Island
<i>A new feature in the newsletter reveals what the board is up to. Page 3.</i>	<i>Two Harbors is back online; the good and the bad of new system. Page 4.</i>	<i>CIH sailors have all the fun in a crackerjack trip to the island. Page 5.</i>

### **Boat Selection Committee Update**

Both the CIH BSC and MDR BSC have continued to work towards their goals of assessing the fleets. The CIH BSC met last month and reviewed data on boat usage and maintenance costs. I have posted the presentation materials on the documents page of the Fairwind website under CIH BSC 2014. More documents will be added as they become available. The CIH BSC prepared a survey, which I sent out to the membership. While the questions were good, the survey was programmed to require certain questions to be answered in order to complete and submit the survey. This was problematic because it forced members to answer questions about CIH boat preferences even if they did not know anything about a specific boat class. This was a big lesson learned for future surveys. The MDR BSC should be close to submitting their survey and we hope there will not be the same problems. I also expect to be able to upload documents from the MDR BSC to the website under MDR BSC 2014.

### **High Boat Usage During the Summer Season**

Both harbors are experiencing high boat usage for both cruising and day sailing. Please be considerate and make sure the boat is put away properly. Leave it cleaner than you found it. Also make sure to adjust your reservation if your plans change and cancel your reservation if you decide not to go.

## **Fairwinders Adjust Nicely To New MDR Docks**

**By Richard Windebank**

*MDR Port Captain*

All seems to be well in our new home, and most members continue to be very happy with at Anchorage 47. I think the detailed docking instructions and the downwind docking training designed by Dick Gross, particularly, has helped us minimize incidents at the docks.

I still anticipate that our docks will get redeveloped in the winter of 2015/2016. On July 8, the L.A. County Board of Supervisors approved \$15 million for this project. It will likely be done in stages, with Stage one, being the docks nearest the main channel starting in the winter of 2014/2015.

At some point, we are going to run into an issue with the barrier being down at the entrance to the SMWYC car park, probably at a weekend in the summer. My principle strategy to address this is to head for the south of France for most of July, but here are a couple of suggestions that maybe helpful.

There are a few options if the barrier is down. First, press the buzzer and let them know you are a Fairwind member. They should then buzz you in. However, if they do not do answer, then press the buzzer again. (They can only let you in by responding to your buzz. So, if they are not near the phone and miss the first few rings, they have to wait for you to buzz again, before they can let you in.)

If you are a Member of Santa Monica Windjammers, you have a gold key card that will give you access to open the barrier and to enter the Club House.

I have a few green cards which will open the barrier (but not the Club House). I would like to give these to members who are most likely to use the boats at weekends. The barrier is unlikely to be lowered, other than at weekends and public holidays, (or other times when there is a concert going on in Burton Chace Park, or some similar activity).

The few card I have are kept in the Blue Key Boxes in the Admin Dock Boxes at slips G1623 and G1426. You can take one if you are a regular “weekender”.

Another option is to go to the office of the Department of Beaches and Harbors. That office is on the ground floor of the yellow building immediately to your right, when you are waiting at the gate. They have a few parking spaces there where you can park for up to 30 minutes while visiting them. They can give you access (but not an access key card).

I have also placed an access key card in each of the mail boxes. You can borrow one of these to open the barrier, but please return it there after your use.

None of this is going to be easy. It has been a challenge for us and there is no simple answer to it. We cannot get access cards for all members (nor can we get more Dock Keys, although I will never give up trying).

Turning to another subject, we have now decided to take on the Catalina 270 which has recently been donated to the Boys & Girls Club. This is a really nice boat that I think will quickly gain a lot of fans. It has been well looked after, has an excellent set of sails and is a perfect medium boat for our club. We take it on under similar terms to the Capri 22, Generosity. That is to say that Fairwind provides the slip, Fairwind does all the maintenance, provides insurance, etc. In exchange for that, Fairwind gets to use the boat whenever it is not required for the Boys & Girls Club programs. The main program we administer for them is the after school program which runs on Tuesdays and Thursdays from mid March till late May. That works well for us, because those are not days when we typically experience heavy demand for Fairwind boats.

The boat has not yet been commissioned. There are a number of items we need to attend to, but I expect it to be commissioned by mid August. We will advise you at that time, what the Training arrangements will be.

In the meantime, I hope you will make the most of the Fairwind Boats, during the next few months. This is obviously the most popular time of the year and a period when you can get the most out of your membership with Fairwind.

# Summary of Board Actions, July 2014

**By Mark Boykin**  
*Secretary*

Starting with this issue, Commodore Mike Delaney intends to publish a monthly report of actions taken by the Board and significant matters otherwise considered, which were not the subject of open meetings.

On May 28, the Board conducted disciplinary hearings via conference call involving three matters, two involving incidents in which boats and crews were in danger and one involving an internal matter.

On June 22, the Board held a special meeting via email and approved the purchase of a J-24 "Camp David" for Channel Islands, with commissioning expenses not to exceed, \$3,000.00.

On June 26, the Board tentatively approved Marina del Rey's use of Catalina 270 Frequensea. It was agreed that a similar agreement to that for Generosity be drawn up with a \$5000 commissioning allowance. The Board also tentatively approved the purchase of a transmission for Calypso at a total cost of \$1,500.00, inclusive of all charges.

On July 3, the Board approved, via email, the purchase of a new outboard motor for Slingshot for an amount not to exceed \$3,000, inclusive of all charges.

During the month of June, the Board discussed informally two issues relating to reservations: interpretation of the same-day reservation policy and members not using reservations without canceling or returning late. The

consensus of the Board is that a reservation made before 12:01 a.m. on the day of use is a "future" reservation and, if made before an existing reservation has been completed (meaning the boat put away and secured), is a violation of the Standing Rules. The Board has also indicated that it may discipline members who do not cancel reservations they will not use or when they return late, without justification, regardless of the lack of inconvenience to other members.

## **Two Harbors Reservation System Back Online; Better In Some Ways, Not Better In Others**

**By Ken Hoover**

The online reservations system at Two Harbors on Catalina Island is back in operation, and I was among the first to try it earlier this month. I give it a mixed review.

Maybe it was a couple of years ago they started it, then, mysteriously, it disappeared. It gave cruisers the confidence to know they could arrive at the Isthmus late on a summer Friday afternoon and get a mooring. There are plenty of stories of skippers forced to detour around the back side of the island to Cat Harbor, a voyage of maybe three-plus hours and an arrival time after dark because no moorings were available on the front side.

I sprang out of bed at 6 a.m. Friday, July 11, hours after the system went live and attempted to make a two-night, same-day reservation for Osprey, our Catalina 320 in Marina del Rey.

The Catalina Island Company's computer looks for boats already in its system by document or CF number, but it wouldn't recognize Osprey. So a phone call was necessary. It turns out you have to know that Osprey is listed as Documented Vessel No. "1085203 club" (with a space). Who would have known that?

Under the old reservation system, the harbormaster guaranteed you a mooring, but not necessarily precisely where you wanted to be. You might ask for Fourth of July Cove, but end up at the Isthmus or Cherry Cove. No matter. At least you had a place for the night.

Under the new system, you can choose your mooring. It's like picking seats at a concert or a sports event. The website has a diagram to show you exactly where moorings are, but I didn't see it until after the fact.

And the only moorings that can be reserved are east of the fairway. Veteran Catalina cruisers know the west side is more desirable. There's better wind protection and the best snorkeling.

And there's another problem. You have to reserve a minimum of three nights. I wasn't happy paying for three nights when I only planned to spend two. But in retrospect, it was worth it. The website talks about a \$9.99 "booking fee," but I don't believe I paid it. I paid \$3 more than the going rate for three nights. It also says you have to phone in for credit card reservations. Not so. I booked online with my credit card.

When we arrived Friday about 4:30 p.m., we saw lots of empty moorings. That was a surprise, given the perfect weather and great sailing conditions. Rather than the mooring I reserved, I asked for something on the west side, preferably close to the bluff. Again to my surprise, they put us practically against the bluff, in fact, frighteningly close to the bluff, right on top of a kelp forest, which the snorkelers in my crew loved.

But, then, I could have gotten that without making a reservation. The best way to look at the online reservation system is as an insurance policy against a wrecked weekend.

The reservation system applies to the moorings around the Isthmus, including Fourth of July and Cherry coves, Emerald Bay, Howland's Landing, Cat Harbor and Wells Beach. It does not apply to Avalon or nearby moorings, which are not controlled by the Catalina Island Co.

# Great Food, Great Cruise, Great Weekend



Sorella, one of the club's Cat 30s, at anchor in Prisoner's Harbor.

**By Scott Kelly**  
*CIH Cruise Chair*

Another great three-day cruise was had by our intrepid Fairwind Channel Islands Cruisers!

Beautiful skies, warm sunny weather and water, and a full moon made for a memorable cruise.

The flotilla of five boats, with a complement of skippers and crew totaling 23 sailors, left Channel Islands Harbor at 9 a.m. Friday July 11. Our first anchorage was Prisoner's Harbor on Santa Cruz Island. After anchoring, many hiked, kayaked, swam, or SUPed the rest of the afternoon away.

Reprising an enjoyable activity from last cruise, Angelsea hosted a dessert potluck Friday night, which was a enjoyed by all. Every one brought a dessert to feed four or five --and there was lots of it! Great desserts and even better conversation.

Saturday morning, we all sailed to Scorpion Anchorage for lunch. Again, hiking and kayaking was the order of the day. Then, off to Smuggler's Anchorage, our Saturday night stop. Another great sail with plenty of afternoon to enjoy. The weather was beautiful, with lots of sun. And the moon over Anacapa Island was outstanding!

Sunday was another fun day with skin diving and spear fishing in the morning, then a great sail back to Channel Islands Harbor!

Here are the skipper reports:

### **Skipper Mike Delaney:**

The Catalina 30 Fairwind Mk III had a crew of Barbara Meyer, Valerie Baggett, Jan Delaney, Art Toye and me. Besides the great sailing, the crew enjoyed hiking at Prisoner's and Scorpion Harbor, kayaking, swimming, and snorkeling at Prisoner's, Scorpion, and Smugglers on Santa Cruz Island. All this activity was necessary to offset the effects of all the good food that was prepared by the crew. Mk III stopped at Anacapa Island on the



A Friday night feast aboard Angelsea set the tone for the weekend.

return trip which allowed another round of kayaking near the east end of the Island. We were then treated to a beautiful sail back from Anacapa to CIH in about 10 kts of wind.

### **Skipper Scott Kelly:**

Our boat for the weekend was the Catalina 30 Sorella, comprised of the crew of Chelsea Collins, Barry Klein, Tamara Thompson, and yours truly. Barry was working on his ASA 104 skills over the weekend and stepped up his cruising skills! Chelsea cut her teeth on coastal cruising by defying the odds and

riding the lifts to clear Coche Point just before our destination of Prisoner's Harbor.

Tamara was our iron woman on the cruise -- deploying and raising stern anchors can do!

Very early Sunday morning Barry and Scott dove the kelp beds, Scott speared a pair of black rockfish that ended up as barbecue lunch.

Sorella was the last to leave on Sunday, about 1:00, and we got a great breeze to send us back home. Can't wait for the next cruise!

### **Skipper Alan MacGovern:**

A super moon, super weather, and a super crew on Island Side all made for a great July Club cruise to the islands. The weather was perfect with nothing but sunshine, brisk breezes for moving from harbor to harbor, and calm seas at night. The full moon was so bright you could read by it.

Five cruising boats left Channel Islands harbor on Friday morning, with 20 plus club members aboard. We cast anchors in Prisoners Harbor in mid afternoon after a great sail in and enjoyed the rest of the day snorkeling, swimming, paddle boarding, kayaking and hiking on the island. The water was an unbelievable 70 degrees and made for wonderfully refreshing swimming.

From Prisoners on to Scorpion the next day for more fun in the water and then on to Smugglers' Cove for Saturday nights anchorage. I think everyone was somewhat wind and sun burned by the time we got back to

Channel Islands Harbor on Sunday afternoon. Another great cruise and I would like to thank my shipmates Peter, Bill, and Gerri for making it such a great time

**Skipper Mark Watkins:**

We had Vlad, Alex, and Leo Ablozhey on board Angelsea, water guys all, as soon as the anchor was down they were in the water. Chuck and Bonnie Carter were in similar sync ready to cruise the kayaks or snorkel around or both. Wayne Gordon and I rounded it out, Wayne snorkeling all the kelp and me doing the boom dive and cruising the kayaks. All were experienced so the food was good the spinnaker sets were easy and all had a good time. The ultimate was Vlad snorkeling with the boys and seeing a 6 ft shark (dogfish) as they exited the kelp, and then swimming back to the boat , these boys have huevos! A good time was had by all!

That's it for our first FYC CIH Cruise for 2014! What are you waiting for? Summer's not going to last forever---hope you're with us on one of our 2014 cruises!

***FWYC Channel Islands Harbor: Santa Cruz Island Cruise***

Our next Island Cruise of the 2014 season is slated for *Friday August 8th thru Sunday August 10th*. The cruise leaves early Friday morning and arrives back in the afternoon on Sunday.

Again, we have five boats reserved for the weekend, with a total of 21 places available.

Again we may find ourselves in anchorages at Santa Cruz Island, possibly Smuggler's, Scorpion, Prisoner's, or Pelican Harbors, depending on weather conditions.

This is a particularly good opportunity for our newer members, especially those who have not experienced a cruise to the islands, to cruise with an experienced skipper and crew. And a perfect opportunity for all involved to increase their sailing knowledge in a really fun social setting.

Our cruises are very popular. Sign up quickly for a berth--and don't miss the boat!

If you have any questions, comments, to sign up, or just say hello, please email me.

***To sign up for this cruise, please email Scott Kelly, CIH Cruise Chair, at [scottmkelly@aol.com](mailto:scottmkelly@aol.com).***



Santa Monica Windjammers Yacht Club offers summer instruction for youngsters 8-12 with U.S. Sailing certified instructors. Here they are right near the Fairwind boats.

# BGC Training Ramping Up at CIH

As of the end of June, we have conducted three training classes with the Boys and Girls Club. Beginner classes are given on the Capri 14s and Intermediate classes on the Capri 22s. Many thanks to the following volunteers who have generously contributed their time, good humor and patience:

Chuck Carter  
Geoff Clarke  
Gary Feldman  
Mark Friedrich  
Mike Hallahan  
Paul Hermanson  
Alan Howell  
Spencer Kelly  
Alan MacGovern  
Dave Payn  
Mal Usher  
Pam Yerger

We have seven more sessions scheduled before the end of sailing season. We can really use a few more trainers. If you can lend hand, please contact Bob Chatenever, [chatenever@yahoo.com](mailto:chatenever@yahoo.com)

**--Bob Chatenever**

# Channel Islands Harbor Workday Heroes June 15

**By Harry Kane**  
*CIH Rear Commodore*

We had another turnout of over forty five people this month in Channel Islands. A lot was accomplished and a good time was had by all. This month's heroes are:

## **Angelsea**

Alan MacGovern  
Greg Arnold  
Sarah Polk  
Terry Keller  
Nick Cook  
Jazmin Ment  
William Webber

## **Sorella**

Jeff Birdt  
Gary Feldman  
Oliver Morgenthaler  
Maja Mogenthaler  
Peter Davidson

## **MK III**

Dennis Derley  
Jesse Lumsden  
Bonny Carter  
Geoff Lane

## **Island Side**

Charlie Garcia  
John Perry  
Paul Aist  
Curt Allison  
Peter Granet  
Robert Hample  
Gerri Chabot

## **Zephyr**

Jim Milstead  
Sigmund Sales

## **Freedom Too**

Tom Kelleher

## **Sand**

Carl Enson  
Marco Tortenese  
Paul Mc Menamin

## **Desert Wind**

Bob Chatenever  
Barry Kessler

## **Companionship**

John Staples  
Talat Elwan

## **Sweet Deal**

Corey Chase  
Frank Thomsen

## **Turning Point**

Michael Hallahan  
Carl Freidlander  
Mal Usher  
Ken Hallahan

## **Driftwood**

Geoff Warner  
Jim Marr

## **Capri 14 (Bahia)**

Dave Nichols

## **Capri 14 s(Pond)**

Scott Hickman

Also Commodore Mike Delaney and Assistant Rear Commodore Chuck Carter helped on all the boats as usual. Special thanks to Alan and Elizabeth Howell who showed up in their Motor Home complete with their sewing machine and with Alan shuttling back and forth between boats collecting torn sailcovers, winch covers, cushions etc. Elizabeth was able to make numerous repairs to a lot of canvas. Great job Alan and Elizabeth!

# 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@yahoogroups.com](mailto:fairwindmembers@yahoogroups.com)

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

## July Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b> MdR Workday	<b>2</b>	<b>3</b>	<b>4</b> Independence Day	<b>5</b> No MDR workday
<b>6</b>	<b>7</b>	<b>8</b> MdR Workday	<b>9</b>	<b>10</b>	<b>11</b> CIH SCI Cruise	<b>12</b> CIH SCI Cruise MdR workday and open house
<b>13</b> CIH SCI Cruise	<b>14</b>	<b>15</b> MdR Workday	<b>16</b>	<b>17</b> CIH BGC day sail	<b>18</b>	<b>19</b>
<b>20</b> CIH Workday CIH Open House	<b>21</b>	<b>22</b> MdR Workday	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>
<b>27</b>	<b>28</b>	<b>29</b> MdR Workday	<b>30</b>	<b>31</b>		