



March 2014

Editor: Ken Hoover

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Commodore's Log

Fairwind Settles In For Complex Year

By Michael Delaney
Commodore

This year continues to be a complex and trying one in MDR. Not only will the fleet have to move to new slips by summer, but now the fleet will have to start addressing the removal of copper bottom paint from the hulls. There will be several articles in this newsletter by Richard Windebank and others addressing the issues. (See pages 3 and 5)

The fleets in both MDR and CIH are getting ready for the coming sailing season by replacing aging sails, getting new bottom paint, adding dodgers, and such. Plan to help out by attending the monthly workdays this spring. The whale watching and cruising season are upon us. Scott Kelly will discuss the CIH plans in his article (See page 4.)

In CIH development of the Five-Year Plan continues. Paul Aist and I have performed an analysis of the recent Channel Islands Harbor fleet survey. This survey was sent to the CIH membership in January. The survey and the summary in Powerpoint form are on the website at http://www.fairwind.org/members/meeting_minutes.html under the CIH Committee Meeting Minutes section.

A surprising result was that while a majority of the Small Boat members indicated they planned to move up, while a very small percentage of the Medium Boat members were planning on moving up. This result indicates that we may soon fill up Medium and should consider adding a fourth Medium Boat; more on this later.

Starting with the Small Boats, we were not surprised to see that Sand was the most popular boat and the Capri 14 was the least popular boat. The Catalina 22's were less popular than the Capri 22's. If a new boat were to be procured, the survey indicated another Capri 22 was desired. In the Medium Boat class, Island Side was most

Happy Ours, The Hunter	MDR's Relocation	Copper Bottom Paint
<i>Two MDR boats get upgrades that make them more fun.</i>	<i>Richard Windebank tells us it's moving apace.</i>	<i>Costly environmental regulations loom for the club.</i>
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popular and Freedom Too least popular. Members would like to see another Catalina 28 if a medium boat is added to the fleet. In Large Boat level, Angelsea is most popular and Mk III least popular. If another large boat were added members would like to see a Catalina 34 or 36.

An interesting point is that the popularity in each class was across all membership levels, not just the members of that level. The popularity levels were consistent with the usage numbers for 2013. The survey then asked what fleet configuration was most desired: Fleet A: status quo, Fleet B: replace Cat 30 with Cat 34 at Large, Fleet C: Move Cat 30's to Medium and add Cat 36 to Large. Not surprisingly, the most expensive option Fleet C was selected by most members. The CIH Committee must now mull over these results and develop our Five-Year Plan.

Two MDR Boats Made More Fun



Happy Ours and Collective Effort have just undergone significant improvements that should contribute to our enjoyment of them on the water.

Happy Ours, our 1979 Catalina 38, has a new Tape-Drive sail. Happy Ours maven Chuck Orlin supplied this link that describes the high-performance mainsail:

<http://bit.ly/1ingrIZ>

Collective Effort, our Hunter 26.5, now has lazy jacks, installed by boat chief Jen Huntzicker and her team. With the autohelm and improvements made a few years ago that made raising and lowering the outboard motor easier and safer, the boat might become the boat of choice for singlehanders.

MDR Relocation Talks Moving Forward

By Richard Windebank

MDR Port Captain

Let me take this opportunity to update you on where things stand relative to our relocation. As you know, we have to vacate Bar Harbor by June 19 and I anticipate the redevelopment will commence almost immediately after that date.

We have identified specific slips in the Beaches and Harbors anchorage over by Santa Monica Windjammers that we would like to occupy and, I must say, they could not have been more helpful to us. In a perfect world, we would have twelve contiguous leeward slips so that all of our boats could be together and that we would always turn up into the prevailing wind when we dock our boats. And, whilst that would be utopia, we cannot expect life to be quite that easy.

For a start, our current dock at C2400 was customized specifically for us. It combines 25 foot slips with 30 foot slips and is probably the only dock in the Marina that does that.

Our boats vary a lot in size, so unless we want to rent slips that are larger and more expensive than we need, then we cannot be all together on one dock. Also, there are no empty docks sitting around waiting for us to turn up.

So, here's what we are shooting for. Our three largest boats all need to be housed in 35 foot slips. Why? Because they are too wide to fit in 30 foot slips. Most 30 foot slips are 10 foot wide, at least the ones in the Beaches and Harbors marina, whereas, the 35 foot slips are about 12 feet wide. That's especially important for Happy Ours at 11.8 feet, Osprey at 11.75 feet and Imagine at 11.08 feet.

The medium sized boats being Calypso, Sandpiper and the Hunter 26, Collective Effort, will probably need to go into windward slips, where we will not be docking into the wind. This will require some training in downwind docking, which we have not had much until now. We should be able to keep all of our Small Boats in leeward slips which is especially important for our less experienced sailors and for the boats that have no engines.

We are hoping to get all of our boats onto two adjacent docks, so we do not have to walk far between one set of boats and another. This is especially important to a dockside Club like Fairwind where 90% of the interaction between members occurs on the docks.

We would like to move our boats sooner rather than later, and we certainly don't want to wait until close to June 19. The thing that is holding us up is that we need to reach an agreement with E S Ring, who graciously gave us the contract in 2001 for discounted slips through to 2021. E S Ring cannot accommodate us in the manner which was envisaged when our contract was written, but they are keen to stand by the spirit of that agreement. So, we have to find a way to have someone else assume the concessions that E S Ring awarded to us thirteen years ago.

Negotiations are progressing well, but they take longer than we would like. So, we need to be patient and just work our way through the process. Fortunately, we have a little time, but we are conscious that it will move quickly.

Moving our boats over to near Santa Monica Windjammers has a number of advantages. Parking is extremely good. We would be closer to our friends at SMWYC, where we hold most of our Club meetings. Access, for members using the Marina Freeway, would be more convenient. We would be closer to where we keep the Hobiecats. We would be nearer to West Marine which itself, will be relocating in 2015.

Yes, there will be some disruption and there will be some disadvantages, especially in the short term. Our goal is to get the best set up we can initially but then improve on it over time as other slips become available.

We will keep you posted as our plans emerge.

Santa Cruz Island Cruise, Whale Watching Outing Coming Soon

By Scott Kelly
CIH Cruise Chair

FYC Channel Islands Harbor: Whale Watch News

The response to our first cruise activity of the season, the FYC CIH Whale Watch has been overwhelming!

We hold a maximum of 38 seats available on six boats, and we received requests from 88 members and guests for a spot. So we added a second Whale Watch for Saturday March 15, to take another group of 38. We have two full Whale Watch crews and skippers with a total of 76 plus another 12 on the wait list.

HOWEVER, our first Whale Watch date for Saturday March 1 was postponed to Saturday, April 19th because of heavy rain and seas on our originally scheduled date.

As a result, our two Whale Watches are now scheduled for Saturday, March 15 and Saturday, April 19. Stay tuned for our first Whale Watch report in the next newsletter, weather and conditions permitting.

FWYC Channel Islands Harbor: Santa Cruz Island Cruise

Our first Island Cruise of the 2014 season is slated for Friday April 4 thru Sunday April 6. The cruise leaves early Friday morning and arrives back in the afternoon on Sunday.

We have five boats reserved for the weekend, with a total of 21 places available. For this cruise we will find ourselves in anchorages at Santa Cruz Island, possibly Smuggler's, Scorpion, Prisoner's, or Pelican Harbors.

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.

The Copper Bottom Paint Issue, Development Stir MDR Controversy

By Jen Huntzicker

The winds of change are blowing hot over Marina del Rey. Forces set in motion years ago have now arrived on the horizon, and many of us feel blindsided.

This changes could have consequences for the club, our boats and our finances. The purpose of this article is to provide a context and status update on the copper boat paint controversy, and the redevelopment plan for MDR.

Let's start with the copper boat paint controversy that is growing like wild fire. I attended a meeting on it at Del Rey Yacht Club Feb. 20 along with Richard Windebank and Nancy Marino.

Sam Unger of the Water Quality Control Board (WQCB) gave us background information. It turns out all of this began with the Environment Protection Agency at the federal level. Its mandates trickle down to the states and in turn to our waterways.

The Water Quality Control Board is the agency tasked with implementing our state Clean Water Act. The bureaucracy and mandates are evolving to meet a TMDL (Total Maximum Daily Load) measurement of 3.1 parts per million of copper. And this is where the complexity starts. There are water column (free in the water) and sediments (urban runoff, existing sludge) measurements that can be made and can differ from each other. How the measurement is done for our area has not been firmly established yet.

John Adriny from Shelter Island Marina in San Diego was one of the presenters at the DRYC meeting. He is a boater and chemist. Shelter Island does have a Master Plan in place. Their measurement was around 8 and they were able to reduce it to around 5 through better flushing of their basin and more control over the dive cleaning of boat hulls. In their area Naval participation in the waterway and environmental elements are also factors..

Recreational Boaters of California (RBOC) is an advocacy group that seeks to protect the interests of recreational boaters wherever needed, be it in Sacramento, or in this implementation of copper TMDL by local and regional water quality control boards.

According to the winter issue of the RBOC Boater Brief, most water bodies in California show levels of dissolved copper that are higher than the Federal standard. Their position is that the current Federal standard is overly protective and that the copper in the water of our marinas is not toxic to organisms living in or at the bottom of our bodies of water.

RBOC is working to obtain a decision by the EPA to pronounce a new and more economic method to determine a realistic copper standard. Apparently, there is the possibility of obtaining a Site Specific Objective for our TMDL. They did this in San Francisco Bay. You can tune in to the RRBOC website for their latest updates @ www.rboc.org

The bottom line at present seems to be that MDR will have until 2024, or 10 years, to come into compliance with the TMDL using whatever means that we choose. Dredging to remove polluted sediment from the bottom of the harbor seems too extreme, too costly, too destructive to the organisms living there successfully and in turn providing food for the water column wildlife.

Banning copper-based anti-fouling paint could be a solution. Greg Schem, owner of our Boatyard, has gone on record stating that a viable alternative does not yet exist. Simon Landt, General Manager of Windward

Yacht Management, has said that even with an alternative in place tomorrow it would require redoing 400 boats per year, which the existing facilities are not capable of doing.

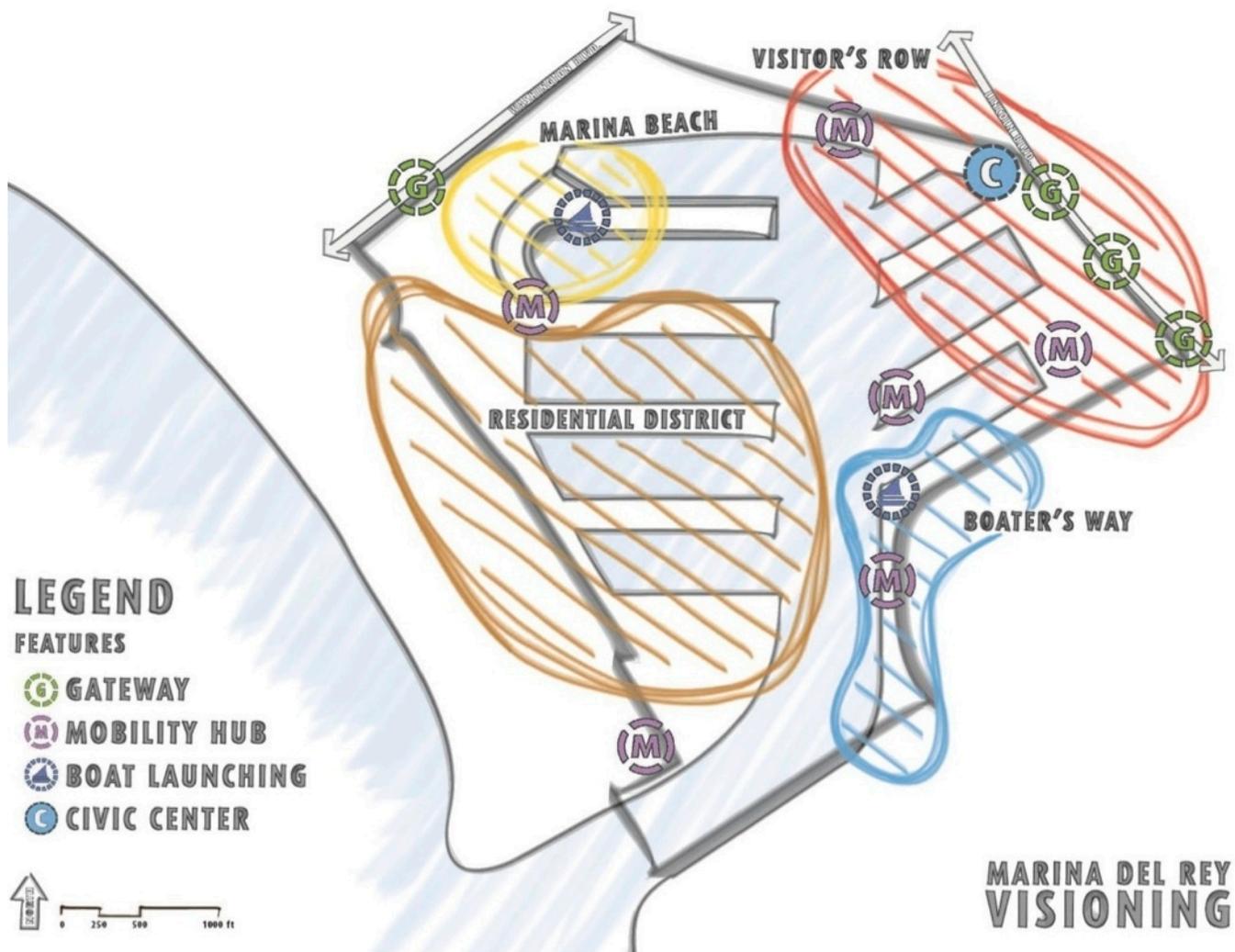
While most of us probably envisioned that the Clean Water Act would work to restore obviously fouled bodies of water, we don't see evidence of damaged wildlife here.

As if worrying about the future of recreational boating in MDR due to the expenses of complying with the Clean Water Act weren't enough, the county has unveiled a redevelopment plan for MDR.

This plan would redraw the harbor's existing landscape to make room for 200,000 square feet of new retail development and as many as 940 new hotel rooms. It would relocate the public boat launch to south Fiji Way, consolidating boat storage and services into the space currently occupied by Fisherman's Village, creating a "Boater's Way" district. A "Visitor's Row," composed of a retail and entertainment complex, would be built on the former boat launch and storage area, intensifying commercial use in the northeast portion of the harbor.

A waterfront promenade along the Mother's Beach area would develop low- to mid-rise hotels behind the beach and increase access to non-motorized recreational water activities there. The west side of the harbor south of Mother's Beach would be designated as a primarily residential district.

"Mobility Hubs" would be developed throughout the marina to link parking areas with bicycle transportation, public shuttles, and waterbus transportation under a "park once" strategy to reduce traffic congestion.



Los Angeles County's current vision of what Marina del Rey should become.

Channel Islands Harbor Workday Heroes for February

By Harry Kane
CIH Rear Commodore

Excellent turnout once again.

Angelsea

Alan MacGovern
Rob Lee
Barry Klein

Sorella

Jeff Birdt
Duwayne Kilbo

MK III

MKIII was still out on the hard on workday

Island Side

Barry Bernbaum
Katrina Bernbaum
Paul Aist
Scott Hickman
Miles Detrixhe

Zephyr

John Perry
Mark Juric
Sigmund Sales

Freedom Too

Richard Canan

Sand

Wayne Tolmachoff
Ted Sutton
Joe Peixoto
Paul Mc Menamin

Desert Wind

Bob Chatenever
Lloyd Vide
Dave Payn
Marco Tortonese

Companionship

John Staples
Talaat Elwan

Sweet Deal

Corey Chase
Chelsea Collins
Frank Thomsen
Harvey Diamond

Turning Point

Michael Hallahan
Mal Usher

Driftwood

Bob Meyer
Geoff Warner

Capri 14

Dave Nichols

Again Richard Ingram along with Carl Enson helped out on several boats. Also, Jeff Paluga, Curt Allison, and Barry Kessler didn't state which boat(s) they worked on, but they did show up for workday. Thanks all.

Thanks again to all who helped this workday. The CIH fleet is in very good shape this month and ready for whale watching and the upcoming cruising season.

Marina del Rey Workday Heroes For February

By Carole Walsh

First, let us all thank the wonderful people, like you, who step up to the plate when asked to volunteer. Each and every name on this report is to be congratulated for taking time out of their busy schedules to donate time to take care of the precious assets of our club. Without your dedication/sense of responsibility, Fairwind Yacht Club would not have some immaculate boats in its fleet. Thanks to each and every one of you for showing up and doing the footwork.

I'd like to again thank all the folks who help out at the sign in table. I "had" to go out racing. Welcome back Sam Aussie, the amazingly well traveled assist. RC who is thrilled, jet lagged and happy to be back to volunteer on all work days: Tuesday and the monthly first Saturdays. Sam you were missed! A big shout out to Richard Windebank for filling in for Sam while he was out traveling.

SMALL BOATS

SUNDANCE – REPORT MISSING - John Quickley

GENEROSITY – Lauren Alexandre

MEA ONO – Skip Korsgaard and Steve Maynard

RAMBALEY – Peter Davidson

SEAWEED – REPORT MISSING - Bob Green

COLLECTIVE EFFORT – Ethan Dietrich, Mark Chapin, Christy, Harvey Chao, Ali Toskizadeh

MEDIUM BOATS

SANDPIPER – George Westerdahl, Preben Klug, Vic Smith, Sasha Tsapia, Mark Juric, Ruslan Polinovsky.

CALYPSO – REPORT MISSING -no name signed out to have taken the folder

SLINGSHOT –

LARGE BOATS

IMAGINE – Marv Brown

OSPREY – REPORT MISSING -

HAPPY OURS – Rob Matheny, Steve Smith, Nancy Marino and Rosalie Bostich FOLDER AND REPORT MISSING Steve Smith

Membership Guide: Where To Go For What

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

Pay Dues – Fairwind Yacht Club, P O Box 627, Oak View, CA 93022

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 (Marv Brown/ Glen Jagodzinski for MDR; Michael Adams/Harry Kane for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Glen Jagodzinski 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

March Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
		MDR Workday				MDR Workday
9	10	11	12	13	14	15
		MDR Workday				9:30am CIH Whale Watching 3pm CIH BBQ
16	17	18	19	20	21	22
9am CIH Workday 1pm CIH Open House		MDR Workday				
23	24	25	26	27	28	29
		MDR Workday				
30	31					