Fairwind Yacht Club
marina del rey · channel islands

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Commodore's Log

New Big Boats Grace Both Harbors

By Michael Delaney
Commodore

The late fall and early winter has been a very busy time in both MDR and CIH. We have purchased new boats in both harbors, sent boats to the yard for bottom paint, and made various repairs.

MDR's new Catalina 380, Tardis, now officially belongs to Fairwind. Tardis is now starting rigorous commissioning to prepare to enter the fleet. The boat will be getting new bottom paint and some repair work at the keel joint. The engine will also be worked on by CC Marine to repair issues found in the survey. Tardis will move into Happy Ours slip when returning from the yard. Happy Ours will be moved to Marina del Rey Marina across the channel as Beaches and Harbors are not allowing any new arrivals with the dock renovation prepared to get underway. The present plan is to have commissioning complete by March 7 workday.

CIH's new Jeanneau 36.2 Mistral is going through the final stages of the purchase process. We signed a provisional purchase agreement that required the owner to repair the autohelm prior to completing the sale. Mistral will be moved to CIH as soon as the bill of sale is signed. Mistral will be moving to slip C-14 in Peninsula Yacht Marina which is in front of the marina office. While the commissioning tasks for Mistral are fairly minor, we have not projected a completion date at this time.

The CIH fleet will go though a restructuring when Mistral enters the Large Boat Class. Recall that the membership voted to move the Catalina 30s, Mk III and Sorella, down to Medium Boat Level. We will suddenly have five boats at medium in CIH: Mk III, Sorella, Zephyr, Island Side, and Freedom Too. There is discussion of either moving Freedom Too down to small boats or selling her at some point. With four medium boats we will have lots of room for Small Boat members to move up to medium.

Another potential move in CIH is to lease a third large boat. We have identified a 1984 Catalina 38, Island Time, that was purchased by a member at a lien sale. We are discussing a Sorella-like lease agreement where the club has use of the boat and covers all costs; slip, insurance, maintenance, etc. As we have been very busy with all the other activities this winter we have not moved forward on the option.

Island Side is ready to rejoin the fleet after receiving a new engine (remanufactured) and new bottom paint. I want to thank Harry Kane and Dennis Derley as they have installed the new engine while the boat was in the yard. They say the engine purrs like a kitten. We have also straightened the shaft, added a new packing gland, and cutless bearing. We hope this will eliminate the noise, vibration and pull to port when motoring.

To round out the winter work, six boats in MDR and four in CIH got new bottom paint. With the boats in the yard, it was also a great time to do topside polishing and other work. As we come into the spring and summer sailing season, the fleets will now be in great shape.

Alan Howell, CIH Fleet Captain, has organized a seminar series he calls "The Masters Classes." There are currently five sessions identified as noted below:

1. What-If Workshop. How to deal with out of the ordinary situations and gear failures. Presenter will be Alan Howell. Followed by an on the water segment. Date: Saturday, February 21.

2. Advanced sail trim. Presenters will be Patrick Anderson, Jim Guinn. Followed by an on the water session. Date: TBD

3. Cruising Tricks and Traps. An overview of cruising in the local area to include insights into various locations, night sailing, anchoring in busy anchorages. Presenter will be Scott Kelly. Date: TBD

4. Spinnaker usage. Presenter will be Lynn Erickson. Followed by an on the water session. Date: TBD

5. Advanced Anchoring. Presenter will be Michael Delaney. Date: TBD

The seminars will be held in the Paz Mar Clubhouse in front of F-dock where are boats are kept in CIH. Global email announcements will be sent out prior to the seminars.

A Dozen Fairwinders Master The Intricacies Of Docking (Sort Of)

By Alan Howell
CIH Fleet Captain

Having just completed the ASA 218 Docking Endorsement Certification in the midst of a Santa Ana wind epitomizes the concept of "Things Don't Always Go As Planned." I will share in the hopes that the readers can learn.

On Saturday Jan. 24, a dozen FYC instructors braved the blustery winds and each other to spend the day docking in a variety of situations leading to our successful certification. (Stu Meisner elected to take the docking endorsement, not the instructor title.) Dave Lumian, our instructor-evaluator, did not have to require us to make believe very much. We all were challenged and things just didn't always go as planned.

Dave Lumian spent a lot of the day reinforcing that "the best plan B is a new plan A." In keeping with this we all learned to quickly determine our abort criteria. This is where we realize things are not as we expected and it was time to move away from the dock before we really got into trouble. As a side note, I should disclose that no

Front row: Rosalie Bostick, Richard Windebank, Shar Campbell, Ken Hoover, Scott Kelly. Back row: Johan Sandstrom, Stu Meisner, Howard Staniloff, Dave Lumian, Alan Howell, Dan Romey, Rich Van Allan, Mike Delaney

boats were harmed in the making of these certifications. We did have to rub a little rubber off the hulls, but given the conditions there was ample opportunity for crazing, crunching and disfiguring, but we were fortunate that when not at the helm, other instructors help coach and avert disaster.

Examples of aborted approaches that required a new plan A:

1. Docking head on into a slip with a 15-18 knot cross wind. When approaching the dock in a bow-on approach (down the middle of the slip) the wind carried the bow far to leeward. Steerage way could not hold the bow high enough and soon the boat is 30% in the slip and cocked to leeward. This is time for a new plan, which is put into place with the engine in reverse and a stiff burst of reverse power. Time to assess what went wrong and try again.
2. Backing into a dock, approaching perpendicular to the desired slip, cock the bow 30-45 degrees away from the slip and use reverse gear and prop walk to ease into the slip. Meanwhile, the bow is blown off to leeward, accelerating the rotation and the transom is rapidly approaching the end of the slip with more sideways that aft motion. Contact is imminent. Time to abort. Throttle back, shift to forward and a stiff burst of power. Move away from the dock and time to live to try and dock again.
3. Backing out of a dock and the stern needs to kick to starboard, but doesn't. It's now time to decide if you should return to the slip and try again, or swallow hard and just back all the way out of the slip. Either way works, but you have to decide quickly before you smack the boats in the slips across the way. Why did you get here in the first place? Usually, it is because the prop walk pulled the stern to port. This is usually due to a slow consistent use of reverse which accentuates prop walk. A better way to approach this is a short (2-3 sec) burst of reverse at a slightly higher power setting followed by a power reduction to idle. This will get water flowing over the rudder and give you steerage so when the helm is put over to starboard the boat will back to starboard.

So ask yourself, what is your abort criteria? Who else is watching and what are they watching for to help you out? If you have had similar occurrences, let me know and we will add them to next month's article.

Fleet Management Committee Status Report

ByAlan Howell
CIH Fleet Captain

In the past few weeks, the fleet management committee has been looking at data available for the club to determine if an ongoing fleet management process is beneficial to the club. The team included representation from all boat classes from the CIH fleet.

In the course of the investigation, the team looked at significant amounts of data, including boat maintenance costs (2008-2015), boat utilization by boat, purpose and fleet and member advancement data. They looked at many factors and made the following observations:

1. Contrary to expectation, there appeared to be no correlation between age of any boat and a measurably higher maintenance cost, or costs that were regularly higher than other boats in the same fleet.
2. It would not be meaningful to try to measure end of useful life of any boat based on utilization and cost data alone.
3. Forward-looking needs of the club based upon changing demographics and sailing trends could not be assessed in any reasonable fashion.
4. Many questions came up regarding dues structure for the club (fixed for all vs variable by fleet) and strategy to achieve a certain size of membership and fleet of boats. These issues were deemed to be beyond the scope of this teams charter.

Conclusions:

1. Excellent data are available on boat costs, boat utilization and member move-up trends. These data systems should be updated at least twice each year and should be made available upon the stand up of any boat selection committee.
2. Reports derived in the execution of this study were very insightful for the team. We are better off for sharing these data among the group.
3. Consideration by the Executive Committee should be given to posting this information or some sub set of it on the club website.

My thanks to the team members for their efforts: Greg Arnold, Mike Geer, Bob Chatenever, Abi Convery, Curt Allison, Jim Linesch, and Geoff Warner.

Plan, Don't Just React, In Crew Overboard Situation

Alan Howell
CIH Fleet Captain

Recently the CIH Training Team has engaged in a spirited and well informed discussion regarding Crew Overboard Procedures and Training. It brought up several good points, caused us to do some further research and did result is some modifications to our training curriculum. All that said, I thought I would share some of the information to help all make informed choices for COB processes.
As we talked, we focused in on three means of accomplishing a crew overboard recovery. These were the Figure 8 that ASA teaches, the Quick Stop, and use of the engine to bring the boat back to the overboard crew member.
Each of these techniques have their pluses and minuses as summarized in the table below:

COB Technique	Pros	Cons	Comments
Figure 8	ASA Standard Can be accomplished in any weather condition Does not require a gybe	Can be hard to remain close to COB Requires mastery of multiple maneuvers	Should ALWAYS end in a SLOW, CONTROLLED approach on a close reach with all sails luffing
Quick Stop	Can keep the boat closer to the COB Easier to maintain sight	Requires a Gybe Can happen so fast the crew is not prepared to act	Should ALWAYS end in a SLOW, CONTROLLED approach on a close reach with all sails luffing
Use of the engine	Fast way to return to crew Skipper has total control	Increases potential to over run crew with the boat/engine Leaves all sheets flapping in the breeze making on boarding the COB a challenge	Skipper should ALWAYS APPROACH INTO THE WIND and try to secure the COB before they are so far aft that prop entanglement becomes a threat.

Details of each technique are offered below, but first we must look at the preparation regardless of the technique used:
For any approach under sail, a key element is to make the final approach to the COB on a close reach at SLOW speed with the sails luffing. Here is an excellent technique to practice to ensure your pick up is successful:
NOTE: Thanks to Patrick Anderson for this drill.
The most successful way of coming to a coasting stop next to the COB (or a mooring for that matter) is to practice what I call using the gas pedal. By this I mean once they can get the boat into a position where they are at a close reach and the main can luff and trim while the boat is pointed directly at the COB, I have them grab all the main sheet lines (not sheet in using the cam cleat) and pull in to accelerate a bit then release and luff to coast a bit. This is essential in the last few yards of approach to maintain steerage without running or coasting

past the COB at speed that would pull the student into the water should it really be a 200 pound crew member like me. For novice sailors, practice this in the main basin if it's a bit too windy outside the harbor. You can really see when it works in the harbor, then practice sailing across the harbor as slow as possible using the gas pedal method without loosing steerage. An essential skill not even for COB but also for moorings and docking upwind under sail. Remember to be kind to the jib and roll it in if your just practicing!

The skipper must always consider which technique he is most comfortable with. He should practice it from time to time (read every time you go out pleasure sailing). A real value add would be to discuss COB with your crew while you are still at the dock as part of your safety brief. Tell them what your approach would be given the conditions, crew experience etc. Explain what would happen during a COB situation so it is not a surprise. This way, if the situation presents itself, your dialog would be a review, not an introduction.

How the skipper controls a COB situation is critical. A calm narrative with clear instructions can help your crew know what is happening, what to do and maintains a sense of calm. When I do a COB I am talking throughout the process to myself, and to my crew every step of the way.

Here is what CIH is doing for COB training:

All boats: We need to ensure students know the pros and cons of all COB techniques as noted above. We should encourage students to consider this and even brief their crew on which procedure they would use before leaving the dock (part of their safety brief).

Small boat training will include the Figure 8 (beam reach, tack, broad reach, approach on a close reach luffing). The exercise Patrick described at the bottom of this email is recommended as a training tool. The figure 8 will be used to demonstrate COB recovery and for a measure of overall seamanship. Additionally the quick stop can be trained and demonstrated as described in the article below. If your student is overwhelmed, I would consider whether or not adding the quick stop is warranted. For 101 certification and small boat qual a COB can use either technique, but sometime in the checkout a figure 8 is required. Before leaving the dock I would ask the student which COB technique they would be using.

Medium and large boat training: figure 8 and quick stop can be used for COB. Students should be able to do a figure 8 in any of our boats. This should be trained and evaluated during checkout. Additionally use of the engine is an option. Again the pros and cons should be reviewed to aid the student in technique selection.

If you read this and and not comfortable with the dialog, this is a good time to contact your fleet captain or one of our instructors for some additional instructions.

Below is a concise COB article that describes the quick stop we will use.

Crew Overboard

One of the most feared aspects of sailing is losing a crew member overboard. It is very easy to lose sight of someone in the water. The following Crew Overboard (COB) techniques are taught by sailing schools world wide.

Under sail, there are two recognized maneuvers in a COB situation. One is called the 'Reach and Reach' or 'Figure Eight' method (also called the Six Second Reach), the other is called the 'Quick Stop' method. We will also discuss a third COB method that we call the, 'Quick Stall'.

All methods are very effective so it is important to practice all of them because different situations often favor one method over the other. It is also important that your crew and passengers be instructed of what to do in the event of a COB situation ? both from being the victim COB to being a crew member during a COB.

Preventing a COB

The best approach is always prevention. As a skipper is it your duty to take all steps necessary in order to minimize the risk of a COB situation from arising. As a crew member, it is your responsibility to inform yourself of the risks, not put yourself at unnecessary risk and to take all precautions if at risk.

1.) Wear a Harness: If solo sailing, if on deck at night or in conditions of poor visibility, in bad weather (high seas and strong winds) or in any other situation where you may be at greater risk of falling overboard, always wear a harness.

It is good practice to have your boat rigged with Jacklines before leaving harbor in the event harness' are required.
2.) One Hand for Yourself: The old rule, 'one hand for yourself and one hand for the boat' is particularly true in poor weather conditions. Always make sure you are hanging onto something secure at all times in case you are suddenly knocked off balance - especially if you are on the foredeck.
3.) Keep a Look Out: Always be aware of what the boat is doing. Keep your eyes on the water for irregular or rogue waves. If at the helm, shout 'wave', if a large wave is approaching so that the crew can brace themselves with a firm hold.
4.) Know Your Limitations: If you have poor balance or any impairment that could put yourself at greater risk, swallow your pride and let someone else more suited for the task to take over.
5.) Wear the Right Gear: Dress warm - hypothermia slows your reaction time and weakens your strength, making you more susceptible to losing your balance and not being able to grab hold.
6.) Right Equipment: The boat should be rigged with Jacklines. Harness' and tethers should be readily available. The skipper should always instruct the crew as to the proper usage of harness'. Use a two tether system if a crew member must go forward. This will ensure that the crew member will always be tethered to the boat in the event that one tether must be unclipped in order to get around an object blocking the crew members path.

COB Basics

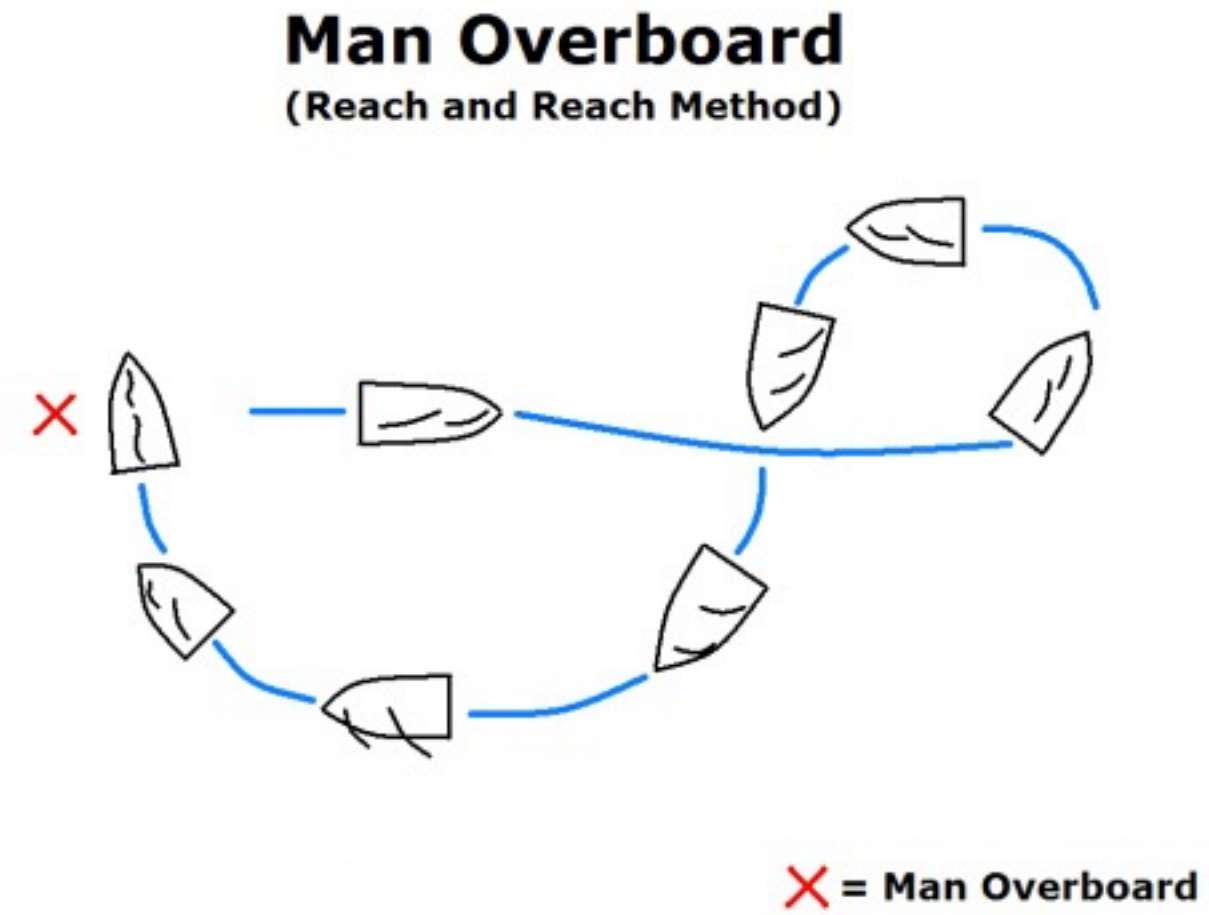
Before we discuss the ‘Reach and Reach' and the ‘Quick Stop’, in any COB situation you should do the following:
1.) Anyone seeing a person go overboard should immediately shout, “Crew Overboard”, point and continue to point at the COB and not take their eyes off the COB until or unless another spotter is appointed.
2.) Throw out the COB marker. Throw the COB buoyancy. This means anything that will help the COB stay afloat – life jackets, life rings, boat cushions etc. These items will also help mark the location of the COB. (Always keep life jackets and other objects of buoyancy close at hand – not below deck.)
3.) The skipper will appoint a spotter – usually the person who initially saw the COB. The spotter is to maintain constant visual contact of the COB.
4.) Shout words of encouragement to the COB. “Don’t worry, we will get to you.” “Stay calm, we are just turning around to come back for you.” etc.
5.) Stay calm on the boat – it is a stressful situation but fueling an already stressful situation by panicking will not help – it will only make matters worse. Do you job, follow the skipper’s instructions and stay calm.
6.) The skipper will give directions as to what maneuver he will be doing.
7.) Once close to the COB the skipper will give directions to throw the COB a floatable line. If the line is not attached to a sling, make a large loop in the end using a bowline so that the COB can place the line around his body and under the arms. (It is wise to have a line specifically dedicated to this purpose before leaving dock so that it is all set – preferably with a sling or life ring attached.)
8.) The skipper will likely direct that all sails be lowered in order to hold the boats position.
9.) Slowly pull the COB to the boat making sure that the COB is able to keep his face out of the water. Pulling the COB too quickly may pull them under.
10.) Once beside the boat, pull the COB aboard. It is likely that the COB will be able to offer much assistance as they will be cold, tired and traumatized.

Crew Overboard – Recovery Maneuvers

The goal of any COB maneuver is of course to get the COB back onboard quickly and safely. This means not losing sight of the COB, getting back to the COB as quickly and to STOPPING next to the COB in order to make recovery. Stopping is extremely important as the COB will not likely have the strength to hang onto a line of a moving boat. Also, dragging the COB will likely pull the COB under the water.
Which maneuver you chose to use depends on the maneuverability of the boat and the wind and sea conditions.

Man Overboard – Figure 8
(See Diagram Below)

Sometimes called the ‘six-second reach’ or the ‘figure eight’, this COB maneuver is well used in heavy seas and strong wind conditions.
Whenever someone shouts “Man Overboard”, the person at the helm will immediately put the boat into a beam reach (sail straight across the wind). The advantage of doing a beam reach is that if you lose sight of the COB, you at least know that you can come about (tack back) and retrace your course and regain sight of the COB. The other important aspect of doing a beam reach you always know that you will be able to sail back on the same course and not find yourself trying to sail against the wind or control your running speed sailing downwind.
Once the helmsman has sufficient space between the boat and the COB, (note: a crew member who is able to judge boat lengths should be shouting out distance from the COB in order help the helmsman determine when he has sufficient room to tack about.), the helmsman will tack (not gybe).
When coming out of the tack, head immediately down wind (broad reach) from the COB. If you are sailing solo, release the jib sheets and let the jib luff to slow the boat speed.
When you are at a Close Reach angel to the COB, turn up into a Close Reach pointed slightly below the COB. If you sailed towards the COB at a Close Hauled point of sail, a wind shift could stall the boat or in strong winds, you will not be able to make much head way. Sailing at a Close Reach point of sail gives you more ‘wiggle’ room.
As you approach the COB from a downwind position, slow the boat speed by slightly turning up into the wind and then turning down to avoid stalling. Once close and still downwind from the COB, turn the boat into the wind so that it stalls and comes to a stop beside the COB. It is important that the crew know which side of the boat the COB will be on once the boat has stalled.
Once stopped and beside the COB, throw a line to the COB - see above.
Important Aspects to Remember:
Maintaining sight of the COB is critical – give yourself enough room to tack about and angle downwind but don’t wait to tack until you have lost sight of the COB.
If you fail to head downwind coming out of the tack, you will gain too much boat speed heading back to the COB and will not be able to stall the boat without heading upwind from the COB.
From a leeward (downwind) position, approach the COB on a Close Reach point of sail. Get a feel for controlling boat speed by heading up (turning up into the wind) and heading down (turning down wind).

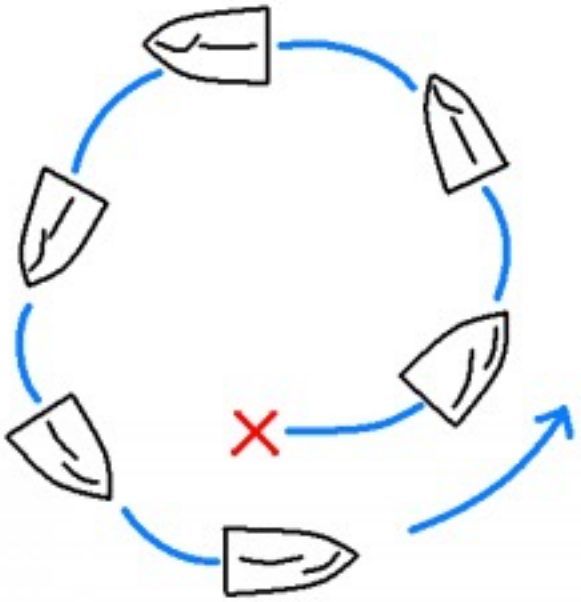


Crew Overboard – Quick Stop
(See Diagram Below)

Once the helmsman hears the shout, “Man Overboard”, he will immediately call for a tack.
Unlike a standard tack, the jib sheets will not be touched which means that as the boat comes about, the jib will back on itself.
The mainsail, as the tack is initiated, should be pulled into the centerline position of the boat. This will slow the boat speed and the backed jib will help swing the bow down through the turn.
The sheets are not touched and with the rudder turned in the same direction the boat will continue to sail in circles around the COB until such time as you can pull up to the COB from a leeward position and stall the boat beside the COB.
Since you will approaching the COB from a leeward position, once below the COB you will need to gybe to head back up to the COB. Again, the sails are not touched. The mainsail is already secured over the centerline so there will be no swing of the boom.
If you are short of crew, this is an excellent method for recovering a COB. Nothing has to be done to the jib sheets and only the mainsail needs to be centered.
In heavy winds and seas this method of recovering a COB presents a few more problems in that the boat will catch a lot of wind at the top of the tack and the bottom of the gybe creating a lot of heeling.
The advantage to this maneuver is that you are always circling the COB and therefore reduce the chances of losing sight of the COB.

Man Overboard

(Quick Stop Method)



= Man Overboard

Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Vice Commodore, Paul Aist.
Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90295
Training and checkout - Fleet Captain (Shar Campbell for MDR; H. Alan Howell for CIH)
Cruising: Cruise Chair (Arlene de Anda for MDR; Scott Kelly for CIH)
Racing: Race Chair (Mark Arbing for MDR, TBD for CIH)
Report an Accident - Safety Officer/Rear Commodore (Lenox Grasso/ George Westerdahl for MDR; Michael Adams/Harry Kane for CIH)
Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (George Westerdahl 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

February Club Calendar

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