



July 2015

Editor: Ken Hoover

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Commodore's Log

Election Slate Starts To Take Shape

By **Michael Delaney**
Commodore

Slate of Candidates

In accordance with the by Fairwind By-Laws, the Board has selected a slate of candidates. This is done only to ensure that we have at least one member who is willing to serve on the board for the coming term in each capacity. Since the selection of a slate was completed, we have had several members offer nominations for some of these positions as well.

The Slate of Candidates for the 2015/2015 Board of Directors are:

Commodore: Alan Howell
Commodore: Scott Kelly
Vice Commodore: Paul Aist
Rear Commodore CIH: Harry Kane
Rear Commodore MDR: Lenox Grasso
Fleet Captain CIH: Alan MacGovern
Fleet Captain MDR: Shar Campbell
Secretary: Mark Boykin
Secretary: Ken Murray
Treasurer: John Goebel
Treasurer: Adrienne ODonnell

COB, The Real Thing

Alan Howell tells lessons learned a crew went over.

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Protect Your Battery

How to manage your battery on a cruise.

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Santa Cruz Cruise

Scott Kelly says it was one of the best ever.

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The current Slate of Candidates and the Candidates Statement of Qualification may be viewed in the members section of the website at: <http://www.fairwind.org/members/slate.html>

Anyone wishing to nominate a member or themselves to any Board position may now do so until Aug. 8, 2015 as stated in the By-Laws: "Nominations, accompanied by an acknowledgment by the nominee that he or she is willing to serve, may be made by any member, to be received by the Secretary at least fourteen (14) days in advance of the noticed meeting date. Nominations may be made in writing or by any electronic method which is reasonably calculated to provide the Secretary with notice of the nomination."

The Ballot will be presented to the Membership on Aug. 13. The Electronic Voting will take place from Aug. 15 through Aug. 21 with the results presented to the membership at the membership meeting on August 22.

Crew Overboard! This Is Not A Drill: Lessons Learned From The Real Thing

By Alan Howell
CIH Fleet Captain

Since joining Fairwind, I have trained many people to conduct crew overboard drills. I have personally done hundreds. About a month ago I was a part of a real crew overboard drill. I wanted to share some of my lessons from that afternoon.

I was the foredeck crew on a J-24 race (not Camp David and not a Fairwind event). The wind was 15-18 knots and we were approaching the weather mark. The boat was heading about 25 degrees and we prepared to tack for the mark. The skipper called for the tack. The skipper hesitated in his tack, but the inexperienced crew started for the other side. In a flash she was over the side like a torpedo.

The skipper handled the boat well, but was not up to speed on the his COB procedures. A type 4 floatation device was quickly thrown and she was holding it until we could get back. A little coaching and we had the person alongside on the leeward side of the boat in less than a minute. The Figure 8 maneuver really works. Now here is where the lessons begins.

I was the first to get a hand on the woman who went overboard. She was young, healthy and only weighed about 120 lbs in the dry clothes she was wearing. She was unhurt and alert. She was more than willing to help

get back on board. After all, she had a vested interest. The owner was there in a flash and now there were two men helping her back on board. And we had to work hard to do it. Why?

1. We dropped the jib almost immediately. This significantly reduced the clutter on the foredeck and we had no sheets slapping us in the face. The J-24 has a hanked-on jib and getting it down was fast and easy. Furling is also usable on other boats.
2. This dry woman now was soaking wet in clothes, sweatshirt, windbreaker, long jeans and 'adventure pants'. She now weighed closer to 150. Also, the close fitting clothes made it hard to get a grip other than her arms to get her back on board.
3. With the boom above us, two healthy men were relegated to pulling this woman back on board using only upper body (arm) actions. We could not stand up with the boom over our shoulders. This made getting her back on board considerably harder.
4. The return was so fast (the good news) that we did not have time to get a line on her so it was just hand to hand and haul. As we have frequently discussed, getting to the COB is only half the job. The rest is getting them back on board.
5. Once back on board we did a quick checkout of the crew, put her below and closely monitored her for any signs of shock, hyperthermia, etc.

We were lucky she was fine, in good spirits and back racing the following week. So what would we have done differently?

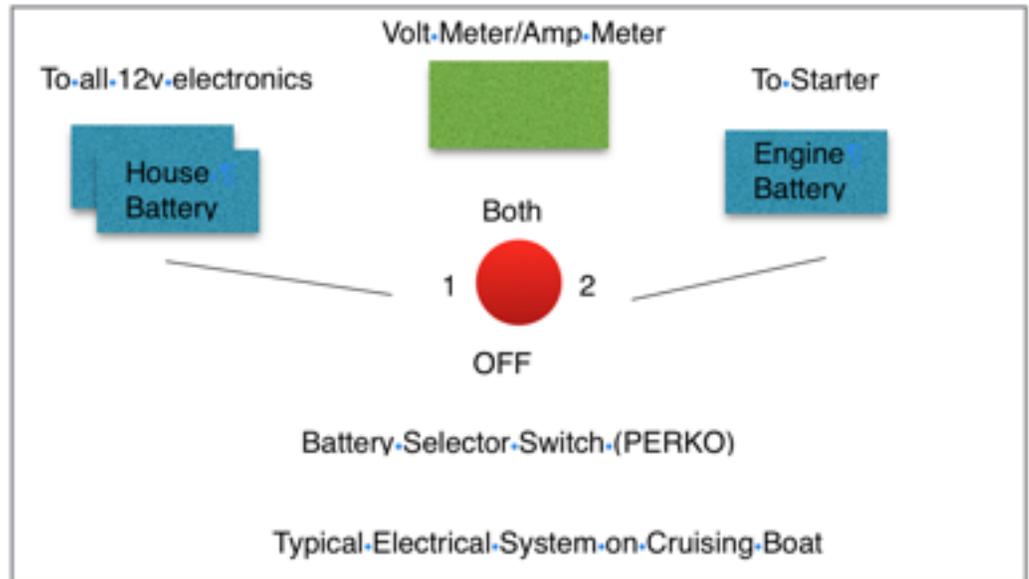
1. I would strongly recommend the use of a PFD particularly for inexperienced crew. She did not have one and we were lucky all went well.
2. Have the skipper practice COBs more often.
3. Consider bringing the COB over the weather side so others can stand up and use their full body to help recover the person. We had the weather and sea conditions to recover on either side. In hindsight, I would have done this to weather.
4. We have discussed this several times as a crew and have made some adjustments to the way we race and the way we would do this if it ever happened again.

There is no right or wrong here, but it was a very thought-provoking experience. I hope all can learn from this.

How To Get Your Battery To Work For You On A Cruise

By Alan Howell
CIH Fleet Captain

Last month, we discussed basic battery knowledge and how to take care of your battery so it can take care of you. This month we are going to step up the game to the systems level and see how the batteries interact with the electrical systems on the boat and how you can monitor and manage this system.



The figure to the above is a basic representation of the battery system components on most cruising boats. This can change from boat to boat so read the documents/manuals for each vessel, but for the sake of this discussion, the graphic is sufficient.

Normally, most cruising boats have two battery banks. Each bank may be made up of one or more batteries. One is the House bank and the other is the Engine bank. There is a battery selector switch (sometimes called the Perko Switch) which allows you to select the battery/ batteries that are powering the system. The Perko can be used to combine the house and engine banks on some boats. Lastly, boats have a voltmeter that can measure the voltage of either bank of batteries.

The Engine bank is the primary engine start battery (labeled #2 above). This should be left isolated from the rest of the DC system when not in use to ensure that it has power to start the engine when you need it. The House batteries power all the other DC systems on the boat including instruments, cabin lights, navigation lights, radio, stereo, bilge pump, anchor windlass, refrigerator and all the other stuff on the electrical panel. The house battery gets most of the use on a cruise and is the one that must be watched. It is easy to have just few things on and be surprised in early evening that the battery is dead (less than 12V) and you don't have power for cabin lights, etc., to get through the evening.

In a moment, we will discuss a few strategies for power management, but first there are a few things to be aware of for the particular boat you are cruising. I will try to outline the most common configuration for each of these, but it does vary from boat to boat. The message here is know your boat.

1. Battery Selector Switch selects which battery is being used. For many boats, only the selected battery is being charged by the 110V charger or the engine alternator. If this is the case, anytime you start the engine, put the batter selector on Engine and once the engine is running put it on both to ensure both batteries are charging. You can tell this by checking the voltage on each battery when the engine is

running. If the voltage shows approximately 13.5V that bank is being charged.

2. If you try to start the engine on the “engine” bank and it does not have enough power to crank the system you can place the Battery Selector Switch to Both to see if the combined power can crank the engine.
3. When you shut down the engine turn the Battery Selector Switch to the House bank (#1 in our example). At this point you are consuming power and not regenerating any. Use this power wisely, and check your battery status every hour or so. If you are using a lot of power you may need to start the engine and use the alternator to recharge some.
4. Big DC power drains are (in approximate order of usage) Microwave ovens, refrigerators, inverters, radar, radio, cabin lights (particularly if they are halogen lights).

Have a power utilization strategy in mind. Your house bank will normally have between 95 and 150 amp hours of capacity. You only want to discharge it to 50% so your useful capacity is 45-75 amp-hours before you have to recharge. When you are not charging batteries, only use the systems you must use and monitor your battery levels. Take a look at the following items and see how fast you could drain your batteries>

1. Only use the anchor windlass with the engine running (6 minutes uses about 15 amp- hours)
2. Put ice or dry ice in the ice box and avoid having to run the refrigerator except perhaps when the engine is running (average 3 amps per hour average or 72 amp hours/day). On a recent cruise, we cooled the refrigerator before we left (on dock power), then put two blocks of ice in the box and ran it whenever the engine was running. At the end of the four-day cruise we had lots of cold food and almost two full blocks of ice in the fridge.
3. Bring a few battery powered lanterns for use at night so you don't have to have all the lights on in the cabin. If you use cabin lights, use them sparingly. (6 Halogen cabin lights can consume 5 amps for every hour of operation, or about 10 amp-hours for 2 hours utilization)
4. If you use a 12v pump to inflate a dinghy, use it with the engine running (12 amps for about 10 minutes is 2 amp hours)
5. Don't keep the radar transmitting all the time. Use it for a moment or two every 15-30 minutes depending upon your proximity to land, other boats etc so you can maintain situational awareness, but not suck too much juice from the batteries. (4 amps continuous draw when transmitting or 24 amp-hours if run for 6 hours)
6. If using the macerator pump to empty tanks (3 miles or more off shore), make sure your batteries are well topped off or start the engine. This is a big enough pump that it can suck the batteries pretty hard. (8 amps for 30 minutes is 4 amp hours)
7. If your boat has an inverter, make sure it is off when you are not using it. Standby will draw 2 amp-hours per hour. If left on, in a 24-hour period you could use your entire battery for this alone. If you charge your phone, iPad, radio and gps you will be running the inverter for 6-7 hours. This can easily drain you of 21-24 amp-hours.

8. Water pressure pumps, shower sump pumps. Have a power regeneration strategy in mind.(About 4-5 amps for each pump when it is running) This can add about to 5-10 amp- hours per day.
9. Using the microwave is a really big battery drain. This requires the inverter. Using the microwave for 15 minutes could draw as much as 100 amp-hours.

Now you see how much power you can take from the batteries, now lets talk about how to put it back. Have a power regeneration strategy in mind. If you are aware of how much you are consuming you will be able to determine when and if you need to run the engine to recharge the battery. Remember if you are running the engine to charge the batteries you may have to run it slightly above idle to get the performance out of the alternator. You can tell this by checking the input voltage on the batteries using the voltmeter on the panel. Many people will run the engine for an hour or so in the evening and again in the morning after breakfast (everyone is up and you have used some added power) in order to top off the batteries for the day. This also ensures that you have hot water for dishes, showers etc.

With a little time and practice this will all become second nature. Now set the sails and enjoy.

Kelly's Cruising Corner

Santa Cruz Island Stars In One Of CIH's Best Cruises Ever

By Scott Kelly
CIH Cruise Chair

FYC Channel Islands Harbor: July Club Cruise--One of the Best Ever!!

Another fun and active three-day cruise was had by the FYC Channel Islands Cruisers! Beautiful skies, warm sunny weather and water, and a sky full of stars made for a memorable cruise.

The flotilla of six boats, with a complement of skippers and crew totaling twenty-four sailors, left Channel Islands Harbor at 9 a.m. Friday, July 10, for the cruise. Our first anchorage on Friday was Prisoner's Harbor on Santa Cruz Island. After anchoring, many hiked, kayaked, or swam the rest of the afternoon away.

Angelsea hosted a dessert potluck Friday night which was enjoyed by all. Everyone brought a dessert to feed four or five --and there was lots of it! Great desserts while making new friends and catching up with old ones!

Saturday morning, we all sailed to Scorpion Anchorage for lunch. Half the boats went to Big Scorpion for some land time, the other half enjoyed water time at Little Scorpion!

Then off to Smuggler's Anchorage, our Saturday night anchorage. Another great sail with plenty of afternoon to enjoy. The weather was beautiful, with lots of sun.

The intrepid kayakers included Kim Alnwick and Tim West's nine-year-old son Jack, who showed us all how to be a 9 years old again---at least in spirit!

Sunday was another fun day with all the boats having a great sail back to Channel Islands Harbor!

Here are the skipper reports:

Skipper Mike Delaney---Island Star:

On Island Star, we had Tim West (MDR) and his son Jack, Jan Delaney, and myself. Jack had just completed a two-week sailing camp at Santa Monica Windjammers Yacht Club, and he was keen to go sailing. We had beautiful sunny skies but no wind to start the trip. After motoring about half way to Prisoners Harbor on Santa Cruz Island, the wind came up and we had a wonderful sail. We went though a large pod of dolphin's when suddenly three Humpback whales appeared within 100 yards of the boat. As they were heading east and we were heading west, they quickly left us. At Prisoner's the crew was able to go ashore, kayak, go snorkeling, and visit with the other Fairwind boats. On Saturday, a lunch time visit to Scorpion Harbor provided more time for hiking on the island and visiting the NPS museum. Smugglers Harbor, our Saturday night anchorage, surprised us with a strong and shifting breeze that came up at sunset. This, with a strong south swell, made for a bumpy night. We did have two clear nights, which provided great star gazing and beautiful sunrises. The trip back to CIH on Sunday was uneventful although more motoring than sailing.

Skipper Scott Hickman---Mark III:

Mark III enjoyed a delightful cruise to Santa Cruz. We played cat and mouse with container ships, saw pelagic crabs, whales, dolphins and sea lions. Our camaraderie will be long lasting with great memories of fast sailing, kayaking, clear water snorkeling, and great food. We even had midnight visitors, radiated moonshine, saw the milky way in all its glory, and saw wild fishing boat crew. I was especially privileged to be a part of Dan and Nicholas enjoying a quality father and son experience.

Skipper Scott Kelly---Mistral:

A terrific adventure on Mistral with Scott Kelly (skipper), Harvey Chao, and Bob Denise. On our journey to Prisoner's Harbor we spotted a couple of whales near Platform Grace, witnessed the "death race" between Sorella and Mark III from Chinese Harbor to Prisoner's Harbor and practiced our advanced anchoring skills even in the most arduous of circumstances. Mistral is a beautiful boat and a joy to sail. Our crew member, Harvey Chao, a MDR member, was heard to say, "Way more funner!"

Skipper Alan MacGovern---Angelsea:

This weekend's cruise was one of the best ever. I had the pleasure of skippering Angelsea with a great crew of Alan Butterworth, Steve and Kim Ailnwick, and Cynthia and Lino Guananja, all cruising newbies. The weather was near perfect the seas were calm and we saw an astonishing amount of sea life. Several whales on the way out and several more on the way back, all surrounded by hundreds of frolicking dolphins and seals. It was an amazing spectacle!

Thanks to my convivial crew for a great trip!

Skipper Calvin Smith---Zephyr:

Zephyr's crew included Mark James and Elton Pederson, and skipper Calvin Smith.

Highlights included catching a fish and sharing dessert on Angelsea!

The crew appreciated learning about some points of anchoring. They learned to sight down the anchor lines of the other boats to know exactly where our anchor will lay in relation to the others. They gained an appreciation of always knowing what scope is used. Finally setting the anchor with the engine in reverse running up to 2000 rpm. Then they could be secure in the knowledge that the anchor will hold at least until the wind is stronger than the engine can pull. They worried that it would be hard to pick up the anchor, but they found it was easy if they just pulled the line vertical, then cleated it for a couple minutes. Then the anchor was loose. Last, they learned that all this can be done slowly with no feeling of urgency. There is no cause for worry.

Skipper Mark Watkins---Sorella:

Cruise report from Sorella...the crew of Sorella were Mark Watkins, Lorilei Werner-Eisen, George Shreiber, and Sheila Walters. On a previous cruise Lorelei and Shelia had discovered that they were sisters separated at birth and they enjoyed another reunion regaling Sorella with much song and dancing. As with all sailors we always want either a little more or a little less wind, this was a "want a little more" weekend but it was a worthwhile trade-off for fabulous snorkeling. George managed to find and eat Uni (urchin) which was no reflection on the quality (or quantity) of food on board. We played with dolphins and swam with rays and enjoyed a blue sky weekend, when do we go again?

FWYC Channel Islands Harbor: Santa Cruz Island Cruise

Our next Island Cruise of the 2015 season is slated for Friday August 7th thru Sunday August 9th. The cruise leaves early Friday morning and arrives back in the afternoon on Sunday.

Again, we have six boats reserved for the weekend, with a total of 26 spaces available. 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.

Dead Engine...But Not Dead-In-The-Water

By Alan Howell
CIH Fleet Captain

Just because the engine dies, no sailor is ever really dead in the water. With a little preparation you have a number of alternatives following an engine failure. Earlier this year, CIH conducted a Masters Class to discuss some ways to handle unexpected events, including engine failure. We have had a significant influx of new members, so after a few such incidents recently, I wanted to offer a brief synopsis of some of the discussions regarding unexpected engine failure.

Be Prepared: Long before a situation like engine failure happens, taking some standard precautions can make a potentially dangerous situation and make it only a minor inconvenience. Before you ever leave the dock, make sure you are ready to sail. Main cover is off, halyard in on and ready to set. Take all the sail ties off except for one. Mainsheet should be uncoiled and ready to use. Now for the jib, the furling line uncoiled, jib sheets loose and accessible, all winch covers removed and winch handles available. Now you are ready to leave the dock. If nothing unforetold happens you are ready to sail. If something does happen, you are ready to sail. Read on.

Initial Decision Time: If your engine fails, under most circumstances you will have a brief time while you still have steerageway. During this time you will need to make some critical decisions, communicate them to your crew and act. This decision time will vary depending upon wind, weather and boat speed at the time. Under most circumstances this will be between 30 seconds and 1 minute. During this time you will need to decide where you need to go and how you are going to get there.

Set Sail, Steer For a Dock, Steer Away from Danger, Try to Restart the Engine: You have a number of alternatives available to you when the engine dies. Which you choose will depend on your personal level of skills, location of your boat to docks, other traffic, weather and skill level. Here are some of your choices:

- 1 Set sail immediately so you have control of the boat. Setting the jib only takes a few seconds if you are properly prepared (halyard on, furling lines and sheets uncoiled and ready to use, winch handles available). Once you have steerageway you can find a safe place to head into the wind and set the main. Now you have time to troubleshoot the engine, call for help etc.
- 2 If you are close to other docks and have the speed to make it safely, steer for a dock and secure yourself. Now you can plan your next steps including calling for help, troubleshooting the engine, setting sail or others.
- 3 Steer away from danger while setting sail. In CIH or MDR the channel is upwind. If you lose power going into the wind, turn downwind (you won't stop so fast) and set the jib to get some headway. By the way, it is very different but easy to sail under jib alone. In a large open area, practice this some time to get the feel for how the boat handles.
- 4 Trying to restart the engine is last on my personal priority list. It takes too much time, you are facing away from where the boat is going and you only get a few pulls on the engine before you are dead in the water.

An ounce of prevention is worth a pound of cure. Take time to practice what you might do in the event of an engine failure. Motoring out or in, ask yourself in different situations what you would do if you were without power right now. These what-if drills can really save your bacon.

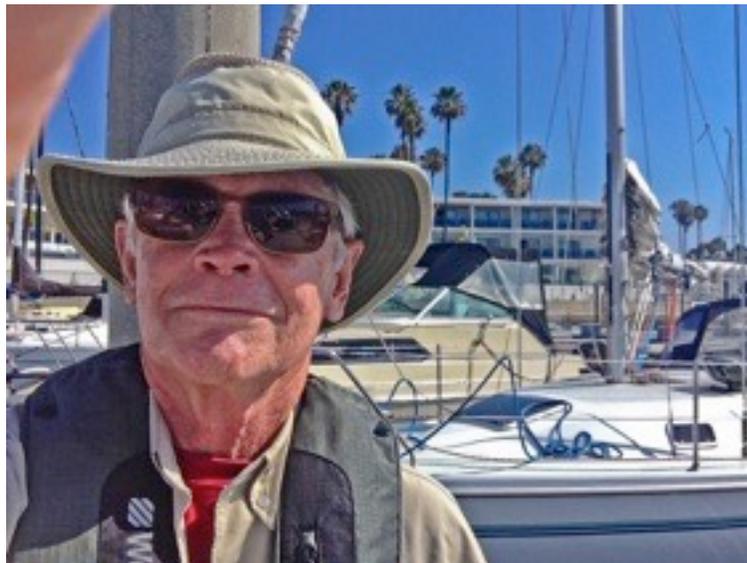
Cruisin' To Long Beach: A Different Kind Of Sailing Adventure

By Tom Greene

In June SANDPIPER made a different style 3-day cruise to the ports of Long Beach and Los Angeles skippered by **Peter Griswold** with crew **Harvey Chao** and **Tom Greene** (flying in from Austin, TX for the occasion). This article is intended as a report to the membership about these destinations which we don't visit often to possibly help others on future cruises.

Day One

MDR to LA Entrance - The intrepid trio set off on Saturday, June 20th about 0930 (half an hour after the planned ETD) under power in SANDPIPER with the portaboat in tow. While there was wind, it was from the wrong direction, pretty much on the nose which made motoring necessary all the way to **Angel's Gate**, the western breakwater entrance into LA Harbor. We passed the entrance light about 1430, a 5-hour motoring leg. Along the way, after rounding Pt. Vicente, we encounter a pod of 50+ dolphins that were going our way; at least eight of them road our bow for 20 minutes giving us ample opportunity to watch and photograph them with our phones. Our cruise sightseeing was off to a good start!



A Tom Greene selfie

Since we had made good time, we decided to deviate from the original plan to dock at **Cabrillo Marina** which is just inside Angel's Gate to the NW. We set our course for **Alamitos Bay**, on the east side of Long Beach harbor, setting sail on a starboard tack and making a respectable 4+ knots. The idea was to go to the farthest port the first day and have a more leisurely return to Cabrillo the second night and a shorter trip home on day 3. In hindsight, we could have stayed outside the breakwater and entered the harbor to the east through the Long Beach breakwater entrance which might have provided more wind, and seas. Entering the harbor at Angel's Gate was not a handicap as there was sufficient wind and welcome flat water, much like sailing inside MDR. Sailing inside the breakwater also made for better sightseeing. The commercial traffic was unusual quiet. We were disappointed to not have a meeting situation with huge containership for which we would be obliged to take evasive maneuvers. All the traffic we encountered was anchored which was easy to avoid!

White Island - Rather than making a direct track for Alamitos we deviated slightly to the north to explore the anchorage in the lee of **White Island**, the northernmost of the three oil production artificial islands in Long Beach harbor. We did not have a berth reserved in Alamitos Bay so plan-B was to return to the anchorage for the night if necessary. When we arrived on the north side of White Island about 1600, we were greeted by a mob of 50+ boats of all sizes from 50 ft. cabin cruisers to 15 ft. runabouts, an assortment of cruising size sailboats and a gaggle of wave runners, kayaks and other assorted watercraft. It was party time with music blaring and a lot of skin showing on the numerous sun bathers basking on decks with drinks in hand. Our guess was that at least half of them were there only for the day and not overnights. We didn't get a chance to confirm that. White Island sits

about 600 yards off the beach. The anchorage is between the island and the beach and provides a good lee from southerly winds. There is plenty of room for a lot of boats on single anchors. We couldn't see a dinghy dock so landing would be on the sandy beach with little to no surf being inside the breakwater.

Alamitos Bay - We proceeded on to Alamitos Bay which has an entrance similar to MDR with left and right jetties extending out into the bay but without the breakwater, as we were already inside the LA-LB breakwater. We furled the sails and motored up the channel turning right to the east once inside at 1630. The entrance is much shorter than MDR and has several restaurants on the starboard side with what appeared to be guest docks, which we did not confirm. In the center of Alamitos Bay sits a large island which comprises the city of Naples. The island cannot be circumnavigated by a sailboat as there are low bridges at the NE and NW sides of the island. At the east corner of the island sits the palatial **Long Beach Yacht Club (LBYC)** (like Cal or Delrey YC) with 300 ft. of guest docks on the east and north side. Since the dock looked so inviting we landed and tied up. We then noticed the signs that said "No Docking - Reserved 20-29 June for LB Race Week." Undaunted by silly signs skipper Peter said, "Lets go see what they will do for us." The three of us, looking like pirates compared to the well dressed folks arriving for the wedding reception upstairs, trooped through the club to the front desk. Kerry, on the desk for her first week on the job, had to call Rick for a decision on whether

we could stay the night. The very stressed Rick, in charge of providing berths for 70+ visiting racers for the next weekend races, arrived and was very gracious and accommodating. After establishing that FYC does not have reciprocal privileges with LBYC, he decided we could stay the night but that would be subject to moving off the dock at any hour if a racer showed up needing a berth. We agreed to the terms and THEN he asked for our papers. They required four documents: boat registration, proof of insurance, FYC membership card and a credit card. It is really good if the FYC card and the credit card are in the name of the same person which would have expedited the check-in. Peter had the only FYC card but unfortunately no credit card. Eventually they accepted Harvey's credit card and we were set for the night. They made copies of all documents for their records. Rick apologized profusely for the delay and said we were good for the whole night. Since the dining room and bar were reserved for the wedding reception we were relieved from spending any money at the club (which we didn't plan on anyway.) We ate Harvey's delicious homemade green chicken curry washed down by beer and then hit the beach to find ice cream for desert and to walk the canals of Naples, much like the Venice canals only bigger and better. The next morning we were off the dock before 0900 so as not to wear out our welcome. We speculated that had we called LBYC in advance of our arrival they would likely have told us "No." But since we were already on their dock and in their face they let us stay. We had no access to their facilities but were able to use their head because of a propped open gate. Surprisingly there is no locked gate at the head of the dock, we could walk from dock to street without



The Long Beach skyline.



Pete caught a fish while trolling off Palos Verdes. That's Harvey in the background.

adjacent to the Naval Weapons Station and the pier in the harbor is used to load and offload ammunition to Navy and Coast Guard ships. All of the shoreside and most of the harbor is off-limits with warning signs about no entry and no picture taking. There is a channel, well marked with day marks, heading to the SE just inside the harbor entrance which provides access for recreational boats to Huntington Harbor via an inland waterway. We motored down the channel to the highway bridge which is too low for sailboats but can accommodate good sized power boats. The many outbound boaters smiled at us coming down the channel knowing that we couldn't clear the bridge. There is nothing in Seal Beach harbor for us, recommend that it be avoided; unless you are just curious to see it like we were.

Shoreline Marina, Long Beach - Setting sail we headed NW towards downtown Long Beach and Shoreline Marina about 6 miles away. Shoreline is easy to find as it is directly across the channel from Queen Mary. There was also a huge Carnival cruise ship, CARNIVAL IMAGINATION, at the the Long Beach Cruise Terminal off the stern of Queen Mary. Arriving at Shoreline about 1200 we furled and motored in to take a lap around the inside of the marina. There were no guest docks to be found and we were advised by a friendly boater to go next door to the basin just to the NW which has Shoreline Village, a collection of many waterside restaurants and shops. We "did so" and discovered numerous guest docks with free 3-hour parking. We found one open spot of about 35 ft. and skillfully parallel parked our 28 ft. boat. We received shoreside line handling assistance as we nudged the bow in nearly perpendicular to the dock. We could have handled it ourselves; all Harvey had to do was jump ashore over the bow pulpit. After a nice lunch ashore we boarded a big red bus that provides free transit on two different sightseeing routes. There is also a water taxi that runs around the harbor to many of the same places for only \$1.00 per transit. We chose the bus route that took us over the bridge to the Queen Mary. We saw a bunch of tents in the park at the bow of the ship and went to look and discovered an all terrier dog show in progress! After watching for about half an hour we caught the bus back to Shoreline as our 3 hours was expired.

Cabrillo Marina - Departing Shoreline about 1545 we set sail for Cabrillo at the western end of LA Harbor just inside the breakwater, about 10 miles away. There was a brisk SW wind which moved us along close hauled at a good 5 knots. Our heel became excessive so we reefed which made it much more comfortable. Unfortunately we couldn't lay our intended track so tacked several times over the next few hours. It was getting late so we cranked up the engine and furled sails for the last few miles

encountering any gates but getting onto the club grounds required a key card (or a propped open gate).

Day Two was the highlight in terms of sightseeing and having fun ashore.

Seal Beach harbor -

Departing Alamitos breakwater we turned left and motored east about 1 mile to the entrance jetties for Seal Beach. Motoring in we noticed a definite lack of people ashore but did see several strategically placed guard towers, like prison guard towers! Seal Beach is



Harvey, as Sandpiper rounds Angel's Gate, heading home.

arriving a **Cabrillo Beach Yacht Club (CBYC)** about 1845. Peter had called ahead and talked to Pamela whom he had talked to several times before in preceding weeks. She confirmed we could use slip B-1 on their guest dock at the bulkhead right in front of the club house. They have room for only about 3 boats; we were the only visitors. We went through the same procedure with four documents duly presented and copied and they gave us a key card for access to all facilities. FYC has reciprocity with CBYC and they were very accommodating. We ate onboard again and didn't use the dining room or

bar; maybe we should have spent some money at their club to reciprocate. It was pretty quiet on the docks on a Sunday night. There is a Pier 22 seafood restaurant next door that had a decent menu and the Pier 22 Sport-fishing shop was interesting to browse. There is also a large Doubletree hotel complex on the waterfront but it was a good hike and we didn't go that far. The hot showers in the club were very welcome that night! They also had laundry facilities and a bulk ice machine to which we had access but didn't need.

Day Three

Cabrillo to MDR - After a very quiet night and quick breakfast we were underway by 0900 and decided to do some sightseeing before heading up the coast. We first motored around the Cabrillo anchorage which lies between the breakwater and the marina and in the lee of the high bluffs of Palos Verdes. There appeared to be a usable floating dinghy dock at the end of a pier. The anchorage was our plan B if CBYC didn't have a berth. Next we motored up the Main Channel of LA Harbor to the Vincent Thomas Bridge viewing the San Pedro waterfront along the way. Major attractions included LANE VICTORY, the restored WWII cargo ship berthed on the west side at the entrance to the channel; the Battleship IOWA berthed just south of the LA World Cruise Terminal and an Oceania cruise ship INSIGNIA berthed at the cruise terminal. Motoring back down the channel we reached Angel's Gate about 1030 and turned west to head for home. The wind was on the nose again so we motored until we rounded 10 PV buoy which was being worked by a USCG buoy tender. It looked like they replaced the buoy with a new one. We set sail for a nice beam reach all the way home. Passing the breakwater about 1730 we sailed all the way in before furling and motoring to the dock at 1800.

Summary - Over the three days we travelled about 110 miles, motoring 13 hours, visited 5 yacht harbors and 2 anchorages and stayed overnight at two yacht clubs. We could have eaten ashore each dinner and breakfast but didn't as we had lots of food aboard prepared for anchoring out both nights and unknown shoreside facilities. We saw a lot of wildlife, many large commercial ships and spent hours ashore exploring new places unfamiliar to us. A record was set...how to put it delicately...for 3 days the boat's head never needed to have toilet paper bagged as we were able to use shoreside facilities whenever necessary. We would highly recommend a cruise to LA-LB which has lots of restaurants, attractions and people to watch and is closer than Catalina! It is a nice change of pace to the usual Catalina Two Harbors cruise.

Contact info: LBYC, Rick, 562-598-9401.
CBYC, Pamela Botis, Marina Manager 310-519-1694

Channel Islands Harbor Workday Heroes June 21

By Harry Kane
CIH Rear Commodore

Channel Islands June workday and Open House was surprisingly well attended considering it was Father's Day.

Angelsea

Alan MacGovern
Mike Mariani
Pierre Escaron

Island Star

Chuck Payton

Mistral

Miles Detrixhe
Alan Howell
Curt Allison
Terry Keller

Sorella

Dennis Derley
Gary Feldman
Ken and Abi Convery
Paul & Carol Legge

MKIII

Jesse Lumsden
Carl Enson

Island Side

Mike Ross
Chuck Carter
Zephyr
Geoff Warner
Barry Klein

Freedom Too

Tom Kelleher
Adam McCullough
Geri Chabot
Alan Butterworth

Camp David

John Perry

Sand

Paul McMenamin
Jim Greer

Desert Wind

Dennis Moore
Bob Chatenever
Dave Payn

Colin Pullan

Companionship

Talaat Elwan

Sweet Deal

Frank Thomsen
Corey Chase

Turning Point

Brian Johnson
Paul Kennedy

Driftwood

Bob Meyer
Marco Tortonese

Shark (Bahia)

Dave Nichols

Also in attendance were Larry Harris, Mark James and Paul Aist, but I'm not sure which boat they worked on. Bonnie Carter helped by cleaning cushions from various boats, Thanks, Bonnie.
If I've left anyone out, it may be you didn't sign the sheet, but rest assured your help is deeply appreciated, and this club would not exist if not for the wonderful help we get maintaining these beautiful boats.

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@yahoo.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

July Club Calendar

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