



**Fairwind  
Yacht Club**



*marina del rey · channel islands*

November/December 2015

Editor: Ken Hoover

Volume 43, No. 11

*Safety Is No Accident*

Commodore's Log

# Membership Approves New Rules

**By Richard Windebank**  
*Commodore*

There has been no shortage of activity during this last month, and all is going well in Fairwind. We held a Membership meeting Oct. 25 and all four motions were approved. These included:

The amount of our Dues that will be applied directly to the Floating Fund for the replacement of boats was agreed at 20% for the current fiscal year.

Authority was granted to the Fleet Captains to require a Member to undergo re-training after an incident (such as a collision with another boat, etc.)

Members authorized the Board to impose a \$250 penalty upon any member who crashes a boat and fails to report it.

We agreed on the Appointment of Harbor Committees to address specific issues relative to their Harbor, including authorizing maintenance expenditures up to \$5,000.

With regard to the Channel Island Harbor Committee, Mike Delaney asked to step down as the Port Captain, having provided outstanding leadership to CIH for many years. He remains on the Board and will continue to provide his invaluable input, but will now have a little more time to enjoy his sailing and a little less time running the CIH affairs. At the request of the CIH Directors, Alan Howell has taken on the lead role for CIH, and we all know he will do an excellent job in this position.

## Focus On Safety

*Ron Sasiela talks to our commodore about safety.*  
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*Scott Kelly crunches the numbers and comes up with new factoids.*  
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## A Lesson In Towing

*Ken Murray discusses the basics of towing another boat.*  
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In Marina Del Rey, the redevelopment of our marina is progressing well and is just about on schedule. With this in mind, we vacated all of our slips in G1400 dock and move five boats to G800 dock on a temporary basis, until the reconstruction of G1400 has been completed, scheduled for mid January 2016.

Reaction to the new 800 dock has been very favorable but we will continue to incur a certain amount of inconvenience during the next couple of months. Having our boats located in different places and having to relocate them has it's challenges, but members have been very understanding and cooperative during this period. We will all be happy and relieved, once the redevelopment has been completed and we are settled in our nice new slips.

On Nov. 10, we held a meeting of all MDR Boat Chiefs, Assistant Boat Chiefs etc. in MDR. The meeting was well attended, principally because of the excellent pizza that was served. We discussed the general responsibilities and authority of Boat Chiefs, a plan to become better organized for our Saturday "Work Days", an increased emphasis on Safety of our Boats, environmental issues, and what to do if a boat is returned from a cruise or day sail in less than satisfactory condition. In my view, this was a good investment of a couple of hours of our time.

On Sunday, Nov. 22, the MDR Fleet Captain is planning a comparable meeting of all Trainers and Instructors, to review how we can improve our Training Standards and hopefully lead to a more uniform approach to Training. All Members are welcome to attend this meeting.

We will shortly schedule our next Membership Meeting, to be held in CIH. One of the main issues for us to address will be our Budget for the year and a review of the adequacy of our current level of dues. Our approach will be to discuss the figures contained in our latest "Boat Cost Analysis" and use those figures to feed into the budgeting process. This is important, since our Dues have now remained static for more than two years. It is also important as a tool to analyze the potential financial impact of any changes we may want to make to the make-up of our fleet.

All of that said, Fairwind is in great shape and I thank you for the contribution you make to accomplishing that goal.

## **YouTube Videos Help Us Brush Up On Boating Skills**

As do many instructors, I dream from time to time of creating a video of some aspect of teaching sailing, or of learning how a particular boat functions.

This is not a new idea, and I remember reading about an enthusiastic group of Fairwind instructors who worked on this 40 years ago. Who knows where that old *film* might be?

There are currently a couple of such projects in the Fairwind pipeline! Art Toye is apparently working on something to be placed on YouTube, and I'm working on a short video on undocking in Capri 22's.

But the reason I'm writing this is to let you know about the huge number of YouTube videos available on a vast variety of sailing topics. It is hard not to spend hours just sitting and looking at one after another.

Take advantage of this resource, and brush up on any technique (or boat) that you might have questions about.

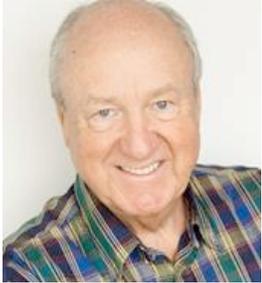
A lot of people have put a lot of time and effort into creating some of these videos, and they are definitely worth checking out!

In addition, on *our* website under the tab "LINKS" and "LEARN TO SAIL" are a list of excellent, already reviewed internet sites that can really enhance your learning experience.

**--Ken Murray**

# Windebank Shifts Focus To Boating Safety

By Ron Sasiela  
MDR Safety Officer



Sasiela

**Q:** *The Fairwind Handbook lists as one of its five “Club Objectives” “To foster sail boating safety”. In light of the recent spate of unfortunate boat damage and personal injury incidents, how do you see this objective being fully realized?*

**A:** I’ve appointed Ron Sasiela as our new Safety Officer in MDR and Michael Adams at Channel Islands to help us lead that effort. As stated during the Officer Installation Ceremony, Ron has a very broad boating and safety background to draw on. Initially, we have instituted our enhanced docking recertification program at MDR to address that need in the members’ skill set, which is only the beginning of a new meaning of safety at the Club. There will be a more coordinated safety effort at both our locations.

**Q:** *Safety means many things to different people. Can you please provide your understanding of it as it relates to Fairwind’s activities?*

**A:** Insuring our Club boats are adequately prepared in advance for their intended use; following all our well-defined protocols going out and returning to slips, as we teach them; along with any accident investigation to learn from essentially rounds out how I see “safety”.

**Q:** *The historical “job description” of the safety officer at each of our Club locations has essentially been to investigate accidents and make recommendations. You have staffed this post with individuals who want to become more proactive – while still being reactive – to incidents. How do you feel this initiative will change the current Club’s safety culture?*

**A:** I want to lead a huge shift in focus toward safety without detracting from members’ enjoyment. This will span 1) seeking out “Best Practices”, 2) maintaining the boats with safety in mind and 3) teaching with that focus as well. Sharing positive safety experiences via our monthly Newsletter will also “spread the word.”

**Q:** *Proper training is one of the cornerstones of our Club’s safety program. Is there anything else that members should be doing to enhance their safety awareness?*

**A:** Yes, the members must not only be reactive and learn to be safety proactive, and not solely rely on Fairwind to provide all the answers. They need to show individual initiative for themselves and the Club as a whole.

**Q:** *Many other organizations, besides the ASA, offer boating education and safety training. Some of these are the American Red Cross, USCG Auxiliary, US Power Squadrons, ICSO, US Sailing, etc. How do you see the merits of encouraging members to seek out such diverse-organization training toward our incident-free goal? Should the Club either subsidize such training fully or partially?*

**A:** Fairwind has aligned itself with the ASA. We can learn from other boating sailing and teaching organizations. Our membership program even has provision for recognition of such efforts. Our current budget does not allow for outside subsidies but we fully encourage members to avail themselves of such groups, along with online classes, seminars, workshops, etc.

**Q:** *Please share some final safety remarks for the membership.*

**A:** As I look at our current organization, we need more focus on “Best Practices” in order to achieve a goal of zero accidents. Having spent 46 years of my professional career in risk management and loss control we are aiming to set a new “high water” boating safety benchmark. I look forward to everyone’s contribution to get us there!

# CIH Cruises Attract Wide Variety Of Sailors

By Scott Kelly  
*CIH Cruise Chair*

What a great 2015 cruising season for Fairwind Yacht Club Channel Islands Harbor!

This 2015 cruising season was memorable at a number of levels. To begin with, we had a total of seven three-day cruises to Santa Cruz Island; a well-attended spring Whale Watch day sail; and an amazing first for FYC CIH, the Point Mugu Naval Air Show sail event!

What has become very apparent with our cruising events is the diverse nature of demographics. The cruises appeal to a broad range of member sailing abilities across the spectrum, from NCO's through to ASA 105 and cruise rated sailors. It is also evident that Marina del Rey members are joining us on these cruises in significant and increasing numbers.

To start off our cruising season we began with the perennial favorite, the CIH Whale Watch day sail cruise. We had 33 total FYC members and guests on five boats, and fully 30% of the total were MDR members and guests. The whales were not shy this year and we were treated with close encounters of the cetacean kind.

Our seven three-day cruises to Santa Cruz Island were nothing short of amazing. This year, the water temperatures were unusually warm, which brought many species of fish into our northern Channel Islands that we typically don't witness. Our July foray to Prisoner's Harbor was highlighted by an invasion of thousands of pelagic red crabs. Not since the powerful El Nino of 1997-1998 has there been an a red crab invasion in Southern California that came close to resembling this one.

Five of the seven three-day cruises included Prisoner's Harbor, Scorpion Anchorage, and Smuggler's Anchorage as our overnight anchorages. The remaining two three-day cruises were two nights at Coches Prietos Anchorage on the backside of Santa Cruz Island.

Each of the cruises included activities on each of the boats, as well as group activities. Many of the members and guests, in addition to sailing-- fished, swam, skin dived, SUPed, hiked, beachcombed, or just relaxed and finished that novel.

One of the favorite activities were the dessert potlucks on Friday nights, where everyone came together on one boat to visit and get to meet one another. What a terrific opportunity to put names to faces and forge new friendships!

The cruise statistics are worthy of reflection. There were a total of 153 members and guests who participated in these seven cruises, with an average of 5 boats on each cruise.

The average across all seven cruises were: CIH members and guests totaled 72% of the total; MDR members and guests were 28% of the total.

Members were limited to one guest per cruise. A total of 85 CIH members invited 26 guests; a total of 29 MDR members invited 13 guests.

What about sailing experience? 10% of the cruise members were NCO (not checked out). Another 27% were cruise members who had completed only their ASA 101. For many of these members it was their first time ever cruising, and all were excited at the opportunity.

That's a staggering statistic---37% of those members participating in our three day cruises were either ASA 101 or NCO. What a terrific opportunity for these members, many of them new to the club, to avail themselves of an intensive three-day learning opportunity under the tutelage of some very experienced CIH cruising skippers. This is FYC sail training at it's finest!

In addition, 13% of members on the cruises were ASA 103 certified, 9% were ASA 104 certified, 10% were cruise rated but not skippering, and the remaining were the cruise skippers themselves.

More than half of those on the cruises at the ASA 103 level were provided ASA 104 training from ASA 204 instructors over the weekends. Many passed their ASA 104 certifications as a result.

Our CIH Pt. Mugu Naval Air Show day sail was tremendous. This was the first year that we came together as a club, sailed to the base, and watched the show from an amazing vantage point--from the comfort of our boats!

We had thirteen boats---a club record---participating in the cruise, with 53 members and guests. 63% of the participants were CIH members and guests; fully 37% were MDR members and guests. The skippers were split between CIH and MDR members. It was a fantastic event and next year should be as well!

The FYC CIH cruises benefit the club and the individual members in many ways. The newer members and those members that are not cruise rated have a great opportunity to cruise with very competent skippers in a flotilla where all boats are watching out for each other's welfare. Those without a cruise rating are afforded the opportunity to actually be part of a large boat crew and benefit from the big boat use for an entire weekend.

New cruise rated skippers, and those unfamiliar with our northern Channel Islands anchorages benefited by having the opportunity to sail and anchor in a variety of settings and weather conditions on the club cruises. Several new CIH and MDR skippers have benefited from our cruises in this regard.

All cruise participants have increased their knowledge greatly over three days of sailing, anchoring, cooking, and interacting with each other. It's nearly impossible to spend three days at sea on a cruise and not increase your sailing acumen.

Very often many of the crews started out as strangers on Friday and end up great friends over the course of the weekend. CIH and MDR members get to know each other up front and personal in ways that aren't available in any other club venue. Comradery is a wonderful byproduct of these cruises.

So what is the secret to our cruise success?

Planning, organization, but most of all our skippers. Our skippers make it possible; without their volunteerism the cruises would not be successful.

Many of our skippers unselfishly give of their time when called upon. Many of them shuffle their time with family and work obligations to insure the club cruise success.

The skippers who gave so much of their time this year included:

Paul Aist, Curt Allison, Ev Anderson, Paul Antico, Dan Beck, Jon Belleville, Shar Campbell, Mike Delaney, Lynn Erickson, Jim Greer, Rob Haynes, Scott Hickman, Harry Kane, Scott Kelly, Manny Koch, Mark Levine, Alan McGovern, Chuck Payton, Garth Reiber, Jon Rock, Calvin Smith, Bill Wagner, Geoff Warner, and Mark Watkins.

Thanks so much to all of the skippers and crews that made the 2015 FYC CIH Cruising season so outstanding, and we look forward to seeing you all in 2016!

***Questions or comments, please email Scott Kelly, CIH Cruise Chair, at [scottmkelly@aol.com](mailto:scottmkelly@aol.com).***

# Oil Spill Turns Our Attention To Prevention

By Alan Howell  
*CIH Rear Commodore*

At our last workday, we had a small fuel/oil spill from one of our outboards. Nothing was reported although several club members saw the resulting oil slick. The next week I received an email from a resident of the apartments overlooking our dock. He mentioned several such incidents.

This was a catalyst to determine what needs to be done in the event of a spill. I spent some time at all the boats and with the Harbor Patrol regarding our recent incident with oil/fuel contamination in the harbor. I put several of the oil absorbent clothes on each boat, including the small boats. Some key learnings:

1. The white clothes will absorb petroleum-based products, but not water. They can be used to pull oil/fuel off bilge water so you can get the oil out and then empty the water using the bilge pump without fear of contamination. If any spill hits the harbor, these same cloths can be placed on top of the water and will readily absorb the spill.

2. I placed these clothes under each fuel tank on the small boats. The blue clothes absorb water and become a mess! Please use blue clothes for water and the white clothes for anything else. If you need more, West Marine sells them in packs of 5.

3. On work days, please try to make a point of wiping out the bilges of any oil residue. I did this on several boats and changing the pads under the engines and fuel tanks on the small boats. These should be appropriately disposed of at an oil reclamation site.

4. The compartments for the fuel tanks in the Capri 22s were pretty filthy. Please have someone wipe these out when they change the absorbent pads.

5. Small boat engines can not be worked on when they are hanging over the water. If there is any risk of a spill, even from checking the oil, have a cloth handy. If you have to change oil, fuel filters or other troubleshooting, take the engine up to the parking lot. This is Harbor Patrol policy.

6. Check the bilge for any oil before you activate the bilge pump. If there is anything floating on the water, clean it out before you use the pump.

7. If you have a spill, regardless of how small, the person skippering the boat, or in charge at the time of the spill must:

- a) Stop the source of the release
- b) Contain the release in the water by using white absorbent cloths to capture the oil. Cloths must then be disposed of as hazardous waste
- c) If you cannot stop the release, call the harbor patrol immediately with your location and request assistance. They can bring booms to assist.
- d) If you have stopped the spill and done all you can to mitigate the spill it must be reported immediately to all of the agencies at the following numbers and in this order:

National Response Center: **1-800-424-8802**

California Office of **1-916-262-1621**

Emergency Services:

Harbor Patrol, Marina office and rear commodore for your harbor

# Taking Good Care Of Our Boats Can Save Us A Ton Of Money

By Alan Howell  
*CIH Rear Commodore*

It's been a month since I took the reins as the CIH Rear Commodore. Ya see a lot in this job. A lot is good (volunteers, people caring for our boats during use, fixing what they can) and then there is the rest...hence...ship happens, and some times, goes unreported. Many of these incidents occur as a result of not one, but countless events. Please do all you can to learn from these events and help us avoid unnecessary costs and expenditure of our members volunteer hours.

A lot of things need repairs due to routine wear and tear. Many, however, could be avoided by simply using the skills you have been taught and the checklists that cover most of the items on each boat. A few areas for consideration: these are from actual issues over one month that go beyond normal wear and tear, and the impact, including an estimate of the costs to the club.

On the walk around the boat, do you check to see that the safety restraint on the anchor is secured and in good shape? Anchor deployed while under sail, fiberglass damage to bow. \$50 for material and 10 hours volunteer time to repair. \$600-\$700 if repaired by outside vendor.

When you check the bilge for water, do you look to see if there is any fuel/oil in the bilge before you activate the bilge pump? Minor oil spill in harbor. Minimal cost but damage to reputation.

Before engaging the autopilot, do you ensure the boat is balanced without significant weather helm, the seas are calm enough for the autopilot to handle, and the autopilot is only used for as short a time as necessary? Autopilot failed. 10 hours volunteer time. We used a spare we found at a swap meet. The next one will cost us at least \$1,200.

When putting on sail, winch, tiller and / or wheel covers do you ease them on or try to brute force them into position? By the way, you should not need to force these. Torn sail cover, broken snaps on covers, winch covers lost when inside elastic band is not properly secured over the top of the winch. \$200 in materials plus volunteer time TBD. If we did this with an outside vendor we could easily spend hundreds every month.

Is all the gear secure on deck including hatch covers, anchor hatch, life sling, horseshoe ring, man overboard pole, spinnaker pole, whisker pole? Man overboard pole lost at sea in heavy conditions. Est \$250

Do you minimize the time you are into the wind with the sails up (motoring out the channel etc)? Are you really into the wind before raising or lowering sails? Even more important with lazy jacks and critical with Dutchman Flaking Systems? Dutchman grommet railed and sail ripped. 3 hours volunteer time and \$175 for sail repair.

Do you make sure the boom is off the dodger when underway, particularly when reefed, and when at the dock? Brand new dodger is abraded across half of the arch. Est \$200 to repair and \$2500 if we had to replace this canvas dodger

While not all of these are 100% avoidable, they cost us, the members, and the owners of our fleet money out of our pockets. I hope that by sharing this you will add a few items to check during your walk around and during your sail that might prevent these from happening in the future.

Enjoy our fleet

# To Tow Or Not To Tow; That Is The Question

By Ken Murray

*MDR Fleet Surgeon*

*with input from Ron Sasiela, MDR Safety Officer*

On the last Friday in Oct, I was daysailing MDR on our Hunter 26.5. The wind was light and variable, so we headed back in early. As we approached the MDR breakwater, we heard people yelling, and further out a hundred yards or two, we could see people on a boat, waving their arms.

Question 1: What is the legal obligation of a boater when another boat signals distress?

Question 2: What are the common distress signals?

We immediately dropped sails, started the engine, and motored over to the boat, which was a strange looking sailboat. It had a single pontoon on one side, and the main deck was built out on the other. I've never seen anything like it. It had a high-tech sail  $\frac{3}{4}$  raised, that seemed to be caught up in rigging. We motored over and asked what was wrong. They responded "we're out of gas. Could we borrow some? Or could you give a tow?" The problem was, they were only a few hundred feet off the breakwater, and drifting in that direction.



Question 3: What other options other than giving gas or towing might there be?

The proximity to the breakwater made me decide to attempt an emergency tow. We got out the longest line in the lazarette and rigged it so it would go straight out the rear of the boat, but with one end attached to a winch in the manner one would attach a sheet, three wraps and through the self-tailer.

Question 4: Why not give them some gasoline?

Question 5: Why use the winch as the point of attachment, and what other options might be considered?

We tossed the line from amidships, and they made fast the line to the bottom of the forestay.

Question 6: What legal difficulty have they created for themselves by accepting my line?

Question 7: Was the forestay a good point of attachment?

We proceeded to tow the boat away from the breakwater, then in the north entrance, and down the channel to the fuel dock. They had some difficulty untying the line from the forestay, but were finally able to disconnect while still 50 feet or so from the fuel dock. Prior to the disconnect, I had shifted into neutral, and had my crew rapidly pull in the line to avoid fouling the prop. We left them to their devices, and motored home.

Question 8: Was what I did best described as a towing operation?

NEXT MONTH-----the answers!

# 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; Alan McGovern 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 (Ron Sasiela/Lenox Grasso for MDR; Michael Adams/ Alan Howell for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Lenox Grasso for MDR; Alan Howell for CIH)

Submit Articles for Newsletter – Editor, Ken Hoover [kenhoover@me.com](mailto:kenhoover@me.com)

FYC Officers - [www.fairwind.org](http://www.fairwind.org)

Coast Guard - Channel 16 or 310-732-2043

VHF Calling Channels – 9 and 12.

Membership interaction – Email: [fairwindmembers@yahoogroups.com](mailto:fairwindmembers@yahoogroups.com)

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

Updates to Website: [webcontent@fairwind.org](mailto:webcontent@fairwind.org)

Fairwind on Facebook: [www.facebook.com/fairwindyc](http://www.facebook.com/fairwindyc)

## December Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b> MDR Workday	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b> MDR Open House
<b>6</b>	<b>7</b> Chanukkah	<b>8</b> MDR Workday	<b>9</b>	<b>10</b>	<b>11</b> MDR Cruise	<b>12</b> MDR Cruise
<b>13</b> MDR Cruise	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
<b>20</b> CIH Workday	<b>21</b>	<b>22</b> MDR Workday	<b>23</b>	<b>24</b> Christmas Eve	<b>25</b> Christmas Day	<b>26</b>
<b>27</b>	<b>28</b>	<b>29</b> MDR Workday	<b>30</b>	<b>31</b> New Year's Eve		