



September 2016

Editor: Ken Hoover

Volume 44, No. 9

Safety Is No Accident

Commodore's Log

New Officers Cast Off For New Year

By Richard Windebank

Commodore

We had an interesting Membership meeting on August 27.

The membership approved the appointment of the Board of Directors for the upcoming year, which starts on October 1, 2016. These are:

MDR Port Captain – Richard Windebank
MDR Rear Commodore – Lenox Grasso
MDR Fleet Captain – Sean Comstock
MDR Membership Secretary – Bruce Gale
CIH Port Captain – Scott Kelly
CIH Rear Commodore – Harry Kane
CIH Fleet Captain - Alan MacGovern
CIH Membership Secretary – Lynn Erickson
FYC Treasurer – Adrienne O'Donnell
FYC Secretary – Michael Freed

As you know, the make up of the Board has been changed from prior years, so we now have a Board of ten Members, five of whom are Members of MDR and five of CIH. Also, as 2016 is an even numbered year, the CIH Port Captain, Scott Kelly, will concurrently serve as the Commodore of the Club and I, as MDR Port

Freedom Too	Stand-up Paddleboards	Too Many Club Cruises?
<i>Crew performs brilliantly after dismasting.</i>	<i>Club considers buying some. Read the pros and cons II.</i>	<i>Paul Aist gives another view on why they are a good thing.</i>
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Captain, will serve as the Vice Commodore. But the roles and responsibilities of those positions have changed, especially the role of the Vice Commodore, who will no longer serve as the Membership Chair.

You will also recall that we updated our By-Laws and Standing Rules and the new versions are posted on the Fairwind website under: Members/Documents/Governing Documents.

The membership also approved the two motions presented. The first increased the membership Application Fee for new members from \$200 to \$300 (payable in conjunction with the Small members Bond of \$150). The second Motion amended the Membership Dues from \$115 for Small, \$225 for medium and \$310 for Large to \$120 for Small, \$240 for medium and \$360 for Large.

These two changes will help to maintain the Club on a solid financial footing for the coming year and was particularly necessary in view of the increased maintenance costs we have been experiencing.

We also addressed a couple of issues specific to Marina Del Rey. Many Members have now signed up for their own individual dock keys, giving them access to the MDR Docks and Restrooms and Parking Passes for the car park at Santa Monica Windjammers Yacht Club. We have so far issued about 100 dock keys and 125 Parking Passes. Members have paid deposits of \$50 for each of them and have agreed to only use the Parking Passes for their activities as members of Fairwind (and not to use them to attend concerts or other activities in Burton Chace Park). We appealed to members to abide strictly with this agreement, since that was a condition upon which we were able to secure the parking Passes in the first place.

For Members that have not signed up for their own, there are still two Dock Keys available for general use by members, which are kept in the secure Fairwind mail Boxes. Temporary Parking Passes can also be issued provided we have sufficient advanced notice to mail them out to members as needed. Please also remember that cars cannot be parked for more than 72 hours without the express permission of the Department of Beaches and Harbors.

We have also finalized the agreement for three discounted slips in Neptune Marina in "B" Basin, which have graciously been granted to Fairwind by the Development company called Legacy Partners. These provide for three 28 to 30 foot slips at a 75% discount for twenty years, commencing when the redevelopment has been completed in about 2018. A copy of the agreement has been posted on the Fairwind Website under Members/Documents/Harbor Specific Documents/Marina Del Rey Documents/Neptune Slip Agreement 2016.

Finally, let me remind you of the upcoming 50th Anniversary Celebration of Fairwind Yacht Club which will be held at the Santa Monica Windjammers yacht Club in Marina Del Rey, on Saturday, Oct. 1, commencing at 6.30 PM. We can be proud of club's progress over the last 50 years and the wonderful club that we all enjoy today. Long may it continue, and we hope the progress over the next 50 years will be equally good.

Freedom Too Dismasted As Shroud Fails; Skipper And Crew Stay Calm, Show Skill

NOTE: On July 15, CIH's Catalina 27 Freedom Too was dismasted about three miles south of the CIH breakwater. The skipper and crew handled this catastrophic event calmly and expertly, and safely returned boat and crew to our slips.

Since I wasn't there, the descriptions that follow are from two excellent blow by blow (pun intended) write-ups of the incident from Eric Swartz, the skipper, and Anthony Nelsen one of his crew.

-- Harry Kane CIH Rear Commodore

Here's skipper Eric's account:

It was quite a traumatic experience. Luckily the mast came down very slowly and right on top of the lifelines and aft stanchion. We were on a starboard tack, due south of the break wall. We were about three miles from the harbor entrance. We decided to tack and start heading back. The tack went well and we took it really slow as we had some novice guests on board. About 10 seconds after our tack and on a close reach, I noticed the main was puffing out on the lower portion of the luff. I was just staring at it trying to figure out why that was happening. Right at that moment, the mast just tilted aft and landed on the port lifeline. Then the back stay bent it back over the starboard aft corner. We were all in disbelief.

My first mate Anthony did a great job pulling the jib onto the boat as it had hit the water and was slowly submerging. That alone could have been catastrophic. I started the engine right away. After, we checked to make sure nobody was hurt or hit by falling rigging.

I asked one of my other crew with a fair amount of experience to take the helm while I pulled in loose shroud cable out aft of the boat that was dragging in the water. We were in neutral at that point. I also pulled in the orange floatation buoy pole and asked my crew to put it down in the V-berth. We were worried that any loose rigging would get caught in the propeller.



The crew of Freedom Too return to port.

Once we knew nothing was dragging and that the mast and boom were somewhat stabilized, we notified the Coast Guard. Waves were hitting us on our port, which made it difficult to steer, so I had to point Northwest to for safety. Once we were west of the harbor entrance (and still about a mile out) we rode the waves towards the south entrance. The harbor patrol was waiting for us there and escorted us to the slip.”

And this is Anthony’s excellent recount of events:

Winds were gentle-moderate at 10-15 knots out of the west. As we made our way out of the harbor we were able to maintain a beam reach on a southbound heading. We held this course until we were approximately 3 miles offshore. Aware of the impending marine layer coming from the northwest and with sundown about 50 minutes out we decided to execute a tack to port on a course back to the harbor. With passengers in position Eric called the tack in 3-2- 1, I cut the working sheet, set the lazy sheet and began to crank the jib to approximately 4-5 inches from the spreader bar. Once the jib was set, there were only minor adjustments required on the main sail. Nothing unusual about the maneuver...In fact, right after I set the mainsheet in the cam cleat I looked back at Eric and said “nice tack!” It was at that very moment the dismasting occurred. My position at the traveler gave me a front row seat to the incident. The mast began to fall portside but was quickly pulled back to starboard. At that moment the tension on the forestay caused the mast to bend at about the halfway point and the entire rig came crashing down. I can’t explain to you why or how any of us avoided being hit by the wreckage. All I can tell you is that everything went wrong just right.

After ensuring that none of the passengers were injured, I requested they go below deck so we could clear the cockpit and assess the damage. I quickly jumped below deck and switched the Perko to “1” and called for Eric to begin the starting sequence. Waiting for the blower to run it’s two-minute cycle, Eric began retrieving all of the rigging that was hanging overboard. I maneuvered to the foredeck and began to retrieve the jib that was submerged on our starboard side. This was a difficult endeavor as the sail was already filled with water but I managed to slowly pull the forward section out and get it somewhat secured with random sheets within arm’s reach. I enlisted the help of one of the passengers to hold the already secured section as I made my way aft to retrieve the balance of the sail. As I continued to work the submerged jib, Eric was working to ensure all rigging was clear of the prop. Unsure of how stable the mast was in its current location and being broadsided by waves, we needed to get underway as quickly as possible so we could better position ourselves against the swell. Just as I retrieved the last of the jib, Eric applied throttle and we began heading north.

As Eric manned the helm, I instructed two of the passengers near the pushpit to hold down the mast where it laid and to watch for any loose rigging that may fall overboard. I brought the remaining passengers up, positioned them in the cockpit as best I could and contacted the USCG on channel 16. After multiple attempts (more than I would’ve liked), I received a reply. I announced our approximate position, current condition of the vessel and crew status. Unsure of the mast’s stability, I kept in contact with USCG under PAN PAN conditions and declined assistance until further notice.

With Eric’s view being obstructed by the debris, I communicated course direction and swell condition to him from the foredeck. I must say, he did an outstanding job at the helm. After a long and stressful ride in, we made it to the harbor where we were greeted by Harbor Patrol. This was very helpful as Eric and I made the decision to leave all navigation lighting off for fear of any exposed/damaged wiring that may have been created. Harbor Patrol escorted us back to the FYC slips.

At the end of an exciting day, I credit our safety to our ability to remain calm, make calculated decisions, stay organized and communicate effectively. We may not have done everything by the “book,” but we did everything with the safety of the crew and the vessel in mind. Eric is a great Skipper and I’d be proud to sail with him any day!”

The other members of the crew helping out were: Alex Wilson, Sandy Nelson, Adam and Melayn Dryden, Brian Kehoe and Michelle Kelly.

The rigging failure in this instance would not have been detected with any normal visual inspection prior to sailing.

On inspecting the rig post-mortem, we found the port upper shroud had pulled out of the top swaged fitting of the turnbuckle. The 1 x 19 wire had broken off inside the swage about ¼” down, completely out of sight. In looking at the wire, 17 of the 19 strands were blackened with corrosion at the broken ends indicating they may have been broken for some time. The remaining two strands were shiny at the break and pinched as if they had just failed. It’s possible the rig was being held by less than the 19 wires for some time.

This appears to be a classic case of “crevice corrosion” in stainless steel. It’s ironic, but stainless when not exposed to oxygen can corrode. This seems odd since oxygen causes corrosion of steel to rust, but in the case of stainless, its chromium content oxidizes and this thin film of chromium oxide is what protects the steel from oxidizing. When stainless is kept from oxygen like in a tight swage, the protective film of chromium oxide breaks down and allows the steel to corrode and this is what apparently happened to Freedom.

Lessons learned; In light of the fact that this impending failure would not have been detected by any visual inspection, we have to look at the age of our boats and start looking into rigging updates. Freedom is about the oldest boat in our fleet in CIH and this is a reminder that stainless rigging doesn’t last forever. --Harry Kane

Should The Club Buy Stand-up Paddleboards?

By Ken Murray
Staff Commodore

Stand up paddleboards (SUPs), as anyone who sails on weekends and spends a lot of time dodging them knows, have become very popular. There is a group of people interested in MDR acquiring some, and this will undoubtedly be coming up for discussion. When I think of SUPs, I think of Staff Commodore Marc Levine, who was an “early adopter” in the use of this watercraft, which he has used nearly daily for a number of years.

I thought it might be useful to interview him on the subject, his having just returned from Maui, where he used a SUP every day:

Q: *Do you think the club would enjoy the use of SUPs?*

A: Beyond any doubt. The use of SUPs is phenomenal, in MDR and elsewhere.

With the right board, there is a very quick learning curve, to where a person can enjoy the virtues of an SUP, and particularly enjoy a vigorous core-body workout.

Q: *Is there a big variation in SUPS?*

A: Huge variation. We need to be careful about this. There are boards that are designed for specific purposes, that the average person would never be able to stand up on, or would have a lot of difficulty controlling. It would be difficult to move a 50-pound board very far, while a 32-pound board might be easy. In addition, one needs to have the correct type of paddle, and know how to use it properly. It is easy to spend a couple thousand dollars on an SUP that would be basically unusable, and it would be easy to get one donated that could not be used. Acquisition need to be carefully considered.

Q: *Where might these be stored?*

A: It is possible that we might be able to locate these near the dock at Windjammers. However, this needs to be determined.

Q: *Is there a cheap way to enter this arena?*

A: Cheap is probably the way to get into trouble. Easy-to-paddle-and-climb-aboard SUPs that are light and appropriate paddles are the way to go. And to get good quality and benefit may cost a bit more initially, but will pay off quickly in member experience.

Q: *Do you think there should be a checkout?*

A: I think so. It can be brief, centered around getting onto the SUP, paddling correctly with a discussion of potential problems. This is certainly true for people taking them on an overnight cruise. I recently rescued a SUPer off one of the islands, who got caught in a current and wind waves. He was headed out of control into the ocean, towards Japan. Getting back onto an SUP in the presence of waves and current, is a whole different experience. The harbor is very protected.



Too Many Club Cruises? Here's Another Opinion

By Paul Aist

About a year ago, I had the pleasure to sail with Ken Murray and discuss a number of issues that our club faces. Among them was the number of club activities eating up weekends, which limits the opportunity for large boat skippers to schedule private cruises. It was a good discussion, and I've had several conversations with Ken since then. He is great to talk with, because he knows so much about the club's history, what the club has already tried, what ideas have worked, and which ones have flopped.

Last month, Ken penned an article that listed some of the reasons why the club has so few weekends available for private cruises. He argues that club activities cut too greatly into private cruising potential. I agree and disagree with parts of the article. So I'll take the bait and continue the discussion.

According to the article, the club activities eating up with weekends are:

- The Monthly Work Day / Open House
- ASA 104 Classes
- Club reservations following General Membership meetings (and other club events)
- Club Cruises

The weekend Work Day / Open House: Ken states that there's not much to be done to avoid this event. The culture in both harbors is that the boats are dockside for the activity. I agree with this assessment.

ASA 104: These classes are another matter. This is entirely an MdR issue. Up in CIH, we combine ASA 104 classes with the club cruises. On the rare occasion that doesn't work, an ASA 104 cruise can be set up by the instructor with students on their own (or they can head down to MdR for a scheduled course). As a fix, MdR can continue to use the present setup, or mirror the CIH process, or come up with something new and creative.

Reservations following Club Meetings: This one is kind of tricky. On the one hand, there's no vital reason to reserve club boats following club meetings. On the other hand, what the heck are members doing cruising or otherwise sailing during club meetings! The meetings are pretty poorly attended. Do we want to encourage cruises when meetings are scheduled? The bottom line is that reserving boats for post-meeting sailing is perhaps a club custom, but it's not vital. The practice can be eliminated, but I'm not sure it's beneficial for the club to encourage playing hooky from meetings.

Club Cruises: The value of club cruises is what I probably most disagree with from last month's article. In the article, it states that the goal of the club cruises is to give members "exposure" to cruising. Is that the only goal? Is that accomplished with one cruise? Is that stated anywhere in our literature? In search of something written, I found this in our by-laws:

ARTICLE II Objectives

The primary objectives of The Club shall be: to promote the sport of Corinthian and amateur sailing; to provide suitable boats therefore, to provide instruction in the art of sailing to its members; to foster sailing and boating safety; to sponsor sailing related social and cruise activities for its members and

guests; and to achieve the foregoing at the lowest reasonable cost consistent with The Club's nonprofit status.

The phrase “to sponsor sailing related social and cruise activities” seems to be in line with how we are currently conducting club cruises. These scheduled events offer club members much more than exposure to cruising. They are a continuing ASA 104 class (and as mentioned above, sometimes they are the ASA 104). They offer the safest way for members to cruise, with many knowledgeable members in the floatilla. Club cruises provide the chance for experienced club members to model many “best practices” in cruising. They offer local knowledge to members, who are unfamiliar with the anchorages. And perhaps most importantly, club cruises offer a chance to get to know other club members and give the best opportunity to form club spirit.

Can the club cruises be tweaked? Sure.

Does eliminating club cruises over three-day holiday weekends make sense (M&R issue)? Sure.

Does limiting Club Cruises during the busy season make sense? I think not. With a club cruise you'll have 20+ members cruising over the weekend. Eliminating the club cruise opens up cruising slots for perhaps 2-4 members to schedule private cruises. (I base this by looking at how many boats are cruised on unencumbered weekends.)

Does not limiting the number of cruises a member can go on or inviting guests keep other members off club cruises? I put this question to the CIH Cruise Chair Scott Kelly. He says, “No, that doesn't happen.” Scott says that he can't remember a cruise with members still on the waiting list. In fact, he often is able to release one or two boats from the cruise before the weekend. (For more on 2015 CIH Club Cruise statistics see Scott's article in the November 2015 newsletter.)

In last month's article, it was suggested that there could be (or was) a month in which no weekends are available for cruising. I looked through Schedule Master for 2015-2016 to-date and couldn't find one. It looked to me like every month had at least one cruise in each harbor.

In the end, making the tweaks suggested doesn't guarantee more cruises, unless we also do away the those pesky little things called Day Sails.

Our Hobie Waves And Their Origins

By **Ken Murray**
Staff Commodore

I gather that there are a lot of members that don't realize that in MDR, we have access to a fleet of eight Hobie Wave catamarans, through the courtesy of the Boys and Girls Club. It is unusual to see more than one out on the water during the summer afternoons. It's a bit of a wet ride, so it's particularly nice on hot days! They are nice to sail, and to take a guest out, as there is only one sail, and the handling is simple. We used to have Monday Nite Club Hobie races, and they were quite popular.

I recently was surprised to discover who designed these boats: Gino Morrelli, of Newport Beach. I've heard Gino speak, and he is an amazing designer that has created many multihull racing boats, such as Playstation 2 that set the NY-GBR Atlantic crossing record, and America's Cup racers. He is a product of the local community, but is also a national treasure.

Here is his website about the boat, where they talk about how they were hired to update the Hobie 14 and 16:

<http://www.morrellimelvin.com/hobiewave/>

So how did these boats come to us? They were originally purchased for use in a "traveling youth program" created by US Sailing. As is often the case with such things, they are driven by the vision and energy of one person, and so it was. After several years, that person tired of the lifestyle required, and the program was disbanded at it's last stop, Marina del Rey. Staff Commodore Dave Lumian saw an opportunity, and arranged for the boats to be donated to the Boys and Girls Club of Venice, where they currently reside, but are available for our use.

Bizarre Olympic Race Commentary

If you go to the YouTube link, below, you will see an Irish commentator speaking on the Laser Radial Olympic race. The thing is, he knows nothing about racing, nor apparently sailing. It is hilarious, particularly as he gets worked up over all of the boats becoming lined up, but none of the boats making any progress towards the finish line (actually the start line). I guess it's a job...

<https://youtu.be/3gPjMvTmE2g>

--Ken Murray

CIH Workday Heroes for August

Carl Friedlander	John Mudgett	Vlad Peciulia
Jason Scott	Fred Dougherty	Michele Ackerman
Timothy Johnson	Talaat Elwan	Jon Jacobson
Brian Johnson	Bob Hamerslough	Ann Salahuddin
Dave Payn	Tom Dotz	Tom Mulholland
Scott Kelly	Kim Jones	Mike McGuire
Geoff Warner	Jim Greer	Calvin Smith
Jim Marr	Kurt Stepke	Eric Swartz
Andrew Houlberg	Frank Thomsen	Steve Smith
Paul Aist	Miles Detrixhe	Bill Shorts
Phillip Lewis	Jesse Lumsden	Barry Bernbaum
Corey Chase	Mike Hallahan	Dave Arnoth
Rick Martyn	Robert Denise	Andy Ketchum
Paul Kennedy	Marek Niklas	Tom Colp
Bob Chatenever	Paul McMenamin	Sara Freifeld
Dennis Derley	Mal Usher	
Sigmund Sales	Gary Feldman	-- Harry Kane
Ev Anderson	Scott Kelly	<i>CIH Rear Commodore</i>

Membership Guide: Where To Go For What

(Effective Oct. 1)

MDR Dock Keys and Parking Passes – Richard Windebank

Update Contact Information for Membership Roster – Membership Secretary (Bruce Gale for MDR; Lynn Erickson for CIH)

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90295

Training and checkout - Fleet Captain (Sean Comstock for MDR; Alan McGovern for CIH)

Cruising: Cruise Chair (Arlene de Anda for MDR; Scott Kelly for CIH)

Report an Accident - Safety Officer/Rear Commodore (Ron Sasiela/Lenox Grasso for MDR; Michael Adams/Harry Kane for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Lenox Grasso 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 Subscribe link

Updates to Website: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/fairwindyc

October Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 50th anniversary dinner MDR Club Cruise
2 MDR Club Cruise	3	4 MDR Workday	5	6	7 CIH Club Cruise	8 MDR Workday CIH Club Cruise
9 CIH Club Cruise	10 Columbus Day	11 MDR Workday	12	13	14	15 CIH Workday and Open House
16	17	18 MDR Workday	19	20	21	22
23 CIH Barbecue	24	25 MDR Workday	26	27	28	29
30	31 Halloween					