



February 2018

Editor: Ken Hoover

Volume 46, No. 2

Safety Is No Accident

Commodore's Log

Radical Changes Are Afoot in MDR

By Richard Windebank
Commodore

It seems we are off to a good start in 2018 with lots of positive activity in both harbors.

Huge thanks to our excellent Port Captains, Alan MacGovern and Lenox Grasso, for all their hard work and dedication and to the energy of our Harbor Committees and volunteers. We currently have 473 “happy” members, which are roughly spread evenly between MDR and CIH.

CIH is looking to add another boat to its fleet and is leaning heavily towards buying Sorella from the gracious member who leased it to us a couple of years ago. The CIH Boat Selection Committee will be submitting its report to the Board by Jan. 20. The Board will consider it at a Board Meeting by Conference Call on Feb. 5 and the Agenda for our next Membership Meeting on Feb. 17 will be issued by Feb. 7. We will need a quorum of 48 members, to approve whatever recommendation they come up with.

At the moment, the Feb. 17 Membership meeting is scheduled to be held in CIH at the Paz Mar Apartment complex. But, thanks to the gallant research of Calvin Smith, we are looking at alternative options in Malibu or Thousand Oaks, which would be more convenient for the spectrum of our membership.

Next Meeting Set For Feb. 17
Tentatively In CIH

The next membership meeting is set for Saturday, Feb. 17, tentatively at the Paz Mar Apts. Clubhouse, 3400 Peninsula Road, Oxnard. The location could change. Watch for an email announcement.

The meeting will be 11 a.m. and will include a report from the CIH Boat Selection Committee.

The location of the meeting is [here](#).

MDR's Capri 22s	CIH Cruise Schedule	Safe Boater Card
<i>Lenox Grasso proposes ridding ourselves of them.</i>	<i>Ten fun excursions planned for 2018.</i>	<i>California phases in requirement for skipper license.</i>
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MDR Open House Switched To Second Saturday, Starting In February

By Lenox C. Grasso
MDR Port Captain

This is the first time I have written an article for the FYC Newsletter. I hope the topics I discuss are of interest to the Membership. Port Captains Richard Windebank and Scott Kelly, as Alan MacGovern (my counterpart in CIH) and I do, provide Alan MacGovern (my counterpart in CIH) and me with high standards and clearly-defined paths. I thank Richard and Scott for their inspiring past and present service to Fairwind. I intend to uphold their high standards, but my path, on occasion, may be somewhat different.

For those of you who do not know me, I joined Fairwind in August 2010 and have eventually become a large boat member. I was MDR Safety Officer for one year in 2014-15, and MDR Rear Commodore for the past two years, 2015-17. I can attest that the Safety Officers, the Rear Commodores, and the Boat Chiefs, have their hands full keeping our assets seaworthy against a membership determined to keep those Officers and Boat Chiefs busy! But now as MDR Port Captain, I can step back to look at the larger picture and share my ideas for improvements that I would like to explore with everyone. As a rule, I do not like change unless it leads to improvement.

The first one is minor. Beginning in February 2018, MDR will move its monthly Open House from the first to the second Saturday. The FYC MDR Committee voted unanimously for this change Dec. 21 at our monthly Third Thursday MDR Committee Dinner in Brentwood. Here are my reasons for proposing the change.

First, Open Houses on the first Saturday of each month usually interfere with the holidays of New Year's Day, Independence Day, and Labor Day. We already move monthly Open Houses in January, July, and September to the second Saturday to accommodate members who have other obligations at these times.

Second, this offset creates uneven periods of time between Open Houses - five weeks of time between a First Saturday Open House and the next one that is offset, and only three weeks of time between an offset Open House and the next normal one. Moving to a Second Saturday schedule would eliminate this time asymmetry.

Third, in 2017 there were several requests from members to have boats excused from the October Open House to attend Buccaneer Days in Two Harbors. All such requests were denied. Buccaneer Days seems to be on a stable schedule to recur on the first Saturday of October, so adopting a Second Saturday schedule would make boats available for Buccaneer Days, possibly even for a Club Cruise. Moving to Second Saturday would also align favorably with the MDR Christmas Holiday Boat Parade of Lights on the second Saturday of each December.

No other holidays on the Christian calendar overlap with a Second Saturday schedule except Easter weekend Holy Saturday which could fall as early as March 21 (but not until 2285) or as late as 24 April. But this conflict with Easter weekend can already occur under the First Saturday schedule, so that would not be new.

Finally, I think the Second Saturday Open House in April of each year should become an FYC MDRH Opening Day Ceremony, and I have asked former Commodore Marc Levine to host this April's Opening Day Ceremony as emcee.

Shall We Rid Ourselves Of The Capri 22s?

By Lenox C. Grasso

MDR Port Captain

One idea I have is to phase out our current Small Boat fleet, except for Seaweed. This idea is admittedly radical. I did not intend to propose it now, but it's a new year, we are already in the second quarter of our fiscal year. The recent deaths of Vic Smith, Stephen Smith, and Dick Gross, plus my mother, have instilled in me an increased sense that time is fleeting.

I have three reasons for this proposal. First, the Capri 22s are chronically involved in collisions with other boats and with the marina South Jetty. Every time one of the Capris is repaired, the cost is about one-third the value of the boat.

Second, the outboard engines are a constant source of maintenance and operator error. Third, over the past several years, there has been increased demand for Large Boat memberships. To wit, I think all boats in MDR should be at least 27 feet and have a wheel, not a tiller. Above all, they should not have an outboard engine. Outboard engines are an article for another newsletter. Also, in adjunct, I would like all boats to have a head and a galley.

Under this new framework, our Capris 22s lack all four of those qualifications, followed by Rambaley which lacks three. Sometimes, I hear that the Capris and Rambaley are very "popular" boats. But are they really? Or are they popular only because members have to begin by sailing the Small Boat fleet and these are the boats that are available? For me, as former Safety Officer, Rear Commodore, and now Port Captain, it is difficult to believe boats that are involved in so many collisions can really be all that popular.

I see these boats as a source of frustration for many of our members, even for those who are admitted with prior small boat training. Membership Secretary Bruce Gale and I have been discussing what the qualifications for new members in MDR should be, but that will also be an article for another newsletter.

It's not just our new members who have problems with the Capris. Our experienced instructors and Boat Chiefs do, too. Since the club moved into the unsheltered Basin G in 2014, our reputation with the county Beaches and Harbors Department has been tarnished because the Capri 22s drifted into other boats while docking or undocking. Some continue to believe that training will eventually mitigate our Capri 22 problems.

When? I believe that reverse-think tillers, complex and temperamental outboard engines that rarely start in a panic, and a flat bottom hull design aft of the keel – which gives good initial stability but the lower wetted-surface area leads to slippage in higher winds – all combine to signal that it is time to phase out these bumper car boats from the FYC MDR fleet.

So then, with what should replace the Capris? There is nothing in the the By-Laws that specifically requires the club to maintain a "Small" Boat fleet or any other boat class fleet, for that matter. The By-Laws Article XX Standing Rules Section II Subsection A delineates over an extremely narrow band of hull lengths that differ by only eighteen inches, how Small, Medium, and Large Boat classes are grouped. In MDR, all Medium Boats have hull lengths that could classify them as "Small" Boats if it were not for the fact that they are "outfitted for cruising."

Described more precisely, the MDR fleet has evolved into a "22-27 x 5 / 27-28 x 4 / 31-38 x 4" configuration which expresses the range of hull lengths and the number of vessels in each of the boat classes. My plan recalibrates the fleet into a "27-29 x 6 / 30-32 x 3 / 33-35 x 2 / 36-38 x 2" configuration.

Essentially, all current Medium boats and Seaweed plus one more vessel would become the new Medium Boats. All current Large Boats, except Tardis, would become the new Large boats.

We would add two new boats of length 33-35 as Extra Large Boats, and we would re-classify Tardis as a Jumbo Boat and later add another vessel to that class as well. It's apparent by now that my boat group nomenclature is inspired by the size of eggs. We already have nine of these vessels in place. We would add four new boats over the next few years, when the Floating Fund allows, and sell or donate the Capris and Rambaley at our earliest convenience.

What does all this mean in real terms for the next few years? If the MDR Committee and Membership were to embrace my idea, I suggest we replace Rambaley with a Catalina 270, sell both Capri 22s, and acquire a Catalina 34 as the first Extra Large Boat. Later, we should add another Extra Large Boat and another Jumbo Boat. On a parallel track, Imagine should probably be sold and upgraded to an Extra Large Boat as a Beneteau 331, or left as a Large Boat, but replaced with another Catalina 320 or a Catalina 309 like the one in slip G-1426 along the seawall.

From conversations with former Commodores Bob Hoffman, Marc Levine, and Ken Murray, it appears FYC Fairwind in MDR has never had an overarching plan for boat acquisitions. The procedure for purchasing an additional (or replacing an existing) boat is described under By-Laws Section XX Standing Rules Section VI.

I think a multiyear plan, though somewhat different, but could still be executed under Section VI. Preliminary calculations suggest a dues structure of Medium \$220, Large \$330, Extra Large \$440, and Jumbo \$550 might support this new fleet configuration.

There are some complicating factors. There is the looming issue of whether our slip subsidies will be renewed. I think the odds of this are happening are about 2 in 5. We may be gaining three new slips at the head of Basin B in the next few years.

And what about CIH? I think it unlikely Channel Islands would be inspired to follow suit as they do not seem to have the demand for Large Boat membership that Marina del Rey does. This is one of several ways in which the harbors differ.

Finally, would current MDR Small Boat members want to become Medium Boat members? It would, of course, be up to each of them. I can only urge them to do so since it would be worth it to leave behind the small boat world of tillers and frustrating marine outboard engines. Your sailing would be easier.

Who would want the Capri 22s? I think there are others who would actually buy them like Bluewater Sailing or the Boys and Girls Club of Venice. The Boys and Girls Club, I think, should sell their Hobie catamarans, but that is its affair. If the Capris were to join Generosity at the Boys and Girls Club, I do not think they should be docked near G-1400 nor accessible to Fairwind members. I would be open to maintaining the three Capri 22s for the Boys and Girls Club in a reduced-use format, which is to say again, specifically, that they are not accessible to Fairwinders.

The countless efforts of past Officers, Committees, Boat Chiefs, and Regular Members over the past half-century have brought us to the brink of a truly impressive fleet of privately owned sailboats. Big strides forward have been made in the past five years with the procurements of Calypso (2012), Sandpiper (2013), Slingshot (2013), Frequensea (2014), Tardis (2015), and Kestrel (2017). If we can follow this progress with three boat deletions at the Small Boat level and three augmentations at the "Extra Large and Jumbo levels, it could cap a decade of growth and improvement in fleet quality and mitigate many of our problems involving membership demand at the Large Boat level, collision involving our Capri 22s, and chronic headaches with marine outboard maintenance.

I think this is enough from me for this Newsletter. In an upcoming edition, I would like to explore a change that I would like to make to Seaweed. It would be expensive, but I think it would make Seaweed more appealing.

CIH Announces 2018 Cruising Schedule

By Scott Kelly
CIH Cruise Chair

Welcome to 2018 already---and we've got a list of dates that we've reserved for Channel Islands Harbor Club Cruises. We are expecting a high level of participation again this year for these eagerly awaited cruises.

One of the great benefits of FYC are our Club Cruises. Club cruises are an excellent opportunity for club members to spend the weekend sailing with other club members, overnight in pristine and beautiful anchorages, and increase our sailing knowledge in a really fun social setting.

This is also a great opportunity for our newer members, particularly those who have not experienced a cruise to the islands, to cruise with an experienced skipper and crew. And for our more experienced members it is a great opportunity to start new friendships, re-kindle old friendships, and impart some of our knowledge to the less experienced--as we have been given that experience by others over the years.

Here's the schedule for the year, so please put the dates on your calendar in advance. *A month before the cruise there will be a general announcement by email and at that time please let me know if you'd like to sign up as skipper or crew.*

I've had a number of requests to schedule a 4- or 5-day Club Cruise to circumnavigate Santa Cruz Island or even head over to Santa Rosa Island. I'd like to gauge interest---if you're interested in a longer duration cruise please email me and tell me your preferred month.

Our Club cruises are in line with our By-Laws. In our Bylaws of FYC , Article II Objectives, it states that, "The primary objectives of The Club shall be:to sponsor sailing related social and cruise activities for it's members and guests...".

Without Club cruises and related social activities the Club ceases to be a Club and becomes a boat charter organization.

If you've got any questions, comments, to sign up, or just to simply say hello, please email me at: scottmkelly@aol.com.

What's better than a weekend cruising our beautiful Channel Islands!

Saturday March 10	Whale Watch
Fri-Sun April 6-April 8	Santa Cruz Cruise
Fri-Sun May 4-May 6	Santa Cruz Cruise
Fri-Sun June 1-3	Santa Cruz Cruise
Fri-Sun July 6-8	Santa Cruz Cruise
Fri-Sun August 3-5	Santa Cruz Cruise
Fri-Sun Sept 7-9	Santa Cruz Cruise
Fri-Sun Oct 5-7	Santa Cruz Cruise
Fri-Sun Nov 2-4	Santa Cruz Cruise
Saturday Dec 8	CIH Parade of Lights

Scott Kelly
CIH Cruise Chair
ASA 201, 203, 204, 205, 206, 214, 218 Instructor

CIH Digs Out After Thomas Fire And Severe Santa Ana Winds

By Alan MacGovern
CIH Port Captain

Possibly the greatest impact we had on our sailing activities at Channel Islands Harbor has been from the devastating Thomas fire and the accompanying Santa Ana winds. The fire itself was never anywhere near the harbor, but on several occasions smoke was an issue. On other occasions, the winds were strong and inhibited sailing for the best part of a month. The greatest impact, of course, was on those of our members that were directly affected by the fire itself. At least one lost their home and several others were evacuated. Angelsea, Wojo, and Mistral became temporary homes to some.

On our last Work Day and Open House Dec. 17th the Santa Anas at the harbor were blowing 40 knots with stronger gusts so that it was almost unsafe to walk on the docks. We did have a decent turnout, however, and instead of having our usual raffle, we decided to make a collection for the victims of the fire. Together with the cash collected that day and some checks sent in later, we have donated, in the name of Fairwind Yacht Club, well over \$2,000 to the Thomas Fire Fund, something we can be very proud of.

We are now at the end of the first quarter with our mainly new administration at CIH so we are all hopefully learning the ropes (a nautical term) and keeping things going. Work days and Open Houses have been very successful, and, in fact, we had a record turnout in November.

Membership numbers are up in response to Membership Secretary Lynn Erickson's tireless efforts, and, under new Fleet Captain, Kelley Hengaghan, training is continuing apace, including a couple of added ASA201 instructor qualifications. Hal Cohen, our new Rear Commodore, has made great progress in organizing and structuring our maintenance activities. Unfortunately, two of our medium boats have had significant power train failures. The engine on Zephyr developed a cracked piston and resultant scored cylinder, and the transmission on Mark III has given out. Fantastic effort by Dennis Derley and Mark LaFevres, with support from Hal, has resulted in the procurement at a very low cost, of a brand new engine that, with some creative engineering by Dennis and Mark, will soon get Zephyr up and running again.

There may be a lesson to be learned from the Zephyr situation. The damage that occurred, in the rear cylinder of the engine, is typical of what can happen when an engine is cranked for too long without firing and raw water is not expelled from the aqua lift. Some of this water can enter the (rear) cylinder and cause the kind of damage observed. We don't know for sure that this is what happened but it suggests that we always be very conscious of this possibility.

Enhancing boat safety, functionality, and appearance are priorities at CIH and to that end Wojo has a new dinghy motor hoist, thanks to Mike Delaney. Mark III has beautiful new upholstery, thanks to Carl Friedlander and Lynn Erickson, Zephyr has shiny newly varnished woodwork, thanks to Peter Granet and others. We thrive on this kind of volunteerism. We have also enhanced our kayak fleet with the purchase of two new Ocean Kayak Frenzys.

Since we will no longer be able to lease Sorella, one of our Catalina 30s, after March 31st, we have had a Boat Selection Committee headed up by Tom Dotz (together with Lorelei Woerner-Eisner and Marek Niklas) developing recommendations for appropriate action at that time. The recommendations will be presented at the next Membership Meeting, scheduled for Feb. 17.

I am looking forward to a great sailing and cruising year in 2018 and on behalf of the CIH Port Committee want to thank all our members for making Fairwind the best sailing club on this coast, or on any coast, for that matter.

California Requires “Safe Boater Card”

By Ken Murray
Staff Commodore

As of Jan. 1, a new state law went into effect requiring skippers of boats with engines to possess a Boater Safety Card while operating a boat. It is being phased in on the basis of age, with those under 20 being affected this year, but with the age requirement increasing each year until 2024, when skippers of all ages will be covered.

To qualify for this lifetime state-issued card, one must take an approved educational course. Currently, there are online options that are free of charge, but most of the courses charge around \$30 and may require extended classroom time. ASA certification, even at the instructor level, does not qualify, and approved courses must have been taken within three years of application.

I am currently taking the free online course, which takes a minimum of 3 hours to complete. I have been surprised at how many details involving maritime law I have forgotten, or have changed since I went through my training. It is a good refresher.

Although there are free options now, I expect that they will disappear over time, as generally, government created options are discouraged from competing with commercial businesses. So you might want to consider taking this course now while it is free, than getting stuck later.

The free course is at: <https://elearning.boatus.org/>

Info on the State requirement: <http://californiaboatercard.com/>

What's The Best Sails For Fairwind Boats?

By Ken Murray
Staff Commodore

Not since the elimination of cotton cloth for sails has there been such a revolution in sail making and design such as we have seen in the last two decades.

These new types are referred to as Reinforced Dacron Sails, utilizing the fabrics that have been used and tested in the world of racing: *laminates*. This means there is a world of superior sails for situations of heavy use, such as we have in our Club. Understand that the average boat owner uses their boat, on average, once a month (or less), and for that, ordinary Dacron sails are probably a fine cost-effective option. None of our Fairwind boats see so little usage, and some average almost daily use.

When the word laminate appears, immediately many people think “racing,” but that is not what I am talking about. A racing laminate is a unique-looking sail, often translucent or almost transparent, made up of overlapping layers of such fibers as Vectran, Kevlar and Spectra, which is very thin, and very strong (a fiber of these materials is stronger than steel). A Reinforced Dacron Sail looks like an ordinary Dacron sail, as it is made up of a layer of the special fibers sandwiched between ordinary Dacron layers. This gives it the properties of both: the non-stretch, strength, and lightness of the laminate, and the ease of handling and softer hand of ordinary Dacron, and the sail will weigh less, but last much longer, than simply heavy sailcloth. This is a big deal. With the ordinary Dacron sail, the problem has always been the shape of the sail, which is created by the cut and splice of the sail-maker (their real art: A sail is not a flat piece of cloth!). The day the sail is placed on the boat, the material begins to stretch, losing its shape, and its performance. The sweet spot, or pocket of the mainsail, for example, gradually moves back on the sail with time.

In one seminar I attended, the speaker described it in the best way that I've heard: On a close haul, when an ordinary Dacron sail is new, and it is hit by a puff of wind, the boat is accelerated forward; When an ordinary Dacron sail is mid-life and hit by a puff of wind, it is pushed sideways, nothing happens to the boat; When an ordinary Dacron sail is in the last third of its life and is hit by a puff of wind, it is pushed backward, the boat slows down. These are what are known as “blown out” sails.”

In contrast, a Reinforced Dacron Sail is made up of layers of cloth that contain a layer of a synthetic that essentially cannot stretch, sandwiched between layers of ordinary Dacron (to protect the more sensitive synthetic), which creates a sailcloth that is *highly* resistant to ever stretching over its lifetime of use. To a large degree, the performance of a Reinforced Dacron Sail is the same on the last day as the day it goes into service. The pocket does not move back with use.

All this leads to much better performance over the life of the sail. In addition, the sails are reputed to last much longer than Dacron, often at least two to four times longer.

What is our experience in Fairwind?

When we purchased the Capri 22 Sundance new, it came with stock Catalina sails, which fell apart in 9 months of daily use. We went to North Sails and had them build a special Soft Norlam Genoa (their brand of Reinforced Dacron). It cost us about 50% more than a stock sail to have this special sail constructed by one of the top sail-makers in the country, who designs sails for America's Cup competitors. At the two-year mark, this sail showed no discernible wear, and the performance was still like new. The sails lasted 4-5 years, during which time, they performed as if nearly new throughout.