



Fairwind Yacht Club

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Editor: Ken Hoover

Commodore's Log

Scuttling MDR's Small Boats, Plus Dock Keys That Are Too Big To Accidentally Pocket

By Richard Windebank

Commodore

The last month has been pretty active, with lots of input from various Members on different subjects like training, Club structure and the make up of our two fleets of boats.

In MDR, our Port Captain Lenox Grasso, has suggested the possibility of eliminating the small boats in MDR, and upgrading entry level boats to small cruisers with diesel engines and wheels instead of tillers. This has prompted reactions that range from strong support to opposition and everything in between.

One thing you can be sure of is that a significant change like this would not happen

overnight. It would require extensive discussion, careful thought and a lot of buy-in from the membership. It would need to be supported by the MDR Harbor Committee and then by the Board, before it would be presented to the Membership.

But open-minded discussion along these lines is healthy. We should all be prepared to “think outside the box” and not get trapped into thinking we can only do things the way we have always done them in the past.

Training is also getting a lot of attention. We are a long way from our goal of “zero incidents” and even the most experienced among us, can get into problems. So we are always searching for ways to raise our standards and increase safety within our Club.

Ron Sasiela in MDR has developed an excellent “Anchoring Workshop” that has been extremely well received. It is extremely thorough and would be of benefit to the vast majority of members. I encourage you to attend one if you can.

Dock Keys in Marina Del Rey have also been in the limelight. At the membership meeting on Feb. 17, we appointed a Dock Access Committee to look into options at both Harbors. In the meantime, we have replaced the two dock keys in the mail boxes in MDR. Thanks to

the creativity of Steve Fenster, members are unlikely to stick these in their pocket and take them home by mistake. They are imbedded in blocks of wood about 18 inches long. This may be the best solution we will come up with, at least for the time being. Most Members already have Mail Box keys, but they are freely available from Lennox Grasso or Steve Fenster.



The “After School Program” for the Boys & Girls Club of Venice, will start on April 3 and will be run by Drew Baldwin. It will operate on Tuesday afternoons, for ten weeks, ending on June 5. Thanks to all of those who have volunteered to help. Drew will be reaching out to you in advance of April 3.

Lesson Learned: Anchor First! Then Solve the Problem

By Scott Horton

It was my first sail as Skipper. The winds at Channel Islands Harbor mouth were forecast to be 5 to 10 knots out of the northeast in the morning (a light Santa Ana wind) and 10 to 15 knots late in the afternoon out of the West Northwest. The plan was to head towards platform Gina and, if the sailing was going well, we would continue to Arch Rock at Anacapa Island as conditions and time allowed.

At 8:30 a.m., there was barely a breath of air – no wind, while we prepared *Companionship*, a Capri 22, for our day of sailing. We cast off at a few minutes after 9 just as the Northeast winds

picked up. I was excited to be out on my first day as a skipper and everything was going well as we motored for the open part of the marina to raise the mainsail. The wind was now blowing 10 to 12 knots out of the Northeast; strong but expected to decrease and swap directions before noon.

The crew, Manuel Carmona, was ready to raise the mainsail as we were turning to the wind on the downwind side of the marina when without warning the outboard motor cut out. I gave it a few pulls but it was not even trying to start. I immediately thought about the vent on the fuel tank and checked it. I had opened it earlier while preparing but checked it again and it was open; we had a full tank of fuel. I tried pumping the primer bulb. It was sucked flat. I was confused. How could the bulb be sucked flat and the vent be open? Everything looked right between the tank and the outboard motor.

At this point, we were rapidly being blown toward the docked boats on the West side of the marina. Immediately Manuel suggested we anchor while we trouble shoot the problem. With the anchor set and *Companionship* securely tied off, we were about 50 feet from the docked boats. Too close for comfort in a gusting 10+ knot wind.

Now, we had time to troubleshoot the problem. We were able to determine that the fuel line had not snapped into place. As soon as this connector was snapped in place, the bulb filled (expanded), I gave it three squeezes and the motor started on the first pull.



The adjacent picture shows the connector on the fuel tank that needed connection. The gray button with the small "a" on it must snap in place. When disconnected, this quick connect seals both the hose and tank side to prevent spills – a nice safety feature. I was unfamiliar with this quick disconnect because I had never connected/disconnected an outboard fuel tank with this type of disconnect before.

With this issue resolved and the motor running fine, we raised the mainsail, reefed it and had beautiful day sailing. We passed platform Gina and continued to Arch Rock at Anacapa Island and back to CIH in less than six hours. It was a great day!

However, it could have been a terrible day if we would have been blown into the docked boats when the engine cutout.

Anchoring first and then troubleshooting saved us from being blown into the docked boats. This was an important decision that I did not immediately make – I should have. I was lucky to have a sharp crewman and I am glad that I listened to him. Thanks Manuel!

Also, the club policy of requiring a seasoned sailor for the first 30 hours for new skippers saved me from having a potentially serious issue.



Fairwind Book Library Open For Business

For this article, I wanted to provide some statistics on the number of sailing books available. While I cannot give an exact count of books, A search for "how many books have been written about sailing?" produced over 20 million results on Google. Ok, so let's just conclude that there must be millions. We are happy to announce that our own FYC book library is now ready for our members. The library was started by books bequeathed by Dick Gross, with others added by member donations. The books have been outfitted with library cards, thanks to Carl Steeves and index cards/box for members to take/log the books on loan for 30 days. The books are stored on a shelf in Storage Locker 13 in Marina del Rey. The plan is to bring them out for open houses and Tuesday work days. The catalog of books is available on the club website, just scroll to the bottom of the FYC Membership Home page (Thanks Jonathan Rock for creating the link). We hope to add to the library, so please don't be shy about your book donations.

It's time to find yourself a quiet place under a tree, a beach, on the bow or in the cockpit and escape into a good book.

--Michael Mariani

How The Old Santa Monica Pier Fell Beneath The Storm Waves

By Ken Murray

Staff Commodore

I ran across this fascinating description of what happened to the first Santa Monica pier, and how it was destroyed by waves. We may see more of these types of things, as hinted at by Geologist E.D. Michael.

"Storm waves great enough to be hazardous in Malibu are those generated by the especially strong and persistent winds of low-pressure tropical cyclones that develop seasonally in the southeastern Pacific north of the equator. A single reported occurrence of a cyclonic wind that came ashore in the Long Beach area in 1939 caused considerable flooding and wind damage. However, the largest swells the southern California coast receives are from such cyclonic disturbances. Associated storm waves, even those generated by far distant winds, can be especially destructive in certain circumstances. Furthermore, although there is some reason to believe that waves of a given storm are more hazardous to certain stretches of coast than others because of bottom focusing, the available data are insufficient to confirm this.

The original Santa Monica Pier - one constructed of driven timber pilings - was lost in this way. I believe it was on March 1, 1983. I was on the pier that day, and the swell was unusually high. It caused a single timber whaler (horizontal member, used to load and unload off boats), unused for many years but still tied at the end of the pier, to break loose. As I recall, it was about 18 inches square and perhaps 20 feet long. Incoming waves began using it as a battering ram, and this soon caused several piling bents (diagonal structural supports) to become dislodged. As a result, individual pilings started to break loose because they were seated perhaps only a foot or so into the bottom bedrock which at that location is, I believe, a section of sandstones and siltstones (probably Monterey Formation for all you stratigraphers). Rather, they had been installed simply by driving them to refusal - a practice locally common during much of the 20th Century. With the loss of bracing and additional pilings acting as battering rams, the horizontal strength of the pier was compromised. This weakness spread until - within about an hour, as I recall - much of the seaward end of the pier had collapsed. As to the relevance of this - many of the houses on Pacific Coast Highway east of Las Flores Canyon and many along Malibu Road are built on driven timber pilings which extend at most a few feet into bedrock. "

Reprinted with Mr. Michael's kind permission from his interesting website, which documents a lot of technical information about wave formation:

<http://www.malibugeology.com/oceanwave.html>

Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Lynn Erickson for CIH, Bruce Gale for MDR

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

Training and checkout - Fleet Captain (Sean Comstock for MDR, Kelley Henaghan for CIH)

Report an Accident - Safety Officer/Rear Commodore (Ron Sasiela/Steve Fenster for MDR; Michael Adams/Hal Cohen for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Steve Fenster for MDR; Hal Cohen for CIH)

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

Racing: Race Chair (Mike McKinsey for MDR, TBD 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](tel:3107322043)

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

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

Updates to website: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc