



FAIRWIND YACHT CLUB

June 2018

Editor: Ken Hoover

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Commodore's Log

Commodore Checks In At CIH; Finds Everything Copacetic

By Richard Windebank
Commodore

On May 15, I had the pleasure of attending a CIH Harbor Committee Meeting and, as expected, I was impressed by the efficiency of the Harbor Committee and of all the good work being done in CIH. The boats are in good shape with very little downtime, membership numbers continue to be very solid and the loan on Wojo will now be repaid earlier than originally planned. I also look forward to attending the BBQ at Seabridge Clubhouse.

We have now scheduled our next Membership Meeting, which will be held at Santa Monica Windjammers Yacht

June Membership Meeting

A Fairwind membership meeting will be held Saturday, June 9, at 11 a.m. It will be held at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

Temporary parking passes available through Richard Windebank.

Here is Google Map of the location:
<https://bit.ly/2IRZcvO>

Club in Marina Del Rey on Saturday, June 7, at 11 AM. This coincides with an MDR Work Day and Open House so it will be a great opportunity for CIH Members to sail on MDR boats in the afternoon. They will also get to observe the progress being made with the redevelopment of the Pier 44 marina at the corner of Admiralty Way and Mindanao Way. When finished, this will be a huge upgrade to our area with a new 17,000 sq. ft. West Marine, a Trader Joe's and a variety of dock-and-dine restaurants. There will be three or four slips available to the public for this purpose.

For the month of July, the MDR Trimaran "Slingshot" will be moved up to CIH, so that a broader selection of our members can get to enjoy this boat. It will temporarily be moved on Schedulmaster from MDR to CIH, just for that period.

In MDR, the Boys & Girls Club "after school program" is in full swing, under the excellent coordination of Drew Baldwin. We all recognize the importance of BCGV programs to Fairwind and the satisfaction we all derive from giving the kids this opportunity to experience life on the water. We are also gearing up for the Summer Program on the Hobiecats and are hosting a Training Day at Mother's Beach on Saturday, May 19. About 15 members have signed up to check out on them and we are hoping some will be able to volunteer to help with the kids during the summer.

Time flies when you are having fun and we are already starting to think about next year, which for Fairwind, starts on October 1. So, we are now forming a Nominations Committee to open nominations for the upcoming election, and it's a good time to start thinking if you want to stand for a position or if there are others you would like to encourage to do so. New blood and new ideas are good for the health and prosperity of the Club, and we welcome them with open arms.

Meanwhile, the Club is in excellent shape, our boats are being well looked after, we are maintaining a strong focus on safety, and our finances are in good shape. So, with the best weather yet to come, now is the time to get the most out of your membership and we all look forward to some great sailing in the months ahead.

Erratum

Eric Morrow's name was misspelled in a photo caption on the CIH racing season in the May issue. The Capri 22s in another photo was nearing the starting line, not sprinting to the finish line.

Channel Islands Activities Gain Steam As Summer Approaches

By Alan MacGovern

CIH Port Captain

The 2018 sailing season is now well under way, and the first successful cruise to the Islands is in the books. All our boats seem to be in good shape and getting better due to the ministrations of Rear Commodore and his team. Lynn Erickson's small boat racing initiatives are going well and participation is keen. Thanks to Anacapa Yacht Club for facilitating the additional small boat fleet on Wet Wednesdays.

Two brand new "Frenzy" kayaks have been added to our fleet. These are short, lightweight, very easy to load on a boat for cruising, yet are stable enough for beginning kayakers. The procurement of two more is underway. Just a reminder, kayaks (and paddleboards) must be reserved just like any of our other boats.

Michael Crist has started the season's Boys and Girls Club activities. As always volunteers are at a premium so please, please if you can support this worthwhile and rewarding activity please contact Michael. Even if only to man the safety boat.

Last month, we had an article by CIH member Kathi Mottram about her adventures on the first leg of the Clipper Round the World Race. Well she is now on the leg from Seattle to New York and is currently on her way to Panama. After New York she will sail back to the UK on the final leg of the race. Quite coincidentally my nephew Chris MacGovern is also participating and he sailed on the leg from China to Seattle across the North Pacific. This is a pretty harrowing leg. They had 40 ft seas and 70 mph winds and freezing cold. You can read about the race at the website ClipperRoundtheWorldRace.com. Navigate to Latest and Crew Diaries to see some blogs by the crew members.

Lastly and certainly not least, don't forget the FYC barbecue on Sunday May 20 at Seabridge Clubhouse in Channel Islands. This will begin at 3 p.m. and go until 7. Bring food to barbecue, salads and desserts to share and of course libations. We look forward to having many MDR members attend. It's a great opportunity to interact and exchange ideas for the betterment of our great club.

I hope to see many of you at the barbecue.



Alan MacGovern's nephew, Chris, and Kathi Mottram

Boarded By The Coasties

A Fairwinder Comes Through Surprise Inspection With Flying Colors

By Ron Sasiela and Yuriy Kotlyar

MDR Safety Officer

Ron: Yuriy, on April 1, you were sailing Imagine on Santa Monica Bay with 10 of your family and friends aboard – a cozy arrangement – when an orange-bow-stripped U. S. Coast Guard vessel approached alongside and announced they intended to send two inspection officers aboard.

Yuriy: Yes, we were sailing under clear skies, a mild breeze allowing us to make about four knots near the Santa Monica pier enjoying ourselves. We saw that Coast Guard boat previously pull up to a boat about a mile ahead of us, as we and a third sailboat, all happen to be heading toward Malibu.

Ron: Did the Boarding Officers indicate that they had “probable cause” that precipitated selecting Imagine for this Boarding?

Yuriy: No, they gave no such indication. They simply stated they intended to conduct a routine safety inspection of required documentation and equipment. However, before I left Imagine's slip, I made a point of going through her to make sure that I had the required number of PFDs on board. In fact, their subsequent inspection included removal – *and counting*- of all those PFDs from the cockpit lazarette. I was glad I had the forethought to assure we met the Federal requirements.

Ron: Yuriy – tell us how the rest of the Boarding went.

Yuriy: First off, seeing these two officers come on board wearing firearms initially gave me some apprehension. About five other officers remained on their boat circling close by – and in radio contact - as need be. They wanted to review the boat's documents and began entering information onto their standard, one-page "Report of Board" Form CG-4100. The Form has a table of 29 possible violations that they systematically worked through. Besides counting the PFDs, I had to provide them: Air horn, flares, fire extinguishers, Marine Sanitation Device (head) with closed valves, HIN, Documentation/Ownership papers, etc. As they completed the list, a check mark was placed next to that particular item.

Ron: Was everything found in order?

Yuriy: They asked about the absence of the two required Federal Placards: 1. Oil Pollution and 2. Garbage Disposal. I had unfortunately forgotten that they were right on the lid of Imagine's starboard lazarette; seen as you reach for the boat's companionway lock key. They also discovered that the hand-held flares had expired, but fortunately the

alternate-required pistol aerial flares were still in compliance, so no Citation was issued for that serious safety-item violation. By this time, I had developed some rapport with the one Officer who had come below with me as we went through those cabin-based items. He handed me self-adhesive copies of the two required Placards and noted our violation was corrected on the spot, so we passed. They disembarked and left to likely inspect more vessels.

Ron: How long did the entire Boarding process and inspection take?

Yuriy: Because the boat's paperwork was conveniently readily available in Imagine's Log book, it only took about 15 – 20 minutes.

Ron: What did you learn from this experience that you could share with other Club members?

Yuriy: As skipper of a boat you should be prepared for a possible, unannounced Coast Guard Boarding. Make sure you have adequate PFDs on board, especially if you have a large crew with you; check that flares have not expired; the air horn is working (I also keep a whistle with me as a back-up); if intending to use the boat at night or in reduced visibility verify that the navigation lights are functioning; always have the VHF on and turned to Channel 16; avoid any BUI situation; know the location of required boat's placards and other documents; if anything is found out of whack enter it on the Log so the Boat Chief and Rear Commodore can attend to it. Keep a cool head, be cordial with the Boarding Officers and you'll end up with a pleasant experience to tell your friends and fellow Club members!

Ron: Thank you Yuriy for your exemplary handling of this Coast Guard Boarding and being one of our ASA Instructors.

Footnote from MDR Safety Officer Ron Sasiela: Members should be aware that the Coast Guard Auxiliary inspects our boats each January for exactly what these random inspections evaluate. They are permitted to Board by federal statute [14 USC 89](#). Fairwind boats have never failed these Boardings, and we are confident that the boat will pass. Take a cooperative attitude. Have all people come up on deck, keep hands in view, and don't do anything unless asked to do so. Generally, all of the interactions will be with the skipper, who will be instructed as to what to do. Everyone else should be instructed to sit quietly, unless asked by the CG to do something. Enjoy the Summer!

What Those Funny Markings Mean On The Side Of Merchant Ships

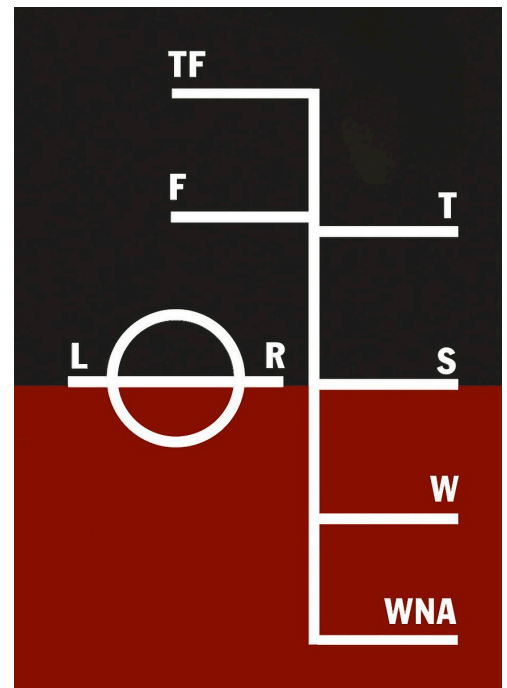
By **Lenox Grasso**
MDR Port Captain

When a bulk carrier, container ship or tanker - the largest things on earth made by humans that move - are docked in port, it's safe enough to walk, sail, or motor by them to see the mysterious letters, numbers, and symbols written on their hulls. But don't get that close to these behemoths when they are underway to see these markings! Even when docked, stay a couple hundred feet away and at least 1000 feet away from military ships.

Probably the most intriguing markings are the hieroglyphic Plimsoll Lines or International Load Lines visible in the first photograph. The circle with a horizontal line through it is the original Plimsoll Line, dreamed up in 1876 by British Parliament member Samuel Plimsoll who was alarmed over the loss of ships and their crew members due to deliberate cargo overloading by corrupt merchants who over-insured their vessels and then preferred to see them founder. In reality, the first official maritime loading regulations are thought to have originated with the Kingdom of Crete in 2500 BC. The Romans also had sea regulations for loading. In the Middle Ages, Venice required a cross marked upon the side of a ship and the city of Genoa required three horizontal lines.

Back to Plimsoll Lines. As a ship is loaded in port, its hull sinks deeper into the water. When the horizontal line in the circle, positioned amidships, on the sinking hull of a ship is at the surface of the water, the ship is considered to be fully (and legally) loaded. The "LR" on either side of the Plimsoll Circle is the ship's registration authority, in this case the Lloyd's Register of Marine Shipping.

The original Plimsoll Line worked best when loading a ship in summertime seawater in a temperate climate, like England. Today, this is what the letter "S" means. Other letters were added later to account for differing buoyancies of water in different climates of the world. The letters to the right of the vertical line are for seawater in "T" tropical, "S" summertime temperate, and "W" winter temperate climates. The "WNA" below "W" is for seawater of the winter North Atlantic. The letters to the left of the vertical line are for cargo loading a ship in "F" temperate fresh water and "TF" tropical fresh water.



Salty seawater is denser than fresh water. Cold water (either fresh or salty) is denser than warm water. Denser means more buoyant. So, wait a minute, according to these load lines, only the least amount of cargo is loaded in seawater of the winter North Atlantic Ocean although it's the most buoyant. Why is that? If a freighter ran only from Stockholm to London during the winter, it is true that it could be loaded (illegally) with more cargo and still have sufficient freeboard. But Plimsoll lines take into account everywhere a freighter may travel, not just where it is when it's loaded.

If this same freighter continues from London to Port Santana in Brazil very near the equator, its hull will sink lower and lower as the seawater warms. Eventually, when it reaches the efflux of the Amazon River delta where its fresh water can extend as far as 200 miles into the Atlantic Ocean, an overloaded freighter may not have sufficient buoyancy or freeboard to guard against the hazard of high waves. In Port Santana, however, the freighter can be loaded until the ship's hull sinks all the way down to the "TF" tropical fresh water line because no matter where else the freighter travels in the world, it will not encounter water any less buoyant than where it is now.



There are other hull markings in the second photograph. The white circle with an "X" within it indicates a bow thruster that aids in maneuvering the bow of a ship sideways. This is very useful when docking. The white symbol that resembles the numeral "3" signals that this ship is equipped with a bulbous bow which is a protruding bulb at the front of a ship that may be entirely underwater when the ship is fully loaded. A bulbous bow reduces the drag of a large ship underway by creating a wave of its own that partially negates the bow wave of the ship. This increases speed, fuel efficiency, stability, and range of a large ship underway by as much as 15%. Tugboat captains steer clear of both hidden bow thrusters and bulbous bows to avoid damaging both the ship and the tug. The numbers arranged in a vertical line are called draft marks. They measure the distance between the waterline and the lowest area of the ship's hull (the draft) that varies by cargo loading. The number at the waterline indicates the ship's draft, whether the ship is overloaded, and whether the ship is unevenly loaded and listing by comparing the waterline depths on both sides of the ship.

More than 90,000 merchant ships ply international waters, transporting over 80 percent of world trade, carrying billions of tons of goods every year. Tugboat captains and others who work in ports or on the water have the best view and understanding of these ship hull markings. And now, so do you!

Editor's Note: *This article also appears in Bearings, a publication of the American Sailing Association*

Tardis Gets A New StackPack Sail Cover; It's Easier Than You Think Once You Learn It

By Ron Sasiela

MDR Safety Officer

Tardis, our Catalina 380, in MDR Harbor Slip G-812, received a StackPack for its mainsail in early April with matching green Sunbrella fabric. The StackPack is designed to eliminate the use of the conventional mainsail cover and provide an easier way to deploy the mainsail and protect it from the ravages of excess sun exposure. An orientation video is provided, compliments of Art Toye, to further help members and crew, with this new boat convenience, see

<http://www.youtube.com/watch?v=uWd1HpyBSzU>



Marv Brown demonstrates how to remove the front panel, which must be stowed below

Although the StackPack can be used in two different configurations, we are recommending that the quick and simpler version be used by members. That option involves three steps:

1st- Unzipping and removing the tall front panel. It's forward of the mast and once removed, should be stowed to prevent it from being lost overboard.

2nd- Reach inside the front, port side of the StackPack; locate the thin, black & white colored top zipper cord and pull it so the long zipper travels aft.

3rd- At the aft end of the boom a.) separate the zipper tail apart and b.) unfasten the StackPack's twist fastener.

4th- You are ready to attach the halyard and raise sail as usual. The StackPack, with its internal lazy jacks, is left in place while you sail with it – no other adjustments are required. See photo of a typical sailboat, and its StackPack just above the boom, while underway.

More detailed Instructions, with supporting photos, are located in the Log Book. They should be carefully read for troubleshooting hints before the mainsail is lowered or reefed.

Have fun safely using this convenient, new addition to our fleet. We'd like to hear of your experience using the StackPack – it might find its way across the fleet!

Fairwinder Issues Mea Culpa For Pumping Water Into Angelsea's Fuel Tank

Abi Convey

Channel Islands Harbor

At CIH, when one of our members does something really stupid, resulting perhaps in some remedial training, we ask the member to write a brief article for the newsletter describing what he or she did and the lessons learned so that others will avoid making the same mistake. Well, I was one of those skippers that managed to do something high on the stupidity spectrum, and this is my mea culpa.

On return from an excellent cruise with family and friends to the Channel Islands I wanted to pump and flush the holding tanks on Angelsea to make sure they were odor free for the next cruiser. I decided to add water before pumping on the aft tank as we had macerated on the trip in and I wanted some liquid to slosh around and clean the insides of the tank. So I thoughtlessly unscrewed the cap, inserted the hose and added about five gallons of fresh water to, yes, the fuel tank. Without paying attention I had gone to the wrong fill cap and not taken the time to read the word "diesel" printed thereon. I even managed to pump out some diesel. Mortification ensued



Abi's folly; she won't do it again

Fixing the problem involved:

1. Informing the harbor patrol about the pumped out diesel
2. Getting a tow back to home dock
3. Embarrassedly informing Rear Commodore Harry K, and Boat Chief Alan M
4. Pumping out as much of the water as possible from the bottom of the tank
5. Disposing of the waste removed
6. Organizing for a professional fuel polisher to come and fully remove and filter all the remaining fuel (about 30 gallons)

This last step was a good thing to do as over the years the tank had accumulated a fair amount of sediment on the bottom and the polisher was able to probe and clean the tanks remotest corners. Most of the cruising boats might benefit from this process.

I learned two things from the experience, namely never become complacent on a sail boat and act without thinking, and second when you do do something stupid, or from inexperience, immediately go to our experts and officers, and while they might frown and mutter under their collective breaths, they are there to help and take no particular pleasure in having you keelhaunched or sent to the brig. I do know one thing. Even without being keelhaunched I will never, ever do it again

One more thing. I do have contact information at CIH for locations for getting rid of oily waste, and for a very competent fuel polisher.

The Dinghy Circle Of Life

By Ken Murray
Staff Commodore

One of the things that one gains through membership in a Club like this, is a perspective over time, about how thinking on a subject becomes popular, then unpopular, then popular again. When it involves hardware, such as boats, it inevitably costs money, and involves a lot of our limited volunteer time as we go through each transition.

A current example that comes to mind are the MDR dinghies. This is actually a good model, because it involves a balance between a number of imperfect choices, and that balance seems fairly equal between those choices, and a slight change of perspective can cause a change in our fleet make-up.

The dinghies exist for one purpose: getting people to land from an anchored/moored position on the water during an overnight cruise. There are three options: inflatables, hard dinghies, and portabotes (a collapsible boat made up of bendable struts, which can be taken apart to be stowed). Inflatables describe a class that can either be kept inflated for easy storing (in theory) on the cruiser, or inflated upon arrival at the destination. Inflating and storing are a pain. They can be left inflated and stored in the water, but the sun causes damage. The hard dinghies are just that, an example being a Boston Whaler, which have to be stored on the water, but stand up better to the sun. A portabote is a compromise between the two, potentially being collapsible, but in the 10 years or so in which we had one, I never saw it collapsed, and so it also has to be stored on the water. The hard dinghies and portabotes end up having to be towed behind a cruising boat, a complicating factor, while an inflatable is generally taken aboard, inflated or not, and placed on the deck.

So how we've evolved has gone from portaboteàsoftàportaboteàhardàsoft, and now the decision is to go back to àportabotes. I frankly thought the portabotes designated the "low rent" portion of the Marina, as they were always internally wet, overgrown with mold, and generally funky looking. While I think it is possible to use a motor, I've never seen that. In fact, this may be a bit of misdirection to enact an elimination of dinghy motors, but who can know, as the membership has not been involved in the conversation to this point, and it appears that the action will be presented as a *fait accompli*. You'd think the cruising community of the Club might have an opinion?

Those of you who have seen me speak at meetings know that I'm very caught up with the idea of understanding the history of our Club, and knowing *why* things were decided the way that they were. For example, two years from now we are very unlikely to have the same people on the Harbor Committee, and with no record, and very little memory of why such a decision has been made, this likely means that we will get rid of portaboats, and go to something else---waterwings? I wonder if anyone will know that it is something new?

CIH First Cruise Of The Year Provides Practice And Pleasure For Skippers And Crew

By Scott Kelly
CIH Cruise Chair

FYC Channel Islands Harbor: Our First Club Cruise of 2018!!

Our intrepid FYC Channel Islands Cruisers got the season off to a great start in May with a three-day cruise to Santa Cruz Island. Beautiful skies, warm sunny weather and water, and lots of stars made for a memorable cruise.

The CIH flotilla left Channel Islands Harbor at 9 a.m. Friday May 4 for the cruise. Our anchorage for the entire weekend was Coches Prietos, on the south side of the island. After anchoring, many hiked, kayaked, or swam the rest of the afternoon.

Angelsea hosted a dessert potluck Friday night, which was enjoyed by all. Great desserts and even better conversation.

The weather was beautiful, with lots of sun. Many of the crews kayaked and went ashore and spent time hiking, SUPed, socialized or just relaxed.

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

Here are a couple of the skipper reports:

Tom Mulholland:

The Mark III got some nice sailing on Saturday about 4 nm SSW of Coches with 4 ft swell. We got 7 knots, some spray, and dipped the jib at one point.

We had an opportunity to get a little anchoring practice using a forked moor. It was great working with Andy Ketchum, Valerie Willett, and Randy Dolan (who joined us from Angelsea) on the sail and anchoring.

We enjoyed huge pods of dolphin on the return trip.

We had the best cooking on board!

The club cruises are a good idea because we have the opportunity to improve our skills, share ideas, not always exclusive to sailing.

The club cruises also provide an opportunity to fine tune the boats, from a maintenance stand point as little problems may arise that are not obvious on a day sail.

Valerie Willett, one of my crew members, had this to say about the cruise:

"This was my first club cruise with Fairwind and I was very impressed with the organization that went into this cruise.

Skipper Tom and 1st mate Andy were outstanding sailing partners and I felt safe and never fearful. We hiked the island and captured some beautiful pics with the Fairwind fleet in the background. We also had an awesome sail on Saturday with 10-12 knot winds. On the way home, we had the pleasure of seeing a lot of dolphins swimming along side the boat, it was awesome. Besides having a great time I was able to learn some new skills such as anchoring and charting.

I'm looking forward to more club cruises. Thank you Scott for organizing and Tom for being a great skipper!"

Skipper Alex Belotsky:

Even though the trip wasn't for many more days, I became anxious with excitement the moment I read Scott's note. I've sailed to the islands many times before, and have crewed on over a dozen similar cruises. However, the request to skipper my first club cruise was a very special milestone for me. Completing the ASA 104 training with Scott Kelly in October of last year, I realized quickly that he is incredibly thorough when it comes to safety and the well being of his crew. So I knew his decision to add me to the roster as skipper of Sorella could not have been made without much consideration.



Dolphins love to frocklic in a boat's wake

My crew was assigned and briefed; Hank Gifford, a recent addition to the club, John Roussel, a skilled ASA 103 skipper, and Jotham Schwartz, a 12-year MDR club veteran and deeply experienced skipper. We all met for the first time at the dock on Friday morning, and with the speed of a Formula 1 pit crew, prepared the boat for departure. I knew then that everyone would get along greatly. After a quick "all hands" meeting, we were off to Santa Cruz Island.

The winds were light while motoring out of the harbor and the swell unnoticeable, but that changed a few hours later as we headed towards Smugglers Anchorage. We noticed some whitecaps on the surface and raised our sails, eventually getting a top speed of 6 knots in 10- to 15-knot westerly winds. The sailing was great but did not last very long as we got into the wind shadow of the island. We made it to Smugglers in good time then proceeded to our final destination, Coches Prietos.

Coches is always beautiful and this weekend was no different. We got a prime spot in the middle of the anchorage and quickly laid anchor. Later that evening, we were all welcomed on Angelsea by her skipper Kelley Henaghan for dessert night. After a brief introduction by everyone, several excellent hours were spent socializing and enjoying delicious treats brought by everyone. Back on Sorella, the anchor held steady all night and everyone fell into a well deserved sleep.

We spent Saturday relaxing and enjoying the water before spending a few hours in the afternoon doing anchoring drills with the crew. It was a great experience as everyone got a chance to try something new. We worked on steering, positioning, and communication with great success. That evening everyone enjoyed a relaxing dinner followed by a beautiful clear night with millions of stars.

Sunday morning we prepped the boat for departure and started the engine without incident. Moments after, the crew noticed some steam coming from the exhaust and I realized the temperature had gone past 190 degrees. After an immediate shutdown, we realized a large patch of seaweed that lived next to the boat made its way under the boat and blocked the thru hull intake. Jotham was quick in thinking, jumped into our dinghy, and used an oar to move the majority of the kelp from under the boat. His fast action got the water flowing and the temperature down to normal within seconds. Shortly after our brief excitement we were heading out of the anchorage, our heading set to CIH. As we reached the middle of the Anacapa Passage, the crew and I elected to take the scenic route and sail past the back of Anacapa and Arch Rock. With our new route set, we encountered a huge pod of dolphins numbering what must have been in the thousands. An amazing end to a fantastic trip that could only be made possible thanks to Scott Kelly and Fairwind Yacht Club. I am truly thankful for both.

FYC Channel Islands Harbor: Santa Cruz Island Cruise

Our next Island Cruise of the 2018 season is slated for *Friday June 1st thru Sunday June 3rd*. The cruise leaves early Friday morning and arrives back in the afternoon on Sunday.



Tom Mullholland and Valarie Willett overlooking Coches Prietos

Again, we have seven boats reserved for the weekend, with a total of 31 spaces available.

Again 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.

Installing New Standing Rigging on Angelsea Turned Out To Be A Tough, Complicated Job

By Harry Kane

As some of you will recall, two years ago Freedom Too suffered a dismasting between the Hueneme buoy and CIH and, while she was successfully brought in with no crew injuries, the mast Z-folded and was toast.

Post-mortem inspection revealed that the upper shroud that parted, causing the collapse, had only two of its 19 strands intact and even these were compromised with corrosion. These last two strands snapped when the boat was tacked. The cable had broken about $\frac{1}{4}$ " inside the swage, where it could not be seen. This was likely due to a process called "crevice corrosion" which occurs in areas where stainless steel is isolated from oxygen. Ironically, oxygen is what causes steel to rust, but with stainless, oxygen must be present to maintain the chromium oxide in the stainless, which is what makes it stainless.

Since there is no way to see this corrosion, and all of our boats have these same swages, the Fairwind CIH board decided to change the standing rigging on all the boats in a timely fashion. Angelsea was the first to receive this preemptory rigging upgrade. Since she's a 1996 model, now 22 years old, and also the largest and heaviest rig in the fleet, the board



Angelsea, CIH's Catalina 400, waiting for a re-rigged mast

felt it's time to re-rig to avoid a possible repeat of Freedom Too's scenario.

Other than Camp David, Angelsea is the only keel-stepped mast in our fleet. This means the mast goes down through a frame on deck called the mast partner, through the cabin flooring to the keel, where it rests on a plate bolted to the hull on a large rib. This keel support plate on Angelsea has been cracked since we've had the boat and likely before, but since the cracks did not amount to a safety issue, we left it alone until now. Since we had to pull the mast to change the rigging, we ordered a new plate. Pulling the mast on a keel-stepped large boat is a bit more complicated than the Freedom re-rig, and the process took us a full week of nearly eight-hour days to accomplish. Fortunately we had a good crew to help with this monumental task.

Taking the lead was our rigger, Kim Weir, and his helper Scott. Kim and Scott directed all the activities, rigged the crane lines, and directed the boatyard crane operator Chris to remove and later replace the mast. Fairwind's team consisted of Rear Commodore, Hal Cohen, Angelsea Boat Chief, Alan MacGovern, Peter Granet, Mike Delaney, Dennis Derley and myself. If I've left anyone off it's because we were quite busy and really didn't have time to take notes.

Like I said, a full week of hard word was involved. On Monday, March 5, we prepped the boat for pulling the rig by removing the mainsail, boom, vang and all hardware not directly part of the mast and standing rig.

On Tuesday, we motored her over to the boatyard next to the Travelift rails right up to the shore where the crane could reach the mast.

An interesting thing about a keel-stepped mast is there is a stay and turnbuckle arrangement attached to the mast about a foot below the deck inside the cabin and fitting into a slot in the side of the partner ring. The purpose of this it to keep the deck from being pulled up with forces on halyards and such going through turning blocks on the partner. Without this clever arrangement, the deck would see a constant upward force, which could actually bow the deck upward since it is not attached to the mast.

On a deck-stepped mast this deck lifting force doesn't exist since the mast rests on the deck. The deck is prevented from sagging on these boats by the compression post below the mast. but on Angelsea, the mast is through the deck and not attached to it. Anyway, as should be expected, this stay was firmly locked into the partner slot with corrosion and required a good bit of picking, grinding and, need I say, swearing to free it. Of course, this had to be completed before the mast could be pulled. That done, Kim and Scott and the rest of the team went to work removing dozens of cotter pins and rings on all the shackles and turnbuckles in preparation, and then the mast was lifted out of the boat.

With the mast now on rolling supports in the boatyard, work was started on removing all the corrosion at the masthead and spreaders, which was pretty extensive. Some fittings were replaced and some were cleaned, coated with Lanacote and reattached.

While the mast was being worked in the yard, several members of the team went over to Angelsea, now back in her slip and removed the mast partner ring and keel base plate, no small task, either one. Did I mention corrosion? At this point we discovered why the base plate had originally cracked. This is an aluminum casting with four slotted holes at the corners and it's bolted to a huge rib running athwartships and over a foot wide at the top where the plate was bolted. However, the top, while flat, is rounded at the forward and rear edges, and the plate, while back from the forward edge, actually hung over the rounded rear edge and the rear bolts were actually exerting a bending force on the rear of the plate.

This force over time on a brittle casting likely caused the cracking. Hal Cohen attached a serious block of pressure treated wood to this rib, bolting and epoxying it in place, thus extending the rear edge back well beyond the plate and with this robust stabilizer in place, the new plate is no longer under a bending force and should remain crack free for a long time.

The partner was not as easy to remove as one would think. Actually, anyone who thinks anything on a 22-year-old boat in a salt-water environment will be easy to remove has either never seen a boat or engages in recreational pharmaceuticals too heavily. But I digress. After much wringing of hands and gnashing of teeth, the partner was successfully removed from the boat and we then discovered why we were never able to keep rainwater off the dining table on Angelsea. We always thought the water came in through the hole the mast went through the partner and deck and kept trying to seal this over and over, the last time unsuccessfully using toilet bowl wax rings, which was the most disgusting and messy part of this process to remove, by the way. However, when the partner was finally removed from the boat, we could see the underside was seriously corroded with voids and crevices and downright crevasses so water would simply run under the partner through these passages and drip down inside the cabin. Mystery solved! The partner base was then sanded and cleaned, corrosion treated and securely bedded to the deck so we should see no more water incursion at least through this path.

Some other items addressed while the mast was down were the roller furler top swivel has a Delrin insert which was almost completely worn away making the genoa hard to furl. Kim replaced this with a new bushing, which Hal had procured and now the sail should furl easily. Also, Angelsea's mainsail has been getting harder to raise and Kim replaced all the halyard sheaves at the masthead, they were worn and square and barely turning. Now, I can attest, the main goes up easily.

With all this corrosion removal and replacing the cables, the mast was ready to re-install.

The installation went well, and member Chaz Morantz, who coincidentally had the mast from his boat in the yard at that time, jumped in and helped with the mast install. Thanks, Chaz. Extra hands are always welcome when organizing all those stays and shrouds and burgee halyards. Once the mast was in place, Kim and Scott tuned the rig and we were

done, at the boatyard at least. We then took the boat back to her slip on Thursday eve and on Friday we re-installed the boom, vang and sails and Angelsea was once again ready to sail. Thanks again to all who helped in any way on this project. It was a long and complicated job, but the end result is that Angelsea is back in service with a new dependable rig and hopefully a dry dining table below.

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 – Channel 16 or DSC call to group 032479463 (programmed in all club radios, should reach all boats in range)

Membership interaction – Email: FairwindMembers@groups.io

Join Member's interaction group - Send an email to FairwindMembers+subscribe@groups.io

Updates to website: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc