



FAIRWIND YACHT CLUB

May 2018

Editor: Ken Hoover

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Commodore's Log

212 Emails Might Be Too Many For A Single Minor Incident

By Richard Windebank
Commodore

Sometimes when you are serving on the Board, you feel you are between a rock and a hard place.

As Board members, we want to treat everyone the same and we want to be fair to everyone. So, if a member brings a boat back damaged, it's only right we should hold that person responsible for the damage and enforce the By Laws and the Standing Rules. But, when we hold a member responsible he or she doesn't always have the same perspective on what is fair.

I recently went on holiday to Colombia for 12 days. While enjoying the experience of exploring a new country, and a really nice country at that, I received 212 emails about a single incident where a boat had been damaged. And, it was a relatively minor incident where the damage was just a few hundred dollars. 212 emails might not sound a lot, but the majority of them were sent to between 10 and 17 people.

You might say that, if you volunteer to serve on the Board, that sort of thing just goes with the territory and you should expect to be treated like a punch bag. But most of us are just well-meaning volunteers, trying our best to make a contribution towards the well being of our great Club.

For my part, I am also a supporter of transparency. Apart from some sensitive personnel issues, I think most of our discussions should be open to the membership. We should have nothing to hide and we should have no reason to do so. But, there is a fine line between sharing what members want to hear and dumping them with too much information (TMI).

Most Members joined the Club to go sailing, to enjoy the camaraderie of the Club and to have fun. They did not join to go to meetings. They are happy for the Board to try and figure out what's best for the well-being of the Club and they do not want to be bombarded with endless emails.

In my experience, 95% of the Members think it's a wonderful club and, although it may not be perfect, on balance, it does pretty well. We have a nice fleet of boat, we look after them, we try to spend the club's money wisely and we all get great value from our membership. But, and I guess this goes for any Club or organization, there will always be a handful of participants that fall in the "complainer" category. One member recently wrote that Fairwind's policy is "crafted in private backroom discussions and the membership is not allowed to participate."

The fact that anyone would even think that way, is troubling to me and I would hope there is nothing further from the truth. But, perception is reality, and maybe we do not do enough, or cannot do enough, to make all 460 members happy.

On a somewhat brighter note, I was delighted to see that CIH will be hosting a barbecue at Seabridge Clubhouse on May 20, from 3 p.m. to 7 p.m. These are always wonderful events and are a great opportunity for members from both harbors to get together. I wish MDR had a comparable facility but we don't at the moment. Hopefully, this will change in about 18 months when the new Neptune Marina opens in "B" basin in MDR. We will have at least three slips there, and we will be able to use the community center twice a month for Fairwind events. I cannot promise it will be as nice as Seabridge, but I can promise it will be better than anything we currently have available.

Every year, yacht clubs throughout the west coast (probably the east coast too) conduct Opening Day Ceremonies, at the beginning of the sailing season, and these have been

taking place over the last few weeks. This year, Lennox Grasso decided that Fairwind in MDR should have one too and he invited Marc Levine to conduct this in only the way marc Levine can do so. Marc gave us a great overview of what Opening Ceremonies are all about and how they came to pass “once the ice had melted”. The event was well attended by about 50 members, and with plenty of refreshments to go round. Lennox wants to make this an annual event, so I hope it will be the beginning of something we will repeat in future years. Special thanks to all who helped to organize this and to the volunteers who will organize the BBQ in CIH on May 20.



Marc Levine addresses the crowd at MDR's Opening Day Ceremony.

CIH Highlighted In Newsletter Articles, And Don't Forget The May 20 Barbecue

By Alan MacGovern

CIH Port Captain

After last month's newsletter I got severely slapped on the wrist by Richard for not having any input from CIH. "How are our members supposed to know what's going on if you don't provide input?" he asked (of course in a very gentlemanly way with a British accent so I couldn't get too distraught).

I have taken his admonishment to heart, and this month we are blessing you, the membership, with three articles for your reading interest and edification. First there is a great article by our very intrepid member Kathi Mottram about her experiences sailing across the Atlantic on the first leg of the Clipper Round the World Race. This is a must read and is only the first of at least two installments as she has two more legs to go, from Seattle to New York, and then from New York back to the UK. She heads off soon so wish her well.

There is also an article by Harry Kane who, in his inimitable style, tells us all about the re-rigging of Angelsea. He includes much more technical detail than anyone in their right mind would want to know but he does it in such a readable and engaging way that it's hard to put down.

Harry's article about the re-rigging represents part of the general thrust we have at CIH which is to enhance all our boats, not only functionally, but safety wise, and cosmetically as well. Which brings me to the third article, namely the modest description by Peter Granet, of the hard work he and others did on the interiors of both Zephyr and Mark III. These boats now look they did when they came from the showroom (well almost) and that's the way we want them all to be. So Peter has painted himself into a corner (pun intended) and is now our go-to guy for all things woodwork.

Unfortunately due to weather, two looked-forward to events have had to be cancelled this early season, namely the annual whale watch and the first CIH Club Cruise. Well there will be lots more club cruises and there are still lots of whales out there so still many opportunities to enjoy them both.

One important looked-forward event coming up in May is the first CIH Barbecue of the 2018 season. As usual this will be held at the Seabridge Clubhouse. It will be on May 20th, still a ways away but not too soon to get it on your calendar. This is a very popular event, a great opportunity to socialize with other members and their families. Hopefully a good contingent from MDR can be persuaded to come up. Maybe a car pool could be arranged.

Rules Make It Complicated To Go Cruising On Work Day

By Lenox C. Grasso

MDR Port Captain

This year, during the high season of sailing in the months of June, July, August, and September, it is very unlikely that the Marina del Rey Harbor Committee will grant a waiver to have a boat miss a second Saturday Open House or an Every Tuesday Work Day. Most members think there is value to the entire membership to have all boats present on every Tuesday from 9 a.m. to noon to assess cleanliness, seaworthiness and the need for any repairs.

Boat Chiefs may choose to follow this preference or they may act individually to allow Work Day waivers to accommodate members and their schedules. Under our By-Laws, Article XX, Standing Rules Section III, Paragraph G, either the harbor committee or the boat chief may grant a waiver to miss a Tuesday Work Day, but not two in a row. And only the harbor committee can grant a waiver to miss a Saturday open house.

Under the same Paragraph G, members are entitled to reservations up to seven consecutive days during high season. The harbor committee prefers that members reserve a boat from Tuesday or later and have it back no more than seven days later, that is 168 hours, later and/or no later than by 9 a.m. the following Tuesday, clean, fueled, and ready for the next member to use with no exceptions or rationalizations. Boat Chiefs who may grant a waiver to miss a Work Day will likely differ boat by boat.

During the low season, October through May, waivers are more likely to be granted. Again, under Paragraph G, members are now permitted to reserve for a longer period of time, but still not across two consecutive Tuesday Work Days. Also, the harbor committee would not likely grant a waiver that would miss both a Saturday Open House and a Tuesday Work Day.

When cruising, I encourage each member to build an extra day or two into your cruise schedule to account for potential bad weather, mechanical repair, and/or sufficient time to clean, fuel, and prepare your boat for use by the next member. This is part of voyage planning and coastal passage making as presented within the courses necessary (e.g. ASA 104) for you to qualify for your cruise certification. Happy cruising. No, really, I mean it.

Marina del Rey Fairwind 2018 Cruise Schedule

By Arlene de Anda

MDR Cruise Chair

Fairwind Club Cruises last year lived up to the spirit of our by-laws and provided lots of opportunities for club members to enjoy spending time under sail together and “to sponsor sailing related social and cruise activities for its members and guests”

Fairwind Marina Del Rey welcomes members to set sail together and join in the camaraderie of our popular cruises to Catalina and possibly King Harbor or Long Beach. What better way to sharpen your sailing skills and meet new people?

We invite all eligible cruising skippers to sign up. Please know you have the option to select your own first mate.

For all members, please make note of which cruise(s) you may want to join and then expect an e-mail from me approximately 2½ weeks prior to our cruise departure date to announce the invitation to join the cruise on a first-come, first on the boat, basis.

Questions? Contact Arlene de Anda, FYC MDR Cruise Chair guidedcuriosity@gmail.com or 949 359 1889

See you on the water!

Fairwind Yacht Club – Marina Del Rey 2018 Cruise Schedule

Cinco de Mayo 4-6 Cruise

(Redondo or Long Beach – depending on conditions)

June 1-3 Cruise to Two Harbors

Summer Wine Festival

<https://www.visitcatalinaisland.com/event/two-harbors-summer-wine-festival-2018>

July 6-8 Cruise to Two Harbors

Friday “4th” of July Fireworks Celebration

<https://www.visitcatalinaisland.com/event/two-harbors-july-4-celebration-2018>

August 3-5 Cruise to Two Harbors

Pre-Meteor Shower Cruise

Sept. 8/31-9/3

Labor Day Weekend Cruise to Two Harbors

<https://www.visitcatalinaisland.com/event/32nd-annual-two-harbors-buffalo-chip-toss>

October 4-7 Buccaneer Weekend at Two Harbors

and 104 Certification Cruise

<https://www.visitcatalinaisland.com/event/buccaneers-weekend-2018>

Channel Islands Harbor's Capril 22s Sprint To The Finish Line In Wet Wednesday Race



See story on next page

CIH Lauches Racing Season With Capri 22s

By Lynn Erickson

Last fall, I started pitching an exciting plan to the membership to race the CIH Capri 22s in the 2018 Wet Wednesday series.

It so happened that I met the Anacapa Race Committee group and joined them for some final Wet Wednesdays as last year's season was wrapping up. Ted Wright, Commodore of Anacapa Yacht Club heading up AYC RC, suggested he'd create a "C" class if Fairwind CIH wanted to participate with the Capri 22's. So I took him up on the challenge and started recruiting teams at Membership meetings and Work Days.

There's a long list of interested members, so Ted offered on-the-water practice/training sessions for all AYC and Fairwind participants with their boats.

We've had two sessions so far, and they've been great fun. Stars of our show: Sand, Sweet Deal and Companionship. Camp David, when available is also included. I'm thinking of including Freedom Too if there's enough interest.

Skippers: Owen, Eric, Gordon, Tom, Scott H., Mike C., Mark W., me and rotating crew at the helm to train new skippers.

So far, we've been concentrating on start sequence, but now getting into tactics, lifts, headers, rights at the mark, etc.

The next session is on May 6. I'll be sending a detailed notice to those who have signed up to commit to sailing Wet Wednesday and (new) Fabulous Friday series this year. If you're interested in being on a racing team, please let me know, and I'll put you on the email notice list. Email me at Ojailee@aol.com.

A great summer is ahead.



Eric Murrow at the tiller of Sand.

Fairwind Sailors Win Cruising Stripes

A hardy group of Fairwind sailors ventured to King Harbor and Two Harbors Friday, April 4, through Sunday, April 6, in a quest for their ASA 104 certifications.

The 104 sticker in their log books signifies they have the skill and confidence to skipper a voyage to Catalina, the Channel Islands or anywhere else within range of Fairwind boats.

The original forecast Thursday night was for rain Saturday and possibly high winds and seas. Fortunately, the weather worked out fine during the whole trip.

Five boats, Tardis, Osprey, Imagine, Calypso, and Frequency, left for Catalina, Friday morning around 10:30. Most of the boats were under sail just past the Palos Verdes Peninsula and reefed as we got within 10 miles of the island. We all moored within 100 yards of each other around 4 p.m. The barbecue grills were going by 7.

On Saturday, fearful of rough conditions, we left by 8:30 a.m. On the way to King Harbor, we practiced danger bearings and other navigation skills. Frequency's engine overheated half way over, and Osprey had to tow her the rest of the way.

Tardis and Calypso had rafted up in the harbor, so Frequency could do a controlled crash into their arms. Later they found kelp had been sucked up into the intake. Upon completing the 104 written exam, we dinghied over to King Harbor Yacht Club, and Ubered to Captin Kidd's for dinner to celebrate because everyone passed the written. We left around 10:30 Sunday morning for the final trip home to MDR.

Veteran instructor Willy Maynetto headed the floatilla. Here's a list of those who made the trip with skipper, boat and crew:



Willy Maynetto
Osprey Catalina 320
Lon Cohen
Patricia Rose
Art Toye ASA 201 helped out

Kelley Henegan
Tardis, Catalina 380
Karee Moore with her husband Rick
Mike Crist
Jim Pike

Bill Connor
Imagine, Beneteau 311
Stephen Horst
Andrew Ketchum

Skip Korsggard
Calypso, Catalina 28
Kuba Fietkiewicz
James Prechel
Johan Sandstrom ASA 204 helped out

Pawel Sobeirajski
Frequensea, Catalina 270
Merek Niklas
John Mudgett



Frequency's engine overheated. The crew was forced to accept a tow from from Osprey on the way back from Catalina to King Harbor.

Racing Season Under Way In MDR

By Michael McKinsey
MDR Race Chair

The weather is improving, the clocks have sprung ahead, and racing season is officially under way in MDR. Fairwind has had boats consistently participating in the Vic Smith Tuesday Night Trials (VSTNT) for many years.

The first official race of the season that counts toward the trophies at the end of the season was held April 9. There are 34 races a year, four warm up races that start the first Tuesday after the time changes, and six series of five races each in three classes. We race until the last Tuesday before the time changes back in November. The first start is at 5:58pm every Tuesday and you can follow the starts and finishes on Channel 71.

Fairwind is highly represented. We almost always have a few Fairwind boats in the fleet, and almost every boat racing has a Fairwind member at the helm or on the crew. Fairwind has a special arrangement with the Marina del Rey Venture MacGregor Fleet to allow us to register our boats for the season instead of the skipper, so who the skipper is on a Fairwind boat can change from week to week, but the points continue to add up for a trophy at the end of the series and the overall at the end of the season. A Fairwind member was at the helm of the overall winning boat in the cruising B class, and several Fairwind members are regular crew on the boat that finished first in the cruising A class last year.

There are still several boats that are not being regularly raced on Tuesdays. Mea Ono, Sundance, and Seaweed are all very competitive boats in the fleet, and do not yet have a regular skipper. Make your Tuesday reservations and start gathering crew! You can also ask to crew on Generosity or Frequensea, which are regular racers or find another boat in the fleet looking for crew at the dinner after the race.

The Tuesday races only cost \$1 a race after the \$20 registration for the year. The entire cost for the 34 races is only \$50 making Tuesday night the best value in racing. The Wednesday races hosted by CYC are \$18 per race. The TNT races are also geared toward sailors new to racing, the B class handicaps adjust every week so that everyone has a good chance to win on any given Tuesday.

This year, the Tuesday race crew meets at Pacific Mariners Yacht Club after every race. There's a full dinner available for a \$5 donation, and everyone has been loving the new after-race festivities. Of course, the great PMYC hospitality is on full display, and it's always a great time. Fairwind members are invited and encouraged to attend the dinner even if they are not racing for a great social atmosphere and to learn more about racing, find a boat to crew on, or even just to hang out. Serving as crew on a racing boat is a great way to improve your sailing abilities and is a great time on the water!

Fairwinder Readies For The Adventure Of A Lifetime As She Participates In Round-The-World Race

By Kathi Mottram

No experience necessary! The race of your life! Raced by people like you...

This is what caught my eye as I was surfing the net one night. ASA had posted a video of a 70-foot yacht crashing through the waves with a crew that looked like they were having the time of their lives. I pressed my nose against the computer screen thinking "Yes! I want to do that! I HAVE to do that." It was for the Clipper Race, which I'd never heard of but they were taking applications for the 2017/2018 race so I signed up right then and there having no idea what I was getting myself into.

The adventure of a lifetime is right! That was November of 2015. After almost 2 1/2 years of planning and multiple trips to Gosport, England, for the mandatory four-weeks of training, the race had finally begun for me in Liverpool in August last fall. Twelve identical boats with equally matched, randomly picked crews completed the first leg of the round the world race from Liverpool to Punta Del Este, Uruguay, in September of last year. Over 6,000 miles and 36 days of nonstop racing with a crew of 20 on our "Nasdaq" sponsored boat. It turned out to be the longest leg in clipper race history. And it sure felt like it. We came in last partially because we had to divert to Cape Verde Islands to drop off one of the crew members who had a leg infection but also because our spinnakers were partial to wrapping around the forestay or dropping in the water when we most needed them. The "no experience necessary" and helming downwind while flying a tennis court sized spinnaker was not a winning combination at that point. Leg one tends to be a learning curve for everyone. But the welcome that they gave us in Punta was well worth it. The mayor put on an amazing Asado (barbecue) for the entire Clipper crew. It was heaven seeing all of that fresh food after a month at sea. These experiences are the best part of Clipper. You become like one big family in port.

The Clipper round the world race was conceived by Sir Robin Knox Johnson 20 years ago. He is the first person to have successfully circumnavigated non-stop single-handed in 1968 in his 32 ft boat, Suhaili, when the Sunday Times sponsored the Golden Globe Race. He was the only one to finish as the others dropped out along the way. Moitessier kept going round and ended up in Tahiti. Donald Crowhurst committed suicide after faking his circumnavigation. The subject of the new movie "The Mercy".

This is the 11th edition of the Clipper around the world race. Over 5,000 people from all walks of life and from all over the world have participated. There are eight legs. You can sign up for one or more legs or be a "round the worlder" and do them all. There are no age limits or requirements other than successfully completing the four-week-long training sessions. Approximately 700 people are in this current race. During crew allocation, people

are randomly assigned to a boat and skipper with the intention of balancing the crews equally by age, gender, experience etc. Its a bit like being picked for the draft that day. Everyone is nervous about where they are going. Each team ends up with about 50+people.

I would say they tend to be from all over, although the UK probably has the most crew members. There are more Americans this year than were in any of the previous races, many coming from the Seattle area, which is a race port city and also has a sponsored boat. I will be rejoining my team on Nasdaq in Seattle this month for leg 7 to New York via the Panama Canal. Another long and hot leg, but I look forward to sailing around my "home" waters! I will continue from New York on Leg 8 back to Liverpool with a stopover in Ireland. I'm sure the boats and rtw crew will be happy to be on the homestretch after 11 months away.

The boats are currently on Leg 6 crossing the Pacific from Quindao, China 5,000 miles to Seattle, normally the most difficult leg. Although so far they have had fairly benign weather. They are expecting the worse but the Pacific is living up to its name for the time being. I'm sure that will change sometime in the next 4,000 miles!

To follow the race go to Clipperaround theworld.com for hourly updated positions on the race viewer as well as daily blogs by the skippers and crew of all 12 (well, only 11 boats now, as one grounded off the coast of South Africa and was sadly a total loss). The website has all the updates and videos but it's the blogs that capture life on board pretty accurately, the good and the bad. The conflict of whether you are enjoying being in misery at times! The stars, the phosphorescence, and dolphins escorting the boats while helming at night are some of the good stuff.

We are on a two-team watch system throughout the race with four-hour shifts through the night and six hours in the day. The roles on board are equally distributed. Everyone does it all. Bilges. Heads. Cleaning. Navigating and hourly logs. There's always work! On deck, we take turns helming and at all positions though some tend to specialize especially up on the foredeck when the boat is slamming and heeled over. Headsail changes are difficult. Reefing and gybing are a team process. Getting the spinnaker dropped and wooling it down below was like a three-ring circus on leg 1. I'm sure the teams have mastered it by now. We each take our turn at "mother duty," which is being the cook for the day, preparing three meals plus endless tea and coffee. It's a day off from being on deck and an eight-hour sleep is the reward. Some like it. Others don't. I think it's a nice diversion. We can get creative with whatever ingredients can be found to try to spice up the menu of the day. Biscuits (cookies) are coveted during the night shifts. We beg for the snack bags like children. The bread we make daily is a life saver. Good filler since we are always hungry. Eat,sleep,sail. Repeat. No showers other than buckets of salt water or the hoped for rain. If the water maker is working well, we are allocated about a cup of fresh water per week to rinse with! Baby wipes are mandatory.

The boats will be leaving Seattle on April 29. So I'll hope to write one of the blogs and give you Fairwinders a shoutout as we pass by in May. Too bad we don't sail this side of the Islands!

Kathi Mottram

Lindlv@aol.com

Making Our Fleet Great Again

By Peter Granet

A couple of months ago, while Dennis Derley was working on replacing Zephyr's engine, he asked if I could help with some wood refinishing while the boat was off schedule. Having had some experience with marine varnishing 20 years ago, I said I'd have a go at it. Dennis and Hal Cohen removed doors, door-frames, louvered cubbies and gave them to me to take home and refinish. I enjoyed the work and it turned out well.

As a regular Mark III skipper, I noticed she had been graced with brand new cushions, thanks to Carl Friedlander. They were beautiful, but only served to reveal how poorly her cabin looked by comparison. I decided to ask Jesse Lumsden and Tom Mulholland if they would allow me to bring Mark III's interior up to the level of Carl's fine upholstery. They said yes.

I was committed to the chore with more work than I could handle. Tom Dotz agreed to work with me, and we began two weeks of six-hour days. Along the way, Tom Mulholland, Mark III's assistant boat chief brought some wood home to strip and sand, and Hal Cohen helped assemble the various pieces and pressure washed the entire cabin, finishing our redo.

For those who would like to know the techniques I used to accomplish the work here's a brief rundown; First, I applied paint stripper to the old deteriorated varnish and scrapped the gelled residue from the surface. I repeated the applications until there was no trace of old finish left.

The next step was to sand the surface with a 110 grit wet/dry sandpaper until a uniform natural wood surface was revealed. I wiped the dust from the wood with a clean rag and mineral spirits. When dry I wiped the surface with a tack rag and applied a 5 to 1 diluted coat of water base, oil modified, semi-gloss Varithan to the wood and let it dry for about an hour. After a light sanding with 220 grit paper followed by the tack rag I applied consecutive coats of undiluted varnish sanding between coats. I applied 3 or 4 full coats of varnish over the first diluted coat.

I hope you all enjoy Mark III and join us in keeping her beautiful, clean and neat. Let's treat her like we would our own boat; in a true sense she is.

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