



FAIRWIND YACHT CLUB

November 2018

Editor: Ken Hoover

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Commodore's Log

New Commodore Salutes Richard Windebank

By Alan MacGovern
Commodore

On Sept, 15, I attended the final FYC membership meeting of our 2018 year. It was also a meeting that ended an era. It was the final meeting of Richard Windebank's tenure as a Board member and as our Commodore.

For eight years Richard has been on the Board, and has been Commodore for four of those years. His contributions to the club over that period have been extraordinary. With his always imperturbable, persistent, cordial, and ineffably polite manner, Richard has confidently steered our club through waters that have not always been as tranquil as they are today.

Richard has overseen significant club growth and significant improvement in the quality of our fleets at both harbors. Perhaps most important, he spearheaded the distribution of more authority and control to the individual harbors without sacrificing the pride, camaraderie, and reciprocal sailing benefits we have from being one, now 50-year-old, club.

At the membership meeting, I had the honor to propose a motion that Richard be given a formal vote of thanks by the club for his years of service. This motion was passed by acclamation and was accompanied by sustained applause from our members. Several of his MDR colleagues rose to give their own speeches of appreciation. I believe the imperturbable, stiff-upper-lip, consummate British gentleman may have blushed.

Richard had a simple philosophy for success, namely to leave the club at the end of each year in better shape than it was the previous year. In industry this is known as CPI or continuous product improvement and is usually accompanied by metrics to measure success. As incoming commodore, I very much support this philosophy and will encourage our officers to develop whatever metrics they can. We already do this to some extent at CIH where boat availability is measured and reported each month by rear commodore Hal Cohen.

While Richard Windebank is no longer our Commodore or on our board, he is not disappearing into the sunset. He has graciously agreed to continue to be a member of the Committee addressing the updates of the By Laws and Standing Rules, and I know that I can rely on him for his advice and wisdom as I try to fill his shoes over the coming year.

So Richard, from us all: "Thank you for your service"

Membership Meeting and Club Barbecue, Nov. 17

Ho ho ho! Christmas will be early this year for Fairwind members. On November 17 CIH is going to host a combo event: Our Quarterly Member Meeting, AND one of our legendary barbecues!

The fun will begin with the meeting at 12:30 at the Seabridge Club House, with the pot luck barbecue party following immediately after at 3:30.

I know this means a lot of travel for our MDR members, but I'm hopeful the BBQ will help to persuade many of you to make it a special Fairwind day and come to both. Families and friends will be welcome and can use the pool while the meeting is being held.

Naturally, we will also have boats for sailing in the lagoon adjacent to the clubhouse.

More details to follow but please please make a special effort to attend both events. Put it on your calendar now. Membership involvement is vital to keeping our club as great as it is!

--Alan MacGovern

A Newbie Becomes A Racer

By Andrea Sell

When my husband and I first joined Fairwind about a year ago, a few people asked if we were interested in racing. At the time, I was hesitant. I had always thought of myself as a fair-weather sailor, and racing sounded dangerous to me.

I had heard stories of near-miss crashes and spinnaker debacles causing people to go overboard or get injured. Also, I was worried that I wasn't good enough to be a competitive racer.



Students apply what they've learned.

As we began to get our bearings in the club and on the boats, I started to want something more from sailing than aimlessly meandering along the coast near the harbor. Then, when Lynn Erickson launched a small-boat contingent for Anacapa Yacht Club's Wet Wednesdays, I began to rethink my stance on racing. In the late spring and early summer, AYC also began offering semi-regular workshops on race starts and flying a spinnaker, which to me seemed like an excellent way to transition from leisure sailing to racing.

The transition was stark. During one of my first races of the season, the small craft advisory flag was up, and I was sure the committee would cancel the race. Instead, one of my fellow sailors said, "Oh they have the fun flag up!" It was in these first few races that I realized how far over the boat could heel without capsizing. Up until that point, I had never gotten as thoroughly drenched sailing as I did then. Luckily, I had people in my boat like Tom Dotz, who is utterly unfazed by rough seas and was patient enough to teach us how to handle the boat in those conditions.

Now, with quite a few races and practices under my belt, I feel much more confident with my sailing. Before, I would need to consciously think about commands and translate them in my head before performing the corresponding actions. Now, I am much more able to automatically trim a sheet when I feel the boat start to turn-up or turn-down. I finally know when and how to use a traveler.

The workshops helped me add to my sailing vocabulary with words like "pin." The race starts have helped me see give-way scenarios in action. I'm also much more comfortable sailing in rough conditions; I now prefer a little more wind and waves.

Racing can still be risky, but I know more about why and when sailing is dangerous, and I know better when to take calculated risks while sailing. Racing also helped me get better at understanding how to be flexible with people who I don't know very well or who handle challenges and communicate differently than I do. Though, most people have a positive attitude and are supportive and encouraging to newbies. And, regardless of what happens during the race, it's rewarding to find everyone sharing stories, laughing, and sitting down for some beers afterward.

Overall, I've learned that racing truly embodies the reason many of us joined Fairwind. It's not just about easy access to the boats; it's about being able to learn and push ourselves in our craft, all the while meeting and sailing with awesome people. I am eternally grateful to my new friends in the club who encouraged me to get out of my comfort zone and who have helped me learn these new skills. If you are on the fence about doing something like this, I highly recommend giving it a try!



A Thorough Student Saves The Day During Training

By Tom Dotz

On a recent training, the student was being very thorough. Going down the checklist, he actually looked at the bilge instead of just tapping the float switch to operate it. And he noticed the bilge water had a greenish tint.

Checking the previous logbook entries, he saw that an engine cooling hose clamp had failed and had been replaced.

"Ah ha!" his complacent instructor said, "some coolant had leaked into the bilge due to the failed hose clamp. The hose clamp has been replaced. The coolant levels are now fine. We're good."

But he was curious and wondered which coolant hose clamp had been replaced. Looking around, he couldn't tell.

That's not too surprising since spares like hose clamps have frequently seen prior use or may have been stored aboard for some time, so the shine is long gone.

So he tested them all, simply wiggling them to see if they were secure, and a SECOND coolant hose clamp came off in his hand! Well, when you think of it, they are likely to be of the same age: Original Equipment.

Very not good. So we located another spare, installed it, and went off for a typically great sail.

Had he not found that failed hose clamp, we may have been quite inconvenienced. No clamp, no coolant, and soon a very hot engine which will have to be shut down before it fails.

So the next time you're complacently hurrying through the checklist and just ticking off the items, remember: it's a boat. Stuff breaks. Sometimes it even does so all by itself, without any help. And sometimes in pairs or sets.

Is Your Dinghy Secure?

By Rick Martyn

On a recent cruise to Little Scorpion I learned a valuable lesson, "Carefully check All lines securing your dinghy."

At about 3 AM I was on deck and realized that our inflatable dinghy, which I had tied off, was gone! The wind had been blowing offshore for the past few hours and there was no moonlight at all. I checked all sides of our boat and scanned as far as my flashlight would reach, no dinghy anywhere, and with the offshore wind I figured the dinghy was halfway to Carpinteria. I did find the line I had used, still attached to the cleat, and with a bowline at the other end which had secured the dinghy's bridle. I immediately realized I hadn't checked the bridle line! I was devastated to have made such a stupid mistake.

Fortunately for me Dan Beck was up early in the morning, saw our wayward dinghy still near the western rocks and retrieved it for us! I was so relieved. Thank You Dan! The bridle line had chafed through on the starboard end. I should have checked the bridle line and both knots carefully, but I did not. I won't make that mistake again.



Fairwind Yacht Club
13589 Mindanao Way
Marina Del Rey, CA 90292

Dear Fairwind Yacht Club,

On behalf of the Boys & Girls Clubs of Venice, I would like to thank Fairwind Yacht Club for your generous donation to our 50th Anniversary Gala Silent Auction. Your donation of a Sunset Cruis Around the Marina helped raise funds for the Club's ongoing work to enable all young people, especially those who need us most, to reach their full potential as productive, caring, responsible citizens.

The Gala was a wonderful night of engaging performances by the Club's youth, powerful stories shared by committed volunteers, a fun celebration overlooking the ocean at sunset, and significant funds being raised to support the mission of our Club. With your help, we will continue to provide such exciting opportunities as sailing, robotics, ballet, violin lessons, audio engineering, basketball leagues, fine arts, indoor soccer, 3-D printing, SAT classes, and *so much more* to vulnerable youth in the Venice community.

If you would like a tour of the Club to see our program in action or a corporate engagement or volunteer opportunity, please contact Emily Harvey at (310) 574-5054.

Thank you again for helping us make a difference in the lives of the thousands of children and teens we serve in our community. We hope to continue to partner with you throughout the year!

Sincerely,

Katy Tucker
BGCV Board President



The Boys & Girls Clubs of Venice is exempt from federal income tax under Section 501(c)(3) of the Internal Revenue Code and contributions are tax deductible to the extent allowed by law. Our IRS tax identification number is 95-6209203.

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 (Art Toye for MDR and Kelley Henaghan for CIH)

Report an Accident - Safety Officer/Rear Commodore (Lon Cohen/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, Lynn Erickson for CIH)

Submit Articles for Newsletter – Pro tem Tom Dotz at tomd@nipco.com

Coast Guard - Channel 16 or [310-732-2043](tel:310-732-2043)

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

Updates to website: webteam@fairwind.com

Fairwind on Facebook: www.facebook.com/Fairwindyc

Next CIH Open House – Sunday, November 18

Next MDR Open House – Saturday, Nov 10