



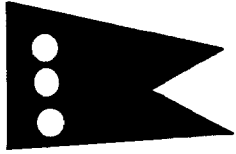
# FAIRWIND YACHT CLUB

# NEWSLETTER

June 2007

Editor: Robert Baron

Vol. 35 No. 6



## COMMODORE'S LOG

### FAIRWIND BOAT IN THE TRANSPAC!

On July 9 Lady Liberty, owned by Fairwind member John Wallner, will be on the start line for the Transpacific Yacht Race. Wallner's 1987 Catalina 36 will be part of the Aloha Class; the cruiser class.

John, 44, who lives in Camarillo, bought the boat in 1989 and has been dreaming about bluewater ever since.

"It was my life dream to go cruising," said John. "My plan was to save up one year's worth of money and circumnavigate. However my priorities have shifted. But I have always had a romantic spot in my heart, I still want to go for it!"

Are you going to win? Should we reserve a spot in the Fairwind trophy case for a big award?



## FYC MEETING JUNE 28

On Thursday, June 28, the Fairwind Yacht Club Board of Directors will meet at the Marina Venice Yacht Club (MVYC) located at 4333 Admiralty Way located in the Marina City Club's West Tower in Marina del Rey.

The Board meeting will start at 7pm. All members are invited to attend.

To attend the meeting enter Marina City Club's main gate. Tell the guard that you are going to the yacht club. The guard will give you a parking pass and a map.

Once parked, go to the West Tower, south side. Take the elevator or stairs up to the G2 level.

"The plan was to sail there anyway. It just turned out that the Transpac was running about the time I wanted to go. It offers special support that would not be available to us otherwise... and some great parties too!"

How far offshore have you sailed?

"About 100 nautical miles, off Santa Barbara."

So how do you prepare for the next 1,900 miles?

"I have been preparing for two years, I have been reading every book written on the subject, the boat has been re-rigged and outfitted plus the crew and I have been training and studying for months."

How will you get the boat back?

"The plan is to keep Lady Liberty in Hawaii for a while, then sail to Alaska, then down the coast to home. The whole project may take up to six years."

In typical Fairwind tradition, John is a double "E" (electrical engineer)... in fact all of the crew are electrical engineers!

How'd that happen?

"Roberto and I work together and we have sailed on Lady Liberty a few times," said John. "I knew Johan from Raytheon and we just happened to meet Scott on the "D" dock at Anacapa Isle Marina in Channel Islands Harbor." That just happens to be the marina where FYC's two boats are slipped.

The "Johan" double E crewmember referred to is none other than FYC skipper and instructor Captain Johan Sandstrom. As we all know Johan is always looking for new adventures. Whether it is climbing the Alps, running marathons or bareboating in foreign waters, Johan always seems to be pushing the envelope. Johan will serve as Lady Liberty's navigator.

So Johan, why the Transpac?

"Because it is THE TRANSPAC," Johan said. "It's a glaring omission on my resume!"

But c'mon Johan, you are going to spend three weeks on the open water in a 36' boat for bragging rights? Didn't you already deliver a boat the other way, from Hawaii to California?

"Yes, in 1983 I spent three miserable weeks sailing the wrong way! This is downwind and it should be a whole lot more fun!"

What's the plan?

"We will sail past the west end of Catalina, then point the boat to eight millibars south of the Pacific high and then to Hawaii. Typically the conditions should be some big swells with a following sea and wind. So we should be in a lot of big, rolling waves."



A Fairwind first! An FYC burgee will fly in the Transpac race from Long Beach to Hawaii! Now that's something to brag about!

You can follow Lady Liberty's progress (as well as the rest of fleet) by checking out <http://www.fistracking.com/transpac/2007/>. More Transpac information is available at <http://www.transpacificyc.org/>.

## FAST & FUN SAILING NEEDS VOLUNTEERS

The FYC Junior sailing program has wrapped up for the year. The kids had a blast! The summer Fast & Fun program starts right after July 4. Volunteers are needed! Please contact Captain Adam Colson at [adam\\_colson@yahoo.com](mailto:adam_colson@yahoo.com).

## EMAIL LIST

We have most members on an email list. This will allow the Club to send you updates and news between newsletters. If you are not receiving emails, please email Jenson Crawford at [fleetcaptain@fairwind.org](mailto:fleetcaptain@fairwind.org).

## CRUISE NEWS

by Ken Murray, Cruise Chair

June gets going with our Avalon Cruise the second weekend, but the real excitement is over the first-ever Kids Cruise to the Isthmus! Vice Commodore Elayne is planning a variety of activities for the kids, and we have 4 families already committed to going! Folks without kids are also welcome to attend, and as always, we can use more skippers!

July sees some changes in the schedule: First we are adding a daycruise to King Harbor on July 4 with a planned return timed for best viewing of the MDR fireworks from the boats. Some in the Club have done this privately, and say it is a unique experience.

Next, there has been a change in the scheduling of the NICK Rendezvous, a large convoy of yachts that go to Prisoner's Cove on Santa Cruise Island, for a weekend of fun with events scheduled on land and in the ocean. It is now scheduled for the weekend of the 13<sup>th</sup> - 15<sup>th</sup>. This coincides with the scheduled Isthmus Cruise out of MDR. For this reason, we will reschedule the Isthmus Cruise in favor of supporting our program up north.

One other change in the process: We will be cutting reservations off one week before the Cruise begins. It

becomes virtually impossible to change crew assignments, find skippers, and rearrange logistics with such short notice. Please let me know *early*, if you are considering going on a Club Cruise, I'll really try to find space for you!

As always, the cruises are very affordable, \$5 for a daycruise, \$10 for overnites, to cover fuel. Other expenses are shared by the participants. Sign on by e-mailing me at kmurray@pol.net

## VOLUNTEER OF THE MONTH

For May our volunteer of the month is Margaret Pommert. Margaret is a very safe and experienced sailor and has devoted a lot of time and energy to working with the children of the Boys & Girls Club of Venice. She has brought in new Fairwind members as volunteers and has helped maintain the aging boats. She also created a laminated, color directory of local bird life, so the children can learn the names of the birds we see on the water. Thanks again for all your great work, Margaret.



## FLEET CAPTAIN'S LOG

by Jenson Crawford

### PERSONAL RESPONSIBILITY

After last month's article about checking, double checking, and triple checking the seawater intake through-hull valve, I thought we were done with the subject. Turns out not to be the case. Once again, we've had a problem with one of the boats where a member didn't open the through hull, didn't check that water was flowing out of the exhaust (beyond the initial splash at start up), and didn't watch the engine temperature; the result: a boat out of service instead of out sailing and a large repair bill.

As skippers, we're responsible for the safety of the boats and the people on board. It's our responsibility to make sure that cooling system is working properly, and it is simple to do:

1. Make sure the thru hull is open. All of our seawater intake through-hulls are open when the handle is pointing away from the hull. If it's parallel to the hull, it's closed. Just remember "Away - Open"
2. Check that water is flowing overboard. Not only when the engine is first started, but again before leaving the dock. Also pay attention to changes in the sound that the exhaust makes that could indicate that water is no longer flowing overboard.
3. Watch the engine temperature. If the engine temperature starts to rise above normal, the first thing to check is to make sure that the seawater is flowing properly through the system.

### KEEP IT CLEAN

I received a letter this month from the spouse of a member who was preparing to go on a cruise and had gone down to the boat to check it out a few days before hand. I'm disappointed at what she found: mold growing on the silverware, red wine not cleaned from glasses being the top two. Other reports have come about other boats not being cleaned, even heads left used and not flushed.

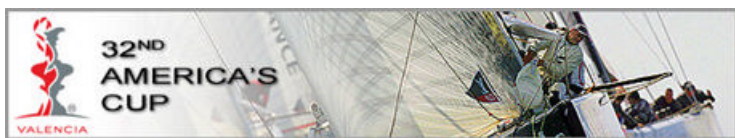
The club has thrived for forty-plus years because everyone pitches in and does their part. We need to step it up a bit in the cleaning department. To quote from the letter I received: "I know that at the bottom of

*each log entry is a reminder to leave the boats cleaner than you found it. Sadly that is not saying much if one person leaves the boat an absolute mess and the next person just fixes one thing. Or if someone substitutes real cleaning for the quick appearance of clean. They might be obeying the letter of this reminder, but not the spirit of it."*

It comes back to personal responsibility. We all have to be responsible, or the club won't work. Take the few extra minutes to really clean the boat, to make sure the dishes are really clean, the floor is mopped, and for goodness' sakes, flush the head and pump out the holding tank if you use it.

## AMERICA'S CUP UPDATE

The Louis Vuitton Cup Finals began June 1, and while



BMW Oracle is unfortunately out, the excitement has just begun. Luna Rossa Challenge is looking to avenge their America's Cup loss in 2000 with a rematch against Emirates Team New Zealand. New Zealand, with American Terry Hutchinson calling tactics, is determined to outlast the Italians, and confront the Swiss in the America's Cup Finals. Both teams are filled with top American sailors.

The America's Cup races are being televised this year by VERSUS, and the telecasts are an order of magnitude better than they have been in the past. The Fairwind Yacht Club website has information to help you find your local channel. The VERSUS website (<http://www.versus.com/americacup>) also has video highlights of each days racing.

## SMALL BOAT IQC

If you're interested in helping with the Boys and Girls Club "Fast and Fun" sailing program this summer, or if you just want to become a small boat instructor, ASA Instructor Evaluator Dave Lumian will be offering an ASA 210 Instructor Qualification Clinic June 25-29.



## SUMMER HOBIE RACES

The FYC summer Hobie Race series begins Monday June 25<sup>th</sup>, and continues ever Monday through September 10<sup>th</sup>. If you're interested in participating, contact Gilbert Tseng.

## HOBIE WAVE CHECKOUTS

If you're not checked out on the Hobies yet, we're planning some Hobie Checkout clinics. The Hobies are very fun, very fast boats. The versions we use, the WAVE, are extremely stable, and very difficult to capsize.

We will have a series of training/ checkout sessions that you can take between now and the start of racing.

PLEASE NOTE: This checkout REQUIRES you to capsize the boat and recover it. This means you will be IMMERSED IN DEEP WATER (wearing a PFD, of course)! You may want to have some dry clothes. (You'll have a chance to put stuff ashore, before doing the capsize) Also, one tends to get wet sailing these boats, you are 1 foot above the water, and there is splashing.

Sat. June 9 11am  
Wed. June 13 11am  
Sat. June 16 11am

All events will meet at G-2500, where the Hobies and Capris are located, off of Bali Way.

## SAILING BOOKS AND VIDEOS

Did you know that you can purchase sailing books and videos from the Fairwind website? Click on "Links" and then "Sailing Books" or "Sailing Videos".

Or you can go directly to [www.fairwind.org/books.shtml](http://www.fairwind.org/books.shtml) or [www.fairwind.org/videos.shtml](http://www.fairwind.org/videos.shtml).



When you make a purchase, a portion of the price goes to support Fairwind. Happy reading and watching

## CHANNEL 13 AND 2ES

An article this month in American Sailing talks about the importance of monitoring channel 13 on the VHF marine radio when in the vicinity of commercial traffic,

such as near 2ES. Channel 13 is for ship-to-ship or vessel-to-bridge commercial communication.

It may not be obvious that the tanker near 2ES is about to weigh anchor and head out to sea, but by listening to channel 13, you can hear the tankers bridge alerting others of their intended heading and time of departure. A little listening could save you from a big surprise later.

## THE EDITOR ON KNOTS— THE DEADLY SQUARE KNOT!!!

I thought that it would be a good idea to again publish Ashley's warnings on the use of square and granny knots to tie two lines together—in short *don't!!!*

“1402. The REEF or SQUARE KNOT is a true BINDER KNOT for which purpose it is admirable, but under no circumstances should it be used as a bend. If tied with two ends of unequal size, or if one end is stiffer or more slippery than the other, it is bound to spill. Unfortunately it is about the most easily remembered knot there is, and the uninitiated commonly employ it as a bend *There have probably been more lives lost as a result of using a SQUARE KNOT as a bend (to tie two ropes together) than from the failure of any other half dozen knots combined.* This was stated in the first chapter and may be repeated again. In fact it is the ease with which the knot may be spilled that gives it its value as a REEF KNOT.”

The validity of this advice was sharply pointed home by an accident in 2004 aboard the F-27 trimaran. Two lines joined by a square knot was being used to lower the mast. The line was led around a winch to control the lowering. *When the square knot hit the winch, it upset and the mast fell the last 8 ft.* Luckily no one was injured, but a bit more carelessness and there could have been severe injuries. As Dave Lumian pointed out at the last board meeting, another name for the square knot is the “widow maker.”

“1405. The GRANNY is another questionable knot that is often tied as a bend. Its use is inexcusable but it is hardly so bad for the purpose as the REEF KNOT, for although it will slip, it does not have the same tendency to capsize and spill.”

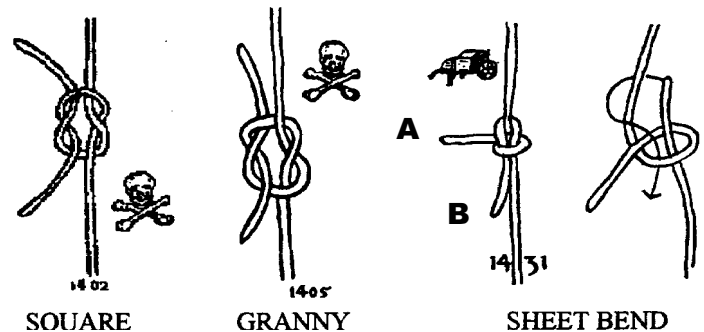
*The preferred knot to use to join two lines together is the sheet bend.*

“1431. The SHEET BEND is the common general utility bend aboard ship. It was formerly tied in a sheet, which

*The cure for anything is salt water: sweat, tears or the sea.*

Isak Dinesen

is a piece of running rigging that trims a sail, and this accounts for the origin of the name. It serves almost every purpose well, and unties readily without damaging the rope. It is always tied in the manner that has been described for the BOWLINE KNOT, which is a Loop KNOT of similar formation. But instead of tying an end to its own bight, one end is tied to a bight in another end. The SHEET BEND should always be tied with two ends of similar material, as otherwise it may



spill, unless it has been seized. Steel gives the name SHEET BEND in 1794.”

If the two ends are of different size a DOUBLE SHEET BEND can be tied. To tie this, the end A (which must be the smaller line) can be given a second turn through the knot. For still greater reliability, seize the end B to its standing part as Ashley suggests.

From: “The Ashley Book of Knots,” Clifford W. Ashley (Doubleday & Co., Inc., Garden City, NY, 1956).

## OLD MARINER'S LORE

by Ken Murray MD, Fleet Surgeon

The prefix “vice” with “admiral” means “in place of,” and therefore subordinate to, an admiral. At one time it was considered most important to protect the head and rear of a fleet of ships in fixed formation, usually with two squadrons known as the “vanguard” and the “rearguard.” The admiral commanding the rearguard was “the admiral of the rear” or “rear-admiral.” The “admiral of the van” was next in seniority to the “admiral-in-chief” (later “admiral of the fleet”) and bore the rank of “vice-admiral” “Commodore,” a much more recent term and not from older times, is an officer who commands a (detached) squadron of ships.

# CALENDAR

Sunday, June 17, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035
Monday, June 25, 2007	Hobie Wave Races Start	
Monday-Friday, June 25-29, 2007	210 ICQ	Check with Dave Lumian
Thursday, June 28, 2007	Board meeting 7:00 PM,	Marina Venice Yacht Club 4333 Admiralty Way, MDR
Friday-Sunday, June 29-July 1, 2007	Kid's Cruise to Isthmus	
Wednesday, July 4, 2007	Daycruise to King Harbor on with a planned return timed for best viewing of the MDR fire-works from the boats	
Saturday July 7, 2007	Workday / Club SaiMdr 1 Day	MdR Dockside 9:00 AM till ???
Sunday, July 15, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035

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Association of Santa  
Monica Bay  
Yacht Clubs



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