



FAIRWIND YACHT CLUB

NEWSLETTER

June 2004

Editor: Robert Baron

Vol. 32 No. 6

FLEET CAPTAIN S LOG.

FAIRWIND S APPLICATION TO SCYA MOVES AHEAD

Saturday, June 5 Fairwind s membership in SCYA moved another step closer to realization. Vice Commodore Cathy Hutton and I attended the SCYA Board meeting at the Long Beach Yacht Club. Following a presentation on FYC, the SCYA Board voted unanimously to recommend that the Association s General Meeting approve FYC s application to join.

The next and hopefully final step will be at SCYA s General Meeting in July. Keep your fingers crossed!

\$2,500 BOAT/US GRANT TO FYC

Fairwind Yacht Club is the recipient of BOAT/US Foundation clean water grant. The foundation awarded FYC \$2,500 to educate fuel dock employees and the public about using oil absorbent bilge pads and avoid petroleum products from spilling into Marina del Rey waterways. The grant funds are for a pilot project to test two unique marine environmental education efforts:

- 1) Four quarterly pizza parties for the fuel dock employees to help educate and remind them of clean fueling techniques. A small group of knowledgeable marine environmental types will go to each party.
- 2) To sponsor an Oil Absorbent Bilge Pad Day (any one got a better title?). At the FYC Work day on Saturday, August 7, we will pause for a brief training on Dockwalking. Then we will be assigned locations to distribute the bilge pad exchange information. Stay tuned for more details!

FAIRWIND/CHANNEL ISLANDS MOVING AHEAD!

As Fairwind s representative, I attended the May California Coastal Commission meetings in Marin. The meeting was held at the Frank Lloyd Wright designed Marin Civic Center. What a treat!

The Commission loved the idea of Fairwind expanding its program into Oxnard. Just minutes before the matter went before the board, Commission founder and Executive Director. Peter Douglas intervened on Fairwind s behalf and managed to knock the 25% of slip rent reduced to 0%!!! That will allow FYC to devote even more of its resources to its program.

The Commission approved the revision to the permit. We look forward to getting Fairwind up and running this summer in the Channel Islands!

PROTECTING COASTAL VIEWS

Peter Douglas asked me to testify (as I did) to the Commission about the importance of protecting coastal views of the land as seen by a sailor on the deck of a boat. The Commission has supported this position for decades. In the mid-70s the Commission limited development on Catalina Island to preserve its pristine look from a boat. In the mid-80s the Commission limited development in Marina del Rey to protect the views, from the main channel, of the Santa Monica and San Gabriel Mountains. The Commission is being criticized on this policy.

ANGEL ISLAND

Do you know that there is a club very similar to Fairwind in Berkeley? Its the Cal Sailing Club (not UC sponsored). I have sailed with them several times.

On the occasion of Cal Sailing Club's first annual Reunion Sail, Fairwinder Cheryl Peppers and I enjoyed an easy daysail on Exindigo (a Cal 27) to Angel Island. There we partied at CSC's BBQ. We joined a hike to the summit of Angel Island where a breathtaking 360 degree of the whole bay is to be had. Finally we took a night sail over to the Golden Gate Bridge to see the stunning KFOG Kaboom! fireworks. We arrived back in Berkeley about 11 pm. What a wonderful day!

If you are visiting the Bay Area and want to go sailing, check out CSC at www.cal-sailing.org/ FYC and CSC have an informal arrangement to try and take visiting members for rides.

SEA TOW

Santa Monica Bay Sea Tow is under new management. The new number to call the local office is (866) 473-5400. You can also hail them on Channel 16. The local Sea Tow fax number is (800) 473-017. Please fax float plans to Sea Tow 24 hours in advance of departure. More information is at www.seatow.com

FYC ADDS A SOLING

Fairwind member Stan Pore found an excellent deal in Latitude 38 for a used Soling and a trailer for \$2,500. The board was polled and agreed to buy the boat (pending inspection). Go Stan!

As you read this, FYC member Rob Matheny is getting ready to drive up to the Bay Area to pick up the second Soling for the club. It needs a name! Rob is conducting a contest with fabulous prizes. Send your name ideas to Rob at rob@ryanmiller.com. Go Rob!

IO ARRIVES IN SAN PEDRO

Chas Belknap successfully delivered IO, a donated Catalina 27, to San Pedro. It is residing in Cabrillo Marina. Chas is restoring the sailboat and hopes to have it finished by the end of 2004. Go Chas!

HELP WANTED AT ASA

The American Sailing Association is hiring an education coordinator. This is a full time paid position with benefits. Interested candidates should fax their resumes to ASA attn: Ed Coord. hiring at (310) 822-4741. Candidates may also send an email to cn@american-sailing.com.

2004 FYC CRUISES

Here's Fairwind's remaining 2004 Cruising Calendar:

Fri-Sun, June 18-20, Isthmus

Sat-Sun, July 10-11, Long Beach

Saturday, September 25, KH Dinner

Friday, October 15-18, 4 Harbors

Mike Fuller, Fairwind's Cruise Chair, is looking for cruise leaders and skippers. Contact Mike at (213) 700-0760 or dmfuller@leoadaly.com

DISABLED US IRAQ VETS SAILING

Disabled Sports USA (DS/USA) and Long Beach's local Access to Sailing (ATS) program are holding a national Summerfest for disabled persons June 28-July 1. Among the hundreds of attendees enjoying an array of sports at Summerfest, there will be 28 disabled US soldiers injured in the Iraq war. Summerfest needs experienced sailing instructors, skippers, crew, and volunteers. Please call Peter Martineau at (562) 433-0561 or email peter@accessstosailing.org. Information is at <http://www.dsusa.org/summer-summerfest.html>.

EMAIL LIST

We have most members on an email list. This allows us to send you updates and news between newsletters. If you are not receiving emails, please email Bob Baron at redbaron@mycondo.net and he will add you to the list.

SMUGGLERS COVE VIA CHANNEL ISLANDS HARBOR ON FAIRWIND 30

I never considered going on a cruise to Santa Cruz Island for a long weekend, I assumed it was too far and it would be more of a week long trip. I was planning on going on the Avalon cruise the same weekend (May 14, 15, and 16), but I waited too long to send in my check and the boats were full. Chas Belknap was kind enough to let me tag along on Fairwind 30 for his Episcopalians At Sea: Rendezvous at Smuggler's Cove. Chas had sent an email saying, "Don't let the church thing scare them off. After all we are talking about Episcopalians here." Anyways, Chas, his daughter Noel, Pete Griswold, and I left the Fairwind slip at 9am on Friday, sailed to Pt. Dume, then motored headlong into wind and current, "uphill," at 2.5 kts, and arrived at Channel Islands



Harbor at 9:30pm. We had a nice dinner at the Whales Tale just before they closed the kitchen excellent fish tacos. We got a guest dock from the harbormaster.

In the morning. John Spano, and John Tindal met us at the guest dock and at 9AM we set sail towards the north side of Anacapa Island. We went past the huge rock arch at the east end, then motored close to the sheer cliffs to get a good look at the numerous sea caves, tunnels and arches and all of the birds gliding in the cliff's updraft. Then we sailed, tacking upwind, towards Santa Cruz Island. The winds increased as we neared the Anacapa Passage between the islands. We reefed main and jib and were still heeling a lot, but there was very little swell so it was exhilarating instead of scary. We saw an incredible feeding frenzy with hundreds of dolphins and thousands of birds or as Noel put it "thousands of dolphins and millions of birds." We sailed right through the middle of it all. Pods of dolphins flocked to ride our bow wave as the feeding frenzy continued all around us. There must have been a huge school of fish down there, but with two fishing lines out we didn't get one bite. As we



approached the lee of the island bound for Smugglers Cove, the winds calmed and we motored to a nice anchorage at the north end of the beach in 35' of water at around 2PM. We immediately put the kayaks in the water and the exploring began. I found the water a little chilly after I jumped in, so I paddled the red kayak around some rock islets and then around to a shallow cave with a unique looking species of small birds. Santa Cruz Island is the largest and most diverse of the five islands in Channel Islands National Park with over 140 bird species. I paddled to the beach and there was a small 1 2 ft. swell, so I tried riding a few waves on the kayak with limited success, then paddled to shore and stepped foot on the beach, which had little sand, mostly small skipping stones. Pete swam from the boat to shore while Noel kayaked beside him. John Spano decided to spend the night camping ashore, so Chas dropped him off in the dinghy. Upon returning, Chas was overturned by a 2' set wave, soaking the only pair of pants that he brought. John Tindal took his turn on a kayak and spotted some garibaldi and large starfish.

We rendezvoused with Robb Roberts, Richard Jones, and Peter Gonzales who were on a 30' Newport out of San Pedro named *Al Viento*. They had spent the previous night anchored at Paradise Cove. They rafted beside us for dinner and drinks. Chas cooked up some delicious jambalaya with salad. After dinner, *Al Viento* went off to find a spot to anchor for the night. In the morning, we ate breakfast, weighed anchor at 9AM, did a lap around *Al Viento* and departed. The wind was light so we motored most of the way to Channel Islands Harbor. We had to veer to the stern of a tug towing a large barge, which left a football field wide path of glassy water in its wake. We dropped off John and John at the harbor at around 1PM, fueled up with diesel at a downwind fuel dock which did give us a bit of trouble as the light wind caused us to spin around, but it worked out fine. We left the harbor, and headed for Point Dume, but this time with the wind and current, at just over 6 kts. We arrived at MdR Sunday night at 9:30PM, then cleaned and unloaded the boat. We had towed the dinghy the whole way up and back, since Chas prefers to have a backup ready just in case fortunately we didn't need it for that purpose. By and large, it was a very enjoyable 3-day cruise, and after tallying up the expenses, the whole nine yards only set us back \$40 per person. As it turns out, those Episcopalians are a rather nice lot.

Jeff Spieker.

FYC S NEW BOAT RESERVATION SYSTEM

The new phone reservations number is (310) 288-2555. You may also email Hartmut at reservations@nationwide-lending.com

But if you prefer to do it yourself, the online reservation system is now available to all members, and hopefully streamlining the process of making reservation. Thank you for everyone involved who made this system possible and helped implement it.

Before I go into detail and explain how it works, let me make clear that the rules for making reservations have not changed! First of all, reservations are still on a first come basis; regardless of how submitted (by phone or in real time online). Phone reservations will only be updated once a day. Therefore, the online system will not necessarily be reflecting the most current status of availability. In the unlikely event that a boat was reserved by phone (but not yet entered into the system), prior to someone else reserving the same boat online, the one who reserved the boat by phone would be entitled to the reservation. The online system would be changed accordingly, and I would notify the parties who are affected by this. (Phone reservations, as well as online reservations are time-stamped, and it can be easily determined who reserved a boat first).

Now to the procedure of entering a reservation:

1. Access our website at: <http://www.fairwind.org>
2. Click on Reservations (if it does not come up right away, hit the refresh button, until it does)
3. Select the day you want to make a reservation for.
4. Find the boat you want to reserve, and click on the plus sign, next to the start time.
5. Scroll down to the username/ password area.
6. For information on what your username and password are, see your own copy of this newsletter. This information is being omitted from this public version for security reasons.
7. After logging in, you will need to enter a brief description for the reservation (for example: day sail, training, cruise, etc), and the duration of the reservation, as well as other information that might be required.
8. Save your entries and the system will update automatically, reflecting your just entered reservation.

9. Double-check the correctness of your reservation and log off from the system.

Reservations can be edited and/or deleted by clicking on the reservation you want to change/delete and going through the above steps.

Here are a few things to remember when making reservation:

1. You can only make one day sail reservation online at any time.
2. You can only make one overnight reservation per quarter. (This can be in addition to your day sail reservation.
3. The cut off time for making online (or phone) reservations is Friday, 6pm for the following week. Reservation sheets will be delivered to the dock boxes Friday night, reflecting all entered reservation.
4. Online reservations/changes within a current week (Saturday through Friday), will not be valid.
5. Reservations by instructors for training purposes, will not count toward their personal reservation (Please enter Training in the description).
6. If you have any questions, please email me at: reservations@nationwide-lending.com

Thank you, Hartmut Eggert FYC Reservations

MARINE HOLDING TANK MAINTENANCE

As recommended by our marine plumber, we are switching from using a chemical holding tank treatment to an enzymatic product. A gallon bottle of KO holding tank treatment will be in the dock box between the FW 1 & Mk III, and 8 oz. bottles will be in each marine head. All chemical holding tank products will be removed from the plumbing systems and from the boats because they are NOT COMPATIBLE with the enzymatic products. Contact Peter Gonzalez or the boat chief with any questions.

FAST & FUN

The Fast & Fun at risk youth summer sailing day camp will begin soon.

We need LOTS of volunteers to help teach the kids to sail the boats and take care of the children.

If you would like to help, you must have a free background check (for pedophilia) before volunteering.

There will be an optional training week June 21 - 25. Participants will earn their ASA 210 (Small Boat Instructor) and Red Cross CPR and First Aid cards at no charge.

Fast & Fun 2004 Schedule

	Day	Program	Time
June			
21 - 25	M - F	Staff Training	All Day
July			
6	Tue	Program 2	10 - 5
7	Wed	Program 1	11 - 2
9	Fri	Program 2	10 - 5
13	Tue	Program 2	10 - 5
14	Wed	Program 1	11 - 2
15	Thur	Program 2	10 - 5
19	Mon	Program 1	11 - 2
20	Tue	Program 2	10 - 5
21	Wed	Program 2	10 - 5
26	Mon	Program 1	11 - 2
27	Tue	Program 2	10 - 5
29	Thur	Program 2	10 - 5
August			
2	Mon	Program 1	11 - 2
5	Thur	Program 2	10 - 5
6	Fri	Program 2	10 - 5
10	Tue	Program 2	10 - 5
12	Thur	Program 2	10 - 5

KEY:

Program 1 = One slot: Half Day 11 - 2

Program 2 = Two slots: Full Day 10 - 1 & 2 - 5

Interested in volunteering? Please email Joan Gilmore at captjmg@aol.com.

AVALON CRUISE (MAY 14, 15, AND 16)

Emails start a week before the cruise. Nobles sends out a list of recommended gear (no camp trunks Gus). Did you get the email that Nobles wants to leave the dock at 7am on Friday? If this happens it could be Fairwind history! Sailors start arriving at 7am with gear, food & alcohol. Everybody be quiet, the neighbors are still sleeping. Introductions are made all around. Which boat are you going on? Does your boat have a real toilet? Somebody go get block ice for the 270. The dinghy for the Hunter arrives from the gas station all pumped up with air. The hard bottom dinghy gets moved around behind the 270. Keep the tow line short on the dinghy, so that it doesn't sink behind the boat. Kayaks are secured on the Catalina 30 for its voyage to the Isthmus. Engines fired-up and out of the slips just after 8!

Do you think there is enough wind to put up the main? Maybe later. Zyga heads offshore in search of wind. The 270 finds dolphins and they ride the bow wave for miles as they feed. Still not enough wind to sail. Anyone see the casino yet? Radio checks at the top of the hour. Everyone is OK and heading to the same place. The 270 and Mark III approach Avalon at the same time and take pictures of each other. Another safe crossing.

We ask for moorings close together (just like every cruise) and find out that the 270 gets the last one for its size. The boats are far apart in the harbor. The 270 is swimming distance to the shore by the ferry dock into the dinghies to check out the action on shore. Four people & Weinberger's luggage in the hard bottom dinghy, rowing to the dinghy dock. Quite a site more to the left, now keep it straight. Didn't somebody have an electric motor? Where are we meeting for dinner? Where's the bathroom?

The weather is perfect. Did everyone sleep OK? Omelets ala Nobles on the 270. This is the life. Off to shore again, just as the wind picks-up. I told you we should have gotten an electric motor for the dinghy. Where are the pay showers? Where's the coffee? What are you going to do today? City tour, snorkeling, hiking, shopping, people watching. What time are we meeting for dinner? BYO meat, we're barbecuing in the park, at the end of the main street. Ah, this is the life. What should we do tonight? How about a movie at the Casino? What's playing? The movie is two and a half hours long. Nobles wants to leave early tomorrow morning. Maybe next year.

What time does the gas dock open? Somebody take the dinghy and go get Weinberger and his luggage are we clear of the mooring line? What s the heading for PV? Do you think we will be able to sail? What s for lunch? What time do you think we will be back? I should have taken the ferry; there it goes we also see it heading back to Avalon a few hours later another great crossing how many hours did we put on the engine? How much do I owe for the kitty I thought the cruising fee covered that! Ok, let's leave the boat cleaner than we found it that won't be difficult nice meeting you I'll email you pictures my own bed tonight!

Until the next cruise... Rick Weinberger

LONG BEACH CRUISE:

The Fairwind Yacht Club sponsored cruise to Long Beach Cruise will depart MdR Saturday morning July 10th and return to MdR mid-day on Sunday July 11th. This is a great cruise for those of us who cannot get away from work. The cruise usually includes a nice dinner at a Long Beach restaurant and a relaxing sail to and from Long Beach. To reserve your spot on the cruise call or email Mike Fuller (213-700-0760 or dmfuller@leoadaly.com) and send a check for \$10 (to cover slip fees) made out to Fairwind Yacht Club to: Mike Fuller, 747 North Croft Ave., Los Angeles, Ca. 90069

REAR COMMODORE S REPORT

Summer is here, and our boats are being used at full capacity. The Tuesday Crew and the Boat Chiefs have been very busy repairing boats and coming up with solutions to keep them afloat.

It is very important that you read the notes furnished by the boat chiefs prior to using the boats. Changes are being implemented to improve your sailing experience.

FW-1 News. There is a new motor on the Fairwind 1 (Catalina 27) and you need to be checked out on it before using the boat, even if you had been checked out on it before. Any of the previous members who have been checked out on the new motor and motor mount will be able to check you out. Some hints to usage.

To lower engine:

1. Loosen Red Knobs (they will not fall in water).

2. Pull handle towards bow of boat.
3. Lower engine toward last notch on handle.
4. Place both hands on top of motor and push down until handle clicks into position.
5. Tighten Red Knobs.

To raise engine:

1. Loosen Red Knobs.
2. Place one hand on top of engine and one on handle.
3. While putting downward pressure on engine pull handle toward bow of boat.
4. When disengaged pull motor up until the handle clicks into the last position (or all the way up) on the handle.
5. Tighten Red Knobs.

To start motor:

1. Motor is in lowest position.
2. Open Vent on tank.
3. Switch perko to 1.
4. Give a little gas.
5. When cold Push in Key to activate the electronic choke.
6. Turn to start.
7. Lower gas (engine has electronic idle).
8. Ready to use.

Some points on the new motor.

- You do not remove gas line.
- You do not have to flush the motor after use.
- Do Not Tilt Motor on motor bracket while sailing. The weight of the motor is higher and the motion of the boat rocking back and forth will cause damage to the mechanism to center the motor. You will not lose that much speed by having only the lower part of the prop in the water. It is not worth the risk of losing the whole motor, or the risk of falling in, by trying to raise the motor.

MKIII NEWS.

We have a new headsail on the Catalina Mark III. See notes provided by Maury Barth. Also Maury Barth is requesting that once the sail cover is put on that you place two sail ties on to raise the cover off the Bimini.

HEADS

We are also using a new chemical for the holding tanks on the MKIII and the Hunter. As of this newsletter I will be contacting the other boat chiefs in regards to this new procedure for holding tanks. So far only the MKIII and the Hunter have been changed. Look at Maury's contribution to the newsletter.

IMPORTANT ITEM.

I was told by the Boat Chief that John Stephenson left the boat in great condition after cruising it. Thank you, John!!!

We are a volunteer group of people. No one gets paid. I am receiving a lot of complaints from the people who are doing the maintenance that the boats are being left in terrible condition. While inspecting one of these complaints I found lettuce in the sink.

Be sure to plan ahead when cruising. Come back with plenty of time to clean up, or if you come in late come down the next day and clean before the next person picks up the boat. Do not rush though a final inspection.

Remember these are your boats and we are not janitors to clean up after you. As my wife, Kathy, commented, Your mother is not a member of our club, so clean up after yourself. Let's use John Stephenson as a role model and leave the boats in better conditions than we found them.

I know that the Tuesday Crew puts in a great amount of effort, and the club owes them the greatest amount of thanks, as well as all the people who volunteer in the maintenance of the fleet. Without your dedication we would not have the great opportunity that we have now.

Peter Gonzalez Rear Commodore

The Fairwind Yacht Club Newsletter is published monthly, Jan. - Nov. Submissions are accepted on a space available basis. Deadline for publication is workday. To send me a contribution, you may (in order of preference):

E-mail it to me at redbaron@mycondo.net

Mail hard copy to the editor

Leave hard copy on the clipboard with the attendance list on workday.



Don't we all just enjoy watching seals!



Wow the Tuesday guys are really intrepid!

CALENDAR

Date	Activity	Location
Thursday, June 17, 2004	Board Meeting 7:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey
Fri Sun, June 18 20	Isthmus Cruise	Dockside, depart 9:00 AM
Saturday, July 3, 2004	Workday / Club Sail Day	Dockside 9:00 AM till ???
Sat Sun, July 10 11, 2004	Long Beach Cruise	Dockside, depart 9:00 AM
Thursday, July 15, 2004	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey

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