



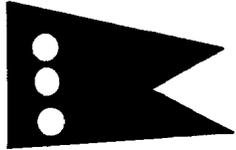
FAIRWIND YACHT CLUB

NEWSLETTER

August 2004

Editor: Robert Baron

Vol. 32 No. 8



COMMODORE S REPORT

As the summer draws to a close, we can look back at another busy FYC season. We still have cruises coming up, but I wanted to offer some recommendations as we move into the fall. There are new boats in the fleet. If you did not know, we have the 8 catamarans available for check out and sail. We have another location for those boats, G Basin 2500. See Dave Lumian our Fleet Captain for the sign up to train on September 4th. (See his article in this newsletter)

With the new boats in abundance, once you train on one, you will have many boats to choose from. We also need instructors for all boats. If you are a proficient sailor, and have used a particular boat a lot, please consider training. You will need to do a review of your skills and knowledge with another trainer, but it will help the club immensely in getting our membership on to the water.

The fall Banquet is in the planning stages, and Cheryl Peppers is the coordinator. Watch the calendar for the date.

The growth of the club is very exciting, with our approval of the additional site in Oxnard. We are currently looking for boats to have at the new site. The addition of a satellite Club will provide for exciting sailing opportunities. If you have not sailed from Channel Island Harbor, you will want to stay tuned for our progress up there. More information is coming regarding how the club will operate, and how it will actually function in relationship to the Marina del Rey Club. The Oxnard site will be independent financially, so there is no drain on our original entity, but may have cooperative functions as well. We need to get boats and

advertise for members in the next few months. Prices of boats drop in the fall, and we want to get the most boat for our buck. So as we progress you will be kept informed.

Please make plans to attend the Membership meeting in September to vote on the 2004 2005 board. We want and need your participation. With the number of members we have, we need a lot of attendees to get a quorum. Come see what is happening with your Club.

Have a great Labor Day and challenge your friends to see who gets the most sailing days in before fall!

Warren Smith Commodore

FLEET CAPTAIN S LOG.

BOARD MEETING THURSDAY, AUGUST 19 AT SHANGHAI RED S

The next FYC Board meeting will be at 7 pm, Thursday, August 19 at Shanghai Red s located at 13813 Fiji Way, Marina del Rey. A three-course dinner is \$16.95 plus tax and tip. Alcohol is extra. Please consider buying a meal (so that we ll keep getting to use this terrific space) but purchase is not required. As always, all members are welcome to attend! **However, please do not bring your own meals or drinks into the restaurant.** Thank you in advance.

FAIRWIND JOINS SCYA!

On July 10 Fairwind Yacht Club was admitted as a member in good standing of the Southern California Yachting Association (SCYA). The vote was unanimous. This tops a three-year effort to get FYC into the Association.

Letters of support from US SAILING President Janet Baxter, Captain Sam Dacus of the MdR Sheriff station,

and eight yacht clubs (Cal, Del Rey, Santa Monica Windjammers, Malibu, Women s Sailing, Hollywood, South Shore, and Bluewater Cruising) proved influential. Moreover, SCYA Commodore Jerry Montgomery, most of the SCYA Bridge, and many other board members worked on FYC s behalf.

SCYA Staff Commodore and one of FYC s founding members, Dick Ohst, told us after the vote how pleased he was that Fairwind had become an SCYA member.

What does SCYA membership mean?

As SCYA members our boats and members will be able to compete in all of the races and regattas.

We will be notified and be welcome to attend various seminars on a wide variety of seamanship, safety and racing topics.

We will be listed in the SCYA yearbook and website raising FYC s profile.

FYC s public events, classes and races may be advertised to the other 83 members of SCYA.

We will (and actually already have) developed many new friends and relations which will help us in many ways.

Fairwind may gain reciprocal privileges at some other clubs.

A word about reciprocals: They are NOT automatic. We must be invited to reciprocate with another club. This is done through the exchange of cards from one club to another.

We plan on sending invitations to the other SCYA clubs and expect that some will invite us back. When attending another Club it is required to phone ahead and make a reservation. This privilege should not be overused or abused.

SCYA membership is a great step forward for our Club.

JR PROGRAM ENDS

Fairwind s Fast & Fun youth sailing program ended today. It ran for six weeks. Children from the Venice, East LA, and Santa Monica Boys and Girls Clubs attended. The kids and volunteers were sad to see this summer s camp end.

Over the six weeks the kids worked toward ASA Small Boat (110) standards. They learned to rig & unrig the boats, tie five knots, launch and beach the boats, launch

and dock the boats, perform a MOB recovery, right the boat after capsizing, tack and jibe, clean and maintain the boats, and correctly trim the sheet for all points of sail.

Special thanks to all of the Fairwind volunteers who helped the kids sail, kayak, play beach games, and learn seamanship skills: Karin Andersen, Susan Bonner, Shar Breitling, Gianni Brugnoli, Martin Epstein, Jerome Farmer, Mike Fuller, Jamie Grenough, Gabriel Harriman, Lloyd Lewins, Betsy Lindsley, Dave Lumian, Stephen Smith, Steve Smith, Ty Than, and Fran Weber.

RIBBON CUTTING CEREMONY

Our Fast & Fun youth sailing program gathered support at a ribbon cutting ceremony last week. Speeches were made, ribbons were cut, and pictures were taken to honor our award-winning program.



In attendance were Supervisor Don Knabe, Marina/ LAX Westchester Chamber of Commerce Diane Barreti, Venice Chamber President Mary Reichart, SCYA Commodore Jerry Montgomery, SCYA Vice



Commodore Tom Kennedy, developers Doug Ring, Michael Pashai, David Levine and Jerry Epstein, the owner of the Hornblower Yachts, Commodore Dr. Julian Satnick, Santa Monica Windjammers Yacht Club Commodore Jean Meuer, Argonaut owner Dave Johnston, Santa Monica Bay Sailing Foundation board member Virginia Howard, and tons of other business, civic and community leaders (see pictures).



ROTARY CLUB ICE CREAM PARTY

At the suggestion of Willie Hjorth (of Mare Co. Sails), the Marina del Rey Rotary Club invited the Fast & Fun program to visit for ice cream and to hear from the kids about the summer camp. Twenty children sailed the boats to Burton Chase Park, ate lunch in the park, then sailed over to a dock near Shanghai Reds and ate ice cream with the Rotarians. The kids sang the camp theme song

*We are Venice Boys and Girls Club, We are Fast and Fun!
We are Venice Boys and Girls Club, As we sail into the sun!*

*When we hear the whistle blowing, we race around the track!
When we hear the Captain shouting, its time to jibe and tack!*

Sailor won t you please? Sailor won t you please? Sailor won t you sail with me?

—Sung to the tune of *I ve Been Working on the Railroad*

NEXT STEPS FOR FAST & FUN

As the summer program concludes, we look toward the school year and how to help the kids keep sailing.

First, the after school program using the two 22 keelboats at the Sheriff station will start in mid September. Volunteers needed!

RESERVATIONS ONLINE

This is a reminder that boat reservations can be made online at our web site. Please see the June newsletter for full instructions.

Second, we would like to start a weekend program for the Fairwind Jr. Sailing Team. Volunteers needed!

Third, the Venice Boys and Girls Club is starting an Ocean themed Charter Middle School this fall. Joan Gilmore and I have developed a proposal for the Fairwind Sailing and Seamanship Academy to be an adjunct to the school.

We submitted some curriculum ideas for the sixth through eighth graders. This includes a suggested reading list (*Two Years Before the Mast, Dove, Sailing Alone Around the World*, etc), science (oceanography, weather, and boat design/modeling), shop (boat building), PE (sailing and kayaking), math (coastal and celestial navigation), life skills (cruising and teamwork), history/social studies (compare Polynesian, Asian, European, and Yankee developments in seafaring).
Volunteers needed!

NO SEPTEMBER WORKDAY

Due to Labor Day, there will not be a club workday in September. This will enable members to cruise on the Labor Day weekend.

MONDAY NIGHT WAVE SERIES

Fairwind started the Marina Multihull series on Monday nights. Up to eight Hobie Waves have squared off for three races an evening in the main channel. The course has been from UCLA to the flag pole and back. The races involve windward, leeward and reaching marks. FYC Race Chair John Stephenson secured the permit from the harbormaster and is coordinating the series. Want to get involved? Get checked out on the Waves and then contact John at 310 350 2076. Volunteers for the committee boat are also needed.

The last race will run on Monday, September 13. Participants rig the boats at 5:30pm. The first start is at 6pm.

DOCKWALKER TRAINING OCTOBER 2

At the October workday we will spend some time learning about the Dockwalker program. Fairwind

received a special grant from the BOAT/US Foundation as well as ongoing help from the California Clean Boating Network. Bring your friends!

DISCOVER MARINA DEL REY DAY OCTOBER 10

Last year a dozen Fairwind members took over 300 people out sailing on the Hobie Waves. Well, we are doing it again! Volunteers are needed to take families sailing. The event will be Sunday, October 18, 11am-4pm at Burton Chase Park. Please come, help out, and enjoy!

FAIRWIND BRUNCH SUNDAY, OCT. 24

On the fourth Sunday in October Fairwind members will gather to celebrate our wonderful club, salute all of our volunteers, install a new Board of Directors, recognize our community partners and enjoy great food and company. It will take place at Casa Escobar. A free sail will follow. Please mark your calendar. More details will be in upcoming newsletters.

HOBIE WAVE TRAINING SEPT. 4

There will be another Hobie Wave training event on Saturday, September 4, 11 am at G-2500. We will sail up to Mother's Beach and return to G basin about 4pm. For free parking enter off Bali Way near Admiralty Way. No key is needed.

Last month a dozen Fairwind members attended a class on how to use the Hobie Waves. They learned to rig, unrig, sail, capsize, uncapsize, beach and launch these fun boats. It was a fun, wet experience—so bring a swimsuit!

SUMMER SPLASH

The fifth annual Indian Summer Splash is September 17-19. This major event is cosponsored by Mike Leneman's Multi Marine and Fairwind. The Splash is the largest west coast offshore multihull regatta.

Last year the event attracted 34 boats from five states. We hope for more this year. Boats from six states are already entered.

The plan is to race from Marina del Rey to Cat Harbor on Friday. BBQs, activities, and seminars on Saturday and race back to MdR on Sunday. There will be a special class about using kites on sailboats either as a substitute for a spinnaker or to jury rig after the spars and rigging fail. Skip Pattison will give a workshop in

the latest developments in sailmaking. Mike Leneman will be unveiling and racing his latest design, the L-7 trimaran!!!

Last year Fairwind members were on five of the winning boats. Fairwind's F-27 Sea Wing was crewed by Dick Luning, Maury Barth and Rob Matheny. Despite being wet sailed and with a limited sail inventory, they managed to beat many of the F-31s!

2004 FYC CRUISES

Here is Fairwind's remaining 2004 Cruising Calendar:

Saturday, September 25, KH Dinner

Friday, October 15-18, 4 Harbors

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

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. He will add you to the list.

REAR COMMODORE'S REPORT

The summer is turning out to be a fantastic season for sailing, and we have record-breaking usage of the boats. What is also happening is that most people are returning the boats clean and ready for someone else.

We have new sails on the Hunter and the MKIII. They work great! We also purchased an Asymmetrical Spinnaker for the MKIII. Imagine, being able to fly a chute without a pole or someone on the fore deck.

The new motor on the FW-1 works great. The engine is so quiet that you have a hard time hearing it.

The Tuesday Crew is continuing to do a superb job of keeping our boats afloat. We have gotten so busy that Chuck Orland has taken on the position of Assistant Rear Commodore. Mark Zierton is on the special projects team. We have three new Boat Chiefs: Mark Levine, Dick Gross, and Tom Green. Mark is taking care of the F27, Tom the Hunter, and Dick the new Soling. I am currently looking for more members for the Boat Chief crew, if you are interested give me a call.

There will also be a crew of people working on the boats on Tuesday evenings starting at 6:00 PM. There will be pizza and drinks. If you want to join this crew to lend a hand or just hang out come down.

There is a new situation that has occurred twice this last month. We had the G-22 listed in the reservation book as Out of Service, and the boat was clearly taken apart. The person fixing the boat went to the store to pick up parts and came back to find the boat out on the water being used. Two different people who took out the boat jerry rigged the boat so they could use it. Not only was the boat not in the safest condition to be on the water and the gentleman in charge of the repair delayed, but also the club membership suffered by not having the boat in a usable condition sooner. If you see something taken apart, or not the way it should be please check the reservation book and see if it is out of service. There usually is a good reason.

A recommendation for the membership is to be checked out on more boats. If you have more flexibility on which boat you could sail you will not experience a letdown if your boat is out of service. This is going to be more important in the near future. The G-22 is showing signs of delaminating on the decks, and wood rot in the bilge. I question whether or not we should sell it now while it is in fairly good condition, or wait until it is about to sink. The extent of the repairs is increasing. We will review the situation during the summer and take a look at it after Labor Day.

A DAY ON THE F-27

The best day of sailing yet! On July 2nd Marc Levine, Stan Pore, Chuck Orlin, and Shar Breitling decided to get together for an awesome sail on the Sea Wing. We were all getting a bit tired of June gloom and this had the makings of a fabulous day.

We got the trimaran rigged and off we went heading towards PV10. It was so clear you could just reach and touch Catalina! We had a brisk wind from noon till around 10:30pm. While underway, Stan tuned and tweaked the sails. I ll never forget what he said to Marc who was skipper. It s your job to get us to where we are going, it s my job to get us there fast! A true racer!

As we sailed past PV Point we saw several pods of dolphins, some were huge! These were different from the ones we usually see. One jumped some 10ft out of the water (about 4 boat lengths astern) and landed with a huge SLAP! It was so cool to watch. We tacked back and forth to stay with the pod. Later they outran us and



Chuck, Stan, Marc

playfully swam into the distance.

By this time we were typically doing 6 7 kts and hit 11+ kts a few times. Later we sailed east along PV all the way to LA Harbor and watched kite surfers and sail boarders outside of Cabrillo Beach. We also found a pod of pilot whales perhaps 5 in number but they



Shar Breitling

seemed disinterested in us and dove. Although we crisscrossed the area we didn't see them anymore.

We had to make some long tacks to get around PV point on the way back. We must have been within 15 miles of Catalina, well into the shipping lane when we made our last tack to get above the point. That was at 3:30. With Marc's expert helmsmanship we make the point in one tack. We were averaging 7 kts most of the day!

We passed RB at sunset and were cruising along the beach. The sun set and within a few minutes Shar noticed a gorgeous orange moon rising above Torrance. All we could say was Wow! The waves were choppy but not bad. We were slicing thru them like a knife. The wind was picking up and we were kidding each other that the windward ama (the outrigger) was completely dry. We were flying!

To cut down on our travel time we decided to hoist the asymmetrical spinnaker. Stan our sure footed fore deck man was expertly running the appropriate lines over our decks. We hoisted the "spin" and it blossomed into a huge colorful sail. We immediately accelerated an additional 2 kts you could feel the power. We were hitting 8-9 kts. What a boat!! We had the spin up about 45 minutes and probably trimmed an hr off our trip home.

We approached MDR about 10pm and rounded the shoal buoys doing 6 kts. We couldn't believe how much wind we had this late into the evening. This was certainly an excellent sailing day. We were above the 5 kt speed limit, under sail the whole time in the channel, even as we zipped past the CG station. We sailed over 10 hrs and covered at least 60 km. What an exhilarating day and night of sailing!!!

Chuck Orlin

LONG BEACH CRUISE

This year's Long Beach cruise was under the motto "Why drive to Long Beach in about 30 minutes, when you can get there sailing in about 7 hours."

The skippers and crews of our boats arrived Saturday morning between 8 and 9 o'clock. Everyone had already been assigned to an individual boat, so all we had to do was to stow our gear and to get the boats ready. Stephen Smith was skippering our Trimaran, the F-27. Chuck Orlin was assigned to the Mk III and I was skippering the Catalina 270. Chuck and I had both

performed our cruise checkout during the Isthmus cruise, meaning that this was his first cruise as a cruise skipper and my second cruise as such. That in itself made it very exiting. I pre-planned the trip with my \$9.99 charting software and concluded that the whole trip was just over 26 NM each way. This of course with perfect wind (or motor) and no tacking involved. I had also called the harbormaster in advance to find out about the guest docking procedure. That itself was fairly simple: dock right by the harbormaster's office, get your paperwork done and proceed to the assigned slip.

After getting the boats ready (the Mk III topped off their fuel tank prior to departure. I was checking a potential leak with the help of Stephen Smith on the 270, but concluded that it was a non-issue) we departed our slip at about 9:45 am.

The Mk III (Chuck Orlin, Sharon Breitling, and Eddie Nakano) was out first; I followed with my crew (Cheryl Peppers and friend) on the 270.

Stephen and his crew (Jeff Spieker & Thy Than) took it easy knowing they had the fastest boat on this cruise. Why go shopping the day before, when you can do it in the morning at the scheduled departure time, was their motto.

I had mentioned to Chuck and Stephen prior to departure that we (the crew of the 270) were determined to SAIL to Long Beach. I knew that the harbormaster's office was open until 6 pm, so I figured that we would have plenty of time, no matter what

So much for the planning. I had thought of everything, but forgot the most important ingredient when you go sailing. The WIND

Our first radio check (a little over an hour after departure) made this apparent. We (the 270) were just



about 1 mile west of the detached breakwater, the Mk III a little further south and the F-27 had pretty much caught up with us, except that they were motoring in the right direction. Two hours after leaving the marina we started our engine (the MK III had already decided to do so), figuring that we just needed to round Pt. Vincente in order to pick up some nice wind. That we did! We initially came across a steady 10 knot wind, which slowly increased to about 16 knots. Being on a broad reach, we were cruising at about 6 knots, with short-term peaks of just over 7 knots. That put us back on track with an ETA of just around 5 pm.

We were about half way between Pt. Vincente and Pt. Fermin, when I decided to go down below to do my regular boat check. Water inside the ship, I shouted up to the cockpit to Cheryl. Coincidentally, this is also the title of a book that my sister has written about charter cruising in order to prepare not so experienced sailors to cruising.

Our sink was running over with water I had read about the stuffing box starting to leak and water gushing in, but I did not remember a chapter about water in the sink.

Well, first of all I checked the bilge (kind of knowing that the sink thru-hull valve should be closed). I wanted to make sure that if we did take on water, the bilge pump was able to handle the output. To my surprise, the bilge was pretty dry, and the pump was not running at all. This did not really fit into my assumptions, so I proceeded to check the thru-hull valve. It was closed, as I had originally assumed. If it was closed, how can the water get inside the ship I was digging deep into my brain and I thought if water can't get inside, it probably can't drain out either. After opening the valve, the sink drained and the water was gone. I was pretty relieved at that time, but still needed to know what had happened. We had a spare 2.5 Gallon water container lying right on top of the icebox. Could the container have shifted and opened the faucet? I checked the faucet and it was definitely open. I remember Rob Matheny, our skipper on the Isthmus cruise telling us that he always turns off the water pump, when not in use. Thinking it had something to do with just conserving the battery, I did not question it. Now, I do know first hand why it is always a good idea to turn it off. Granted, a boat would not sink by emptying the freshwater tank into the sink or the bilge. On a long term cruise though, not having enough fresh water can bring on some other problems.

Overall this whole incident probably did not take longer than 30 seconds to resolve, it did seem much longer at the time it happened though.

By the time we arrived at the harbormasters dock, the F-27 had already proceeded to its slip and Chuck was still finishing up his paperwork for the Mk III. We too checked in and motored to the wide-open guest area of the Shoreline Marina. After all boats were securely tied up, it was time to relax. We had a short welcome get together on the 270 with wine and cheese, and talked about our experience/impression along the trip.

We decided to have Dinner at Tequila Jacks, right inside the beautiful Shoreline Village. If anyone has not been to Long Beach lately, it has come a looong way. Bars, restaurants, a fairly new movie theatre, etc.

Jeff and Stephen went ahead to put their names down (I had called a little earlier in order to make a reservation for 10, but they do not take reservations). The rest of us decided to take a shower and clean-up a little before heading out for dinner. That worked out just perfect, Stephen and Jeff obtained a table and the rest of us arrived just in time. Chucks wife decided to take the loooong drive from Redondo Beach in order to join us for dinner also.

After Dinner (and some refreshments), most of the sailors decided to call it a day. We (Thy, Jeff Stephen and I) decided to call it a night! We went to about 4 places that night, but only because 3 of them either had a cover charge (and we just wanted to play some pool), or did not like our casual dress code. So, hours later (and about 2 miles of walking), we ended up at a small Irish Pub that we had passed by earlier in the evening. We listened to the live music and talked a bit, before heading back to the boats for the night. Sunday morning was calm and Sunny and just the perfect finish to a nice cruise. We all got ready and individually walked to the Village to get some coffee/croissants, etc. We were not really in too much of a rush so we took some group pictures and headed out. After leaving the marina, we took some pictures of each other in front of the Queen Mary. The Mk III, considered a large boat in our fleet, is not really that large—next to the Queen Mary. The F-27 and the Mk III headed out of the breakwater at the Long Beach light. We decided to stay inside with the 270. I figured there is not going to be too much traffic on a Sunday morning (also considering what I had observed at that time), and we could still take advantage of the wind without the waves. The wind was picking up and we hit just about 15 knots, so I decided to reef the main prior to exiting the breakwater. This time we had to tack back and we were just overpowered without a reef. All three boats were passing each other once in a while. Some decided to sail

longer tacks (half way to Catalina, or so), others decided to not go that far out. Finally though, we came to the realization that the wind just came from the wrong direction, so we motored again in order to get around Pt. Vicente. Passing by 10PV, we were able to get back to sail only and finally arrived at the dock late in the evening. We all had a great time, and I am looking forward to leading and skippering more club cruises in the future! Thanks to everyone (including Mike Fuller), who was part of the planning and the trip.

Hartmut Eggert

FYC BASIC SAILING CLASS

Six FYC members recently completed a five-week basic sailing class covering both practical on-the-water skills and the ASA Basic Keel Boat examination.

Congratulations to Virgil Thompson, Trish Guest, Ilhami Kovanlikaya (Kaya), Fred Alexander, Kevin Peters, and Yusuf Matcheswala. Many thanks to, Rob Matheny, Mike Fuller, and Shar Breitling for sharing their time and experience.



Virgil Thompson and Kevin Peters



Kevin Peters and Shar Breitling

FAST & FUN SAILING SEASON GRADUATES NEW SAILORS

by Joan Gilmore

The Fast & Fun sailing program for at-risk youth ended on Tuesday, August 10th on a note of youthful achievement mingled with regret that the kids sailing season is over.

Over one hundred children from the Venice, East LA and Santa Monica Boys and Girls Clubs participated in this six-week program. The kids met at Mother's Beach in Marina del Rey to hone their skills on the program's six kayaks, and sailing on the Hobie fleet of eight Waves and one Dragoon. The boats were towed to the beach each morning behind the program's outboard inflatable coach boat from their home slips on G-dock. A staff of seven instructors, along with help from 17 volunteers, most of whom were FYC members, helped to transport the boats to the beach and taught sailing and kayaking skills to the kids each day. Our volunteers also led beach games, picked up lunches and snacks daily from the Boys and Girls Club of Venice, and provided general support to the program.

While the kids were studying the wind by flying kites, and learning about the ocean by building sand castles and studying sea life samples, they were building important leadership and communication skills. Each capsized recovery practice taught team cooperation and each new skill boosted achievement-based self-esteem in the young sailors.

Highlights of the program were a ribbon-cutting ceremony attended by Don Knabe, local firemen, and other dignitaries and community supporters. At this ceremony, emceed by FYC Fleet Captain and Program Director, Dave Lumian, several of the children from the program addressed the crowd. Miss Lucky Haile described what the program schedule entails every day, and Miss Cindy talked about how she liked to come to the beach to sail with her friends. The children also regaled the crowd of about 100 children and 70 adults with their rendition of America the Beautiful, as well as their theme song: We are Venice Boys and Girls Club: We are Fast and Fun. sung to the tune of I've Been Working on the Railroad.

On August 5th, the kids sailed the Hobie Waves up to Shanghai Red's Restaurant where they enjoyed ice cream treats with members of the Rotary Club of Greater Los Angeles. Once again, they sang their theme song and Miss Lucky addressed the crowd before a photo op outside on the gazebo with sailmaker, Willie Hjorth, whose loft supplied large, distinctive logos of Fairwind Yacht Club and Venice Boys & Girls Clubs on each Hobie mainsail.

Each young participant earned a Safe Sailor Certificate of Achievement on August 8th for 100% use of his or her PFD, and for consistently staying on the boat. About ten of the children also attained one or more of the skills awards, and received an ASA junior logbook documenting their achievements. The five stand-alone skill groups included 1) Basic Sailing (tacking, jibing, stopping), 2) Five Knots, 3) POB and Capsize Recovery, 4) Rigging & Unrigging and Terminology, and 5) Docking, Undocking and Navigation.

The staff of seven were trained early in the summer at an ASA Basic Small Boat Instructor Qualification Clinic, also completing their American Red Cross First Aid, Adult and Child CPR and AED. Most of the staff plan

Work day Attendees: Charles Belknap, Angela Bleakey, Rosalie Bostick, Daniel Bourine, Stephanie Clark, Dick Dawson, Rosemary Donato, Hartmut Eggert, Wes Ferson, Irving Furgatch, Peter Grizwold, Brenon Gray, Grace Hahn, Gary Joyce, Neil Katz, Marilyn Keyte, Michael Keyte, Brude Liguori, Dick Luning, Mitch Mandell, Roy Niebuhr, Charles Orlin, Stanley Pore, Thomas Ruh, Howard Staniloff, Michael Stellatoy, Liz Stenton, and John Stephenson.

If your name is misspelled or isn't here, I couldn't read it and if only your first name is there, I don't know who you are.

to return next year. As one staff sailing instructor commented, There is no job more rewarding than working with children.

REDONDO/KING HARBOR DINNER CRUISE

The next FYC sponsored cruise will be Saturday, September 25 to Redondo Beach. The cruise will depart MdR around 2 pm and will arrive in Redondo Beach around 6 pm for dinner. Depending on how long it takes to get served for dinner the boats will return to MdR between 10 and 11 pm. A Cruise Leader and Skippers are needed for the large and midsize boats. If you are qualified and interested you can reach Mike Fuller at (213) 700-0760

If you are interested in attending the cruise, send a check made out to FYC for \$5 to cover fuel expenses to: Mike Fuller, 747 North Croft Ave., LA, Ca 90069



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.

CALENDAR		
Date	Activity	Location
Saturday, Sept 4, 2004	Workday / Club Sail Day	<i>Cancelled</i>
Saturday, Sept 4, 2004	Hobie Wave Training	G-2500, 11 AM
Thursday, Sept 16, 2004	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey
Friday-Sunday, Sept.. 17-19, 2004	Fifth annual Indian Summer Splash	See Captain s Log
Saturday, Sept. 25, 2004	King Harbor/Redondo Dinner Cruise	Dockside, depart 2 PM
Saturday, Oct. 4, 2004	Workday / Club Sail Day	Dockside, 9 AM til ?
Thursday, Oct 21, 2004	Board Meeting 7:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey
Sunday, Oct 24, 2004	FYC Brunch & Installation of new Board	Casa Excobar

FAIRWIND YACHT CLUB

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FAIRWIND NEWSLETTER

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Visit our Web site
www.Fairwind.org