



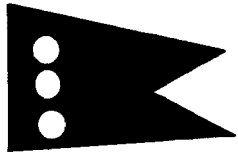
FAIRWIND YACHT CLUB

NEWSLETTER

September 2004

Editor: Robert Baron

Vol. 32 No. 9



COMMODORE'S REPORT

Hello Fairwind Members!

I certainly hope you all had a great summer. As we come to the end of the fiscal year, this article will chronicle the achievements of the Club during the current Commodore's tenure, as required by the Bylaws.

In 1998 there were about 70 members. We now have about 220 and a waiting list. At that time we had 7 boats, and now we have 22. We were in danger of not having anyone who wanted to serve on the board; now we have numerous people who participate actively in maintaining the club, and who have expressed interest in serving on the Board, on committees, and in general contribute to Club activities.

In 2000, our old landlord hit us with a 33% increase in rent. We now have a 20-year agreement with our landlord that gives us a significant financial advantage.

For years, FYC was little known in the Marina del Rey area. Now we are recognized frequently through Conservation efforts, cooperative functions with the Boys and Girls Clubs, the Sheriff's Office, and ASA. We have also become a member of the Association of Santa Monica Bay Yacht Clubs. ASMBYC membership acknowledges our Club as a legitimate Yacht Club. That gives us the privilege of reciprocal access in some cases. It also means that we can sponsor yachts in races held locally. Previously, we could only our boats in open races. Now you are a member of a certified Yacht Club.

Our club was a lone entity in 1998, but now we have an affiliation with the Santa Monica Windjammers Yacht

BOARD & MEMBERSHIP MEETING DATE CHANGED TO SEPT. 30

FYC's Annual General meeting will be on 8 pm, Thursday, September 30 at Shanghai Red's located at 13813 Fiji Way, Marina del Rey. The monthly Board meeting will be on the same evening at 6:30 pm. 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.

ELECTION OF 2004-2005 BOARD

The election of the 2004-2005 Board will take place at the General meeting. The slate of officers offered by the nominating committee was sent to you by postcard four weeks before the election, and is repeated here for your convenience.

Commodore:	Dave Lumian
Vice Commodore:	Mike Fuller
Rear Commodore:	Peter Gonzales
Fleet Captain:	Joan Gilmore
Treasurer:	Bob Baron
Secretary:	Steve Smith

As always, the ballots will provide for a write-in vote for each office.

Please be sure and attend. Your vote is important.

Club. You, through your membership in Fairwind Yacht Club, can join the SMWYC at a significant discount.

We also host a multi-hull regatta every year. The race to Catalina and back is a National race and brings boats from all over the country.

As you know, we are also expanding north to the Oxnard area. We are establishing a branch FYC Club in Channel Islands Harbor in the next few months. That also is taking the Club to a new level of growth that will provide you with increased sailing opportunities.

Although I have been the Commodore for six years, I certainly cannot take credit for all that has been accomplished during that time. Although, I will say that the Club is certainly in better shape than it was when I accepted the nomination and was elected in 1998.

I will give credit to all Board members during that time. We have had to change our perspective to arrive at this point. We have had some landmark changes that have helped us grow and improve. Some members have been unwilling to embrace the changes necessary. As I recall, there was at least one individual who resigned from the Club when we made the deal with the new landlord. There was a fear that it would be a liability and risk to the club and that individual as a Board Member. As it turns out, that arrangement is what allowed our growth. By reducing our primary expense, we were able to obtain the 270 and the Trimaran, two of our more popular boats.

But I would like to give credit to the individual who has most influenced the Club in our transformation from a small isolated Club, to the new and improved Club that you are now a part of. That is Dave Lumian. Dave has extensive non-profit corporation experience and has been the driving force in the Club for 5 years as the Fleet Captain. Most of you know Dave, and have seen him in action. And you know how hard he has worked to create the children's programs and the relationships with SMWYC, ASMBYC, ASA, US SAILING, Doug Ring, the Coastal Commission, the Department of Beaches and Harbors, the Sheriff's office, the Boys and Girls Club, and others. Dave also has the relationship with the local Newspapers to get publicity on all the activities that the Club is involved with. Dave was even responsible for obtaining our first soling as a donation from an individual.

So now you know why Dave is the nominee for the 2004-05 Commodore. I can assure each member of this

Club, that there is no one more qualified to take the Club into the future. I want to highlight some of the other recommendations of the nomination committee, who you will be voting on at the September 30th meeting (see calendar).

Mike Fuller is the nominee for Vice Commodore. Cathy Hutton will not continue as Vice Commodore, but has served the Club well this year. Mike is a past Commodore, and this year was the Cruise Chairman. He was very active assuring that each cruise had a Leader and he helped recruit skippers for each trip. (He is working on the fall cruises, so contact him if you want to participate.) Mike will bring a lot of Club experience to the Vice Commodore position.

Joan Gilmore is the nominee for Fleet Captain this year. Joan is a very experienced sailing instructor. She is the only ASA Instructor Evaluator currently in the Club. She was the coordinator of the extended Boys and Girls Club Summer Sailing Program this summer. She taught our original Trimaran Instructor Training class two years ago. She worked with a sizable Sailing School in the Great Lakes prior to coming to California. I know she will have some big shoes to fill as Dave departs the position, but know she will be a great addition to our training program and the Board.

Peter Gonzales has offered to continue his duties as the Rear Commodore. He has had his hands full this summer with the commissioning of the catamarans, and the new soling. He has dealt with some big repairs on boats this year, and has kept our fleet in good condition this year. Peter coordinates the great guys on the Tuesday Crew, and has helped keep the boats in action.

Bob Baron is doing a nice job as the Treasurer and the Newsletter Editor. He has agreed to stay on next year. And Steve Smith has agreed to stay on as the Secretary.

I would just like to say that we have many individuals who attend the Board meetings, Membership meetings, and make valuable contributions to the Club. They are too many to list here, but we want everyone to participate in the Club activities, and that is what makes a great Club. The Board is guided by input and feedback from Club members, and we all want a Club that is constantly improving. And ultimately the Club improves as you improve your skill, you help others learn to sail at a higher level, and we all improve the care and maintenance of the fleet.

So as the changing of the guard occurs this year, know that we are moving forward, we are improving, and

Come celebrate and sail!

FYC Installation of Officers Annual Sunday Brunch

October 24, 2004

10:00 a.m. at Casa Escobar

SAILING AFTERWARDS!!!

\$16.50/person, cash or check at the door

\$9 for kids 4-12, 3 and under are free

RSVP to Cheryl Peppers

(310) 823-0137, cpeppers@attglobal.net

ultimately you are helping to create the best way to sail,
at the most reasonable cost.

There is no better Sailing Club (and Yacht Club) than
the Fairwind Yacht Club!

Have a great fall sailing season.

Warren Smith, Commodore

FLEET CAPTAIN S LOG.

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. Congresswoman Jane Harman
will be our special guest. Bring your friends!

HOBIE CAT TRAINING OCTOBER 3

The next Hobie Wave training will be on Sunday,
October 3. We will meet at G2500 at 11 am. Bring a
swimsuit, water and something to eat. We will finish by
4 pm.

DISCOVER MARINA DEL REY DAY OCTOBER 10

The annual Discover Marina del Rey Day attracts an
interesting mix of families. 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 10, 11 am-4 pm at Burton Chase Park.
Please come, help out, and enjoy!

SPONSOR, ANYONE?

The summer program had the good fortune to have the consistent volunteer efforts of one of the live-aboard residents at G2500. Gianni, a recent Italian immigrant lives next to our Hobie Waves. Gianni, his wife and son live together on an old Catalina 27. Their 12-year-old son, Stephano, is a member of the Boys & Girls Club of Venice and has been sailing with us for over a year.

Gianni volunteered every day with the kids program. He is a superb sailor and a warm, friendly man.

Gianni started sailing as a boy in Italy. Gianni's work as a swimming instructor leaves the family in a marginal situation with no discretionary income. Gianni would like to be able to sail but lacks the funds to afford a membership to join FYC.

I am planning on paying a portion of Gianni's quarterly dues. If you are interested in helping Gianni, please let me know. I'd love to get 4-8 persons to pay \$10-20 extra a quarter so that Gianni can sail. Contact dlumian@aol.com

2004 FYC CRUISES

Here is Fairwind's remaining 2004 Cruising Calendar:

Saturday, September 25, KH Dinner
Friday-Monday, 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.

FAIRWIND CELESTIAL NAVIGATION CRUISE, JULY 8TH STEVE SALANI

Celestial Navigation is a technique in which the positions of celestial objects are used to estimate the location of the observer. Although modern GPS devices are now used as the primary means of air/sea navigation, celestial navigation is still valuable as a second opinion against GPS data, or as a backup in the event of equipment failure. As stated on the

Starpath navigation web site, "If you rely solely on GPS to cross an ocean, you will not know if you are right until the very last day!"

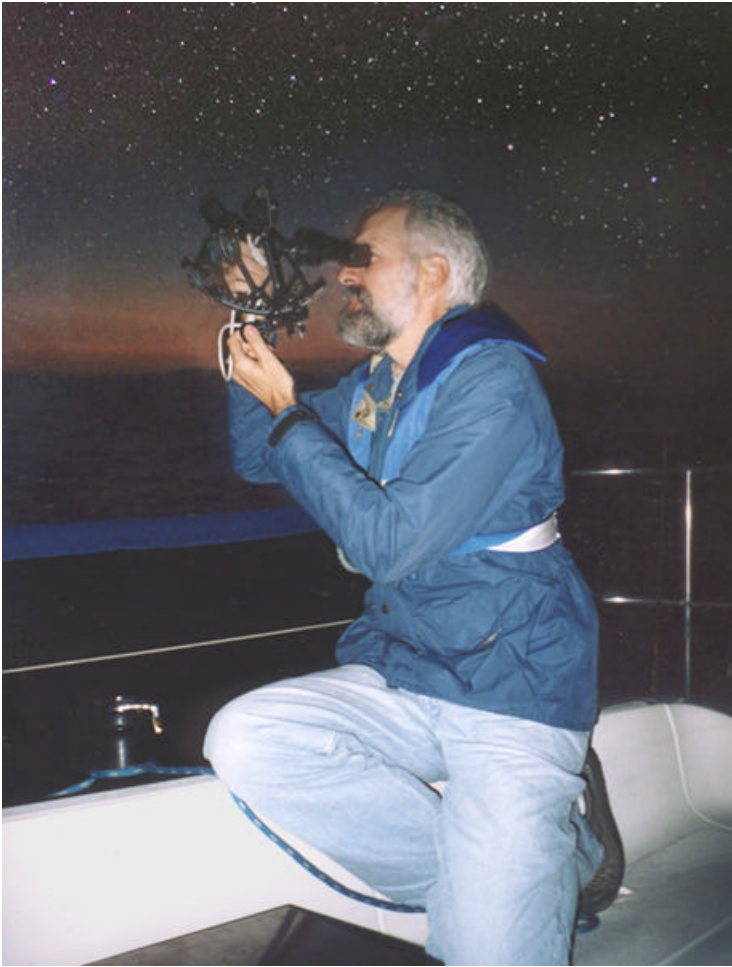
In June I received an email from Charlie Nobles proposing an evening sail to practice taking celestial sights with a sextant. I had completed Charlie's ASA Celestial Nav course in 2003 and was interested in applying the theory to actual practice. I made several attempts to collect sight data during a Virgin Islands Cruise in January without much success. Weather conditions and local geography at our moorings did not provide clear unobstructed views of much of the sky and sea horizon, which is essential for accurate sextant sights.

On the evening of July 8th I set out with Charlie and Robert McCreary on Collective Effort. We rigged the sails at the dock but ended up motoring in order to get well clear of the breakwater in time to collect our sight data. The optimum time for star sextant sights is at civil twilight which occurs twice a day when the sun is 6 degrees below the horizon. On the evening of July 8th civil twilight time was about 20:30 PDT.

The basic idea of Celestial Navigation is simple: the position of an observer can be estimated by measuring the elevation above the horizon of one or more celestial objects. The elevation of the object is measured with the sextant, an optical device that superimposes the image of the celestial object on the image of the sea horizon. The adjustment arm of the sextant is moved until the object appears precisely on the sea horizon. The elevation of the object is then read from a calibrated scale. While there are literally thousands of objects visible to a viewer on the Earth, celestial navigation commonly uses only the Sun, Moon, Venus, Jupiter, Saturn, Mars, plus a set of 57 stars chosen for brightness and ease of identification. Prior to taking sextant measurements, the navigator will prepare a sight plan, a list of objects that should be visible on the date and time of measurement.

According to my sight plan, the following objects were good candidates for our geographic location: the stars Altair, Regulus, Deneb, Vega, Antares, and Spica, plus the planets Jupiter and Mars (Venus, the brightest object in the night sky aside from the moon, would be below the horizon at our sight time, as would Saturn). In order to get an idea of where to find them in the sky, I noted the expected elevations and magnetic bearings of the objects for our approximate location.

We had unexpected company when we reached our



sighting position about a mile off the breakwater. A coast guard helicopter buzzed us several times, apparently somewhat alarmed by the sight of a boat hanging just offshore with occupants aiming an unknown apparatus at various parts of the L.A. coast. After a few inspections they decided we were harmless enough and went on their way.

After a few minutes of fiddling and experimentation with the sextant, I found that locating and measuring the various objects was not that difficult. Charlie provided an Astra IIIB sextant, a very high quality unit with very smooth operation and convenient vernier controls for ease of measurement. When the sextant angle was preset to the expected object height (from the sight plan) the object often popped into view with minimal searching.

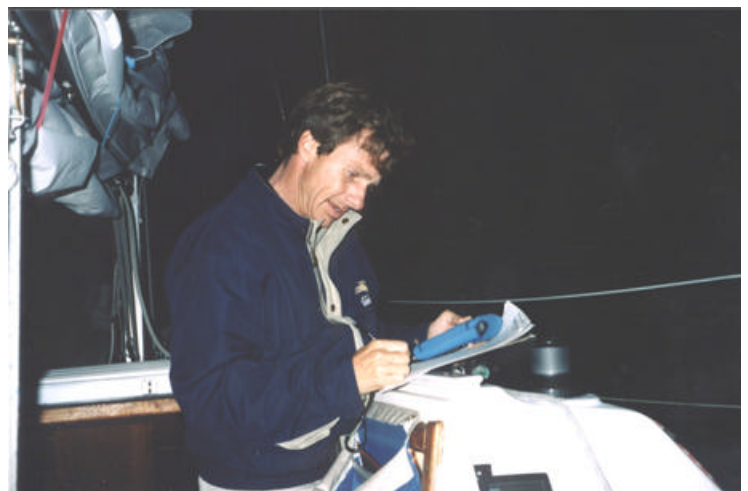
We were able to take 11 sights during a 45-minute period ending at 21:13, when the low light made it difficult to view the sea horizon through the sextant. Sighting objects with a northeast bearing was difficult, as the coastline obscured the true horizon and the abundance of onshore clutter obscured the image of the star or planet in the sextant.

With sight data in hand, the next step for the celestial navigator is the dreaded sight reduction. This is the process in which raw sextant data is manipulated in order to derive a good estimate of the boat's position on the earth. A single sextant reading from one object determines a Line of Position, or LOP, on which the boat must lie. This is similar to the situation where a navigator measures the bearing of a land object of known position (lighthouse, mountain peak, etc.). With data from multiple celestial objects (or charted land objects) the boat's position can be narrowed down to a small region of most probable position or fix.

Sight reductions can be performed either by hand (with the aid of data tables in the nautical almanac) or by a computer program. Having prior experience with the manual method, I now opt for the convenience of computerized sight reduction. This may not fit in with a purist view of celestial navigation, but it still meets the primary objective of estimating one's position without any outside data or means of communication.

I use custom software for celestial navigation that I developed over a period of months following the ASA course. The program will perform every step of the celestial navigation process including sight planning, sight reduction, and plotting lines of position. The program was a lot of work, but now I can be lazy and do the entire celestial navigation process without ever putting a pencil to paper! (Contact me at (310) 396-3362 if you'd like to see a demonstration of the program.)

In reducing our sight data of July 8th I found some of the measurements to be highly suspect (Lines of Position running through Oklahoma are a good indication of bad sight data!). The bad data was probably the result of either measuring the wrong star (most likely) or misreading the sextant (possible in low light conditions). I was very pleased to find that the remaining data provided an excellent estimation of our



position, as shown by the LOP chart below. Had we been on an actual ocean cruise, the sight data would have been more than adequate to put us into visual range of the destination.

Fairwind members interested in celestial navigation are encouraged to explore this centuries-old tradition. The basic concepts are not difficult, and mastering complex manual sight reduction methods is not necessary to begin applying celestial techniques to actual navigation situations. Charlie Nobles has announced that ASA is developing an introductory Celestial Course to be offered sometime in the coming year. I have completed several ASA courses and was impressed with their quality and depth. An expanded Celestial Navigation course will be an excellent addition to the program.



A THANK YOU

This month is a celebrated time to give thanks for things we are thankful for. I speak for those who would like to thank the trainers and check out personal, Tuesday work crews, special projects volunteers, and board members of FYC for their many hours of service and devotion to the club. With out their unselfish giving, we would not be able to advance in our seamanship abilities or belong to a club we could be proud of. A *special* thanks to their significant others whom we never see, but are just as involved and giving of their time and family plans.

Thank you, Thank you,

Shar Breitling

NAMING A SLOOP

BUCKMINSTER FULLER

Of all the designs
Thus far formulated by humans
None have been
As adequately anticipatory
Of the probable reoccurrences
Of yesterday's experiences
Positive and negative,
Large and small,
Frequent and infrequent,
Sudden and slow -
And therefore as
Progressively comprehensive
Complexedly adequate,
Economically exquisite,
Powerfully eloquent
And regeneratively reinspiring
To further evolutionary perfection
As is
The sailing ship

It is visually obvious
Even to the inexperienced viewer
That the sailing ship is designed
To cope with nature's
Most formidably hostile
Environmental conditions
For human survival,
Those existing at the interface
Of the ocean's and the atmosphere's
Oft times tumultuous ferocity,
Where, for long and most often,

Of all places around Earth
An unprepared, ill-equipped humanity
Usually perished.

For it was the many lethal experiences
With those myriad
Of awesomely demanding conditions
Witnessed by a few fortunate survivors
Which progressively invoked
Man's subjective discovery
And objective invention
Of general engineering principles
As well as the foundations of mathematics
From which in turn he evolved
Not only competent naval architecture
But such other mathematical essentials as
Chronometers, compasses, charts
Spherical trigonometry, sextants
And celestial navigation,
And thereby derived
Instrumentally guidable safe passaging
Of multi-tonned vessels
Scudding along under full sail
Over the rocks and shoals permeated
Great ocean waters
Under the invisible conditions
Of night, fog and high seas.

And sailing ships
Unlike bulldozers
Do no damage to the sea, land or sky
While employing the windpower
Without any depletion
Of the vast wealth of universal energy.

And because the sailing ship's beauty
Is the unpremeditated consequence
Of omni-integrity in designing
Both its comprehensively anticipatory performance as a ship
As well as the technology of its building,
That functional beauty has inspired
The high-seas sailorman,
Voyaging safely within its womblike hold,
Not only reproductively to proliferate
The successful prototype designs
But also spontaneously to identify
Sailing ships
As females.

Three quarters of our planet
Is covered by water.
And in developing the ability
To live at sea
And thereby to integrate
The world-around occurring
But very unevenly distributed
Gamut of physical resources and knowledge,
And thus ultimately to make all resources
Available to the integrated production
And distributive service of all humanity
(Despite the world-around recurrent formidable conditions),
Humanity has manifested
Its greatest comprehensively anticipatory
Scientific designing effectiveness
In the high-seas sailing ship
The by-products of which have been
His establishment of a science-founded,
World-embracing,
Scientifically laboratoried,
Search and research navigated,
Speed of light intercommunicated,
Industrial mass-production complex -
Out of which, in turn,
Has come, evolutionarily,
Humanity's mastery of sky and interplanetary travel
And its biochemical conquest
Of physiological disorders
Of the human organism
And possibly soon to come
The adequate physical sustenance of all mankind.

Key to humanity's scientific discoveries,
Technical inventions,
Design conceptioning
And production realizations
Has been a phenomenon
Transcendental to humanity is
Self-disciplined
Objective concentrations of thought
And deliberate acts ó
A phenomenon transcendental to humanity's
Consciously disciplined inventive capabilities.

That key is the first
And utterly unpremeditated event
In all discovery, invention and art.
It is humanity's *intuitive* awareness
Of having come unwittingly upon
A hereto unknown truth,
A lucidly conceptual,
Sublimely harmonic,
Regenerative relationship
Of a priori Universe-
An eternal principle ó
And then moments later
A second *intuitive* awareness
Regarding what the conceiving individual human
Must do at once
To capture the awareness of
And secure the usefulness of
That eternally reliable generalized principle
For all humanity
For now and henceforth.

Again and again,
Step by step,
Intuition opens the doors
That lead to man's designing
Of more advantageous rearrangements
Of the physical complex of events
Which we speak of as the environment,
Whose evolutionary transition ever leads
Toward the physical and metaphysical success
Of all humanity.

And because its design
Permits humanity to live anywhere
Around our planet's watery mantle
And because this sailing craft
We are now to launch
Is the epitome of design competence ó
As manifest at this moment
In the forever forwardly mounting and cresting wave
Of design capability
We herewith give
To this world-around dwellable
High-seas sailing craft
The name INTUITION.

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. 25, 2004	KH Dinner Cruise	Dockside 1:30 PM, depart 2:00 PM, dinner at about 6:00 PM
Thursday, Sept. 30, 2004 Note change in date!!!	Board Meeting 6:30 PM General Membership Meeting 8:00 PM <i>Elect your new Board!</i>	Shanghai Red s 13813 Fiji Way Marina del Rey
Saturday, Oct. 2, 2004	Workday / Club Sail Day Dockwalker Training	Dockside 9:00 AM till ???
Sunday, Oct. 3, 2004	Hobie Wave training. Bring a swimsuit, water, and something to eat. We will finish by 4 pm.	G2500 at 11 am
Sunday, Oct. 10, 2004	Discover Marina del Rey Day Volunteers are needed to take families sailing.	Burton Chase Park. 11 AM 4 PM
Friday Monday, October 15 18, 2004	4 Harbors Cruise	Dockside 8:00 AM, depart 9:00 AM
Thursday, Oct. 21, 2004	Board Meeting 7:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey

FAIRWIND YACHT CLUB

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FAIRWIND NEWSLETTER

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Visit our Web site
www.Fairwind.org