



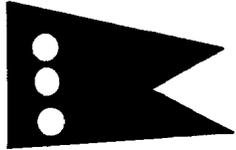
FAIRWIND YACHT CLUB

NEWSLETTER

October 2004

Editor: Robert Baron

Vol. 32 No. 10



COMMODORE S LOG

IS FAIRWIND DEMOCRATIC?

A question I hear asked at times. My answer, of course it is! As a matter of fact, as yacht clubs in Marina del Rey go, FYC is by far the most democratic!

At the typical local club the members gather once a year and elect the board. Some board members serve one year, others two or three. The rest of the year the board makes all of the decisions. The board has two meetings a month. At the executive session it's board members only. The board has private discussions and works out its differences. At the general meeting non-board members may attend but do not vote. Non-board members are limited in their speaking time as well.

Now compare this with Fairwind. At FYC every board position must be elected every year. The board must refer proposals to the membership (which meets every two months). Any expenditure over \$1,500 must be approved by a vote of the members. Important decisions are also discussed and approved by the membership; the move to Bar Harbor, the acquisition of new boats, the Channel islands expansion, and more were all presented at Membership meetings.

DON'T FORGET TO RSVP FOR THE BRUNCH!

October 24, 2004
10:00 a.m. at Casa Escobar

RSVP to Cheryl Peppers
(310) 823-0137, cpeppers@attglobalnet

MONTHLY BOARD MEETING WEDNESDAY, OCTOBER 20 AT SHANGHAI RED S

FYC's monthly board meeting will be 7 pm, Wednesday, October 20 (this is not a typo) in order to avoid conflict with the ASMBYC meeting. It will be 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.

Please note that next General and Board Meeting will be Wednesday, November 17 (again to avoid conflict with ASMBYC).

You may not agree on what happens, or how things go, but by any measure Fairwind is a very democratic organization. Let's make sure that it stays that way!

ASK NOT WHAT YOUR CLUB CAN DO FOR YOU! ASK WHAT YOU CAN DO FOR YOUR CLUB!

I am impressed amount of energy and interest in the club. I want to see more people getting involved with running and building the club. In the past we have had chairs who headed up a few efforts.

Everyone should volunteer at something that they enjoy doing. But, if you can't find some volunteer area that you enjoy, then you are in the wrong club!

I look forward to chairs making reports at meetings (as appropriate) either in person or written.

If you have interest in taking on a responsibility, please email me at dlumian@aol.com.

Existing chairs:

Safety Officer: we need someone who will stick with it. All FYC boats should pass the USCGA inspection and to have 2005 stickers by March 2005. Also liaise with SeaTow.

Cruise: Mike Fuller did an excellent job. With Mike taking on the VC job I assume that we will need someone new. (However, Mike if you'd like to continue, please do!)

Annual October Brunch: Cheryl Peppers did a terrific job last year and looks to be well on her way this year. I hope that she will continue.

Race: John Stephenson has done an excellent job with the Homeport regatta, the Indian Summer Splash, and the Hobie wave series. We'll be adding Midwinter races. We might consider a race workshop or two. I hope that John will want to stay on.

Social Chair: It's been dormant the last year we need someone(s) to get this party started! In the past we have tried to do 4-6 events a year. (Typically a Fall bonfire, a Winter Holiday Party, a Spring picnic or BBQ, a Summer BBQ, and maybe a bowling party or theater party or something for good measure.)

Reservations: Hartmut has been excellent. I hope that he will stay on.

New Chairs:

Volunteer coordinator: To respond to requests for help from various departments (maintenance, training, admin, events, etc), identify where volunteers are needed, and recruit and place new volunteers. Possibly look at a method of tracking/estimating volunteer hours.

Membership chair: Responds to new member inquiries. Schedules volunteer(s) for monthly workday greeting/tour. Keeps membership manuals, keys, basic texts, and license plates up to date and in stock. Orient new members.

Member development: Works with Fleet Captain to answer questions as they arise for new (and existing) members to navigate the club checkout process. Develops mixers so that new and old members become acquainted and comfortable.

Environmental: To organize a couple of environmental education events a year and maintain contact with other groups with similar interests. Attend quarterly CCBN mtgs.

Junior Sailing: to coordinate and schedule volunteers for the Boys and Girls program. Make sure that all volunteers get cleared by Sheriffs and/or BGCV.

Website: Oversee and coordinate the content, functioning, and appearance of the website. (Several people, notably Mitch, David, and Hartmut have been active here it's just never been an official group.)

Press and publicity: Works with the Commodore to compose and issue press releases and pictures on club activities.

Education: Works with the Fleet Captain to develop 2005 calendar of special educational activities (from short talks at meetings to lecture series and special workshops).

Multihull Guru: Mike Leneman of course!

Sailing Certification: Assists the Fleet Captain by scheduling ASA student challenges and classes, processing paperwork, arranging instructors, tracking outcomes, etc.

Holiday Boat Parade: I will be out of town this year. We should continue. It is about two months away!

In addition, I believe that the overload board positions (Rear Comm, Fleet Captain and Vice Comm) should continue the trend of finding assistants to help them by performing specific jobs.

Again, please contact me if you would like to take on one of these areas.

ANOTHER AMAZING SPLASH

Fairwind again sponsored the Indian Summer Splash. This year over 40 boats from eight states participated in the three-day event.

John Stephenson skippered Seawing to a 4th place finish, doing super well for sailing a wet-sailed boat with old sails.



Fairwind members Mike Leneman and David Licata's L7 prototype beat almost all of the bigger trimarans with a 2 hour 35 minute sail from West End to Marina del Rey!

Fairwind members Mike Leneman and David Licata designed and built a 22 foot folding trimaran called the L-7 in Mike's parking lot on Abbott Kinney in about five months! Spending about \$6,000 and a lot of free recycled materials the boat was finished just hours before the race's start!

The L-7 performed magnificently. Despite being the smallest (and cheapest) boat in the multihull race, it beat all but five boats on the way over. On the return it took third sailing from the West End to the south entrance in two hours thirty-five minutes!



At the start of the race.

More information about the Splash and the L-7 is to be found at www.multimarine.com

RECOVER SOON BOB

One of our long time members of FYC Bob Krauch fell and broke his hip. Any one would like to send a card or just say hello he can be reached written to at: Bob Krauch, 6627 Esplanade, Playa del Rey, CA 90293.

THERE AIN T NO PARTY LIKE A BLACK BOATERS PARTY!

For years Soling boat chief John Quickly has been telling me about the Black Boater Summit that every year charters a couple dozen boats in the BVIs. John's lobbied for a couple years to get me aboard. Finally this year I got to go!

In fact Joan Gilmore, Adam Colson, and myself taught in their new Learn to Sail program. Three boats were filled with students eager to earn their ASA certifications from Beginning to Intermediate (ASA 101, 103, 104).

The students all worked very hard. And, despite dire predictions about the follies of August, we had steady winds and not much hotter than I remember the high season temperatures. Rain was light and things were very uncongested! (It's the only time I remember just walking into Foxy's on a weekend without a reservation and getting a table!)

Being part of the flotilla was a blast! John, who skippered a 50 foot catamaran, (Joan, Adam, and I were aboard Jeanneau 46s) had always told me that there ain't no party like a Black boaters party! Right he was. Every night all 24 boats had a gourmet BBQ going and the fun part was dinghying around to sample the BBQ and hang with everybody. Sailing? Yes. Progressive party? Definitely!

What a fun, happy, warm group of people from all over the nation and from all walks of life. 150 by my count! Very literate, thoughtful, interesting group, too!

Next year's Black Boaters Summit is taking reservations now. www.honeyletstravel.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.

ELECTION OF 2004 2005 BOARD

ERROR IN BALLOT COUNT JOAN GILMORE IS FLEET CAPTAIN

The 2004 2005 Board was elected at the September General meeting. The position of Fleet Captain was contested in a lively meeting. The new board is:

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

The ballots were counted after the close of the Sept. 30th membership meeting and it was initially announced that Marc Levine had been elected Fleet Captain 44 to 35 (79 members voting). Upon later examination by the Secretary, Steve Smith, it appeared that an obvious error had been made and he called it to the attention of the election committee members, Maury Barth and Rob Matheny, who had performed the initial count. Upon reexamining the ballots, they agreed with Steve and recommended that the corrected count should be accepted and Joan Gilmore declared Fleet Captain. It was then decided by the board to hold a special membership meeting so that the board and the membership could examine the ballots and decide the issue.

The special membership meeting for Saturday, Oct. 9th was announced by email and 27 members attended (a quorum). For those of you who have not seen the ballots, they had each office listed. Under each office were two check boxes, one followed by the name of the candidate proposed by the nominating committee, the other followed by a blank line for a write in candidate. Upon examination, the ballots fell into five groups:

1. 35 ballots had the box for Joan Gilmore checked, the blank line was not filled in.
2. 13 ballots had the box for Joan Gilmore checked, Marc Levine's name was filled in on the blank line.
3. 28 ballots had the box for Marc Levine checked, Marc Levine's name was filled in on the blank line.
4. 2 ballots had Marc Levine's name filled in on the blank line, no check mark was made for either candidate.
5. 1 ballot had check marks for each office, but the check marks for Fleet Captain and 3 other offices were on empty lines.

The error made in the initial count is that the 13 ballots in the 2nd group and the 3 ballots in the 4th and 5th groups were incorrectly counted for Marc. When properly counted for Joan (6 of those present were of the 13 and stated that their intent was to vote for Joan) the vote for Fleet Captain became: Joan 48, Marc 28, and indeterminate 3. The Secretary will be bringing the ballots to the next few board and membership meetings so that any member desiring to examine them can do so.

The vote to accept the election committee's recommendation to accept the corrected count in Joan's favor was unanimous.

FROM MARC LEVINE

Hello fellow members I want to take a moment to address what happened recently in regard to our annual board of directors elections. As many of you are aware there was an error in the tabulations of the ballots for the Fleet Captains position. This was discovered almost a week after the elections by Steve Smith while he was reviewing the ballots to be recorded in the meetings minutes as is his responsibility as the club's secretary.

Steve brought this up to the election committee members and also kept me informed of this situation. The election committee realized they made a counting error, which affected the outcome of the election. It was unfortunate that this was not discovered before I was announced as the new Fleet Captain. However we are only human and mistakes can and do happen.

I feel Robert Baron, Robert Matheney, and Maury Barth did a great job in supervising the elections. These three club members are extremely trust worthy and I respect their judgment as well as our secretary's on this issue. They felt bad this situation occurred and did what they felt was right to correct it.

This led to an emergency general assembly meeting with more than a minimum quorum present to review and recount the ballots and it was determined that Joan Gilmore was actually the elected candidate for the fleet captain position.

I support what was decided during this meeting and feel all the requirements were met as outlined in Roberts Rules of Order regarding questions, which are incidental to voting procedures or counting of votes.

To those of you who sent me forms during my tenure as fleet captain I have forwarded them on to Joan for processing.

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

We should all be proud of ourselves we had a spirited election with a record turn out.

I truly appreciated the large turn out and all the opportunities club members had to ask questions of candidates and actually be able to participate in the election process. Our wonderful club was the biggest winner that evening.

I wish to extend a special thank you to all of you who supported my candidacy for Fleet Captain.

I am looking forward to another fantastic year of sailing and enjoying the many wonderful friendships I have made in our club over the years.

Please join me in supporting and congratulating Joan Gilmore as our new Fleet Captain as well as the incoming board for next year.

FROM THE VICE COMMODORE

I am looking forward to serving as your Vice Commodore and if there is anything I can do to assist you in enhancing your sailing experience in Fairwind Yacht Club I hope you will let me know. As your Vice Commodore my primary duties revolve around maintaining the membership roster and the collection of membership dues. I work closely with the Treasurer to assure that money is deposited into the proper accounts. In addition I process applications to move to the next boat level (small- to mid-size boats and mid- to large-size boats).

If you have corrections you would like me to make to the membership roster you can email me at dmfuller@leoadaly.com. You can mail your membership checks, new membership applications, and move-up requests to:

Michael Fuller
747 North Croft Ave
Los Angeles, Ca. 90069

Happy Sailing

FAIRWIND S NEW SOLING

Fairwind s new Soling Blue-By-U is at last ready to use. The boat was previously raced very competitively in the San Francisco Bay area and has many go-fast features (see text below). Because many members have expressed an interest in racing, a lot of thought was given to preserving these features and yet having it

uncomplicated for normal day sailing use.

The commissioning effort included: mast repairs, standing and running rigging replacement, new deck hardware, and the addition of a mainsail reefing system. Many volunteers are to be thanked for their help; especially for the many times the mast was raised and lowered. It is your boat now, so enjoy!

NEW FEATURES:

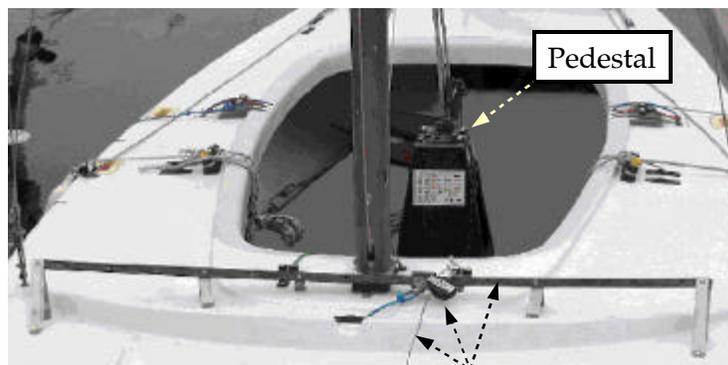
Fairwind s new Soling has some unique features, including 2 methods for sheeting the jib.

Conventional Jib Sheeting (CJS)

The port and starboard sheets are one line, with a shackle in the middle that attaches to the jib clew board. The sheets are led through movable fairlead cars, back to turning blocks, and through cam cleats. The turning blocks take the place of the winches. Since the Soling jib is relatively small, there is no need to have the mechanical advantage of a winch for most sailing conditions. If the load is too great to trim the sheet, the boat can be headed into the wind to reduce the load. *These conventional sheets should be used in the harbor area, especially when docking and bringing the boat back to the slip.*

Self-Tacking System (STS)

The boat also has a jib traveler that moves the clew to leeward when tacking, similar to the main sail. Jib trim is controlled by a single wire sheet led through a block on the traveler and then forward to the head stay. The wire sheet then leads below the foredeck through a five-part block system, and is attached to a single braided line. The ends of this line lead to port and starboard cam cleats next to the cleats for the CJS. This arrangement provides enough mechanical advantage for fine-tuning under heavy loads and allows the jib to be trimmed from either side. This second jib control system should be used for open water sailing such as



View from the bow.

Jib traveler, car, and wire sheet

racing. The STS gives the boat competitive advantage when racing, however there are some disadvantages and safety concerns members must be aware of:

- The STS does not allow the jib to be fully luffed when on a beam reach, or lower point of sail. This can be a hazard when trying to depower when coming into the slip or during other docking situations.
- The STS cannot be easily back-winded above the centerline position (car must be held in place by hand). This does not allow the boat to be quickly turned to port or starboard when stalled, and can be hazardous when in a confined area e.g. before entering a slip. Not being able to back wind above the center, also makes heaving-to more difficult.
- The STS wire sheet stretches about one inch above the foredeck and is difficult to see especially in dim conditions. This presents a tripping hazard
- When switching from the CJS to the STS, remove the conventional jib sheets completely. If left draped over the jib traveler, they may become fouled in the traveler car.

Pedestal

Near the helm position there is an aluminum pedestal in the center of the cockpit floor. The pedestal provides a base for the main sheet block, and controls for the backstay and spinnaker. (See picture on next page.)

Lateral Line Attachment

A lateral (or breast) line can be attached to a pad eye near the forward base of the pedestal. This line can be



View of top of pedestal

used to stop the boat when docking or to help turn the boat off the wind when leaving an upwind slip. These lines are normally attached to a winch as on the G-22 or other Soling (Seaweed).

Automatic Bailers

Automatic bailers are located on the port and starboard sides of the hull, just next to the flooring. They work very well, but only when the boat is moving. Just open the leeward bailer and the water will be sucked out.

KING HARBOR, THE CRUISE OF EXPERIENCES

Congratulations to Cheryl Peppers who has recently become skipper of Collective Effort and skippered her to King Harbor. Crewing were Jerome Farmer, and Katherine and John Conway.



Having lunch with a great view of the harbor.

MKIII was skippered by Hartmut Eggert. Crewmembers were Jennifer Young, Ron Judkins, Barbara and Thomas Lamelza, Ellaine White, and Roy Niebuhr.

FWI was skippered by Howard Staniloff. Crewing were Dave Amoth, Allen Paxton, Rachel Staniloff, and Shar Breitling.

Joining the Fairwind fleet was Lightning, a 35 foot Erickson skippered by Capt. Fran Weber-Melville. Crewing were Maya and Leif Borgman, Echo Lebarski, Joan Gilmore, John Melville and their dog Lady.

Off the coast of Dockweiler State Beach we hit a small patch of fog. Sailing was great 5 6 knots. The race was on with the MkIII and Collective Effort. Living up to her name, Lightning took the lead and showed us the way into King Harbor.



King Harbor was a test of our Skipper abilities. Slips that were assigned to us were taken by other boats (the Lobster festival was in town). After a few times up and down the finger they seized empty slips and off to the Bluewater Grill for dinner we went.

It was nice to have Rosalie Bostick and Chuck Orlin join us for dinner.

Leaving the King Harbor Marina we were serenaded by the sound of music and the brightly colored lights of the Ferris wheel from the Lobster festival

The sail back to Marina del Rey was fantastic. The moon was big and white and the lights for the coastal cities were a breathtaking view.

Thanks to Hartmut Eggert for making the restaurant and boat slips reservations and to Mike Fuller for his guidance. Many thanks to the skippers for making it all possible.

Let s do Paradise Cove, anchor/raft up and dingy to shore for lunch or dinner.

Shar Breitling

BUCCANEERS DAYS AT THE ISTHMUS

Here is the scoop of a fabulous Buccaneers Days at the Isthmus this year. FYC members, Fran and John Weber took their boat Lightning with crew Joan Gilmore, their nephew Kevin, and WSA member Barbara to Cat Harbor. I went with my brother, Rick on his boat Bigger Dingy to Cat Harbor. Cat Harbor is located on the back side of the Isthmus. It takes about one-and-a-half hours longer to get there. It is easier to get a mooring or anchor and it is really calm!

ADOPT A HIGHWAY EVENT

An environmental opportunity for interested members: Santa Monica Baykeeper is having an Adopt a Highway event to pick up trash before it reaches the storm drains.

9:00 AM noon November 20th and December 11th.

Meet at Baykeeper office 3100 Washington Blvd. on 2nd floor

CONTACT: Jennifer Thompson, Program Assistant, Santa Monica Baykeeper, (310) 822-4522



L-R: Fairwind members Capt. Fran Weber, Carole Walsh and Capt. Joan Gilmore partake in Buccaneer Day at Two Harbors.

We hiked, ate, and watched all the wild activities from little kids costume contests to adult costume contests. Joan, Fran, and I were Pirates. Part of the Buccaneers Days projects go to raising money for the only one room schoolhouse in California possibly in the U.S. Going to Jail for not having a passport, and the arcade booths are two of the main projects directly related to the fund raising. If you don t know what I am talking about, go there next year and find out. Wear a pirate, swashbuckler, or wench costume to this Renaissance fair for Yachties. The costumes are amazing! There were about 1000 people there this year.



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!!!*

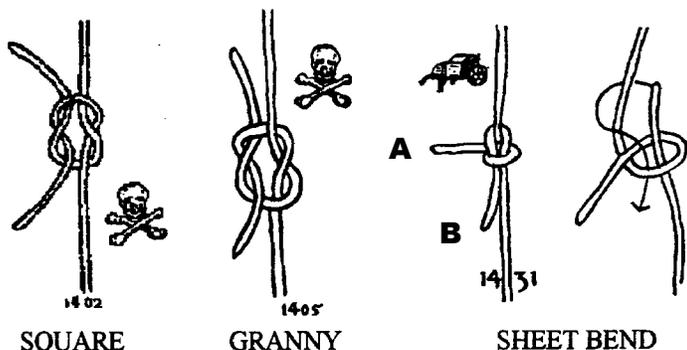
1402. The REEF or SQUARE KNOT is a true BINDER KNOT for which purpose it is admirable, but under no circumstances should it be used as a bend. If tied with two ends of unequal size, or if one end is stiffer or more slippery than the other, it is bound to spill. Unfortunately it is about the most easily 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 a recent accident 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



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).

WINDSURFING

Hello everyone, two Fairwind club members just finished a fun filled and educational week end on Oct. 9 10th windsurfing with the UCLA aquatics program. There was some discussion among members in late July about learning how to windsurf.

What we discovered is the UCLA program is the best way to learn and experience this sport.

They have a state of the art professional program. Susan Bonner and I windsurfed together in Cabrillo Harbor the second day of the course. She went from a complete novice to being able to tack back and forth competently on her second day.

If you are interested in more details on this program and when the next classes are being held please contact me by phone at (310) 418-1025 or by email at Watermarc9@aol.com.

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
Sunday, Oct. 10, 2004	Discover Marina del Rey Day Volunteers are needed to take families sailing.	Barton Chase Park 11 AM - 4 PM CANCELLED
Friday Monday, October 15 18, 2004	4 Harbors Cruise	Dockside 8:00 AM, depart 9:00 AM
Wednesday, Oct. 20, 2004 Note change in date!!!	Board Meeting 7:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey
Sunday, Oct 24, 2004	Annual Brunch and Installation of your new Board 10:00 AM	Casa Escobar Palawan Way and Admiralty Way
Saturday, Nov. 6, 2004	Workday / Club Sail Day Dockwalker Training	Dockside 9:00 AM till ???
Wednesday, Nov. 17, 2004 Note change in date!!!	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red s 13813 Fiji Way Marina del Rey

FAIRWIND YACHT CLUB

Robert Baron, Editor
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FAIRWIND NEWSLETTER

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Visit our Web site
www.Fairwind.org