



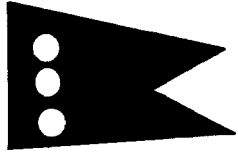
FAIRWIND YACHT CLUB

NEWSLETTER

March 2005

Editor: Robert Baron

Vol. 33 No. 3



COMMODORE'S LOG

HONOLULU TO GUAM DELIVERY

February 2, 2005 1123 hours

We were three days out of Ko O'lina marina near Honolulu. The Kona winds that pushed our Hallberg-Rassy 39 had died out. The wind was less than 10 knots. The weather was shifting. The boat was sailing on a broad reach under full main and genoa. It was raining and I was on deck alone. I was debating whether or not to turn on the engine.

Suddenly the leading edge of a squall engulfed the Swedish built sailboat. The wind went from 10 knots to 40 knots+ in less than a minute! The boat started to head up. I was 380 NM from land with an out of control boat.

How did I get myself in this mess?

As the careful reader of this newsletter will remember, three years ago in Tokyo on business, I contacted a couple of Yacht Clubs to try and get on a sailboat. A community sailing program run by Mr. Asakawa took me cruising from the Seabornia Yacht Club to the Atami hot springs resort and back. We stayed at a wonderful resort eating unique food, floating in large community baths fed by natural hot springs, drank sake and beer, wore kata robes, slept on tatami mats, got wonderful massages, and shared sailing songs. What a trip!

Over the ensuing years we have continued our intercontinental community sailing passions. My Japanese friends have visited Marina del Rey, stayed at my house and gone daysailing, racing, and cruising on

MONTHLY BOARD MEETING WEDNESDAY, MARCH 16 AT SHANGHAI RED'S

FYC's monthly board meeting will be on Wednesday, March 16 in order to avoid conflict with the ASMBYC meeting. It will be at Shanghai Red's located at 13813 Fiji Way, Marina del Rey. The Board meeting begins at 6:30 PM and the general membership meeting begins at 8 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.

Fairwind boats. I have had the privilege to return to Japan to teach sailing and safety. A few months ago I taught a group of Japanese sailors who were vacationing in Honolulu.

While in Hawaii, Mr. John J Tocuma invited me to help him move his Hallberg-Rassy 39, Wave Sanseii (Wave 3), from Honolulu to Guam. His plan from Hawaii (21° N) was to swing south of the rhumb line and cruise through the Marshall and Micronesian Islands (7° N) before heading north to Guam (14° N), then on to Okinawa and Tokyo.

Hell, yes! I have always wanted to learn about bluewater sailing. Here was my opportunity! I agreed to go as far as Guam where another person would assume my spot.



Before departing Honolulu for Guam, the crew of Wave Sanseii pour champagne on the bow. L-R: John J Tocuma, Minori Shoda, and "Japan's Number One Downwind Racer" Hideo Sugai.
Photo by Dave Lumian

We gathered a week before departure. The crew included owner John J Tocuma, Hideo Sugai (a rock star—Japan's number one downwind sailor who has managed winning boats in Sydney–Hobarth, Hilo–Hiroshima, and many more) and Minori Shoda (a Seabornia member). None of them knew each other. John J had assembled a very cool team.

Every morning we went shopping at Honolulu's West Marine and the many other specialty chandleries. Every afternoon we spent readying the boat. Every evening we had three-hour gourmet team-building meals.

Quickly the sea went from force 3 conditions into force 8–9.territory. The sea turned green, huge glassy waves formed, foam was being lifted in streaks into the sky. It was like being inside one of those winter wonderland domes—and someone had just shaken it!

The final evening at dinner Mr. Tocuma asked us to sign a letter agreeing to, 1) not smoke, 2) make use of all of the boat's equipment without restriction, 3) in the event of emergency share all personal gear as needed, 4) keep our personal items out of the common areas and 5) in the event of an evacuation (by raft or whatever) that the youngest would go first.

I protested. I was the youngest but did not think that I should have priority. I had just taken life raft training. Shouldn't we just do it as practically as possible?

No was the answer with no explanation. I quickly found myself getting used to this dynamic.

We left Hawaii at 1000 on January 30. After pouring champagne on the bow, stern, and mast we toasted and set sail.

The first half of the voyage was over 2,000 nautical miles. We sailed 90%+ of the time dead down wind with our sails wing and wing. *Yes, wing and wing.* The main was held in place with two preventers. One was from the end of the boom to the bow of the boat. The other was on a 4:1 purchase block roved to advantage from the vang to the deck. The genoa was poled out with a foreguy and an afterguy. We also used a spinnaker and a genniker.

To keep the sails balanced we would often make 20 sail changes or more a day. An endless cycle: Reefing once, reefing twice, changing headsails, unreefing once, unreefing again.

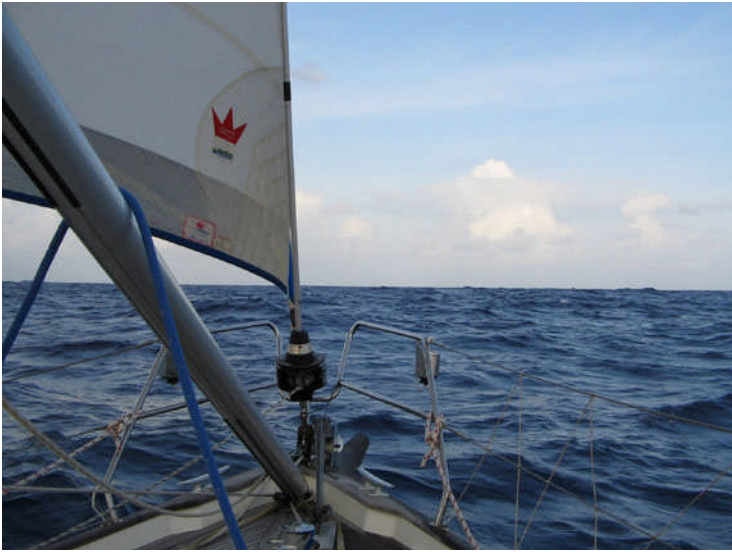
There were two bunks in the salon and one in the aft. John J said we'd hot bunk it, meaning that we'd rotate sleeping spaces and just use whatever was available. What about the v berth? Hey isn't that where crews often sleep? I was warned that I'd get too seasick. As it worked out, I was the only one aboard that did not get seasick! I was just fine.

I pounded on the cabin top. "Help! All hands on deck! Help!" Finally Minori popped his head out. "Get Hideo!" I screamed. Hideo emerged, and without harness or PFD, walked out on to the foredeck of the careening boat. Twenty years as a commercial fisherman, he was well grounded. Born on the northern most point of the northern most main Japanese island, he must have been born with salt water in his veins. Calmly, quickly he took down the main and furled the genoa.

We sailed 10 days without signs of human life, unless you count an orbiting satellite. We'd spend time talking in our limited ways. John J told me about his love of Jazz (Art Blakely is his fave) and poetry, Minori and I



Hideo Sugai: "Japan's Number One Downwind Racer"



Ahhhh!!!!

discussed the stresses of divorce and its effect on kids, and Hideo told me of his retirement plans to build a bluewater, ocean sailing, canal barge and cross the Pacific and Atlantic to visit the great canals of the western and eastern hemispheres. Mostly it was something akin to being on religious retreat on the water. Lots of time for contemplation.

Nighttime was the best. The wind and seas would soften a bit around 10 PM. There was no sun to heat up the cabin or toast your body. The stars were awesome.

The tradewinds are something to behold. They just keep blowing and blowing! Warm and 20–30 knot winds. Gentle following 10–20 foot seas. Great!

“Don’t steer like that! Steer like this” yells Hideo. He demonstrates his wheel technique. “Turn the wheel hard and then hard back to the center”. The practice keeps the boat moving with a minimum of drag and snaps the stern back into place. Cool.

Before departing, we took bets. How many days to Majuro (the capital of the Marshall Islands)? My prediction of 13 days was right on the money. (But they never paid me the \$100!)

Majuro is a huge atoll. Seven skinny square miles of sand rings hundreds of square miles of lagoon. As we entered we were greeted by the ex-pat Miyako Beach Yacht Club out for its monthly regatta. They radioed us, would we please stay off the racecourse and, later on, join them for a party the Marshall Islands Resort bar? Of course!

Majuro is a sad place. Five centuries of western contact has left the people, their culture and the atoll’s natural resources decimated. To compound matters, Majuro is

where the Bikinians and the Entiwetokens were evacuated before the 50’s atomic tests. The Bikini Town Hall still attests to the unresolved issues.

In between reprovisioning, clearing the paperwork, and repairing stuff we had a few minutes free. I spent mine visiting the Waan Aelon in Majel program, an at risk youth outrigger canoe sailing program. Dennis and Jill teach the kids to build the canoes and sail them. Apprentices learn building skills and have a 90% placement rate into construction crews. Other apprentices learn office and business skills and have similar job placement rates. I hope to return and volunteer with them sometime.

After three days we departed for Guam. We headed northwest. We added a fifth crewmember, Dave Jones of San Jose, another capable sailor with a history of Pacific Cup victories.

What a difference another crewmember makes! The first half we had a three-hour on, three-hour off, staggered, double-handed rotation. With another crew we changed to a four-hour on, six hour off, staggered, double handed rotation. Real sleep! Wow! And someone I could get into deeper conversations with, yippee!

Ten days reaching. Whales, dolphins, more whales, flying fish, and squid blown on the deck, caught fresh mahi-mahi. Nice.

We entered Apra Harbor, Guam. The place is a minefield of rocks, reefs, wrecks, and sandbars. The Marianas Yacht Club sent out a skiff to escort us into Sasa Cove where the clubhouse is located. Our escort even ties us up to a mooring. “Thanks! We will see you at the bar!” I say. Five minutes later we were hard aground! The tide was going out. We quickly kedged off an anchor and sailed heeled over on genoa only. We relocated to a deeper mooring! The irony of sailing 4,000 nautical miles and running aground in the last 10 yards wasn’t missed by anybody!

I took back the helm. I was sailing DDW with bare poles at 8 knots! The twenty to thirty foot waves picked the boat up and then let us gently surf down the wave. It was fun! The gentlest roller coaster ever!

4,000 nautical miles in 23 days underway. Do the math. It’s an average of over 7 knots! Smoking!

The Marianas yacht Club is on a nice beach and has a nice indoor-outdoor feel. As luck would have it we arrived in time for the start of the 28th Annual Guam–Japan Goodwill Regatta which draws lazer sailors from



Former FYC Rear Commodore Matt Artero and Dave at the Marianas Beach Yacht Club at Sasa Cove in Apra Harbor, Guam. Matt has returned to Guam.

all over. We worked on the boat for a few days and went to many of the parties associated with the regatta.

I opened the Guam phone book. Matt Artero, I wonder if its the same Matt who used to be Fairwind's Rear Commodore. I call. *It's our Matt!!!!* Matt and I hook up that evening outside a bar. After my crewmates go to sleep, Matt takes me on a midnight tour of Guam. We visit some of the historic Artero estate, including a farm that US Forces seized for an airfield after W.W.II. The next day Matt came to the Marianas Yacht Club and we spent some more time together.

On February 28 I departed for a few days in Pohnpei, the capital of the Federated States of Micronesia.

It is an island with some elevations over 1,000 feet. The harbor is too small for much commercial traffic, but large enough for yachts. There were only half a dozen



Matt Artero and Dave at the Marianas Yacht Club 28th Annual Guam-Japan Goodwill Regatta.

yachts there. Half of them were getting ready to leave shortly for other places.

I stayed at an amazing place called the Village Hotel. It was the first recipient of an ecotourism award. Great food, great food, amazing view of the coast and the jungle and cute thatch huts on stilts. Wonderful place, nice staff, priced reasonably.

I hired a guide and a motor boat and snorkeled on reefs, swam in fresh mountain pools, sat under a wonderful waterfall, hiked some small islands, ate a 'bento box' lunch wrapped in a banana leaf and, best of all, explored the ancient ruins on Nam Midol. Nam Midol is a series of 92 man made islets that somebody made centuries ago. No one is sure who did it, how they did it (the boulders weigh tons and tons), why they did it, or what happened to them. It is up there with other ancient mysteries like Stonehenge and the Pyramids, but far less known and traveled. In fact, upon arrival a boy comes out and collects \$3. He works for the village chief. He told me that I was the only visitor in over a week!

I also visited a couple of the villages and watched people making crafts out of ivory nut that are quite beautiful.

I visited the "yachtie" bar (called Rumors) which is a few feet from the marina dock. The night that I went there, there was only the bartender (a buddy of FYC'er Dave Ball, who lived there for a couple years) and a pretty, young, Colombian woman who was crewing for a German ketch owner.

It was a nice relaxing ending to a terrific trip. I flew to Hawaii. I spent an afternoon with Fairwind member, Cliff Montgomery, who lives in Honolulu. After a nice BBQ dinner overlooking Diamond Head from Cliff and his lovely wife Tammy's house, I flew home on the same flight that Cliff piloted. It was nice to hear his soothing voice over the PA.

After weathering the storm for two hours, blue sky is on the horizon. I steer the boat toward the peaceful looking patch where the winds and seas are calm.

STCW TRAINING

FYC members Adam Colson, Fran Weber, Joan Gilmore, John Melville, and I took a class together in San Diego at the Maritime Institute. Called Standards of Training, Certification, and Watchkeeping the endorsement was added to our respective Captain licenses.

FAIRWIND CRUISERS!!!!

NEXT EVENT!!!

Redondo Beach Brunch Cruise!!!

Sunday April 17th!!!

9am-5pm

Sign up early as the boats filled up fast for Whale Watch.

DON'T FORGET!!!!

2005 FYC CRUISE SCHEDULE !!!

Everyone knows how fun the cruises are!!! What a great opportunity to cruise inexpensively, gain experience, get your "Cruise Check-Out" and build friendships with our fellow members.

Please mark these dates on your Calendar!!!

King Harbor Brunch	Sun. Apr. 17, 9am-5pm	More info. later!!!
Avalon Bay	Fri.-Sun. May 13-15, 8am-5pm	Lotsa Fun!!!
Isthmus	Fri.-Sun. Jun. 24-26, 8am-5pm	A popular one!!!
Long Beach	Sat.-Sun. Jul.16-17, 8am-5pm	Relax.....
King Harbor Dinner	Sat. Sept. 17, 2pm-10pm	Good Grub!!!
Buccaneer Days	Fri.-Sun. Sept. 30-Oct.2, 8am-5pm	Don't miss it!!!

Cruise leaders.....NEEDED!!!
Skippers.....NEEDED!!!
Crew.....NEEDED!!!

To be involved contact:
Elayne White - Cruise Chairperson at:
peggles61@hotmail.com
or
(310) 422-0805



HERE'S A FAIRWIND SAFETY UPDATE

OK... the sun's shining, a gentle 8-10 knot breeze is blowing out of the Southwest... **IT'S A GREAT DAY TO GO SAILING.**

As you clear the breakwater, you head North for Santa Monica, set the autopilot and fine-tune those crispy new Fairwind sails. Gee, the leeward block looks a little bit to far forward... so, you release the working sheet, go forward and move the block aft about 3 inches.

Coming back into the cockpit, your foot *SLIPS* and *OVER YOU GO !!*

Where's your life jacket? Are you wearing it? While in the water, watching your Fairwind Yacht sail itself to Santa Monica,...

DO YOU WISH YOU HAD SLIPPED ON THAT LIFE JACKET ??

It's not a club rule, but it's both *prudent* and *good wisdom....*

When *singlehandling*... **ALWAYS** wear a jacket.

When *sailing w/ children*... **ALWAYS** have jackets on them & yourself ...

Let's start for them in the parking lot !!!

When it's *white capping*... **ALWAYS**

Nighttime sailing **ALWAYS**...

Crossing the shipping channel to Catalina... **ALWAYS**

Hey, why not buy a comfortable jacket & wear it all the time !!!

[Walmart has nice vests **under** \$20.]

Respectfully,

Your Fairwind Safety Officer

For a free download on Life Jacket information from Boat U.S.

Go to: <http://www.boatus.com/foundation/brochure/default.htm>

We spent a day learning CPR and first aid. We spent another day at firefighting school (including five person hose team experiences) and a third day of life raft training in a swimming pool.

It was fun to take the class together. A worthwhile training experience.

NEWPORT ENSENADA

It is surprising how many Fairwind members crew on various boats on the Newport Ensenada race. Are you going? If you are, please email dlumian@aol.com. I would like to pull together an article about our members' involvement with the race.

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.

MARCH 2005 ASMBYC ENVIRONMENTAL CHAIR UPDATE

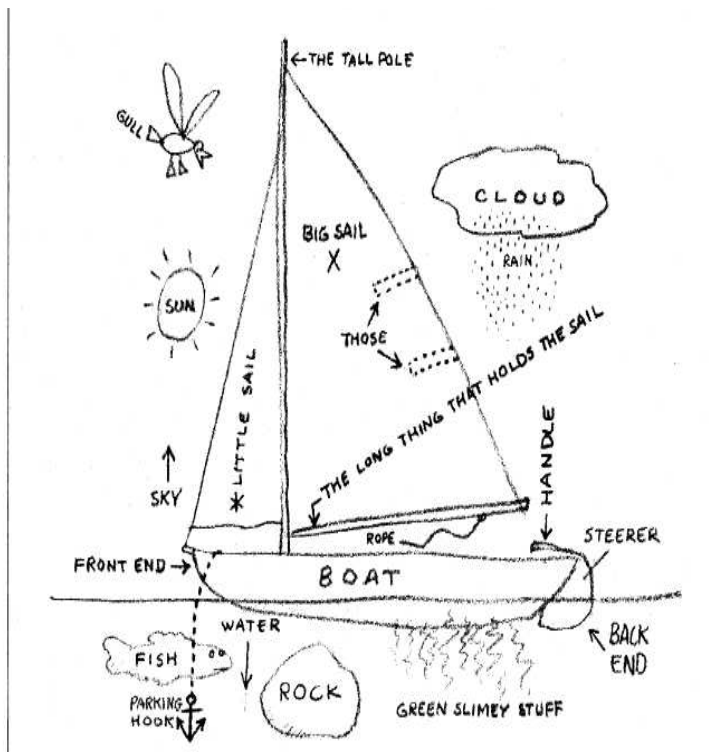
This is just a quick note since in about 10 minutes I am taking off for 5 weeks on Gary Greens boat Green Dragon. Off to Puerto Vallarta and return!

Gang, please check the Heal the Bay.org web site for activities that you and your friends can participate in for Earth Day! There are lots of activities that are family friendly so you can make it a family affair and get the young ones in your life started in caring about our marina!

Thanks for your efforts in helping keep our marina clean!

But just a last note... Joel Hanson and the California Coastal Commission is doing a Dockwalker program in March. As of this time, the date and time is not determined but I have asked Joel to notify you all in an email—please use this grassroots program to take individual action to help clean up our marina! It is just another chance to do your part—join in this activity to help keep your marina clean!

Adios mi Valero amigos and hasta la vista babie!



Work day Attendees: Maury Barth, Rosalie Bostick, Al Buennagel, Jamie Cali, Hartmut Eggert, Marty Epstein, Mike Fuller, Irv Furgatch, Peter Gonzalez, Tom Greene, Peter Grizwald, Dick Gross, Gabriel Harriman, Mark Hullibarger, Elizabeth Kendall, Dave Lumian, Steve Mandel, Nancy Marino, Rob Matheny, Al Mead, Stu Meisner, Mike Melloh, Eddie Nakano, Chuck Orlin, John Quickley, Tom Ruh, Brian Ruhm, Steve Salani, Joe Seligson, Howard Staniloff, Fred Taylor, Rick Toomim, Nicholas Vanhove, Carole Walsh, and Mark Zierten.

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.

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
Wednesday, Mar. 16, 2005	Board Meeting 6:30 PM General Membership Meeting 8:00 PM	Shanghai Red's 13813 Fiji Way Marina del Rey
Saturday, Apr. 2, 2005	Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, Apr. 3, 2005	ASA 103 Examination	Dockside 9:30 AM
Sunday, Apr. 17, 2005	King Harbor Brunch	Dockside 8:30 AM, depart 9:00 AM
Wednesday, Apr. 20, 2005	Board Meeting 7:00 PM	Shanghai Red's 13813 Fiji Way Marina del Rey

FAIRWIND YACHT CLUB

Robert Baron, Editor
1425 Stanford St., No. 3
Santa Monica, CA 90404

FAIRWIND NEWSLETTER

Mar. 2005 Vol. 33 No. 3

Visit our Web site
www.Fairwind.org