



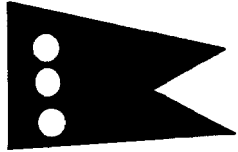
FAIRWIND YACHT CLUB

NEWSLETTER

May 2005

Editor: Robert Baron

Vol. 33 No. 5



COMMODORE'S LOG

SUNSET SERIES RACE #1

Catalina Yacht dealer Charlie Segel died. A Hotfoot 20 sank leaving three sailors (including FYC member Mike Leneman) in the chilly water a few miles offshore as the sun set. A dismasted Martin 242 had a crewmember go overboard. Another boat is reported to have had a crewmember go overboard.

What did all of these sailors have in common? None of them were wearing PFDs.

What did the crews left aboard have in common? Most admit to being a bit rusty on MOB recovery techniques.

It's unclear if Charlie died of a heart attack or drowned. His crew has one view, his widow has another.

I attended Charlie's funeral. It was very clear that his tragic passing will have a huge impact on his wife, children, crewmates, business associates, and friends. Would a PFD have saved Charlie's life? If his crew were CPR current might it have made a difference?

Fortunately all of the other overboard PFD'less sailors were rescued and are fine.

The problems and losses that night raise other questions: When should the Race Committee raise the Yankee flag requiring mandatory use of PFDs? Should safety training (like the US SAILING "Safety at Sea" seminars required for the TransPac) be offered for coastal racers? Should safety boat inspections (that are required for Newport-Ensenada racers) be made for Santa Monica Bay race boats? What can be done to improve safety for racing, desalting and cruising?

BOARD & GENERAL MEETINGS WEDNESDAY, MAY 19 AT VENICE BOYS & GIRLS CLUB

FYC's Board and General Meetings will be on Wednesday, May 19 at the Boys & Girls Club of Venice located at 2232 Lincoln Blvd., Venice. (The Club is on the east side of Lincoln just north of Venice Blvd.) The Board meeting begins at 6:30 PM. The General meeting begins at 8 PM. Its OK to bring your own food and drink—but please, no alcoholic beverages.

Need I add to this "scared straight" story that we all must be as careful as possible? That safety should always be #1? That as skipper you are responsible for the protection of life, limb and property?

I know, I know, we have all heard it before: PFDs only work if you have them on. Check your rigging carefully before you sail. Review the boat's three previous logs. Monitor the weather and reduce sail early. Practice two or more different types of MOB returns regularly. Think through how to get somebody back onboard before you have a problem. Explain to your crew and guests basic safety information every time before they board: the boom, the safety zone, stepping on and off properly, winch safety, three point stance, what to do if someone goes overboard, etc. Know how to recognize and treat hypothermia early. Keep your CPR and first aid cards current (if you do not have them, get them). Review how to navigate especially the "rules of the road" and how to pilot in low visibility.

The knowledge and skills listed above are the responsibility of every Fairwind skipper to know and practice.

Fortunately I am proud to report that Fairwind members are among the best safety trained sailors in the marina. It is important that we continue to require our skippers to train and check out thoroughly on each boat.

We must continue to require our students to locate, and be familiar with, each boat's safety equipment. For each boat students must be required in both training and check out to anchor, reef, and perform excellent MOB returns before being signed off—small, medium, and large boats alike.

If a student is not ready to be signed off, schedule another session. Do not let a student tell you "I did that already on another boat—or with another instructor". If they have already done it before, it should be easy.

If you are a seasoned skipper that checked out on a boat years, or even just months ago, and your deck shoes are dusty, please take a refresher session with a trainer or another skipper. Make sure that you remember how to keep everybody, including yourself, safe. Practice MOB returns. You may be surprised at just how much you have forgotten.

For almost 40 years Fairwind has trained and provided its fleet to thousands of sailors, their families and guests. Isn't it a testament to our club that we have never lost a person or a boat? Let's keep it that way.

SAFETY & SAILING SEMINAR JULY 16

The Association of Santa Monica Bay Yacht Clubs "Safety & Sailing Seminar" will be on Saturday, July 16, 9 am at the West Marine at 13555 Fiji Way.

Fairwind proposed this important safety event to the Association. FYC and the Women's Sailing Association are coordinating the event.

We need your help. We need lots of Fairwind instructors to teach MOB returns to interested boat owners. If you can help please contact Hartmut at fleetcaptain@acninc.net. We also need volunteers to help run the event.

The seminar will include firsthand reports from Sunset #1, information on Crew Overboard Recovery, Dismasting, and Safety equipment. The seminar will include dockside demonstrations and on-the-water instruction. The seminar is supported by the US SAILING Safety at Sea Committee, the National Safe Boating Council, and West Marine.

OSCAR

We are working on making a rescue dummy ("Oscar" for the "O" flag that signals a MOB). Jeff Gunn from the National Safe Boating Council says that he can make one using a used one piece, full wetsuit. Do you have a beater in your garage? Please consider donating it to Fairwind.

LENEMAN LECTURES AGAIN

"Mike's Mixed Sail Bag" features Professor Mike Leneman lecturing on a variety of topics of interest to sailors. The series will take place Tuesday nights 7–9 PM at West Marine, 4750 Admiralty, Marina del Rey.

July 12 "Local Oceanography for Sailors"

July 19 "Local Weather for Sailors"

July 26 "The Future of Boat Design"

August 2 "New Products: Rope Shackles & More Cool Stuff"

The series is sponsored by Fairwind Yacht Club. The lectures are open to the public. Lectures are \$20 each or \$60 for the series. Fairwind members are half price! More information is available at (310) 821-6762.

LEAVE THE BOAT CLEANER THAN YOU FOUND IT

As the cruising season approaches, let us all remember to leave the boat for the next skipper the way that you wished the boat was left for you. We are a volunteer club. Our wonderful, volunteer boat chiefs should not be treated as a maid service.

If the skipper before you left the boat dirty or messy or left their own property aboard—don't pass your mess on to the next skipper. Simply write up the problem and clean it up. When you return, make sure that you leave the boat in excellent condition.

If a skipper is written up in the log, they will be contacted by a board member. If the same skipper persists they may be remanded for training—what a drag!

Suppose you get to the boat and notice that the previous skipper left the septic tank full. Pump out the holding tank at the station when you leave the harbor. Pump it out again when you return. I don't want to hear excuses like last summer that "I found it full and don't want to pump it out twice." Do not leave it full for the next skipper.

If you get back late from a cruise, get as much done as possible before you leave the boat. If there is still work to do, plan on returning early to take care of it before the next skipper is set to use the boat.

KEEP DEDICATED EQUIPMENT ABOARD

When equipment goes missing it is usually found on another boat—or at someone's house! The gear aboard each boat is for that boat. Try not to transfer it to another boat. It drives the boat chiefs mad trying to find it. It may also deprive another skipper of needed gear (especially dinghies).

If you must use another boat's equipment, please get the boat chief's permission. If that is not possible, please note it in the boat's log (the one that the equipment is from) even if you plan on returning it—it's amazing how many folks forget! That way someone searching for it will know exactly where it is. Then make sure that it is promptly returned. This should only be done in an emergency.

If you take gear home to clean or repair, again please write it up in the boat's log. Some gear has gone missing for weeks, or even months, before reappearing again repaired or clean.

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.

FLEET CAPTAINS LOG

ASA 201 INSTRUCTOR QUALIFICATION CLINIC

Congratulations to Lara Howard, Elayne White, Michael Fuller, Stu Meisner, and Rick Weinberger for passing their **ASA 201**. That means that the club has now 6 more (including myself) **ASA certified Basic Keelboat Instructors**. Captain Bruce Royce was the Instructor Evaluator who made sure that we are up for it. It only took one weekend to complete the clinic, but that does not include the countless hours we all studied and prepared for it. The next 2 IQC's are scheduled for May 28 and May 29 (see additional info below).

ASA CERTIFICATION

As for the next challenge (ASA 104—Bareboat Charter), it is currently scheduled for May 22nd, but will most

likely take more than one day due to the long list of tasks that need to be evaluated.

If you are planning on attending the ASA 104 challenge, or are planning on getting your ASA 101 (Basic Keelboat Certificate), please email me.

As for any challenge, please go to the ASA website (www.american-sailing.com) and check out the requirements. This will help you prepare for the test!

Email me if you are interested in any of these: fleetcaptain@acninc.net

Training We currently have group training scheduled for Tuesday evenings at 5:30 pm. Saturday training will begin in June and is scheduled from 10 am – 2 pm (except on a workday). If you do need training in the mean time, email me so that I can set up additional group sessions. Don't forget to bring your training sheet so that the instructor knows your progress, and can check off the tasks.

DOCK COURTESY AND WORKDAY

Last Saturday, we had many members attend our workday. Thank you all for showing up and working on the boats. Workday is also a day to socialize with fellow club members who we may not see at other times. Please keep in mind that the "rules of dock courtesy" toward our neighbors still apply. Please don't forget that there are people who live on their boats. How would you feel if your neighbors meet on your porch and front lawn once a month? Would you not appreciate some consideration and respect for your property? There is no reason to hold on to a neighbor's boat pulpit when you are standing on the dock! Need to sit down? – use a Fairwind dock-box, instead of a neighbor's dock-box. If you see someone doing any of the above (or other things that should not be done), let them know... Maybe they forgot and need a reminder or it may be a guest who just does not know yet. Dock courtesy is addressed during our Fairwind Training on the Small Boats as part of the "administration" section.

Also, our dock-boxes do not contain self-locking locks. Unfortunately, someone has to "manually" lower the top and lock the dock box. If you are skippering a boat, it is your responsibility that the logsheet is completed AND the dock-box is locked prior to leaving the slip. Keep in mind that we (the club) own our boats, tools, etc. If you see a dock-box unlocked (many of us have), and there is no one around, just lock it and help protect our property.

Hartmut Eggert Fleet Captain fleetcaptain@acninc.net

ASA INSTRUCTOR QUALIFICATION CLINICS

There is still space available for members to attend our Instructor Qualification Clinics (ASA 203, 204, 210, 213). The prerequisites vary, so please go to the ASA website and check if you qualify to attend one of these. Aside from probably improving your skills, we need more ASA certified instructors in the club. The dates are:

ASA 203/205 Cruising/Navigation Clinic: May 28
ASA 204 Bareboat Charter Clinic: May 29
ASA 213 Multihull Clinic: June 11–12
ASA 210 Small Boat Clinic: June 27–
July 1

To sign up, or if you have questions, email me:
fleetcaptain@acninc.net

CATALINA GREEN—2005

In order to view a spring-green Catalina island—after its all-time record rainfall—two 27-ft. vessels motor-sailed to Little Harbor Tuesday morning, April 26th.

Anchoring fore & aft aboard Fairwind-I were Tom Ruh, Hugh McNulty, and Bob Krauch. Next were Dick Luning, Peter Gonzales, and Gus Van Driel aboard the club's 270.

On evening and morning shore adventures, the group located two buffalo and saw all the heavy-growth grasses trimmed around the dozens of Little Harbor campsites, with a host of brilliant wildflowers adjacent, and on surrounding hillsides.

FW-I's crew was up early Wednesday to motor-sail the weather-side, past Ben Weston Pt. and Salta Verde in unusually calm seas and delightfully warm sunshine—past the rock quarry, to obtain two moorings, early afternoon, in quiet, two-thirds-empty Avalon Harbor.

More than one-inch of (forecasted) rain doused the two boats between 2 and 5 a.m. Thursday. It caused cancellation of the Inland Bus Tour, so Fairwind-I crew opted for the Skyland Drive tour taking them to the "Airport in the Sky."

Every reservoir, all the few lakes and buffalo waterholes were full, with some reported overflowing, and the more than 30 inches" of rainfall has set new records.

The tour-bus driver reported the buffalo herd has been



INTREPID CREWS—With both boats on choice second-row moorings, Fairwind's Tuesday Maintenance workers rowed ashore to recruit Avalon Elementary teacher Mary McKernan for a visit and dinner at Mi Casita. (Left to Right) Dick Luning, Gus Van Driel, Peter Gonzales from the Catalina-270; and Bob Krauch, Tom Ruh and Hugh McNulty, from the Catalina-27

trimmed to 150: none being seen... Sailors, however did observe one the island's two DC-3s on its daily cargo flight bringing perishables from Long Beach—helping ready the island for summer tourists.

After early departure Friday morning, sunshine on the island's south side revealed a few new land slips, with many less-steep areas still lush with thick green grass, tall stands of mustard plant, and plenty of new growth in the canyons.

A second Tuesday Maintenance Cruise is set for June—before the island gets too crowded.

Bob Krauch

REAR COMMODORE'S REPORT

Summer is fast approaching and the people are sailing. It seems that there is more interest in cruising, racing, and just having fun this year as compared to last year. Hartmut is doing a great job as Fleet Captain putting in his team of trainers, and Boat Chiefs are busy keeping the boats in service. My wish is that every member has the opportunity to enjoy the boats.

So that the whole membership receives the full value of their money please remember a couple of key points:

- Leave the boats cleaner than you received them.
- If you remove any objects for use on another boat please note it in the log.

- Plan ahead. (Plan enough time on the return to clean and fuel up, there are extra tanks on the boats that can be taken to a gas station to purchase fuel).
- If any repairs are needed call the Boat Chief and the Rear Commodore.
- If the repairs are minor and you do them yourself, please note it down in the log.
- If a boat is out of service, do not use it by jerry rigging it yourself, someone is probably coming back to complete the repair.
- If you do not know how to use something, or need clarification, ask.

Many of the repairs, other than for maintenance issues, are caused by people not knowing the boat they are using intimately. We have an opportunity to sail so many different boats that in most cases we do not know the boat we are on very well. Do not hurry when putting a boat away. If you are not sure where something goes, use the equipment chart in the logbook to help. I get a lot of complaints from the Boat Chiefs about having to put things in proper order after a boat has been used. Boat Chiefs put a lot of time, care, and pride into taking care of the boats. They tell me that sometimes they feel like nursemaids to the club.

The most important point to remember is to have FUN. I will see you out sailing.

Peter Gonzalez

MKIII NEWS

We have a new whisker pole and rotating mast car on the MkIII. The pole is stored on the mast track. Be sure that all sheets are slack before setting, telescoping, or taking down the pole. It should be used with the pole topping lift hooked on the pole's wire bale, and the outer end of the pole hooked on the genoa sheet, not on the sail or its bale. The jaws face down. The genoa track car should be brought forward on its track to act as a downhaul. If you need additional stabilization, the lazy sheet can be run forward, & hooked, but not cleated around an anchor cleat. Of course, be extremely careful that the pole does not rub against the shrouds.

New cabin carpeting was installed last month & the hull was waxed on workday.

Please remember to leave the boat in cleaner and neater condition than you found it. Especially after cruising,

remember to clean & dry all equipment including the inflatable, cockpit & cabin cushions, carpeting, and the spinnaker.

Enjoy our boats and help to keep them well maintained!!

Maury Barth

BOAT SURVEY RESULTS

In the April newsletter a survey was mailed out to each member. Responses came off the website, thru the mail, via email, and fax. Please attend the May 18 meeting to discuss and hopefully decide.

The total responses vary from question to question as some members either did not answer or said that they were undecided.

Current Boat Class?

Small/NCO	5
Mid	10
Large	13

Final Boat Class?

Mid	6
Large	21

Desired Size to Purchase?

Small	2
Mid	3
Large	17

Should FYC buy a Large Boats?

Yes	18
No	2

Which Boat?

Catalina 38	11
Cruising Cat	9
30-36 ft.	4
Mid	2
Small	2

Two Classes?

Yes	13
No	8

Shall the Club Rent a Slip if a Free One is Not Available?

Yes	24
No	2

A TRAGIC REAL LIFE MARINA DEL REY EXAMPLE

Our *safety update* for this month is a sobering one...

The annual “beer can” races began just a few weeks ago with tragic event. Here’s an excerpt from The Argonaut:

“Charles Segal, an avid sailor and sailboat salesman, died after falling overboard during the opening night of the California Yacht Club Sunset Series regatta out of Marina del Rey Wednesday, April 20th. When Segal fell backwards into the water he began to tread with his head above the water, according to a witness.

“The sailboat crew immediately turned to pick him up and Garnett jumped in the water to assist Segal, who was still conscious.

“But as the sailboat came to assist, the crew was unable to lift Segal aboard.”

In addition, 3 other sailors wound up in the water when their sailboat broached downwind and sank!

It wasn’t that long ago that seat belts were optional in our cars...now, doesn’t it feel strange to drive without one.

LET’S BE PREPARED AT FYC WHEN WE SAIL...LET’S
BUCKLE UP OUR PFD’S BEFORE WE LEAVE THE DOCK.

We have plans to supply at least 2 comfortable vests per vessel to encourage usage. IT ONLY MAKES SENSE.

Respectfully encouraged,

Fred Taylor
Your Safety Officer

**ATTENTION
FAIRWIND CRUISERS!!!!
NEXT EVENT!!!
CATALINA ISTHMUS CRUISE!!!**

Fri. June 24th thru Sun. June 26th
9am Friday to 5pm Sunday

**Sign up early as the boats fill up fast for these GREAT cruises!!
There are many signed up already but there is still room for
YOU!!!**

**Ever wanted to take your friends for an overnight cruise??
Qualified members could receive their cruise
checkouts during this cruise.
ARE YOU READY???**

**DON'T FORGET!!!!
2005 FYC CRUISE SCHEDULE! ! !**

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 Chair
cruisechair@att.net
(310) 422-0805

Work day Attendees: Adam Colson, Alan Paxton, Becky Sims, Bill Wagner, Capt Fran Webber-Melville., Cheryl Peppers, Chuck Orlin, Dave Breco, David Bare, David Luminan, Debbie Juster, Deke Simon, Dick Gross, Dick Lunning, George Barnes, Glenn Jagodzinski, Hartmut Eggart, Howard Staniloff, Hugh McNulty, Jana Breco, Jason Mercer, Jenson Crawford, John Hocknell, John Phillips, John Quickley, Judy Barnes, Katherine Conoway, Leif Borgman, Liz Stenton, Mark Hollibarger, Mark Zirtin, Maury Barth, Mike Chandler, Mike Graham, Mitch Mandell, Mya Borgman, Nancy Morino, Nino Adamo, Owen Plant, Peter Gonzalez, Peter Grizwald, Rick Toomin, Rob Matheny, Rob Skaar, Rosalie Bostick, Ross Bagley, Simon Treguntha, Stan Pore, Stephanie Clark, Steve Smith, Stu Meisner, Sylvia Strlberg, Tim Barnes, Tom Greene, and Tom Marshall.

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
Friday–Sunday, May 13–15, 2005	Avalon Bay	Dockside 8:00 AM
Wednesday, May 18, 2005	Board Meeting 6:30 PM General Membership Meeting 8:00 PM <i>Note Change in Location!!!</i>	Boys & Girls Club of Venice 2232 Lincoln Blvd., Venice.
Sunday, May 22, 2005	ASA 104—Bareboat Charter challenge	See story
Saturday, May 28, 2005	ASA 203/205 Cruising /Navigation Instructor Clinic	See stroy
Sunday, May 29, 2005	ASA 204 Bareboat Charter Instructor Clinic	See story
Saturday, June 4, 2005	Workday / Club Sail Day	Dockside 9:00 AM till ???

FAIRWIND YACHT CLUB

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Visit our Web site
www.Fairwind.org