



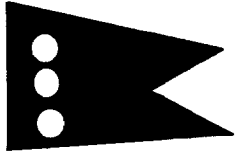
FAIRWIND YACHT CLUB

NEWSLETTER

March 2006

Editor: Robert Baron

Vol. 34 No. 3



COMMODORE'S LOG

JUST ANOTHER WEEKEND

Last weekend Fairwind members turned out with lots of energy in all kinds of different activities!

- Saturday: 40 FYCers were at the Marina del Rey Open House. They scrubbed the boats, ate donuts and sandwiches, drank coffee and soda pop, and showed new folks around. Then everybody went for a sail!
- Saturday: At the same time 20 Fairwind members were racing on the Berger/Stein series. ORCA owners Adrian Ricks and Mike Leneman plus crews competed under FYC's burgee. Mike swept it again! At the same time another dozen boats had our members in crew positions.
- Saturday: I represented Fairwind at SCYA's monthly meeting in Dana Point thereby collecting another point toward 'Club of the Year'!
- Sunday: 30 members went whale watching out of Marina del Rey on half a dozen boats. And, for the first time in anyone's memory, actually spotted some whales! (And the Captain Ahab Award goes to...).
- Sunday: 15 members gathered for an open house in Channel Islands Harbor. They sailed the new Holder 17 and AngelSea and BBQ'd some burgers.
- Sunday: Jenson Crawford and I earned 2 Club of the Year points by taking the US SAILING Race Management seminar. We are now both certified US SAILING club race officers.

FYC MEETINGS MARCH 15 AT MVYC

On Wednesday, March 15, the FYC Board and General meetings will be held at the Marina Venice Yacht Club (MVYC) located at 4333 Admiralty Way in Marina del Rey. MVYC is located in the Marina City Club's West Tower.

The Board meeting will start at 6:30 pm. The general meeting starts at 8 pm. All members are invited to attend.

Please attend. There are proposed changes to the Standing Rules regarding increasing the dues and new member fees to be voted on. These changes are detailed on pages 4 and 5.

To attend the meeting enter Marina City Club's main gate. Tell the guard that you are going to the yacht club. The guard will give you a parking pass and a map.

Once parked, go to the West Tower. Take the elevator or stairs to the G2 level. If you have not been there before, please allow an extra fifteen minutes in case you get lost. After you have been there, it gets easier.

- Sunday: A dozen members gathered at MVYC to watch the Oscars. (No, Ron Judkins did not add a third Oscar to his collection but we were thrilled to hear his name! Did anyone spot Ron and Jennifer Young in the audience?) we ate and drank and hung out. It was a nice end to a loooooong weekend!

Add it all up and you get 129 members counted! Of course some did double or even triple duty, but by any count that's a ton of activity. And remember, it is still winter! What will summer bring?

It is awesome that Fairwind can accomplish so much in just one weekend!

MIDWINTERS

Six Fairwind members turned out for our Hobie Wave series for the SCYA Midwinter regatta. We had a blast racing up and down the main channel!

It was FYC's first time to host a Midwinter race! It earned the Club six points toward Club of the Year!

Jeff Spieker was the odds on favorite to win. After all Jeff won the summer series quite handily and with main competitors like Lloyd and David Lewins, Rick Weinberger, and the mighty Mike Leneman unavailable to compete, it looked like a slam dunk.

But Jeff (1-4-1) was narrowly trumped by newcomer Jenson Crawford (2-1-2), who proved that crewing on a J109 might come in handy on a beach cat!

Sailing home we managed to 'raft-up' four Waves and sail them as a single 40' wide boat! Major fun! We all agreed that we couldn't wait for the summer series on Monday nights!

SAFETY & SAILING APRIL 5

Fairwind is coordinating another ASMBYC Safety & Sailing seminar. This will be Tuesday, April 5, 7 pm at Cal Yacht Club. It's part of the 'warm-up' seminars for the Sunset series and it is free of charge! Please attend! Volunteers are also needed. Please contact Dave Lumian at (310) 306-1116 if you can help.

SAN PEDRO WORK DAYS

The Fairwind Catalina 27, IO, in San Pedro will have a work day/free sail on the last Saturday every month. Gather at 10 am. If you have not sailed in Hurricane Gulch you gotta try it! Contact FYC's San Pedro Port Captain Chas Belknap at chas.belknap@sbcglobal.net.

PERFORMANCE SAILING WORKSHOP

Kudos to FYC and SMWYC member Fred Young and the Shock 35 fleet for the excellent Performance Sailing workshop at SMWYC. About 200 people attended. It was very informative! I noted about 15-20 Fairwind members in attendance.

FYC KIDS SAILING PROGRAM

The Fairwind youth sailing program for at risk children has expanded to four afternoons a week. Tuesdays, Wednesdays, and Thursdays kids from three different campuses are taught to sail after school. On Mondays there is an indoor activity at each site to help prepare the kids for that week's lesson. Volunteers are needed! Contact Adam Colson at adam_colson@yahoo.com.

EMAIL LIST

We have most members on an email list. This will allow the Club 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.

NO JUNK EMAIL!

I am surprised that I even have to say this: Please do not use the Fairwind email list for non-official purposes. Send neither business solicitations nor position statements on FYC (or any other) affairs. It is an invasion of privacy and undermines the official use of the email list.

FLEET CAPTAINS LOG

TRAINING

A few members have volunteered to schedule training during the week, after work. This should start, as soon as we have more daylight hours available. Please continue to check online for scheduled training. Training is colored in yellow. When a trainer makes a reservation for training, he/she can specify how many students can attend the session. If you are interested to attend, just click on the reservation and enter YOUR login information. You will then be able to add your name to the list, provided there is still space left.

We will also be offering ASA 101, 103 and 104 challenges/training this spring and summer. Let me know what you are interested in, so that we can coordinate dates. Please check the ASA website for the "Standards" in order to help you prepare for the test.

TRAINING DATA

Thank you trainers for volunteering. All combined, we have trained a total of 819 hours. Great job everyone. The top 3 trainers are Mark Levine (114 hours), Dave Lumian (58 hours) and Mark Zierten (56 hours). Thanks to everyone for work. Looking for CREW??

Our web programmer David Lockman just added a new feature to the website!!

Have you ever thought about going sailing, but were looking for crew? We've got the answer. Next time you make a reservation, just choose "crew" under type of sail and select the maximum number of additional crew wanted/needed. Your reservation will be color coded in "light red", and other members can login by using their own username/password and add their name to the list.

This will help skippers to find crew and enable members who are not checked out on all the boats to crew on any boat they wish.

We have already used it for training for quite some time. Members can search for training and add their name to the "crew/trainee" list, provided space is available. Remember, there is a "search" box at the top of the screen. You can search for training and or crew, so that you don't have to check everyday.

BOAT USAGE DATA 2005

The winner is: 328. It's not a membership ID. This number represents the most hours skippered in 2005 by a club member. Congratulations!!! As this year has just started, the race is still wide open for this year's winner. Let me just say this: I have to work for a living, so my chances are not good, but I will still enjoy the few hours on the water anyways.

With the help of many volunteers, we have entered the log sheets for almost all the boats here in MDR. Not included in this data are the Trimaran and the Catalina 38.

Before I get into the details of the data, please make sure you complete ALL information requested on the log sheets! Some information may not seem important to you, but the members who are actually entering the data will appreciate it very much. Not everyone knows everyone's *Reservation Code/Name!* Please make sure you enter yours reservation. When we revised the log sheets a few months ago, we added fields in order to make it easier for data entry. For that matter here are the important fields from a data entry perspective: Date Reservation Name # of Crew Training Y/N Total Time out of Slip Total Engine Time. With more than 1000 log sheets per year, the volunteers would appreciate a little help from the skippers, by entering ALL information in a legible manner!

We are looking for more volunteers who can help us to enter this data each quarter. That way, we can

Boat Usage Data 2005

Level	Boat	Hours
Small	Capri 103	129
Small	Capri 104	44
Small	G-22	666
Small	Soling-Blue-By-U	215
Small	Soling-Seaweed	412
Small Total		1465
Mid	Catalina 270	1220
Mid	Fairwind 1	305
Mid	Hunter	489
Mid Total		2013
Large	Fairwind 30	535
Large	MkIII	1355
Large Total		1890
Grand Total		5368

spread the workload a little more. To volunteer, please email me, if you have not already done so.

The winner is the MkIII, followed closely by the Catalina 270.

Hartmut Eggert, Fleet Captain
fleetcaptain@fairwind.org

BOAT COMMITTEE REPORT

We the Rear Commodore and the boat committee are making the following statement. We are not recommending *specific* new boats to purchase although we strongly encourage purchasing at least 2 new boats. If we had more money in the floating fund, we would get rid of several boats. The exact boats would require consideration of what size and type of boat the members want and how much money we have and are able to spend. We think newer boats in good condition are preferable. At this point, we do not have enough money, considering what relatively new boats cost. There appears to be a limited number of slips, so that we will have to rotate out an old boat every time we purchase a new boat.

A brief survey of the boats in question revealed that there are many *serious* problems. We may be forced to sail marginal boats until we can purchase better boats,

(Continued on page 6)

Dues & New Membership Proposal

Dear Members,

We will be presenting two proposals for changes to the Standing Rules at our General Membership meeting in March as suggested by the “Dues and Bonds committee” and advisors:

1. To increase our quarterly Dues
2. To adjust fees for “New” members.

Dues have not been adjusted for nearly a decade and we believe now is the time to correct this. The condition of our fleet (see **Boat Committee Report**) is an urgent issue that needs to be dealt with immediately. Inflation has gone up 27.46% between January 1996 and December 2005 (according to *InflationData.com*), yet dues have remained the same.

How will an increase now, benefit our members directly?

A moderate dues increase across all boat levels will enable us to address the conditions of our aging boats and enable us to upgrade and update our fleet, catch up with increasing expenses and to improve our fleet maintenance from this point forward. On top of that, it will also give us MORE CHOICES and will help prepare us for the future.

The average age of our fleet is 22 years, and the last 3 boats, when acquired, were already 34, 22, and 26 years old. Boat usage is distributed unevenly across the boats with our “nicer” boats being used more than twice as much as “older” boats (see *Boat Usage Report*).

Here are a few reasons for an increase:

- Dues have not been raised in nearly a decade
- Inflation increased by 27.46% during that time
- Increased expenses that we did not have before
- Insufficient reserves to replace boats as needed
- Insufficient funds to maintain our fleet adequately
- Simplify Record keeping and invoicing (amounts easily divisible by 3)

Here is a basic plan for the future of the club

- Adjust our budget to adequately meet our current and future expenses
- Implement a regular preventative maintenance schedule (i.e.: sail replacement, rigging, etc.)
- Implement a fleet rotation plan now, in response to the issues outlined in the boat committee report
- Start saving now for future slip expenses (we can expect about \$48,000/year in future slip fees)

Please attend the General Membership meeting in March, to cast your vote, which will determine the quality of our fleet and the direction in which the club will head in the future.

Your vote is your voice.

Thank you.

Dues & New Membership Proposals

Proposal 1: Dues

Current:

Section II Fees, Dues, and Bonds

Fees, dues, and bonds are itemized on the following schedules.

Dues Requirements

<u>Boat Level</u>	<u>Dues Schedule</u>
Small Boats	\$85.00 per quarter when checked out \$55.00 per quarter when not checked out
Medium Boats	\$165.00 per quarter
Large Boats	\$220.00 per quarter

Quarterly Dues are non-refundable by the Club.

Proposed changes:

Dues Requirements

Proposal 2: New Members

<u>Boat Level</u>	<u>Dues Schedule</u>
Small Boats	\$99.00 per quarter when checked out \$60.00 per quarter when not checked out
Medium Boats	\$195.00 per quarter
Large Boats	\$270.00 per quarter

Current:

Section II Fees, Dues, and Bonds

The entry fee for membership is \$100.00 plus quarterly dues for the boat level at which the member is joining the Club, prorated (see Dues Schedule).

One \$150.00 Bond (see Section II of Standing Rules re Bond Schedule) is payable concurrently with the application. Additional bonds are payable prior to training on the next-level boats, as shown on the Bond Schedule. Upon change in status from Regular Member to Inactive Member, upon written application to the Board, the member shall receive the refund of all bonds, with the exception of that amount equal to the bond for the boat level the member intends to return to.

Proposed Changes

The entry fee for membership is \$200.00, and includes dues for the quarter in which the member is joining the club, not prorated.

One \$150.00 Bond (see Section II of Standing Rules re Bond Schedule) is payable concurrently with the application. Additional bonds are payable prior to training on the next-level boats, as shown on the Bond Schedule, except for a change from NCO to Small Boats. The additional \$100 Bond is payable at the time of checkout. Upon change in status from Regular Member to Inactive Member, upon written application to the Board, the member shall receive the refund of all bonds, with the exception of that amount equal to the bond for the boat level the member intends to return to.

(Continued from page 3)

otherwise we will be short boats in our fleet. We did have a surveyor look at some of our boats. The recommendations are as follows:

Hunter. The surveyor would detail the exterior for \$550 and the interior cleanup of the mildew at \$35 hr. This could all be done in one day. Also he recommended redoing the color stripes on the sides of the cabin for \$35 plus material. He thought the boat would look much improved. It would be the best looking "cleanup" of the group. Total approximately \$830.

Fairwind 1. This boat has major structural problems. The hull has been resurfaced and patched numerous times and the paint or whatever material that was applied has come off in many places and can only be corrected by sanding down and repainting or, re-gel coating, a job that must be done in the shipyard. The deck nonskid surfaces are delaminating and painting would be a cosmetic cover up. We should get rid of this boat *now*, as the repair will be expensive, and the boat will never be in good condition.

Fairwind 30. The surveyor estimated he could do a detailing of the exterior, including lifelines and metal stanchions for \$550 and cleanup of the interior for additional \$35hr. This could all be done in one day. He thinks the boat would be serviceable for only a couple of more years. Total approximately \$865. There also may be a *major problem* with the engine. The estimated cost of a new engine is \$12,000. This may shorten the life of the boat, and means that we have to remove a second boat from our fleet.

Hunter26, MarkIII, and C270 could each use a \$550 detailing and then an ongoing program of preventative maintenance at. \$550 per boat.

He also recommends a bi-monthly cleaning program and a bi-annual detailing to keep the boats up and maintain the value as much as possible. Bimonthly cleaning per boat is \$75 for the 30' and \$67.50 for the 27'. Detailing is \$550 per boat

Thank You

Susan Bonner, Fred Taylor, Howard Staniloff

DUES/BOND INCREASE:

Hello fellow club members. Well it seems every three years or so the dues increase question gets proposed to the membership of FYC. Historically we don't approve dues increases without careful thought and

deliberation. Whether we approve an increase or not will be decided during our general assembly meeting this month. The intention of this narrative is to inform the membership of some of the grass roots activity that has been taking place around this issue since it was presented at last months board meeting.

Many members have had discussions about this dues increase proposal. Our fleet captain made a dues and bond increase proposal at last months board meeting which contained some very good information and our commodore allowed all the non board members present to participate and make comments during the proceedings. Which I personally appreciated as did all those present. Further he has invited Paul Antico or his designate to present an alternative perspective in this months issue.

Paul is a newer member to the club and has taken on a big responsibility by accepting our commodores offer to represent an alternative perspective in this matter. His article in this month's newsletter touches on many salient points regarding this proposal. Whether his narrative reflects mine or any one else's personal position in this matter is not the point here. Paul as well as our fleet captain as well as many other club members have expressed passionate feelings around this matter. As fellow club members enjoying a wonderful sport and organization together we need to do all we can to demonstrate mutual respect and understanding for each others positions on issues. It is this sprit of understanding and support that myself as well as well as one current board member and one previous board member have allowed our names to be added to the position statement Paul has written regarding this proposal.

In closing this article I wish to out line some of the other things which have been discussed among club members:

- A petition has been circulating to table this dues increase proposal.
- An alternative dues proposal which would increase the dues 10% instead of 20% and the Angel Sea Bond to \$1500 instead of \$2000 (also possibly raise all large boat bonds to \$1500).
- Some members have expressed a point of view that there should be no increases at this time because there seems to be no need or justification for an increase as we are meeting our current expense while adding boats and upgrades to our fleet.

- There are also some members who seem to agree with what will be proposed by the board. Which will be an approximate 20 % increase in dues and an increase in the F-27 bond to \$1000 and the Angel Sea bond to \$2000.

I would like to encourage everyone to attend this very important upcoming General assembly meeting. It is very important we have a quorum and hopefully well beyond that. This is your opportunity to have your comments heard and cast your vote on important issues regarding your club.

Respectfully,

Marc Levine, Past Commodore

DOES FAIRWIND NEED A DUES INCREASE?

We don't know! And that's the point.

The feelings surrounding the proposal to raising the dues are much further out of hand than intended. There is too much contention over the misguided belief that asking for justification for the dues proposal means we don't want the club to move forward and upgrade and/or replace boats or have adequate money for the future. We want all these things!

Some like to take it on faith that if the Board puts a proposal forth, it is automatically needed. To these people, if the proposal is questioned, it is like saying that they have no faith in the Board. However, it is not a question of faith or trust. Does it mean that we do not have faith in our government because our government has checks and balances? No, it is just good policy. A perfect example in Fairwind is the requirement that one needs two *different* signatures before one can checkout and sail a boat. This extra verification is a check and balance.

We do value and appreciate the work of the Board and believe that the Board is acting in ways it sees best for the membership. *That is not at issue here.* We also do work and volunteer for the club, too. What we are discussing is a question of procedure and responsible policy.

We want to see good policy in the form of fiscal responsibility, planning and transparency in a Dues Increase Proposal. This means providing accurate and complete information to the membership that will allow informed decisions to be made. This is clearly in the best interests of the club as a whole.

While we are happy to pay for a dues increase that is well thought out and justified, the current Dues Increase Proposal leaves out so much information that it is impossible to agree or disagree that a dues Increase is needed. Without a specific plan that the membership can see and agree upon, who will decide how the money will be spent? *Without details, just what are you voting on?* It would be much more interesting to be having discussions about the content of the proposal rather than just begging for relevant information to be included in it!

Some specific issues we have with the Dues Increase Proposal as presented to the Board at the last meeting are that:

- It does not provide any meaningful rationale for the amount of dues increase it proposes. How were those numbers arrived at?
- It does not address that we just spent \$50,000 less than a year ago on the Cat 38 with NO predictions of dire dues shortages only months later.
- It does not mention that we currently have approximately \$59,000.00 in the bank in the operating account with another \$28,000 in the floating fund RIGHT NOW. How does this relate to a dues increase?
- It does not list club expenses in relation to income for any period of time.
- It does not take into account that the club takes in approximately \$22,000 in dues *every quarter*.
- It has a "boat rotation plan" that does not take into account that we just acquired 6 boats in the last 4.5 years: *Seaweed, Blu-by-U, Zepher, Sea Wing, IO, and Happy Ours*, nor does it provide specifics on what boat(s) would be "rotated" out, nor when any of this would happen, nor who is making these decisions.
- It does not consider as an option that if training was provided such that 37 NCOs could fill the 37 open spots at the mid boat level; it would bring in an extra \$16,280 annually without any dues increase. This does not include one time additional bond income of \$12,950.

A dues increase proposal should have a reasonable plan with estimates of how the additional money raised will be spent, including an estimated timeline for what will be purchased when. The proposal should also

include information about the how the club's income, expenses, and current money in the bank relate to the need for an increase to reach the goals of the estimated plan. This information should be easily verifiable by the membership. *If boat purchases are involved they need to conform to the procedures outlined in the bylaws.*

None of this information is in the current dues increase proposal as presented to the Board at the last meeting.

Having a complete proposal provides the checks and balances of wise, prudent and proper planning and fiscal responsibility. This issue is not about being against paying more dues. Do we want the club to have thoughtful and thorough planning, or do we just sail by the seat of our pants?

Our position is simply to send the dues increase proposal back to the drawing board until a more complete and proper proposal is put together that can be justified.

Paul Antico: Assistant Boat Chief, Seaweed ASA Certified Instructor

Marc Levine: Past commodore, 7 years Former Rear Commodore, 3 years ASA certified instructor

Bob Krauch: Former Rear Commodore, 3 yrs. Cruise Chairman 13 yrs. Original Boat Chief MK-III, 7 yrs. ASA Certified BCC Instructor

Steve Smith: Board Member/Secretary Boat Chief / Happy Ours

OXNARD WHALE WATCH CRUISE FUN!!!!!!

By Stephanie Clarke

Well we couldn't have had a more perfect day for the Oxnard Whale Watch Cruise. I decided to go on this cruise because I was curious to see the harbor in Oxnard, plus it's always nice to get a ride on a large boat. Wow! Angelsea is very impressive, and by far the nicest boat in the club! Getting out of the harbor was quick and easy which allowed for a lot more time on the open water. Just outside the breakwater you can clearly see Santa Cruz and Anacapa Islands. Tom was a great skipper, very easy going and enjoyed the sun while letting us all have a turn at the helm. Averaging about 7 knots, we sailed between the 2 islands and went around Anacapa. Just a little more impressive than sailing around the buoy by the Santa Monica Pier... On our way back we saw two square-rigged



Oxnard Whale Watch Crew.

tourist/pirate ships playing out a battle with cannons. We didn't spot any whales, but after all the great sights, I forgot all about them. If you haven't been up to Oxnard yet, you're missing out. It's well worth the drive and this was definitely the best sailing experience I've had since joining the club.

FYC MARINA DEL REY WHALE WATCH CRUISE, SUNDAY MARCH 5, 2006.

A great time was had by all who attended this year's cruise. The big news to report is that we actually saw and identified swimming creatures that were not your standard dolphins that we usually see on a day cruise or on a trip to the island. More about this later.

Four FYC boats left the dock at approximately 9am. All were focused on finding whales. Steve Smith skippered





Happy Hours, Stuart Meisner on the MKIII, Marc Levine on the FW30 and Rick Weinberger on Seawing. Prizes were promised for the first sighting, consisting of last year's book giveaway, which was won by Steve Smith. A new tradition might be started, where the recipient of the sailing book is asked to bring the book to next year's cruise so that it can be given away again.



After clearing the breakwater we headed out at about 210°, attempting to split the bay. Our plan was to get 10nm offshore and then head towards PV. The weather was fine with less than 10kts and flat water. Skies started out slightly overcast, but cleared as mid-day approached.

As we headed towards PV Tom Green spotted birds diving and fins from dolphins. As we got closer, we came upon a swarm of birds and pelicans fully engaged in a "feeding frenzy" in what looked like something that was floating on the surface. This was unusual, because they were sitting on the water and were not

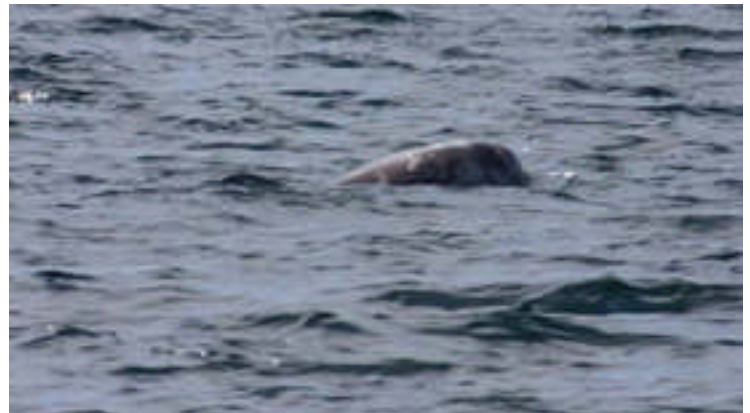


Just plain old dolphins having fun!

diving. Included in this sighting were several pods of dolphins that were having a great fun surfing our bow wave. Tom was on the bow and got some great pictures. We were sailing with the engine off and were able to hear the dolphins talking. Unfortunately, I was not able to translate, although it appeared to sound like comments related to the dues/bond issue.

When the feeding frenzy ended we started to follow the dolphins. At this time all four of the boats were in the same vicinity at Tom was able to get three boats and the bow of our boat in one shot. It is really a lot of fun to be out on the water and sailing close by other Fairwind boats. They look a lot different than they do tied up in the slip.

What seemed like just a few minutes later, Marc Levine and his crew were screaming and pointing towards an area not more than a few minutes away under sail. So of course we all headed that way. When fins popped up above the surface and shortly dove again, and then



Pilot whale? Risso's dolphine?

CLUB OF THE YEAR?

Fairwind is off to a terrific start. We look on track to earn at least 56 - 60 Club of the Year points out of a potential 76 points possible for an Associate member club.

It is time for an update on our position. As you know FYC has set a goal to win the SCYA Club of the Year contest. We are in the Associate category against smaller

DONE		
Yearbook info submitted on time	2 pts (max)	Done
COY coordinator appointed and office notified	1 pt (max)	Done
SCYA Midwinters (racers from club)	7 pts (max-1)	Done
Regatta Hosting - Midwinters/ HomePort/Splash	4 pts (max)	Done
Associations (US SAILING, ASMBYC)	4 pts (max)	Done
Junior sailing program	8 pts (max)	Done
SCYA Dues paid before March 31	2 pts (max)	Done
SCYA Seminar participation (Race Mgt)	2 pts (max-2)	Done
TOTAL DONE	30 pts	
ON TRACK		
Club Race Program (Mon Wave series)	6 pts	On Track for max
Club Cruises (six overnight over 10 nm)	4 pts	On Track for max
Community service seminars (2 per event)	6 pts	On Track for max
SCYA Meeting Participation	14 pts (max)?	
TOTAL ON TRACK	30 pts	
NOT ON TRACK - EASY (still time to do)		
RBOC donation (\$100 = 3 pts, \$300 = 5 pts)	(3-5) pts	
TOTAL POSSIBLE	(3-5) pts	
NOT ON TRACK - HARDER (still time to do)		
Predicted Log Racing	(3) pts	
Charitable Events (Max 2 events for 2 pts each)	(4) pts	
SCYA Seminar participation (4) pts		
TOTAL	(11) pts	

clubs (like So Coast Corinthians and Marina Venice YC). Our prospects look good but it is worthwhile to review and see where else we can pick up more points.

I suggest that we consider the following:

Board - Let's approve at least \$100 for recreational Boaters of California (RBOC) at the next meeting. Flag Officers - Let's continue to attend SCYA meetings. Change Hobie Monday night series to a 6 part series of 5+ races every two Monday nights - to get maximum points. It will also allow racers that miss some nights to get 'back in the game'. Board - Lets set up some seminars/events that are open to the public for community service points - Safety Day? Leneman lectures again? Other lectures? Navigation class? Everybody - Let's consider a couple of charity fundraising events. Any volunteers? Predicted Log racing? Anyone? We need two members with powerboats to do it. Did I hear somebody say Hugh McNulty? Seminar attendance - We need two members each at SCYA's Safety at Sea and the Medical Emergencies Afloat seminars. Any takers?

... MDR Whale Watch

stayed down, it was obvious by this behavior that we had come across something other than dolphins. Marc believed that they were pilot whales and was claiming first sighting. Since we did not have a marine biologist on our boat at the time, we deferred to Marc's identification.

These guys were difficult to track, as they were not as friendly as the dolphins that we usually come across. When they dove, it was impossible to predict where they would come up, unlike the dolphins that usually stayed and swam alongside the boat until they got bored and swam off.



A risso dolphine

FAIRWIND YACHT CLUB SAFETY UPDATE

This begins the first of three updates on “Right of Way.”

The primary purpose of “Right of Way” is quite simply to **PREVENT COLLISIONS!**

First, there are two rules of key significance for every prudent skipper.

1. The **Rule of Good Seamanship** says—in simple terms—you must do whatever you can do to **AVOID A COLLISION.**

2. The **General Prudential Rule** states—due regard must be given to all dangers of navigation, special circumstances and vessel limitations—which may require a departure from the “rules” to **AVOID DANGER.** In other words, don’t blindly follow the “rules” into a collision.

LOOKOUTS—Every vessel must maintain a proper lookout—both seeing and hearing—**AT ALL TIMES.**

Now, let’s look at the ranking of vessels for “right of way.”

- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels engaged in fishing [We see this a lot!]
- Sailing vessels
- Power-driven vessels

In each encounter, there are two vessels involved—the burdened or “**give way**” vessel and the privileged or “**stand-on**” vessel.

The “**give way**” vessel must take early and substantial action to *keep well clear*. The “**stand-on**” vessel must *maintain their course and speed*.

While these definitions are somewhat tedious, they are important to set the foundation for the next 2 updates. Next month we’ll look at Rules for vessels under power [Hey, that’s us if we’re motoring!!].

Respectfully submitted,

Fred Taylor, Safety Officer

After a few minutes we finally spotted the group several minutes away directly out to sea. The skipper was in no mood to play hide and seek, so we came about and started to head for home. After no more than two minutes George screamed, “They’re right below us!” Sure enough, about four or five of them were surfing the bow wave, with the F-27 quickly overtaking them. Tom yelled for me to do something because I was going to run them over. Right after he said that and the bow came over the group, they dove down and that was the last we saw of the Risso’s Dolphins on the cruise.

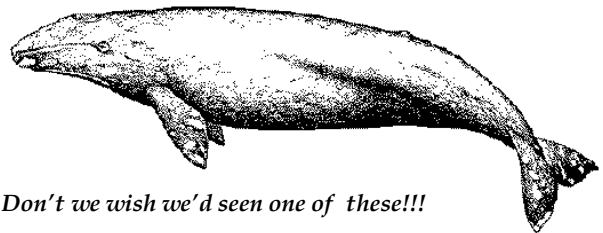
We set the GPS for MDRS entrance and headed for the barn. Looking back we saw Marc Levine on the FW30 heading off towards what looked like Palos Verdes or somewhere nearby, definitely not MDR. What we did not know was that Marc was going to surf the waves in on a broad reach. Back at the dock, he was convinced that his route was faster. Only Mother Ocean knows.

All returned safely by 3pm, with plenty of time to freshen up and head to the Oscar viewing party at the Marina City Club.

For more information about Risso’s dolphins and pilot whales, see these sites:

Risso’s Dolphin <http://acsonline.org/factpack/RissosDolphin.htm>

Pilot Whale <http://www.acsonline.org/factpack/PilotWhale.htm>



Don't we wish we'd seen one of these!!!

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

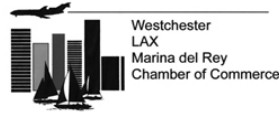
Leave hard copy on the clipboard with the attendance list on workday.

CALENDAR

Date	Activity	Location
Wednesday, Mar.. 15, 2006	Board meeting 6:30 PM, General Membership meeting 8:00 PM <i>VOTE: Standing Rules Changes— Dues and new member fees.</i>	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Saturday, Mar. 25, 2006	San Pedro Workday / Club Sail Day	San Pedro Dockside 10:00 AM till ???
Saturday Apr. 1, 2006	MdR Workday / Club Sail Day	MdR Dockside 9:00 AM till ???
Sunday, Apr. 2, 2006	Oxnard Workday / Club Sail Day	Oxnard Dockside 12 noon till ???
Sunday, Apr. 16, 2006	King Harbor Brunch <i>Sign up—email cruisechair@att.net</i>	Dockside 9:00 AM??
Wednesday, Apr. 19, 2006	Board meeting 7:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



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2006 CRUISE SCHEDULE

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King Harbor Brunch	Sun. Apr. 16
Avalon Bay	Fri.-Sun. May 12-14
Tuesdays Cruisers	Fri.-Sun. Jun. 9-11
Isthmus	Fri.-Sun. Jun. 23-25
Tuesdays Cruisers	Fri.-Sun. July 14-16
Paradise Cove	Sat.-Sun. Aug. 19-20
King Harbor Dinner	Sat. Sept. 16
Buccaneer Days	Thur.-Sun. Sept. 28-Oct 1

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**To sign up as skipper or crew for
any of the cruises please email:**

cruisechair@att.net

