



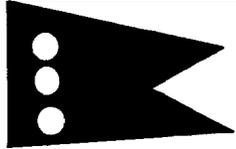
FAIRWIND YACHT CLUB

NEWSLETTER

April 2007

Editor: Robert Baron

Vol. 35 No. 4



COMMODORE'S LOG

ASA 203 & 204 IQCS MAY 18–20

Fairwind will be offering a clinic to certify instructors for the American Sailing Association's Basic Coastal Cruising and Bareboat Cruising levels. A candidate must already be a certified ASA Basic Keelboat Sailing instructor (201) to enroll. The 203 and 204 clinics are offered to Fairwind members at cost, which is \$65 per level. Please contact Fleet Captain Jenson Crawford for more information.

SMWYC OPEN HOUSE & BBQ

Fairwind members have the option of joining Santa Monica Windjammers Yacht Club for half price dues (\$52.50 a month) and no initiation. On Sunday April 22 there will be an Open House and \$10 'Ribjammers' BBQ. If you are interested, please drop by SMWYC around 4 pm. SMWYC is located next to Burton Chace Park at 13589 Mindanao Way, Marina del Rey.

CINCO DE MAYO PARTY AFTER WORKDAY

Following the first Saturday workday/open house/free sail on May 5 there will be a Cinco de Mayo party at the Marina Venice Yacht Club. It will run from 4 pm to 7 pm and feature Mexican food and margaritas. Let's party!

AFTER SCHOOL SAILING NEEDS VOLUNTEERS

The FYC Junior sailing program resumed after the holidays. Members of the Boys and Girls Club of

FYC MEETING APRIL 19

On Thursday, April 19, the Fairwind Yacht Club Board of Directors will meet at the Marina Venice Yacht Club (MVYC) located at 4333 Admiralty Way located in the Marina City Club's West Tower in Marina del Rey.

The Board meeting will start at 7 pm. All members are invited to attend.

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 up to the G2 level.

FYC MEETINGS MAY 17

BYLAW & STANDING RULES VOTE

On Thursday, May 17 the FYC Board and General Meetings will convene at MVYC (see above) at 6:30 pm and 8 pm respectively. At the General Meeting there will be a vote to approve changes to the club's Bylaws and Standing Rules. Please review the proposed changes in this newsletter or on the club's website. Please plan on attending the Membership Meeting—we need a quorum!

Those of you who receive a paper copy of the newsletter will receive a paper copy of the proposed changes under separate cover. Anyone else who needs a paper copy please contact Jenson Crawford.

Venice will be sailing on Tuesdays, Wednesdays and Thursdays after school. This program is volunteer run and needs help. Please contact Captain 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 Jenson Crawford at fleetcaptain@fairwind.org.

SAILING—THE AIR FORCE WAY

Ken Murray

My friend, Capt. John Wintrose, told me this true story last month, and it is one of the funniest I've heard about teaching sailing.

John was an Air Force pilot, and was based in Florida. The Strategic Air Command (SAC) Alert Facility was lovingly called the "Mole Hole" since it was underground. Nice place to spend about 1/2 your life. It was located at Homestead AF, 25 mi south of Miami and 1 mi from Biscayne Bay. An avid sailor, John approached the base recreation officer, trying to get him to put together a sailing program. They were polite, but non-committal. John, not to be deterred, was able to get a boat broker to loan him a 14' O'Day Javelin, a little centerboard daysailer, and he sailed it a LONG way along the ocean to get near the base.

"There was no place on the base to sail, so I set the boat up on the grass between the Mole Hole and the ramp where the 8 B-52s were parked on alert. We even had land crabs and sea gull poop to add reality to the scene." What he found was that the boat spun around, fully rigged, on the Bermuda grass and was a great training aid! So he had a group of guys out on the grass, and with the wind blowing, John would turn the boat to simulate the movement of the boat relative to the wind! He'd heel the boat; hit it with wakes, waves, and gusts of wind. The guys, often lubricated, would be whooping, hollering, and having a great time! A UNIQUE way to learn tiller steering and points-of-sail! Unfortunately, it didn't work---they gave the \$\$ to the base golf course.



FLEET CAPTAIN'S LOG

by Jenson Crawford

REMEMBER TO REPORT IT!

All skippers have a responsibility to report any damage to club boats, or any contact between a club boat and another boat or object (e.g. grounding). The intent of this rule is not to punish anyone; as a rule Fairwind skippers are very good about taking responsibility for their actions. It's important for the boat chiefs and the board to be informed about these things so that we can spot any trends or patterns that occur; that way we can address issues in a holistic way before the turn into problems.

For example, if we notice that a few members have lost winch handles overboard on the same boat, we'll probably look at adding a more secure handle holder. If several skippers report grounding on the north entrance to the marina, we'll call the authorities and have them move the warning buoys as well as start lobbying for another round of dredging.

Please report to the boat chief, fleet captain, rear commodore, and safety officer (as well as in the vessel's log) if there is any:

- Contact with another vessel
- Unexplained damage to the boat when you arrive
- Crew overboard incident
- Injury on board or on the dock
- Complaint from one of our neighbors
- Boarding or citation by law enforcement
- Equipment malfunction
- Missing or inoperable safety equipment
- Other risk or damage to life or property.

If in doubt, report it!

PROPOSED CHANGES TO THE BY-LAWS AND STANDING RULES

The board is proposing some changes to the By-Laws and Standing Rules. This was discussed at the General meeting on Wednesday, January 24. We will be voting to approve these changes will be at the General Membership meeting in May.

The purpose of these changes is to

- Include decisions already made by the membership
- Reflect new regulatory requirements (e.g. adding "California Department of Boating and Waterways" to list of authorities to be notified in the event of an accident)
- Eliminate outdated unused items (e.g. Telephone Prime Time reservations)
- Incorporate new realities (e.g. email notification of meetings)

We are not proposing changing anything other than the above at this time. There were a number of excellent suggestions for changes made at the January meeting that will be incorporated in future change proposals.

Please go to Members Home on the web site (<http://www.fairwind.org/members/members.html>) and read both the summaries of the proposed changes and the full text of the proposed By-Laws and Standing Rules. A copy of the changes is also enclosed with the newsletter for your reference.

CHECK IT, DOUBLE CHECK IT, TRIPLE CHECK IT

One of the biggest threats to the inboard diesel engines on our medium and large boats is overheating. There are a number of things that can cause this, but the three most common are a clogged seawater intake strainer, a broken impeller, or simply forgetting to open the seawater intake through-hull valve. Fairwind's standard operating procedure for boats with inboard engines provides a triple check for overheating.

CHECK

First, visually check the seawater intake strainer, and clean if necessary. Then, make sure the through-hull valve is open. We leave the keys on the through-hull valve to make this easy to remember. Be sure that the valve is open, and you don't shut it by simply changing to the opposite position that you found it in. Don't forget to also check the coolant level.

DOUBLE CHECK

Next, double check by making sure water is flowing overboard from the exhaust after you start the engine. If you're unsure if there is water flowing, step off the boat (only if you're still at the dock!), and look from the side of the boat.

TRIPLE CHECK

Finally, triple check by checking the temperature gauge periodically while underway.

NEW ASA INSTRUCTORS AT FAIRWIND

Congratulations to Marv Brown, Bob Rennie, Dan Romey, Howard Staniloff and Fred Taylor for completing the Basic Keelboat Instructor Qualification Clinic the weekend of March 23-25, lead once again by ASA Instructor Evaluator Dave Lumian.

We now have over 40 ASA Instructors in the club. ASA Instructors now make up nearly 20% of our membership!

INSTRUCTOR QUALIFICATION CLINICS

If you're an ASA certified basic keelboat instructor (201) and would like to move to the next instructor level, on the weekend of May 18-20, we're holding an IQC for Basic Coastal Cruising (203), Bareboat Charter (204) and Coastal Navigation (205). For more information, email Jenson at FleetCaptain@fairwind.org.

YAHOO! GROUPS

Fairwind is now using Yahoo! groups for email distribution. Spam increased by 76% in the first quarter of 2007, according to Information Week magazine; as a result, internet service providers are more aggressively blocking mail from servers that they think might be sending spam. This has, unfortunately, led to mail from email lists at Fairwind.org occasionally not being delivered to all the members. The board decided at the February board meeting to move using Yahoo groups. If you are not receiving mail from Fairwind via Yahoo! groups, please contact me at fleetcaptain@fairwind.org.

RESERVATION ETIQUETTE

When you write in a reservation at the docks, please consider also entering the reservation in the on-line system. Once the reservation sheets are printed Friday night, the printed sheets are the reservation of record, but it's a nice thing to also enter your reservation in the on-line system so others know that the boat has been reserved.

IMPORTANT PHONE NUMBERS

If you have an emergency on the water, your first choice for communication should be VHF channel 16. As a backup, in case the radio isn't working, you should have recorded the appropriate phone numbers for use with a cell phone. Did you know that 911 calls from cell phones go to the California Highway Patrol? Having the direct numbers can save precious minutes in the event of an emergency.

US COAST GUARD

Sector Los Angeles (310) 823-2300

FIRE

MdR LA County Fire (310) 823-3773

HARBOR PATROL

Avalon Harbor Patrol (310) 510-0535
Channel Islands Harbor Patrol (805) 382-3007
MdR LA County Sherriff* (310)482-6000

LIFE GUARD

Life Guard Hermosa (310) 379-8471
Life Guard Malibu (310) 457-2525
Life Guard Santa Monica (310) 394-3261

SEA TOW

Marina del Rey (310) 263-7869

THERE'S A NEW SHERRIFF IN TOWN

Well, it's actually just a new phone number for the Sherriff. The **LA County Sherriff's Marina Del Rey station** has a new phone number **(310) 482-6000**. *The old number will not be answered.*

BOAT INFORMATION ON THE WEB SITE

We have added individual pages on the web site for each of the boats in our fleet. These are accessible from the boat information page (**Members -> Boat Information** on the top menu or

<http://www.fairwind.org/members/Boats/index.shtml>). The pages contain general information for each vessel (registration number, slip number) as well as links to boat specific documents, and contact information for the Boat Chiefs.

FLOAT PLAN FORM CORRECTION

The float plan form had the wrong phone number for Susan Bonner. The form will be updated and on the web site soon. Note that Susan's correct number is (310) 559-7419.

CRUISIN' ALONG

Ken Murray, Cruise Chair kmurray@pol.net

This month, April 15 sees our famous and popular King Harbor Brunch! The plan is to leave the MDR docks around 9am, motoring to arrive at King Harbor at Redondo Beach around 11ish, dock, and go to El Torito for their famous Sunday Champaign Brunch. Cost for the cruise is \$5, cost for the brunch about \$20. Afterwards (assuming we can find the boats again!), sail back to MDR, back by 5pm. Number of boats determined by interest. Please notify me as soon as you know you want to go, this fills up!

May will see our first overnite cruise of this season, to Paradise Cove, north of MDR. If we have the interest, we may have a boat from Oxnard, as well as boats from MDR. This will take place May 12-13. It is erroneously listed in the calendar as being three days, but is only overnite...

AN INSTRUCTING AFTERNOON

Ken Murray, Sailing Instructor

This last week, I had an interesting new experience: instructing and checking out two club ASA Certified Sailing instructors on our new boat, Island Side, the Catalina 28.

Rick Weinberger and John Quickly had asked me to help them out. Rick needed his first signature, and John his second. John had previously undergone training by the Boat Chief, Fred Taylor, and Rick had gone down to the boat the day before, and had "dry sailed" the boat with Rear Commodore Susan Bonner.

Their previous preparation was obvious. The two of them started "running the systems," and quickly ran through every function on the boat. In about an hour, we were ready to leave the dock. With no special instruction, I had both leave the dock, run out to the Basin, then dock. Both were smooth as silk.

We ran through a few maneuvers on the way out of the marina, and found perfect 10 knot winds and no swells outside the breakwater. We ran our COB drills, and it was interesting discussing these maneuvers and options between us. I was particularly impressed with Rick's ability to maneuver the boat, upon which he had never previously sailed. For John, his ease with the maneuvers showed his comfort with the boat.

These guys have a great understanding of this boat, and will contribute to our instructor pool for this boat greatly, as they have in the past on other boats.

SEATOW—THEY'RE THERE FOR US !!!!!!!

HOW TO CONTACT SEATOW:

- First and foremost, **USE Channel 16** on our VHF's.
- The national # is **(800) 4 Seatow**
- The local # is **(866) 473-5400**

WHO'S COVERED:

Every mid & large level vessel in the Fairwind Fleet, both MDR & Oxnard.

WHAT DO WE PAY:

The annual coverage is \$149 per vessel to the Club. There's an hourly towing charge of \$50 *payable by members* (It's waived within 5 miles of the MDR entrance) when the services are used.

WHAT'S OUR COVERAGE??

1. **Assistance Towing**
In the event of engine failure, the Seatow officer-on-duty will do all he can to "talk us through" the engine issue & get it started again. If necessary, Seatow will tow us in. If we've within 5 miles of the MDR breakwater entrance, Captain Nick will waive the \$50/hour charge. Otherwise, it's \$50/hour *payable by the member*.
2. **Jump start**
3. **Fuel Transfer** (There's a per gallon surcharge—expect about \$5.00/gal)
4. **Soft Bottom Grounding** (Always at the discretion of the Seatow Captain).

5. **Dock to dock tows** (As available in off-peak times—don't expect this on a busy summer afternoon).
6. As a courtesy, *they handle our float plans* for Fairwind cruisers.

Hard/rock groundings are considered salvage and insurance issues... they will provide helpful referrals.

In addition, Captain Nick will provide courtesy help inside the Marina for our non-powered daysailors as available.

The local team are great people and they appreciate Fairwind.

ANIMATED KNOTS!!

Peter Griffith found this neat web site showing how to tie a number of useful knots in animation. From the Boy Scouts in England:

<http://www42brghtn.mistral.co.uk/knots/42ktdshb.html>

OLD MARINER'S LORE

by Ken Murray MD, Fleet Surgeon

PIPING THE SIDE The proper name of the shrill metal whistle, used by the navy is the boatswain's call, and sounding it is known as piping. The term "Piping the Side" originated in the days of sailing ships, from the way visiting captains arrived on board. Instead of climbing the ladders, they were hoisted aboard by a group of sailors called the Side Party, a title shortened in time to "the side." The order to "pipe the side" was given by the officer of the watch, and the boatswain relayed this to the men using his call. This salute to a visiting dignitary now consists of the call being blown twice, once as the dignitary's boat draws alongside the ship's accommodation ladder, and again as that person mounts the ladder and steps inboard. The procedure is reversed as the dignitary departs. Traditionally, the side is also piped when a corpse is brought on board, taken ashore, or committed to the deep. The boatswain's call dates from the era of the Greek and Roman galleys, when the stroke of the oars was called with a whistle. The call was first used in English ships about the middle of the 13th century.

CALENDAR

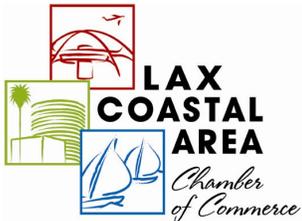
Thursday Apr. 19, 2007	Board meeting 7:00PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday Apr. 22, 2007	SMWYC Open House & BBQ, around 4 pm.	located next to Burton Chace Park at 13589 Mindanao Way, MdR
Saturday May 5, 2007	Workday / Club SaiMdR 1 Day	MdR Dockside 9:00 AM till ???
Saturday May 5, 2007	Cinco de Mayo party at the Marina Venice Yacht Club following workday.	Marina Venice Yacht Club 4-7 PM
Saturday-Sunday May 12-13, 2007	Paradise Cove Cruise	See page 4
Thursday May 17, 2007	Board meeting 6:30 PM, General meeting 8:00 PM <i>VOTE on Bylaws and Standing Rules Changes</i>	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Friday-Sunday May 18-20, 2007	203, 204, 205 IQC's	See page 1
Sunday, May 20, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



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Visit our Web site: www.Fairwind.org



California Clean
Boating Network

