



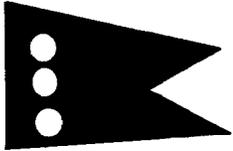
FAIRWIND YACHT CLUB

NEWSLETTER

October 2007

Editor: Robert Baron

Vol. 35 No. 10



COMMODORE'S LOG

By Marc Levine, Commodore

Hello fellow members I am looking forward to another great year of sailing with Fairwind Yacht Club. I joined this club 24 years ago. It has been an important part of my life. I have made many friends and have experienced a tremendous amount of enjoyment from my membership in Fairwind. I love our club.

We have so much to be thankful for. From our beginnings in the mid sixties to today we have experienced a lot of positive growth. From our first Omega day sailors to the fleet we have today it is remarkable the quality of the sailing experience that is available to our members.

There have been so many who have contributed to this quality of experience that it would be impossible to list all of them all in this narrative. This is something I may undertake in a future newsletter. I have been witness to a lot of the clubs history and would like to share some of it with you.

I certainly appreciate the hard work and dedication that was demonstrated by last year's board. I want to extend a special thank you to Warren Smith and David Lumian our two most recent Past Commodores for the years of dedication and service they have given the club. We all owe you a great deal of thanks for all the wonderful programs, membership growth, and opportunities you have brought to our club.

This board will respect and build upon what has been successful in the past as well as work to improve in areas were the club has faced challenges.

Our primary mission for the upcoming year will be: To

FYC MEETING OCT. 17

On Wednesday, Oct. 17, the Fairwind Yacht Club Board of Directors meeting 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 7:00 pm, preceded by a Social Hour starting at 6:00 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, south side. Take the elevator or stairs up to the G2 level.

help get our NCO members fully trained and checked out. To increase the number of instructors in the club. To set regularly scheduled sailing classes and to make instruction as accessible as a possible for club members. To put an operational plan in place in Channel Islands Harbor with the immediate goal of getting a small boat program in place with a full and active membership subscription. To complete the large boat replacement procedures which were started during the last fiscal year.

I am conducting a weekly group training class on Friday afternoons to help get things started. We will be announcing more scheduled classes following the trainers meeting our Fleet Captain will be holding soon. Also will be discussing ways of facilitating better communication and connection with students to instructors.

It is going to be a busy, challenging and rewarding year for this board. We have already had many members offer to volunteer to help staff committees and assist with important club functions. Your offers of assistance are greatly appreciated.

I once heard it said that life is good when you are on our docks. I hope to see many of you enjoying this good life our club provides us. I ask you for your support. I value everyone in this organization. By working together with mutual respect and harmony we will continue to make Fairwind Yacht Club the best sailing experience at all levels.

YOUR NEW EXECUTIVE BOARD

Dear Fairwind Members:

Your new Executive Board has been in place for five days, and the action has been fast and furious.

Dave Lumian has agreed to serve as Jr. Staff Commodore (previously called immediate past commodore).

Jenson Crawford asked to resign as Fleet Captain, citing work and family conflicts.

There was a flurry of activity among the Board in deciding how best to fill the Fleet Captain post, and some complicated decision-making followed.

The Board could not come to agreement on how to fill the Fleet Captain post, and we all had reservations about dragging the process out. Jenson's resignation was contingent upon our finding a replacement for him by workday, and that will not happen.

For this reason, Commodore Marc has asked Jenson to rescind his resignation request, as the terms were not met, and Jenson has graciously agreed. We will work out new arrangements to reduce his workload.

Your Board feels that it is important that you be aware of these events, particularly since we just had an election. As always, your Board welcomes any input you may have, and you should feel free to contact any one of us, or all of us, with your comments or questions.

Your new Fairwind Yacht Club Board:

Commodore Marc Levine
watermarc9@aol.com

Vice Commodore	Marvin Brown marvinbrown2@ca.rr.com
Rear Commodore	Susan Bonner missy310@aol.com
Fleet Captain	Jenson Crawford fleetcaptain@fairwind.org
Treasurer	Hartmut Eggert treasurer@fairwind.org
Secretary	Ken Murray kmurray@pol.net
Junior Staff Commodore	David Lumian dlumian@aol.com

WHAT'S HAPPENING ON THE HUNTER

We've made several improvements to the Hunter over the last several months, so I want to introduce them to you. Mark Zierten has created two rail seats, which add to the comfort of the cockpit area. Michael Delaney has been working with me to improve the performance of the boat. We've installed a Cunningham and a Backstay Adjuster. Those familiar with the boat know that it has always had a significant starboard list due to weight imbalance. I am very pleased to announce this has been corrected by moving the batteries from the cockpit starboard locker down into the cabin in the port locker. The Perko switch has also migrated to the side panel of the cabin port locker. All electrical operations remain the same. Inventory wise the contents of each of the cabin lockers have rotated counter clockwise with the exception of the hand pump. It is now located in the large cockpit starboard locker. The stern anchor has moved from that cockpit starboard locker down into the cabin on the port side aft quarter. Cruisers can re-hang the stern anchor temporarily back in the cockpit locker, I have not removed the hanger hooks. Please move it back to the cabin port aft quarter at the completion of your cruise. Special thanks go out to Mark Zierten and Michael Delaney for their work on the carpentry and wiring necessary to make this balancing move possible.

We offer a full compliment of sails to fit all your sailing needs now: a new 150% racing sail, the existing 150% genoa for cruising, a working jib, and an asymmetrical drifter. Please use the headsails appropriately and fold them carefully to avoid creasing their windows.

Please help us with the following boat put away issues: use the breast lines to pull the boat all the way up to the bumper so the motor does not hang out in the fairway. Wind the new shore power cord around the winch a few times to take up the slack so the cord doesn't get in the water. Don't disconnect the fuel line from the motor or the fuel tank; it just makes unnecessary wear and tear.

The Hunter is in very good condition now, odor free. Please open the cabin locker lids upon docking and make sure the heater is working for mold abatement. If the head is used *AT ALL* the holding tank must be pumped out prior to docking. The best way to keep the boat odor free is not to use the head.

Good Sailing!

Jen Huntzicker, Hunter Boat Chief

BE NEIGHBORLY!

Some of our neighbors have been complaining about us lately—mostly about first Saturdays and Tuesdays but other times as well. "Our" dock is "their" backyard. Many of our neighbors live aboard and keep unconventional hours. Let's try to disturb them as little as possible. Here are a few guidelines to keep in mind:

1) **DO NOT BLOCK THE DOCK!** On workdays, Tuesdays and sometimes other-times we circle up on the dock, spread our sails across the dock or make repairs that block our neighbors' pathway. Please leave plenty of room for others to pass easily. If someone is walking down the dock please move out of their way immediately! If one of our members is blocking the dock and a neighbor walks along the dock, please help our member to get out of the way.

2) **DO NOT LEAN ON OUR NEIGHBORS' BOATS!** Leaning on their boats wakes them up and/or pisses them off.

3) **DO NOT SIT ON THEIR DOCKBOXES!** They are very territorial.

4) **DO NOT GO ABOARD THEIR BOATS, STEAL THEIR STUFF, OR USE THEIR HOSES, ETC.** I cannot imagine any of our members doing this... but these are a sample of some of the more 'out there' complaints that our landlord gets about us! (I know... it ain't so!)

5) **DO NOT YELL!** Some of our neighbors work weird hours and need to sleep in. Rather than yell down the dock or boat-to-boat... please walk over to the person

CHAMPAIGN BRUNCH!!

This year we are having our annual Champaign Brunch at Cafe Escobar Restaurant, in Marina del Rey, (same place as last year), on

NOVEMBER 11

STARTING AT 10:30am to about 12:30

COST: \$20/pp

AGENDA: GREAT food! Awards! Installation of the new Board SHORT speeches! (hear that, Board??) FUN!

Following which, we will meet at C-basin docks for an afternoon daysail!

REMEMBER, only by going to the Brunch, in person, can you receive the unique, secret Fairwind annual free gift! These have become collectors items!

In about a week, you will receive an e-mail Evite, which will ask you to RSVP, with the anticipated number of guests that you will bring. Please respond so we don't have to go chasing you for an answer.

you want to communicate with and talk in a normal volume.

6) **FOLLOW THE RULES!** Some of neighbors note every supposed violation of the marina rules that we supposedly violate. Please do not break, or bend, the rules! (I will run the rules again in an upcoming newsletter)

7) **SMILE!** If our neighbors pass by please just smile... but please do not get into a discussion about these issues! If they complain just smile and nod! Don't argue with them.

I will thank you now for your continuing cooperation.

Cheers, Dave Lumian



BOYS AND GIRLS CHARITY FUNDRAISER

By Ken Murray

In early June, Fairwind put on a series of three fundraising kayaking outings, in benefit of the Boys and Girls Club of Venice sailing program. A number of people from the Outdoors Club got to enjoy the B&G Club's kayaks in MdR for several hours, and over \$200 was raised in benefit of that great organization. We hope to have similar events in the coming year, and in the meantime, don't forget to check out the B&G Club's auctions at: <http://losangeles.craigslist.org/search/sss?query=bgcv>



Fundraisers enjoying kayaks

FIRE ON THE ISLAND!

By Michael Povar

June 8-10 Cruise just misses fire.

We have to thank the over 700 firefighters that arrived by ferryboat and military hovercraft who made it possible for our Fairwind Cruise to Avalon Harbor to be a great success. Over 4,200 acres of dried brush buried on the hillside around Avalon harbor and only one house was destroyed. Our Fairwind sailboats: Island Side, skippered by Jenson Crawford, Mark III, skipper by Stu Meisner, and Zephyr, skipper by Bob Rennie, sailed to Avalon Harbor under clear conditions with about 6 knots of wind. When we got to the harbor most of us saw the burned hillsides for the first time. We can see how close the fire got to city. It was very close. Our sailboat Zephyr got a perfect mooring right



Bob checks out Avalon Harbor. Photo by Michael Povar

in front of the beach in Avalon. We just relaxed on the boat and had snacks and watched visitors walking up the boardwalk of the city. On Saturday night all of us had a potluck barbecue near the passenger ships arriving to Avalon. It was a great spot to see the cove. On Sunday morning we sailed back home to Marina del Rey. About one nautical mile away from Avalon we can see most of the 4,200 acres that buried on the Island. So again let's tip our hats off to those brave firefighters that saved this beautiful city.

VOLUNTEER OF THE MONTH: MICHAEL DELANEY

Channel Islands Harbor member Mike has been selected as the Fairwind Volunteer of the Month. Mike is a relatively new member, and in spite of living up in Thousand Oaks, he has made a habit of coming down to work on the Tuesday Crew that does so much maintenance on our boats. He was involved in the re-balancing the Hunter, upon which he regularly races, as well as pitching in wherever he could be of help... in the tradition of the Tuesday Crew! He brings the expertise and experience of being a former boat owner. He was recently appointed Boat Chief of Freedom Too, our Catalina 27 up in Channel Islands Harbor. He recently did two major jobs on the boat: Discovering that the exhaust system had failed, dumping raw water into the bilge, he rebuilt the entire exhaust system from scratch. Noting that there was excessive pumping from the bilge, he found that the bilge thru-hull was leaking, and upon inspection it broke off in his hand! This discovery potentially saved us from losing the boat! He rebuilt the thru-hull to specs, and the boat

is now watertight! Mike has begun conducting training on Freedom Too, and shares his decades of sailing experience with sailors at the mid-boat

level. He has also come down to MDR to assist on the new Friday small boat training.

Thanks, Mike!

SEAWEED SAILS TO BIG BEAR

by Paul Antico, Seaweed Boat Chief

Seaweed is on its way to Big Bear with the amazing Scott Vos at the helm, a member on a mission to refurbish her to like new condition. Scott, along with Susan Bonner, John Wintrode, and I, helped to get the boat on the trailer, lower the mast, and on the road. Kudos to Scott, Susan and John who did most of the work! John and I are planning to go up to Big Bear at different times to help Scott with the work of sanding and painting the boat. There will be more to report in the next newsletter after Seaweed gets back to her home on C2400 dock, sometime around October 10th.



The Seaweed crew

SECRETARY'S SCRIBBLES

by Ken Murray

Fortunately, as the new Secretary for the Board, you don't have to read my proverbial Dr's writing! In fact, one of my primary goals is to improve the communication within our Club!

I am working with Webmaster Gilbert Tseng, to add a discussion board to our website, which should allow a tremendous amount of information transfer, in both

directions. I would love to find a way to webcast our Board meetings, so that all can participate, even vicariously. We will attempt to get the minutes of meetings posted online as quickly as possible, so that you can remain informed about what your Club is doing. I would love for us to become an "all digital" Club, and eliminate all, if not most, of the paper records used in the Club. Fleet Captain Jenson has already done this to a large degree with our Training Division. All of your checkout sheets are stored electronically. Paul Antico is doing a major renovation of the Membership Shop; converting a series of incompatible database programs into a modern, first rate system. This will come to tremendously facilitate the communication of membership issues.

We will be doing the best we can to serve the needs of the members, and you should definitely communicate with any Board member, or all of us, if you encounter a problem with which we can help.

BUCCANEER'S DAYS FAIRWIND CRUISE

Thursday morning my wife Martha, my friends Lori and Alan, and I had to motor against the wind and waves the whole way, otherwise the day was nice. The moorings were almost gone when we got to the Isthmus; we got a mooring in Cherry cove, out on the most exposed end. Thursday night was loud and rocking so we didn't get much sleep. Friday morning when we got up the wind and waves were strong. We moved to a better place. Friday we went into shore and had a drink, but it was windy with dust blowing and we decided not to go hiking. Saturday we made a short



Will sail for Grog!

run into the Isthmus for ice. It turned out someone else from my work I had never met came over, and 7 of us had a great time sharing wine on the boat. It turned out they came over on Friday with 12 foot breaking waves; they were like drowned rats but wanted the experience! We BBQ'ed steaks then dressed up in our costumes, we took the shore boat in about 8:30 and it was a fun party, people of all ages, danced, drank lots of grog, ran into racing crew buddies, had a great time. We went back to the boat about 1:30 AM. Sunday we had to motor back the whole way, no wind. We saw a whale in the distance blowing, the first whale I've seen.

REPORT ON THE SANTA MONICA/MDR SEPT. 15TH COASTAL CLEAN UP

Southland residents cleaned up more than 70 coastal and inland sites during the California Coastal Commission's 23rd annual Coastal Cleanup, coordinated in Los Angeles County by Heal the Bay, Saturday, September 15th. More than 11,000 volunteers removed 79,234 pounds of ocean-bound debris and recyclables from the Los Angeles County watershed, according to Heal the Bay per the article in the Argonaut. Your conservation representative, Carole Walsh, was there representing Fairwind Yacht Club. She noticed an oil slick in "B" Basin; reported it to one of the biologists for further evaluation and study.

John Melville (boat owning member of FYC) was there with his perfectly named band "TRASH," playing their percussion instruments: trashcans, bottles, trash lids. They were a great inspiration!

Coastal Cleanup Day is held in partnership with the California coastal Commission and the Los Angeles County Department of Beaches and Harbors. Observed by 50 states and nearly 70 countries, the event has become "the largest volunteer day on the planet," according to organizers.

Please join me, Carole Walsh, (americawest2@ca.rr.com), next year in this important and fun event with food and prizes. It takes only a couple hours of your Saturday morning, once a year. If we don't take care of our planet, who will?





FLEET CAPTAIN'S LOG

Jenson Crawford, Fleet Captain

WHO CAN TRAIN AND CHECKOUT

We have received written confirmation from our insurance agent that trainers do not have to have ASA instructor certification. For the past year, we've been operating under an "ASA instructor only" training policy and we've really missed having the benefit of some of our experienced sailors, especially the in-depth knowledge of systems that the boat chiefs of medium and large level boats provide our training program. We're in the process of updating the list of trainers on the website; it will be complete in the next couple of weeks.

INSTRUCTOR QUALIFICATION CLINICS

Fairwind will be hosting an Instructor Qualification Clinic for members based in Channel Islands Harbor (although MdR members are welcome as well!). Please see the following article for details.

CHECKOUTS

Congratulations to the skippers who completed their training and checkouts on the following boats:

Capri 14.2K

Bill Kuell

G22 Rambaley

Bill Price

Carole Walsh

Jonathan Morris

Willy Maynetto

Moshe Shevah

Shel Plotkin

Soling Seaweed

Andrew Rice

Moshe Shevah

Soling Blue By U

Andrew Rice

Brad Benam

Willy Maynetto

Hobie Waves

Bill Price

Hunter 26.5 Collective Effort

Dan Ma

Jonathan Delshad

Catalina 28 Island Side

Brad Benam

Shar Breitling

Catalina 30 MkIII

Howard Staniloff

Ken Murray

Catalina 38 Happy Ours

Alan Paxton

Stu Miesner

Catalina 400 Angelsea

Lloyd Lewins

FRIDAY TRAINING SESSIONS

Commodore Marc Levine is continuing the Friday afternoon training sessions. This training is targeted

towards those members who are Not Checked Out (NCO), who desire to become club skippers. It will be scheduled on most Friday afternoons at 1:30-6pm.

Marc will conduct the training with the assistance and occasional substitution of other trainers. You will see that small boats will be reserved on Friday afternoons on the online boat reservation system under Marc's name.

Please RSVP to Marc if you are planning to attend! If no one contacts Marc, he will not come down to the docks. E-mail is best; Marc's e-mail is: watermarc9@aol.com. If the boats are reserved under someone else's name for training, that means they are substituting for Marc and you should contact THAT person.

If you have checked out on a small boat, but want to shake off the rust under the eye of an instructor, this would be a perfect time.

ASA INSTRUCTOR CLINIC IN VENTURA

Fairwind is sponsoring a clinic to become a certified basic keelboat sailing instructor. The clinic will begin on the evening of Friday, November 30 and end on late Sunday, December 2. The clinic will be held at the City of Ventura Leo Robbins Sailing Center. Successful candidates will be certified as American Sailing Association 201 Basic Keelboat Sailing instructors.

There will be an optional preparation session Friday evening, November 16 and all day Saturday, November 17 in Ventura.

FYC members pay only a fraction of the fees that the general public pays to be certified. For the clinic, prep and ASA instructor membership would cost \$469. For the same package Fairwind members pay only \$169.

Why Ventura? FYC needs instructors to help train new members in Oxnard. Two members have already committed to attending the IQC. There is plenty of room for more.

The prerequisites for the clinic include having sailed for three years and having one year of teaching experience. To review the full requirements and get more information please go to http://www.asa.com/instructors/instructor_clinics.html.

The clinic is a combination of learning and testing. Modules include single-handed sailing, written tests, educational techniques, teaching demonstrations and discussions.

Housing may be available for FYC members who do not want to drive up and back to Ventura everyday.

Fairwind has an ongoing need for trained instructors. Please consider becoming a volunteer instructor for FYC. It will make you a better teacher and a better sailor as well.

To register go to http://www.asa.com/pdf/ASA-107_rev_09_27_07.pdf, print out the application and fax it in to ASA. Please write in large letters at the top that you are a Fairwind member. If you try to register directly online it will only accept the full registration price. Please register early to receive your preparation materials.

For more information please email dlumian@aol.com.

TWO HARBORS CRUISE OCT 13-14

By Brad Benam

Two new members Bruce Byall and Sayoko Adathi joined me, but Sayoko bailed with the rains we received Friday night. Bruce and myself left the docks at 0630 to dark skies and no wind. We motored, arriving at Two Harbors at noon just in time to grab some lunch and head over to the seminars. Latitudes and Attitudes just happen to be throwing their Cruisers party. We attended crossing the Panama Canal and Atlantic



Zephyr moored in line!

photo by: Bruce Byall

sailing, cruising in a small boat with a smaller budget, cruising the Sea of Cortez, and fishing from a sailboat. That evening we had a group barbeque, all the Pain Killers, or beer you could drink, raffles and music by Eric Stone. Sunday we woke to a beautiful day with wind. After a breakfast on shore we got under way and was able to sail almost up to 2-ES buoy where the our boat speed fell to under 3 knots so we started the motor and brought us home.

SAILING CUISINE

By Ken Murray, Wilderness Ranger

An alternative approach

One thing I've noticed this year as Cruise Chair, is that dietary planning ends up being one of the more complicated and anxiety-provoking parts of cruises for many people. I wasn't entirely clear as to why this was, but I think that I now have a better idea. I think this comes from the thought that one will go onto a boat, and cook, and eat, exactly the way that we do at home. The anxiety comes in, from starting to think about restricted space and prep room, unknown issues relating to the heat of the stove, and how well things are kept cold. This is understandable, particularly for better cooks!

I have a different model that I follow, and while there are many who would not desire to follow it, I think it is good to know that there are alternatives. My model is from backpacking. Many of you know that I volunteer as a wilderness ranger in the Sierra Nevada, and lead as many as 15 backpacking trips yearly. When you have to carry the food and the fire on your back, you have to look at things differently. My longest trip is 14 days without resupply. I have evolved to not using hot foods for trips of less than 4 days, and when I do use hot food, convenience, simplicity, and speed, are the biggest factors, along with weight and packaging. I never cook while backpacking. I only heat water. I am not a fan of prepackaged freeze-dried backpacking foods. However, these days, we have many other choices. There are many prepared foods that only need to be heated, such as pre-cooked, packaged rices. I find that Trader Joe's has a variety of add-hot-water prep foods. Soups, mashed potatoes, turkey dressing are easily available and cheap. There are a variety of meats, chicken and fish in foil packaging. I am also not a fan of washing dishes, particularly dishes that have been used to cook.

Next time you go out for a cruise, consider a simplified food lifestyle... you may find it enhances the experience.

GET THE BIG PICTURE

Ken Murray, Sailing Instructor

As we sailing instructors talk among ourselves about the students we work with, there is one thing that often stands out... the student's "world view" of the surroundings. It is pretty easy to tell the difference between someone who has been out on a boat a lot, and a person who has skippered a lot. The novice skipper is aware of a world around them that extends out perhaps a hundred yards or so, and predominantly forward. The experienced skippers are aware of what is going on more than a mile away, in all directions. In instructor testing, this is something that is specifically evaluated!

This has significant ramifications. In a scenario where there is a potential for a collision course, the experienced person takes subtle action a long way away, perhaps turning the boat only a couple of degrees, but which results in the scenario being forestalled. It is likely not noticeable to others on the boat. A novice might wait to become aware of the situation until action MUST be taken. If there is busy traffic, things can start to pile up, and it can become quite nerve wracking!

I'm reminded of the old automobile training, where they tell you to "get the big picture." It can also be considered the equivalent of defensive driving. Our equivalent is the same, being aware of what is going on around you, remembering that we have no rear-view mirror. This is especially true when we tack, the auto equivalent of a left hand turn across traffic. As you sail, try to get a large perspective, particularly in high traffic areas such as the main channel. Look around!

UPDATED ROSTER ON THE FYC WEBSITE

An updated FYC member roster is now available on the FYC web site (www.fairwind.org). Go to the documents section of the members' area, or go directly to <http://www.fairwind.org/members/roster.shtml>.

CALENDAR

Wednesday, Oct. 16, 2007	Board meeting 7:00 PM Social hour from 6:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday, Oct. 21, 2007	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035
Saturday, Nov. 3, 2007	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Saturday, Nov. 10, 2007	Home Port Regatta	Dockside
Sunday, Nov. 11, 2007	Champaign Brunch	Cafe Escobar Restaurant, in Marina del Rey, (same place as last year)
Wednesday, Nov. 14, 2007	Board meeting 6:30 PM, General meeting 8:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday, Nov. 18, 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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