



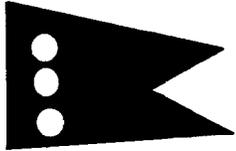
# FAIRWIND YACHT CLUB

# NEWSLETTER

January 2008

Editor: Robert Baron

Vol. 36 No. 1



## COMMODORE'S LOG

By Marc Levine

Hello fellow members, happy New Year. It sure has been a busy first quarter for your board of directors, committees, maintenance chiefs, and volunteers.

We set out some goals to be achieved at the beginning of the calendar year. As we approach the 08 sailing season I would like to provide you with a progress report on how we are measuring up to achieving the goals we set out to accomplish.

Our focus was to increase the number of instructors, to make regularly scheduled training accessible to members, to decrease the number of NCO'S, to improve CIH operations, and complete the process for large boat replacement that was started last year.

We have accomplished a lot in our first quarter. We have had over 20 NCO members complete checkouts as well as many move ups resulting from our scheduled training classes. We have close to 20 new members in Channel Islands Harbor with a great small boat for training called Turning Point. Turning point is a Catalina 22. We have owned Catalina 22's in the past; they were very popular and served our membership well.

The Large Boat selection committee is working on the task of finding a replacement for FW30. Finding suitable boats in the preowned market can be a time consuming process although I am confident the BSC will complete this process before we enter the prime sailing season.

## FYC MEETING JAN. 16

On Wednesday, Jan. 15, the Fairwind Yacht Club Board of Directors and General meetings 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 6:30 pm. The General meeting will start at 8 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.

As we enter the New Year we should all be very pleased how well our club is doing. Our membership levels are up. This coupled with increased NCO checkouts and more members completing move up requests has resulted in what may possibly be a record quarter for club earnings. If our balance sheets verify this in these next few weeks I will be happy to report this in next month's newsletter.

Again a heart felt thank you to all of you who volunteer your time and energy to make Fairwind Yacht Club the wonderful organization that it is.

I am looking forward to the year ahead of us with great joy and enthusiasm.



# FLEET CAPTAIN'S LOG

by Jenson Crawford

## NEW ASA INSTRUCTOR

Congratulations to Michael Delaney on completing the Instructor Qualification Clinic at the beginning of December and becoming an ASA certified Basic Keelboat Instructor!

## WEB SITE UPDATES

### Instructor Lists

We've updated the Instructor lists on the web site and added some significant improvements. We've broken the list up into small, medium and large boats. These lists are available from the training page in the member's section.



We've also added a list of instructors to the bottom of each boat's web page, so you can easily identify the instructors for that boat. The boat information pages are also available in the member's section of the web site.

Best of all, we're now creating the list dynamically from a database, so it will be much easier for us to keep the list updated!



### Turning Point

Our new Catalina 22, *Turning Point*, has her own web pages in the boat information and fleet sections of the web site. Check out the latest addition to our fleet!

If you're interested in training on *Turning Point* contact one of the instructors listed on her web page.

## INSTRUCTOR QUALIFICATION CLINICS FOR 2008

Fairwind will be hosting more Instructor Qualification Clinics in 2008 for our members, thanks to the tireless efforts of our Jr. Staff Commodore, Dave Lumian. The tentative schedule is:

ASA 201 – Basic Keelboat Instructor  
Prep Weekend – **February**  
IQC – **April**

ASA 203 – Basic Coastal Cruising Instructor  
ASA 204 – Bareboat Charter instructor  
ASA 205 – Coastal Navigation Instructor  
**May or June**

ASA 210 – Basic Small Boat Sailing Instructor  
**June**

ASA 213 – Trailerable Multihull Instructor  
**July**

If you're interested in becoming an ASA instructor, or know someone who would make a good instructor, please contact Fleet Captain Jenson Crawford at [fleetcaptain@fairwind.org](mailto:fleetcaptain@fairwind.org).

## NEW CRUISE CHECKOUT

In order to reduce duplication of effort, on both the part of students and instructors, the board has decided to change the cruise checkout. Now, achieving your ASA 104 (Bareboat Charter) and ASA 105 (Coastal Navigation) will qualify you for your Fairwind cruise checkout. You'll no longer have to pass a separate Fairwind cruise exam. Of course, you'll still have to check out on each boat.

We did this for two reasons. First we want to recognize the ASA and US SAILING certifications that our members have achieved, sometimes before joining Fairwind. Second, we wanted to make the process simpler, without relaxing our standards. By having a single set of nationally recognized standards, it will be easier for students to prepare and achieve the

certifications and get out on the water.



### TWO FOR ONE!

Another way to reduce duplication of effort is to take your ASA 101 on-

the-water exam when you check out on your first small boat, and to take your ASA 103 on-the-water exam when you check out on your first medium boat. That way, there's no need to take separate on-the-water exam for the ASA certification. Note that ASA 103 certification is required before you can be authorized to skipper your first medium boat – don't go through the process of getting checked out on a medium boat without getting your ASA 103 certification.

## VICE COMMODORE'S CORNER:

### NEW ADDRESS FOR DUES PAYMENTS

The address to mail your dues payments typically changes whenever there is a new Vice Commodore. This policy is going to change so that there will be a single address for all dues and other payments without having to switch addresses every year or two (or whenever). The new address is the PO Box that FYC already has. Address all payments to Fairwind Yacht Club, Attention Vice Commodore:

Vice Commodore  
Fairwind Yacht Club  
PO Box 12684  
Marina del Rey, CA90295

### NEWSLETTER AND INVOICES GO PAPERLESS!

Effective beginning with the January 2008 edition of the Fairwind Newsletter, the newsletter will only be available online. You will be able to download and print your own copy as soon as it is available! As is the current practice, you will be notified by email when the current edition is available along with a link to the newsletter downloads section of the FYC website. Those who do not have an e-mail address will still receive a paper copy, however. This is being done to save money and much volunteer time. It is quite a job to print and mail the newsletter to over 100 members every month. We are interested in easing the administrative workload for our volunteer newsletter editor. We are also trying to streamline other administrative duties in FYC and that is the reason for emailing the dues invoices rather than regular paper mail. It saves a tremendous amount of volunteer time. Of course, we do mail out invoices to those without e-mail addresses. Having said all that, if someone really still wants a paper version of the newsletter, send email to [vc@fairwind.org](mailto:vc@fairwind.org) and say, "I still want the paper version of the newsletter," and we will send it.

Another way to streamline some of our administrative tasks is to volunteer as an assistant. If more people do a little, a lot gets done, without overburdening a single person. Let any Board member know if you are interested in volunteering in an administrative capacity.

Thank you for your attention and cooperation and helping lighten the administrative load!

## TURNING POINT: THE FIRST FYC SMALL BOAT IN CHANNEL ISLANDS

by Michael Delaney

Fairwind YC has purchased a 1982 Catalina 22 to be used as a small boat in Channel Islands Harbor (CIH). The Cat 22 has been named *Turning Point* since many of us believe that having a small boat in CIH will lead to significant growth in membership. Thanks to Jenson Crawford for recommending the name. A special thanks to Ken Murray for spotting the boat on Craigslist. Check the Boat Information section in the Members area of the FYC website for Specifications, Log Sheet, Training and Qualification guide, and a List of Instructors. The first group of Instructors has been trained and they are now available for training and qualifying members. *Turning Point* is commissioned and available for sailing. We believe that *Turning Point* will not only be an excellent training boat but also a fun boat to sail.

*Turning Point* is presently kept in dry storage on a trailer at Channel Island Landing (CIL). This approach was taken because of the immediately available of space at CIL, *Turning Point* came with a trailer, and a significantly lower monthly cost compared to a slip. At CIL the yard staff move the trailer to and from the hoist and hoist the boat in and out of the water. FYC members may assist with guiding the boat but do not operate the hoist. The procedure only takes about 15 minutes. Please review the log and training materials ahead of time. Once put in the water the boat is moved by the FYC skipper and crew to the dock adjacent to the hoist launch area. CIL is at 3821 South Victoria Ave. in CIH. The yard is located adjacent to the new Catalina Yacht Dealership and Anacapa Yacht Club. A map is available on the Boat Information page of the FYC



Turning Point on the hoist at CIL



Turning Point on Trailer at CIL

website. The CIL yard is open from 8:30AM to 5:00PM in the winter with longer hours in the summer. Herb Miller is the Dockmaster and can be reached at (805) 985-6059. The main hoist is out for repair and CIL is presently using a portable hoist. It is prudent to call ahead to verify the availability of the hoist for the next month. Additionally in heavy winds the hoist can be closed for safety of boats and equipment.

*Turning Point* will be available for Instructor checkout and member sailing at the next Channel Island Open House on December 16<sup>th</sup>.

The boat chief for *Turning Point* is Dave Matthews: (805) 985-4961, [dsmatthews@roadrunner.com](mailto:dsmatthews@roadrunner.com). Dave is a new FYC Channel Islands club member who previously owned a Cat 22. He is the first FYC member checked out on *Turning Point*. The assistant boat chief is Michael Delaney: (805) 551-9671, [delaneyofto@msn.com](mailto:delaneyofto@msn.com).



Turning Point at the dock in launch area at CIL



Instructors Training on Turning Point

## REPORT

By Carole Walsh

1. INTERNATIONAL CRUISING. Please, contact Carole Walsh if you are interested in international bareboat cruising. Suggestions are needed on more interesting places to explore. ASA is doing the Antigua trip March 4 – 14<sup>th</sup>. ASA is doing San Juan Islands in July. I have been talking to some members about the Greek Isles in September. October is recommended for Bay Islands, Honduras. I am waiting to hear back from a gal that lives there on pricing and what's included. What about Tonga? Where would you like to go? Don't forget canalling in France. I'd like to take the trip between France and the Basque country. There are about 55+ locks from the top to the Valley of Lot. Let's make some plans. Thanks/  
[carole\\_americawest2@ca.rr.com](mailto:carole_americawest2@ca.rr.com)
2. Holiday Party was a great success. The Venice Marina Yacht Club again opened its doors for Fairwind members. Commodore Gary Green played bartender to a lively crowd. As you could easily guess, most conversations were focused on various aspects of sailing and of course opinions on what boats the club should acquire in the future. Good food, good libation, good surroundings - a great way to get to know our fellow members better.
3. Whoops! I, Carole Walsh did a fauxpas. I am mentioning it in hopes that it will help fellow



members. I needed to get into the VMYC. I called my friend, Rosalie Green, Commodore Gary Green's wife to get the door of VMYC at MCC opened early in the day so I could unload some supplies for that evening's party. That was a NO-NO.

4. Jenson is a member of VMYC. He needs to know when we want in. He will let you in. He handles the communication with the Commodore of VMYC. FYC (hurriedly) shopped for and gave VMYC a nice holiday gift of Knots berry Farm dipped chocolate cookies in a nice ceramic canister. So, guys and gals, remember - Communication is the key!



5. HOLIDAY GIFT FOR BAR HARBOR DOCK MASTER AND CREW. Bay Cities Deli was my choice for a gift basket of fabulous goodies which was presented to Jennifer, Bar harbor Dock Master to be shared with all the team that keeps things repaired on and around the docks.

## SECRETARY'S SCRIBBLES

by Ken Murray

The hot news this last two months, has been the opening of the Fairwind Discussion Board. 39 members have signed up, so far, with plenty of room for more.

The most interesting thing to me that is getting posted is a lot of opinion on the issue of Boat Replacement. There are some fascinating concepts, and for the first time that I remember, we are getting a wealth of information on our fleet, and specific information on maintenance costs, age of boats, "state of the fleet." I am quite surprised at the age of our fleet... the average age is 24 years! I suppose it is no wonder that 45% of the expenditures go to repairs and maintenance! This has generated a lot of discussion about what our "grand strategy" should be in boat acquisition: Do we buy newer boats, for a lot more money, and sell them at an earlier age (which means they are worth more on the market), or do we buy older boats and sell them when they are junkers? I don't know the economic answer, but I do know the answer in terms of "quality of life" from a sailing perspective: newer boats are nicer. How this all fits in will remain to be seen. I was astonished to find that our mid and large boat fleets are used for cruising less than 8% of the time! I thought we were a cruising club... turns out we are primarily a daysailing club!! This may have some significant ramifications for what sort of boats we buy, perhaps more optimized for

daysailing. Check out the information, and make your opinion known---now is the time, as the decisions are being weighed now. Also, we have an active area for volunteering. Please post if you have a need within the Club, or if you can help out with something that is listed!

By the way, our posts are behind our member's password firewall, so outside people cannot view your comments.

<http://www.fairwind.org/members/forums/index.php>

## HOW SAILING GOT ME THE BEST JOB OF MY LIFE

-Jonathan Morris

It had been a tough two weeks, when it really should not have been. I had just graduated with honors from Vanderbilt. I had my first "real" job all lined up to begin in 4 months. I was freshly arrived to Washington DC, my new home, and a friend had taken me in until I found an apartment of my own. Heck, I even had plenty of money from the signing bonus my soon to be employer had given me. Life was my oyster! Only problem was that my last great time to live, my last summer before I began what would assuredly be several decades of significant work, was crumbling before me. Ever since living in DC the summer before I had wanted to work as a bike courier, and this was the corner stone of my summer plans. I wanted to work outside all day, swerving in and out of cars on my bike, build up calves the size of grapefruit, and deliver packages for law firms and elected officials in the nation's capital. It is a dangerous, poorly paid job, but it is exciting and it was what I wanted. Only problem was, it didn't want me. I had no experience, I didn't know the city well enough, and no one was hiring as they came in to the summer lull.

After speaking with every company in the DC Limits, I came up dejected without a single job prospect. My housing host tried to cheer me up, "Hey, you know how to sail, right? Want to sail this weekend? My friend Dave needs some crew on his boat for a race."

Though I had never raced, and though I had never sailing anything smaller than my father's 36' Beneteau, the next morning I found myself helping Dave to launch his three man Lightning day sailor in to the Chesapeake. "So you have never raced before, huh? And never flown a chute?" He asked.

"Uh, what's a chute?" I responded.

"I'll do my best to teach you as we go." He said more pleasantly than he probably should have, given the position in which my inexperience placed him.

Dave gave me a few jobs to do. I quickly learned to deploy and drop the spinnaker, even to trim it as we went downwind. I became chief mark spotter, and did my best to really hike out to flatten the boat while pointing. Still, I mostly just got in the way. The first mate wasn't much help to Dave, either. She was a decent sailor, but was visiting from Argentina and didn't speak much English, and neither Dave nor I spoke much Spanish.

Not surprisingly we spent the first three out of four races finishing dead last. Dave was a good sport, but I felt pretty bad that I wasn't keeping up my end of the bargain.

On the last race of the day, and just as we were about to round the windward mark, we realized that we were actually leading another boat in our class, we weren't in dead last... just next to last. "Guess they must have had a pretty serious mechanical failure" Dave said more to himself than to the crew, showing his aggravation. "Oh wait!" He was excited all of a sudden "That's *TopLine!* That's my buddy! Oh if we can beat him it will be a load of fun!" You could hear in Dave's voice how badly he wanted to hold on to our position, and with a 6 boat-length lead it might just be possible. Just this one race, don't lose. It seemed so simple, so achievable. Of course, that is when the main halyard snapped.

Dave rattled off a series of expletives and shook his head around to the beat of his swearing. We finished rounding the mark and deployed the spinnaker while the leech of the main dragged in the water. "Here, take this" Dave said to me as he handed me the tiller and hurried forward to work with the non-English speaking first mate on the halyard.

I was perplexed. I barely knew what I was doing trimming the spinnaker. I hadn't touched the tiller on this boat before, and had little overall experience driving. Now, I had the responsibility to do both. In a race. In a boat I had been on for 4 hours. In unfamiliar waters. And I wasn't quite sure which buoy was the finish.

So, I did what I have come to learn is the thing most inexperienced racers do when they don't know the answer. I looked look at the boat in front of me and did what they did. When the boat in front of up yanked on the spinnaker sheet, I yanked on mine. When he

changed his course, I changed mine. It was strictly monkey-see, monkey-do, and it took everything I had mentally to handle it all.

About 8 minutes later, when we were just boat lengths from the finish, Dave and the Argentinean completed work on the halyard and begin to re-orient themselves in the overall race. In retrospect, I have no idea how Dave could have let me go that long without checking on me. "How badly are we back?" he asked surveying the water in front of us.

"Ummm... I'm kinda' unsure myself." With all my tasks at hand, I really hadn't a clue what anyone was doing other than the boat I was copying.

"We've still got 10 boat lengths on *TopLine!*" He yelled out, somewhat perplexed, but completely excited.

"We're not in last!" More expletives rattled off from Dave's mouth, but this time of a more upbeat nature than the previous instance.

What had happened was I had gotten lucky. Maybe the mechanical failure continued to slow *Topline*. Maybe I had received some sort of "micro puff" that hit only our boat and rocketed us ahead despite my lack of ability. I don't know, and obviously I never will. What I do know is that Dave was really pumped to beat his friend in that last race. He praised me up and down, and the last 8 minutes of the final race seemed to erase from his memory my mistakes through the earlier parts of the day. I was the greatest sailor he knew! With all the hero worship, Dave was interested to get to know me a little, and see what made this "amazing sailor" tick. I told him my primarily positive recent history, but concluded with my hardships in finding a summer gig as a bike courier, and how this was bringing me down at the exact time I should be loving life, my "last real summer on earth."

"You don't say..." Dave pondered and paused. He began again with speed in his words "I own Action Couriers. If you can pull off what you just pulled off, I want someone like you on my team at work. You start tomorrow, 9 AM sharp."

My last "real summer" was all I could have hoped for. I made \$60 a day swerving through traffic, risking my life and limb every hour, and have never been so happy.

I didn't sail a race in Washington DC again. How could my experience ever top that?



October 2007

WSA Race Co-Chair,  
Michaela Draper, going into a  
dial up at the WIMRA Match  
Racing Clinic, held in St  
Maarten, DWI

# Match Racing 101 Clinic

## January 19-20, 2008

### 2 Day Match Racing Clinic

WSA, host club SCCYC, and the Open 5.70 fleet,  
present the first sailing clinic of 2008!

Learn the basics of match racing in a two-day clinic  
combining classroom and on the water instruction.

- Match racing rules explained
- Strategies and tactics in the pre-start
- Successfully controlling your opponent
- Learn the hook and the pick
- Dial up or dial down?

- What:** Two day match racing clinic, open to all  
**When:** January 19-20, 2008  
**Where:** SCCYC clubhouse, 13445 Mindanao Way,  
Marina del Rey, Ca 90292  
**Time:** 8.30 am to 6 pm  
**Cost:** \$70 per person, including lunch daily  
**Other:** Dinner provided by SCCYC on Saturday  
evening, along with a no-host bar after each  
days on the water session

This two day clinic will focus on basic match racing strategy, rules and maneuvers, including boat handling skills from pre-entry to post-start. Classroom instruction, followed by daily on the water practice, with "mini-matches" capping off the weekend should create an exciting learning environment for participants. Daily de-briefings, with video, will add to the excitement. Participants of all skill levels are welcome to attend, lunch will be provided daily, as well as dinner on Saturday evening after the de-brief. Course materials are provided and yours to keep!  
Open 5.70s are provided by the Open 5.70 fleet for the clinic.

Please contact Kim Stuart, WSA Fleet Captain, at [kim.stuart@ca.rr.com](mailto:kim.stuart@ca.rr.com) or 602.502.5467 if you would like to reserve, as space is limited.

# LADY FAIRWINDER WINS!

Margaret Pommert

Congratulations to Gerri Chabot for winning a 'Ladies Race' in the Channel Islands!

The Channel Islands Fleet One Yacht Club held this annual race, on Saturday, September 8<sup>th</sup>. The race was from Mandalay Buoy around the Oil Rig Gina and back to Mandalay Buoy. Gerri drove a 28-foot Catalina named "Born Again" owned by her friend George Bates. George and his friend Chuck served as her crew. Gerri was required to be on the helm for the entire race; which was over 3 hours in wind to 14 knots and waves to 5 feet... whew!



All of the 4 boats participating in the race were handicapped based on their 'theoretical' speed. The slowest boats started first, followed by the faster boats, so that if they all sailed at their 'theoretical' speed, they would all cross the finish line together. In this way, women helming slower boats designed for cruising can compete fairly against ladies driving faster boats designed for racing.

"Born Again" started first, and so Gerri was constantly looking over her shoulder to see if the faster boats were catching her. She describes, "As I went around Gina I remember looking behind me and seeing the other boats close at my heels. Then they started to get off course for some reason. I stayed on course using the Holiday Inn as my marker on shore."

But the most exciting part of the trip came after they crossed the finish line, when the owner, George, lost his \$80 hat overboard. Gerri remembers, "I had relinquished the helm to George, and he furled in the jib and turned on the motor to try and get his hat. He kept missing it. I kept my eye on it and then I took over the helm again and went right along side it practicing the man overboard technique I learned from my

Fairwind instructors. It was the most exciting time of my life when I realized that the other boats were still on the horizon! I thoroughly enjoyed it."

Gerri's crew enjoyed themselves as well. The owner, George said, "Although she has been sailing for just three years, Gerri's love and dedication for the sport are Olympian. In her other life she is head of oncology nursing at City of Hope Hospital—a job with gargantuan responsibilities. Her sheer joy in sailing the race combined with the glorious weather, wind and sea conditions made for a time to be remembered."

Gerri got her name engraved on a large trophy, as well as a nice plaque that is hers to keep. We're very proud of you Gerri!!!

## 2008 SCYA MIDWINTER REGATTAS

The SCYA Midwinter Regattas are coming February 16<sup>th</sup> and 17<sup>th</sup>. This is the first chance of the year for racing, with both one-design, cruising class, and PHRF racing taking place all over southern California. Fairwind has sponsored a Hobie Cat Wave race for a number of years and all members checked-out on Waves are invited to join. Also of interest to Fairwind members is the Santa Monica Windjammer's cruising class race.

Fairwind's Hobie Wave race will take place on February 16<sup>th</sup>, at 12:00 pm. Since it's a club-sponsored event, we hope to have the full fleet out there racing. If you've never raced before, it's a fun and casual way of getting into racing. Last year, we had 6 boats out and great weather!

## FILL OUT THE LOG!

We, the data entry team who input the log sheet information to track usage on the boats, would like to remind you of your obligations in completing the log sheets. Whenever you skipper a boat, perform maintenance, or spend more than 4 hours on her, club rules require that you fill out a log. Everyone is pretty good about doing this, but there are often a number of items that are left blank. Unfortunately, these are often the items that the data entry team needs to enter into our database. In the past quarter, log sheet information has been incomplete or incorrect much of the time. All the information on the log sheets is important, but in recording for usage records, it is imperative that the following be filled out correctly.

**Reservation name.** This must be the name of the trainer or skipper. When you joined Fairwind, the fleet captain assigned this name to you. It is usually the first four letters of your last name, followed by a dot, followed by the first letter of your first name. In some special cases it differs. Members who have not checked out on a boat may not make a reservation for that boat. If you are a trainee, the reservation name must be the name of the Trainer. Please make certain to fill this information out correctly. In the last quarter, on the G22, the reservation name was incorrect or omitted almost 25% of the time.

**# People** (was # of Crew). This means the total number of persons on board INCLUDING the skipper or trainer. A solo sail, for instance, would be 1 crew. This is important in determining the number of members that are using the boats.

**Others on board** (was Crew/Trainees). We need to have the name of *everyone* on board. For open house free sails, ask everyone for their names if you don't know them. The number of names, plus the skipper should equal the number of people recorded on the log.

**Departure Date/Time, Return Date/Time and Total Hours.** We appreciate it if you calculate your own sailing hours, but be advised it is impossible for us to do your arithmetic if you leave off the return time. If there is no return time listed, we enter a default time. For all the small boats, in the last quarter, the return time was omitted about 25% of the time. Are you guilty of this?

**Training.** "Training" can only be performed by a certified instructor or Fairwind Yacht Club Approved instructor. If you are mentoring and are practicing with a new member or showing them the ropes, you are not "training" as indicated on the log sheets. However, it also appears that training is not always correctly marked on the log sheets, even when it *is* happening. Get your credit when credit is due! Also make a note in the notes section of the log about the type of training; e. g. "ASA 101 for Bob Jones" or "Checkout for Jane Roberts."

**Total Engine Hours.** Please fill this out every time, even if this was a maintenance trip, open house day or club cruise. We use this to track how much motoring is being done. Please log both the starting and ending engine hours for boats with inboard engines. If this was a maintenance trip, open house day or club cruise, please note this in the notes section of the log.

**A last word:** Trainers: if you teach your trainees

correctly, they will follow your good example! Thanks for your efforts.

David and Judy Bell  
Log Sheet Entry Committee Chairs

## SAILING LESSONS AT THE UCLA MARINE AQUATIC CENTER (MAC)

Margaret Pommert

UCLA's Marine Aquatic Center (MAC) is in Marina del Rey at the end of Fiji Way. You've probably seen their blue launch ramp at the bend in the entrance channel, but may not be familiar with their sailing classes. Like Fairwind, for sailors the MAC is often called 'the best kept secret in Marina del Rey'.

The purpose of this article is to let Fairwinders know one of the options available to them to learn to sail, other than just taking lessons with Fairwind instructors. I've taken sailing lessons at the MAC, and now volunteer there as a TA for the sailing classes. For this article, I interviewed two Fairwinders who have taken sailing lessons there recently: Howard Staniloff and Pamela Murphy.

Overview of MAC Sailing classes The MAC offers sailing lessons to the local community as well as to UCLA students. The sailing lessons are relatively inexpensive; about \$135 to \$165 for 12 hours of classes, split over 2 or 4 weekend days. The classes are taught in a group format. After a brief classroom orientation to skills and terms, most of the class time is spent on the water. Students sail in teams of 2 or 3 per boat, with instructors motoring in a small powerboat among them to give advice and assistance. 4 students are the minimum for most classes. Any beginning Capri class with 10 or more students is assigned a second instructor, allowing for two safety boats to be on the water whenever students are sailing. Students who are having difficulties usually sail with a TA, if available.

Classes are offered at 4 different skill levels, and on 4 different types of boats. Sailing I is for beginners, and is taught on a Capri 14. These Capri 14's are a bit different from Fairwind's, mainly in that they have a centerboard, rather than keel. The next levels are Sailing II and III, which can each be taken on a 2-person performance dinghy (Vanguard 14), a one-person performance dinghy (Laser), or a catamaran (Hobie 16). Sailing IV helps prepare students to take a qualifying

exam allowing them to sail outside the breakwater. (The MAC requires a higher level of skill/experience than Fairwind does before allowing its boats beyond the breakwater because MAC boats can capsize).

Each of the sailing classes, from level I to IV, is about 12 hrs long and can be done in a weekend. But everyone agrees that it would be unrealistic for a beginner to expect to go through the classes one right after another; practice to master the skills is essential at each level before moving to the next. Even experienced keelboat sailors are challenged by these boats!

The MAC uses only centerboard dinghies and catamarans for its sailing lessons. It has no keelboats. Dinghies and catamarans can, and do, capsize. So one of the first things students must learn for each of the boats is how to right the boat after it capsizes. This means each student must capsize the boat, and then demonstrate that they and their crew can right the boat themselves.

*Fairwinder Perspectives Capsizing and Dinghies:* While this seemed a bit intimidating to all of us the first time we had to do it, Pamela, Howard, and I were soon able to right our boats. We all agreed that as long as you are reasonably healthy, you don't have to be young or strong to learn to right a capsized dinghy. But you can expect some sore muscles. Even if you don't capsize, (or perhaps I should say 'in order to avoid capsizing') sailing centerboard dinghies is generally much more of an athletic activity than sailing a cruising keelboat. It tends to have more thrills as well as more spills; sailing fast enough to "plane" is a blast that most keelboat sailors never experience!

"Conventional wisdom" is that learning to sail a dinghy improves a sailor's fundamental sailing skills much faster than a keelboat. While I learned to sail in keelboats, my personal experience was that learning to sail these small boats significantly increased my sail-trim and boat-handling skills. But from his experience, Howard didn't gain a significant benefit to his existing sailing skills.

*Price:* Other than Fairwind, these are some of the most affordable sailing lessons around.

*Schedule:* The MAC offers a regular schedule of weekend classes. Pamela had difficulty scheduling frequent training with Fairwind instructors. When she did get training, it would often be weeks before she could go sailing again. So she found that she tended to forget what she had learned before she could practice

it. Being able to do 2 full days of training back to back in the MAC class gave her the chance move her skills and confidence up to the next level.

*Instructor/student ratio:* Unlike Fairwind, where there is typically only one or two students to an instructor, the MAC Capri classes may have up to 9 students per instructor on the water.

*Conclusions:* When I asked Pamela Murphy if she would recommend the MAC to other Fairwinders, she replied: "YES!!!!... I had a wonderful two days... learned more in those concentrated two days than I have learned having lessons so spread out... would recommend it to anyone just starting out and ages were from 25 to 70." In contrast, Howard had reservations about recommending the MAC. He liked some things about the classes, including the cost, quality of their instructional materials, and accessibility of classes. But he felt that one of the biggest drawbacks is the lack of an instructor in every boat, and the resulting impact on safety as well as instruction time.

To find out more about the MAC and the class schedules, visit their website: <http://www.recreation.ucla.edu> (click 'Marina')

## A WINTER MORNING

By Marc Levine

I was telling this story to one of our board members and he suggested I share this with our membership.

I recently have taken up a new sport, which involves paddling a very large surfboard in a standing position using a 7-foot long paddle. The ancient Hawaiians called the sport Ho'ee Nalu.

I was paddling off Manhattan Beach heading north toward El Segundo. One of my favorite paddles, when the surf conditions are poor for riding waves, is to paddle a few miles from 40<sup>th</sup> street in Manhattan Beach to the first jetty in El Segundo, which is on the beach in front of the Chevron refinery.

This area is a true refuge in a crowded city. There is no public parking along or near this beach for miles. The only way to access it is by water or by foot. Due to its isolation from the human populous I believe this area gets frequented by a variety of marine life.

Last summer there were hundreds of leopard sharks living in the surf line here. Fortunately they are not man-eaters. I have not seen one leopard shark in this

# A Day on the Dock

## 2008 Southern California Dockwalker Events

*Education is the key to clean water! Join our Dockwalker team and become a clean boating educator.*

In 2008, the Southern California chapter of the California Clean Boating Network will be supporting two Dockwalker Trainings: Newport Beach and Marina del Rey.

Project Greenworks, Association for Santa Monica Bay Yacht Clubs, Womens Sailing Association, Fairwind Yacht Club, and the Santa Monica Windjammers Yacht Club will be working together this year to support the California Coastal Commission and Cal Boating efforts to make the Dockwalkers program a success.

The Dockwalker program trains volunteers about environmentally sound boating practices and trains them how to teach others about clean boating. While visiting marinas, launch ramps, and boating events, certified Dockwalkers distribute tote bags filled with information about safe and clean boating. This year, the 100% organic



cotton tote bags will include an oil absorbent pillow, a ski flag, and a floating key chain.

The success of the Dockwalker program has resulted in training 500 Dockwalkers statewide, distributing over 60,000 boater kits since 2000.

Truly, the success of this outreach and education campaign lies in the volunteers and their hard work in recruiting other boaters and teaching others how to be environmentally conscientious boaters.

### DOCKWALKER

**Save the Date!**

**March 1, 2008:** Newport Beach  
(for more information:  
[projectgreenworks@gmail.com](mailto:projectgreenworks@gmail.com))

**March 29, 2008:** Marina del Rey  
(for more information:  
[glee@waterboards.ca.gov](mailto:glee@waterboards.ca.gov))

Seminars last 1.5 hours with an optional dockwalking activity after the training.

area during the fall and winter. I believe this area is a summer breeding and migrating area for these sharks.

On this morning I had a very serene paddle to the jetty. The water temp was a brisk 53 degrees. There was no wind and a small swell so the sea surface was smooth as glass. These are ideal paddling conditions. Little did I know that there were some real visual treats in store for me this winter morning. As I approached the jetty I was about 20 yards outside the breaking waves off the beach. As I got closer to the jetty I saw three dolphins playing right next to the jetty in very shallow water very close to the beach. They must have felt comfortable and uninhibited due to the lack of people around. When they became aware of my presence they swam out to deeper water.

I was about half way on my return to 40<sup>th</sup> street when I saw a full-grown grey whale surface about 40 yards behind me. It dove and resurfaced just ahead of me it was close enough that I could hear it's breathing and smell scents coming from its body.

Seeing such a great animal is very exciting. It is almost majestic when a whale is experienced at very close range from a small paddle craft in very shallow water.

When I landed my stand up paddleboard on the beach at 40<sup>th</sup> St. I felt very excited and energized and yet very content. Close encounters with nature can bring on this kind of euphoric feeling.

Packing my paddling gear away I reflected on my encounters with the natural world as I prepared to get into the activities I had planned for the day. It had truly been a rare and special morning.



## CALENDAR

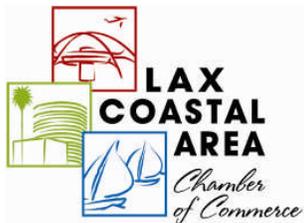
Wednesday, Jan. 16, 2008	Board meeting 6:30 PM, General meeting 8:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday, Jan. 20, 2008	Oxnard Workday / Club Sail Day 9:00 AM	Channel Islands Yacht Club 4100 S. Harbor Blvd Oxnard, CA 93035
Saturday, Feb. 3, 2008	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???

### FAIRWIND YACHT CLUB

Robert Baron, Editor  
1425 Stanford St., No. 3  
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Association of Santa  
Monica Bay  
Yacht Clubs



## FAIRWIND NEWSLETTER

Jan. 2008 Vol. 36 No. 1

Visit our Web site: [www.Fairwind.org](http://www.Fairwind.org)



California Clean  
Boating Network

