



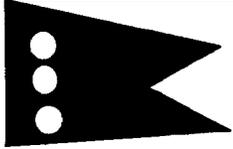
FAIRWIND YACHT CLUB

NEWSLETTER

May 2008

Editor: Robert Baron

Vol. 36 No. 5



COMMODORE'S LOG

By Marc Levine

Ahoy Sailors. We have a lot of positive energy going on in our club as we enter into our peak season.

I am continually amazed at the caliber and quality of character of all of our volunteers. You are the reason our club is so dynamic and prosperous.

As we go forward into this fiscal year I am extremely pleased with the growth of our club in Channel Islands Harbor. We now have over 30 active members in our club in this location. At our last open house in CIH we had twenty participants with ten of them guests who were interested in becoming members of our club. We are starting a children's sailing program in this harbor in a few weeks. We owe a great deal of thanks and appreciation for the efforts of Michael Delaney, one of our Port Captains in this harbor for all of his tireless hard work He has been busy with training, the children's program, and boat maintenance as well as volunteering to serve as our Treasurer. Thank you so much Michael for all you do!

We will be voting on a By-Law amendment during the May 15 meeting pertaining to capital expenditures. At our last assembly meeting the membership approved a proposal to be presented at this months meeting to raise the limit by 3,500 dollars for capital expenditures which the Board of Directors can allocate without prior approval by the membership.

Also during this Mays assembly meeting the Small Boat Replacement Committee will be presenting their findings and recommendations for possible additions to our small boat fleet. They have been evaluating a lot of boats. They have test-sailed some models and have

FYC MEETING MAY 15

On Thursday, May 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.

arranged for demonstration sails for our members of some models.

The possibility of additions to our fleet is always a spirited discussion. I hope I can encourage as many of you as possible to attend this month's membership meeting. Your participation and input is needed and is very important.

WHY CERTIFY?

By Dave Lumian, FYC Junior Staff Commodore and ASA Instructor Evaluator

I hear around the club questions such as: Should Fairwind skippers be required to complete American Sailing Association (ASA) testing and certification to be able to use our sailboats? Is this an ego trip on the part

of the trainers or myself (as an Instructor Evaluator)? Is this just another benefit of membership that our members should be able to decide whether or not to take advantage of? Is this to make ASA rich? Is this a waste of everyone's time?

Surprisingly at the April FYC board meeting it was decided to forgo on-the-water testing and stop registering the results with ASA. Just download the tests, have the students take the written exams but not complete them! This is a serious mistake with potentially grave consequences.

I believe that an external authority's certification saved Fairwind once before and will prove valuable again in the future. To understand my position you need to be aware of some of the club's history.

A Decade Ago. The Fairwind Mark III was enroute to Marina del Rey from King Harbor. The boat was under sail. The skipper was alone and had lain down to get some rest. The autopilot was on. The Mark III collided with a powerboat adrift. Initially there was only some minor damage. The repair costs were nominal and were handled privately.

A few months later one of the powerboat's owners reported experiencing pain and the inability to work. Fairwind was sued for six figures. FYC's insurance company refused to settle for anywhere close to the plaintiff's final offer. The case went to a jury trial.

The jury had to weigh many competing laws under the COLREGs. Does a sailboat making way have privileges over a powerboat under way but not making way? Or did the lack of an effective watch on the Mark III supersede the sailboat's rank in the "pecking order"? Our lawyer was not confident.

Fortunately the jury found that Fairwind was not liable. After the court moved on our insurance company's lawyer polled the jury. Why did the jury side with Fairwind?

The jurors told the lawyer that they were impressed that Fairwind produced a file that contained certification of the skipper's safety education. The fact that our skipper had taken the time to test with external authorities such as the US Coast Guard Auxiliary (USCGA) or the US Power Squadron (USPS) was powerful. The fact that the club could prove it with a certificate from a nationally recognized organization was pivotal.

On the other hand the jurors cited that despite having owned boats for 25 years the power boating couple had neither taken any safety courses nor earned any certifications. This swayed the jury.

The certification from external authority proved a lifesaver. If the jury had decided in favor of the powerboat owners we would have surely have lost the club's insurance that protects us as skippers and as volunteers. It may have been difficult, or even impossible, to have gained a new policy.

After the jury decision the insurer notified FYC that it might not renew FYC's policy and that the club might want to begin shopping for new coverage elsewhere. Fortunately I had just attended a US SAILING conference and located the insurer that we now have. The coverage is substantially less expensive but has better coverage. We applied to the new insurer and were admitted before being dropped.

However I had to produce a copy of the "loss run" from the old policy to the new company. Even though we prevailed in court, the loss run showed \$30,000 lost in legal fees. Can you imagine how the insurer might have viewed our application if the loss run showed that we had lost six figures because we had lost the case and had to pay damages in addition to the legal fees? It might have been fatal.

As a National Association of State Boating Law Administrators (NASBLA) recognized safety course, the ASA 101 has the same national status as the USCGA and the USPS. Since ASA is sailing focused and offers a practical test as well as a written exam it was approved by the FYC Board to satisfy the safety class certification that was required to check out on small boats.

Is ASA testing and certification an undue burden? Does this add to our trainers' burdens? It need not be. Since the FYC on-the-water checkout requirements and the ASA standards are virtually identical there is no reason why they cannot be done at the same time. The ASA written tests are also valuable and should be continued (as I understand that they still are).

The important issue in training is quality control. Are we skipping tasks during training or checkout? Are we requiring each student to reef, heave to, MOB return properly, anchor (in cruising boats), pilot and dock? Are students thoroughly introduced to the location and proper operation of all gear? During checkout are these

tasks being repeated or are we cutting corners when the student says, "I already did it"?

But most importantly the results of the ASA exams must be registered with ASA. The resulting certificates and stickers must be added to the skipper's file.

Is safe boating education our "get out of jail free card"? Not necessarily. Different courts and juries have weighed similar situations and yielded different results. Certainly we all need to remember the prudent rule of seamanship: "Don't Hit Anything!" And remember to keep an "effective watch" at all times!

However, in the event of a major claim the insurer will weigh the club's safety record as well as its safety management. The more documentation that the club has in its files for our skippers, trainers and boats the better.

We have our fleet inspected by the USCGA every year to gain its safety sticker for a reason. We want documentation from an external certifying authority that our fleet meets all safety requirements. Training should do no less.

Let's keep up the club's tradition of strong safety education and mandatory certification. It saved us once, it could save us again.

FLEET CAPTAIN REPORT

Ken Murray fleetcaptain@fairwind.org

It has been a very busy month since I took over for Jenson, and I'm happy to say that the training is proceeding at a furious pace. We want to get people checked out on boats for the summer, and now is the time to get it done, before it gets very busy. I've made a number of training appointments, some of which were only documenting previous appointments. Check the training roster for your name and boats and if there is an omission, please let me know. I expect to add another 10-15 trainers in the next week.

When you check out, PLEASE fax your forms right away! You are NOT checked out on the boat, until I've received your forms, and give you the go-ahead.

Right now, we are a bit challenged in MDR in the small boat division, as we are getting our fleet painted, thanks to the kind offices of Scott and Marlo Vos. As of this writing, we have only one boat, Seaweed. BBU is getting painted, and the G-22 is drying her paint for the next 10 days. We may bring one Capri back from CIH to augment our fleet.

With the commissioning of our newly acquired Catalina 320, OSPREY, we are currently training the trainers who will be training all qualified Large Boat skippers who desire to sail the boat. Note for mid boat skippers: we have only a small number of slots left at the large boat level in MDR, so you may want to move up and start training on the Mark III, sooner, rather than later! I would guess that we will begin training skippers in a very short time; we already have 10 trainers ready.

With the nice weather, it's about time for a group Hobie training, so we'll see if we can get that going. I'd like to get some group training restarted, once we have our small fleet back. I am working on Continuing Education for our skippers, to keep our skills sharp, and a graduated skillset program that will progressively enhance sailing skills, as a person moves through the fleet. Lots to do.

DON'T MAKE MULTIPLE ADVANCED RESERVATIONS!

You are only entitled to have ONE advanced reservation on the system at a time. We have had several violations of this recently. If we see this repeatedly, we will suspend your sailing privileges, until the next Captain's Mast flogging!

DON'T MAKE TRAINING RESERVATIONS IF YOU ARE NOT THE TRAINER!

You CANNOT make a reservation on a boat that you are not checked out upon! This is a serious violation of rules, and you will be penalized.

CHANGE IN TRAINING REQUIREMENTS

The Board approved a change in our training requirements: That we will not continue requiring ASA 101 CERTIFICATION to skipper small boats, ASA 103 to skipper med boats, and ASA 104/105 to cruise. (Although those are all good things, and I support doing them.) We will return to a written exam equivalent to ASA 101 to skipper small boats, an equivalent to ASA 103 written to skipper med boats, and an ASA 104 written equivalent + a completed navigation course + a club cruise checkout, to cruise overnite. This is ONLY due to the logistical nightmare and lack of Certified Instructors available for doing the checkouts at this time. I hope we can go this way in the future. I will update all this on the Website.

INSTRUCTOR QUALIFICATION CLINICS

I strongly recommend people consider taking these certification clinics if they qualify to do so; they will really accelerate your sailing skills and knowledge.

ASA 203.204.205 (Basic Coastal Cruising, Bareboat Charter, and Coastal Navigation Instructor levels) May 30, 31, June 1 ASA 210 (Small Boat Instructor-centerboard and beachable cat) June 13-15 Contact Fleetcaptain@fairwind.org if you are interested.

NEWLY APPOINTED TRAINERS

(who are often more available than veteran trainers):

Hobie Waves: Ron Judkins

Capris 14.2: Dan Lin, Mark Walters

Turning Point: Dan Lin, Michael Adams, Mark Walters

G-22: Richard Van Allan, Ron Judkins, Bob Hoffman, Brad Benam, Steve Smith
Seaweed: Richard Van Allan, Ron Judkins, Bob Hoffman, Brad Benam, Steve Smith
BBU: Ron Judkins, Brad Benam

Seawing: Richard Van Allan, Bob Hoffman, Steve Smith
Hunter: Steve Smith

Zephyr: Richard Van Allan, Steve Smith

Island Side: Richard Van Allan

Mark III: Ron Judkins, Richard Van Allan

Happy Ours: Steve Smith

OSPREY: Richard Van Allan, Paul Antico, Susan Bonner, Marc Levine, Steven Mandel, Ron Judkins, John Stephenson, Ken Murray, Rosalie Bostick

NEWLY CHECKOUT OUT SKIPPERS:

Dan Lin Turning Point Dan Lin Capris Mark Walters
Capris Sheila Walters Capris Michael Adams Turning Point Mark Walters Turning Point Nancy Martin G-22
William Kuel BBU Tim Grabiell Seaweed Leonard Brownlow Seaweed Leonard Brownlow BBU Steven Mandel Cruise Steven Mandel Osprey Richard Van Allan Osprey Richard Van Allan Island Side Paul Antico Osprey Jonathan Morris Zephyr Ron Judkins Osprey Susan Bonner Osprey Ken Murray Osprey Rosalie Bostick Osprey Dan Lin Freedom Too

VICE COMMODORE'S CORNER

The excitement continues in the Office of the Vice Commodore. New member Nancy Martin has taken on

the job of *Paper Files Clean-up Manager* and is in process doing just that. Our paperwork will look great and feel great too! Many thanks to Nancy, and I hope all trainers will look favorably upon her when she needs training!

Advance Dues Payments: Some members have asked me about paying their dues in advance, whether it is one quarter in advance or a full year in advance. Yes! Our new system can deal with that without a problem.

Remember to keep FYC current on your e-mail address as important communications and dues invoices are being sent by e-mail. This is a *huge* help in the administration of the club. Send e-mail address corrections and updates to vc@fairwind.org

FYC DUES are due at the beginning of each quarter. You do NOT need to wait for or receive an invoice to pay your dues! Just send in your payment to the FYC PO Box [PO Box 12684, Marina del Rey, CA 90295]. Late fees will still apply if you are late, even if your computer ate your invoice!

LATE PAYERS note that you are taking up volunteer time when we have to contact you and send collection letters out and perform other collection activities to receive your late dues payments. It is the least pleasant part of the VC Office. Please pay on time!

Paul Antico Vice-Commodore vc@fairwind.org

KING HARBOR CRUISE—04/13/08

By Alison Dainty

On Sunday, April 13, 2008, a group of Fairwind members started off the day with a delicious Mexican brunch at the Casa Escobar restaurant in Marina Del Rey, followed by a wonderful afternoon of sailing. Although we originally planned to start from King Harbor, the unavailability of slips made it necessary to change our starting point to the more familiar Fairwind's Marina Del Rey docking site.

We were fortunate to have four Fairwind boats at our disposal: Island Side, the trimaran Sea Wing, MKIII, and Zephyr. After a few minor motor issues with the trimaran, we were off! It was an extremely hot day on land, however, this translated to an absolutely beautiful day at sea. The sun was shining, the air was cool, and the only thing lacking was a constantly brisk breeze. After we passed the breakwater, we encountered ½ knot wind speeds, which made even the light and fast



Skipper Paul Antico. Why is he smiling? Yummm!

trimaran slow down to a crawl. Fortunately, the mellow temperatures and the great company on the boat made this slow time enjoyable. Within 20 minutes the wind picked up again and we headed southwest toward Catalina. We didn't see much on the wildlife front; however the great visibility to Malibu and Point Dume offered us some fantastic photo opportunities.

On our return, we had a great time competing against other Fairwind boats to see who could collect the most balloons on the water. The currents had made that area particularly littered with floating debris. The game not only fed our competitive spirit, but also helped in keeping our coastline clean.



YOU'RE INVITED

**To Santa Monica Windjammers Yacht Club Open House Sunday May 18, 2008
10 A.M. To 4 P.M. 13589 Mindanao Way
Marina del Rey, Ca 90292**

Join us and take a tour of our Yacht Club, see the most beautiful view of the Marina Meet our friendly members and the people in the Marina

SMWYC offers a unique combination of exciting sailing, yachting, racing and social value to our members. In addition, we offer bi-weekly dinners, cooked by our own chef Conrad and weekend barbeques.

Members receive discounted rates on club rentals for private parties and business functions for both large and small. Have a casual drink at our fully stocked bar

Come be a part of SMWYC!

Many thanks to Dan Ma for the logistical organization of the cruise and to all the skippers who made the day enjoyable and sailing safe!

More pictures are available on the web, just click the 'Slideshow' button and enjoy:

<http://picasaweb.google.com/fyc.cruisechair/SundayBrunchCruise?authkey=oLv5W5PeMGk>

(Email fyc.cruisechair@gmail.com if you have trouble with the link.)

UPCOMING INSTRUCTOR CLINICS

Fairwind Yacht Club is sponsoring some more American Sailing Association instructor clinics in May and June. Discounts are available for ASA members. Members who are interested in teaching fellow Fairwind members are encouraged to get involved.

CRUISING LEVELS: The ASA 203, 204 and 205 will be offered the weekend of May 30 – June 1 in Marina del Rey. The ASA 203 is the instructor level for the Basic Coastal Cruising standard. The ASA 204 is the instructor level for the Bareboat Cruising standard. The ASA 205 is the instructor level for the Coastal Navigation standard. The prerequisite for the 203 level

is to have passed the ASA 201 level. The boat used for the 203 will be the Hunter 26.5 and the 204 the Catalina 270. This could change.

DINGHEY LEVELS: The ASA 210 will be offered during the week of June 23 – 27. The ASA 210 is the instructor level for the Basic Small Boat level. The 210 is for teaching on dinghies and beach cats. This is an entry level standard that requires no previous instructor certification. The prerequisites include sailing for at least 3 years and some teaching experience. The boats used for the 210 will be the Hobie Waves.

There will also be a weekend ASA 210 in King Harbor June 13 – 15 for the Redondo Beach Park and Recreation sailing program. If the weekdays scheduled for the 210 for Marina del Rey prevent you from participating you might want to consider this one. However the abbreviated will be more challenging. The boats used will be Capri 14s with centerboards.

If you are interested in applying for the ASA instructor clinics please contact FYC Fleet Captain Ken Murray. More information about instructor clinics is available at http://www.asa.com/become_an_instructor.html.

CLEAN GREEN BOATING:

CHECK OUT THESE FINES BEFORE YOU DUMP ANYTHING INTO THE OCEAN—IT IS OUR “LIVING ROOM”

A) The International Treaty to Prevent Pollution from Ships (MARPOL Annex V) prohibits dumping plastic into the water anywhere and restricts dumping of other forms of garbage within specified distance from the shore. Annex V restrictions apply to all ocean-going-vessels-recreational and commercial. Violators are subject to a maximum penalty of 6 years imprisonment and/or fine of up to \$250,000 for an individual, \$500,000 for an organization and civil penalties of up to \$32,500 (33 USC 1908).

B) The Refuse Act (1899 33 USC 407) prohibits discharging or depositing any refuse matter of any kind into United States waters. Refuse includes: **garbage, trash, oil, and other liquid pollutants.**

C) The Ocean Dumping Act (33 USC 1401, et seq.) no person shall dump any material transported from a location outside the United States (1) into the territorial sea of the United States, or (2) into a zone contiguous to the territorial sea of the United States, extending to a

line twelve nautical miles seaward from the base line from which the breadth of the territorial sea is measured, to the extent that it may affect the territorial sea or the territory of the United States. Violators are subject to a civil penalty of not more than \$50,000 for each violation and imprisonment up to 5 years.

D) California law further prohibits:

- Dumping any garbage into the navigable waters of the state including inland waters and up to 3 miles from shores.
- Loading garbage on a vessel with the intent to dump it into navigable waters of the state or in waters up to 20 miles from shore; or
- Any person in charge of a vessel from permitting it to be loaded with garbage with the intent to dump it into navigable waters or in waters up to 20 miles from shore.

A violation of any of the above laws is a misdemeanor (CHSC sections 117475 through 117500).

E) All boats, 26 feet and longer, must display, in a prominent place where the crew and the passengers can read it, an informational placard on the subject of these prohibitions. The placard must be at least 9" x 4" and made of a durable material (Marine Plastic Pollution Research and Control Act. 33 CFR 151.59).

F) Vessels 40 feet and over which operate beyond 3 nautical miles from shore must not only display the placard but must also prepared and carry a written Waste Management Plan describing the procedures for collecting, processing, storing and properly disposing of garbage in a way that will not violate the MARPOL requirements. The plan must also designate a person responsible for implementing it. The plan doesn't need to be complicated. It needs to contain minimum of three elements: a) Name of the vessel; b) the person in charge of implementing the plan and c) a short description on how the boater is planning to deal with the waste (33 CFR 151.57). The US Coast Guard is the enforcement agency for MARPOL within the Exclusive Economic Zone of US, which extends 200 miles from shore. Since the Coast Guard can't catch every violation. The USCG Marine Safety Office (MSO) or local Marine patrols also assist enforcing these laws.

G) Don't place any cans, bottles, garbage, motor vehicle or parts thereof, rubbish, or the viscera or carcass of any dead mammal, or the carcass of any dead bird where it

can pass into the waters of the state or within 150 feet of the high-water mark of the waters of the state.

Additionally, the abandonment of any motor vehicle in this manner constitutes a rebuttable presumption affecting the burden of producing evidence that the last registered owner of record is responsible for such abandonment and is thereby liable for the cost of removal and disposition of the vehicle. Misdemeanor. \$1,000 fine / 6 months jail (F&GC 5652, 12002).

H) Don't deposit in, permit to pass into, or place where it can pass into the waters of this state any substance or material deleterious to fish, plant life, mammals, or bird life, including any petroleum, acid, coal or oil tar, lampblack, aniline, asphalt, bitumen, or residuary product of petroleum, carbonaceous material or substance, sawdust, shavings, slabs, or edgings, or any cocculus indicus. Misdemeanor. \$2,000 fine / 1 year jail (F&GC 5650, 12002).

I) If you are responsible for polluting, contaminating, or obstructing waters of this state, or depositing or discharging materials threatening to pollute, contaminate, or obstruct waters of this state, to the detriment of fish, plant, bird, or animal life in those waters, you can be required to undertake removal actions, pay for removal costs, and pay for environmental damages. (F&GC 2014, 5655, 12015, 12016; GC 8670.25, 8670.56.5).

VIVIAN MATUK

Environmental Boating Program Coordinator

California Coastal Commission/California Department of Boating & Waterways

(415) 904-6905

Fax: (415) 904-5216

45 Fremont Street, Suite 1900

San Francisco, CA 94105

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UPCOMING CRUISES

Avalon	May 17-18
Catalina 'Remote'	June 13-15
Anacapa	July 13
Channel Islands	August 8-10
Paradise Cove	September 13-14
King Harbor Dinner	September 21
Isthmus	October 11-12

As we're moving into the busy sailing months, the last day to sign up for the Catalina 'Remote' cruise will be Sunday, June 1st. This way we can free up boats not needed for the cruise in time for others to plan and reserve. Email fyc.cruisechair@gmail.com to sign up.

"2008 Cruise Skipper of the Year" runner ups:

John Stephenson	✂
Howard Staniloff	✂∩
Brad Benam	✂
Steve Smith	✂∩
Fran Weber	✂
Paul Antico	∩ 
Peter Griswold	∩

✂ - Impromptu whale watch on January 19.

 - Channel Islands whale watch on March 30.

∩ - Sunday Brunch & Cruise on April 13.

Skippers get a point for every day they're on the water. Multi-day cruises deserve multiple points.

OLD MARINER'S LORE

by Ken Murray MD, Fleet Captain

Whistling is forbidden in most ships if only for the reason that it can often be confused with the sound of the boatswain's call used for attracting attention before making a "pipe." A former reason for the no whistling rule was that it was the custom to "whistle a wind" when becalmed in a sailing ship; if perchance a gale ensued the assumption was that they overdid it! So sailors, being superstitious, rigidly curtailed their whistling habits. At the time of whistling for a wind, it was customary to drive a knife into the mainmast on the bearing the wind was desired.

ENSENADA RACE REPORT

I, Carole Walsh, and 5 men, departed Long Beach Marina Friday morning and arrived in Newport seconds before the start of the Ensenada race. We had light wind. Our Captain decided to go on the inside of the Coronado Islands. We went from light wind to no wind. We powered up the iron horse, which is allowed in cruiser class and motored for 12 hours. We finished first! Well yea. We “drove” to Ensenada with very little sailing. Our corrected time placed us ninth.



Carole

But it is not the “race” you go there for. It is the party! Fiesta from the moment you arrive. Great food. Lots of racing stories. T-shirts and all that good stuff.



We departed the next day, stopping at the Pemex dock where the gas is known to be OK. We motored all the way back stopping a couple times to clean out the intake filters.

I would do it again. It would be great if our club could do it and maybe stay there. What about heading on down to the Sea of Cortez and sailing around for a while. Different members could come down and take turns cruising the Sea of Cortez???



THREE OLD FAIRWINDERS SAIL A TALL SHIP.

We went on an Elderhostel six-day sailing adventure aboard the tall ship IRVING JOHNSON.



Hugh McNulty, Mike Chandler, and Jim Labor at the wheel of the Irving Johnson.

The Irving and Exy Johnson are twin 100-foot brigantines, built and operated in San Pedro by the Los Angeles Maritime Institute.

Helping the regular crew stand watch, heave lines, and do our trick at the helm was fun.

Climbing the ratlines to the high yards to gasket the square sails was allowed if able.

We sailed to Santa Cruz, Santa Barbara, and Catalina Islands.

The Los Angeles Maritime Institute does accept volunteer crewmembers when needed.

The web site is—www.brigantines.com/



The Irving Johnson under full sail. *Ain't she beautiful!*



Are you able (seaman)? Do you dare?

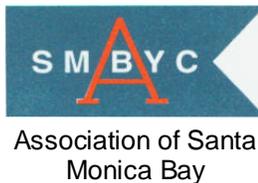


CALENDAR

Thursday, Apr. 17, 2008	Board meeting 7:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Thursday, May 15, 2008	Board meeting 6:30 PM, General meeting 8:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Saturday–Sunday, May 17-18, 2008	Avalon Cruise	Dockside
Sunday, May 18, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Saturday, June 7, 2008	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Sunday, June 15, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

FAIRWIND YACHT CLUB

Robert Baron, Editor
1425 Stanford St., No. 3
Santa Monica, CA 90404



FAIRWIND NEWSLETTER

May. 2008 Vol. 36 No. 5

Visit our Web site: www.Fairwind.org



California Clean

