



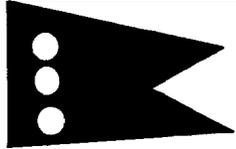
FAIRWIND YACHT CLUB

NEWSLETTER

August 2008

Editor: Robert Baron

Vol. 36 No. 8



COMMODORE'S LOG

BY: MARC LEVINE

Hello Fairwinders. Being that it is the beginning of August I am happy that we are in peak season and the club is doing well.

We are approaching that time of year when our annual elections will be upon us. Our nominating committee is working hard at finding candidates who will be willing to serve on next year's board of directors. This committee is being chaired by Steve Mandel, with Maury Barth and Howard Staniloff. Our intention is to have a separate election newsletter go out including biographies of the candidates willing to serve, prior to our elections in September.

I have also appointed another committee to handle grievances and mediations. Marvin Brown, Howard Staniloff, and Steve Mandel have experience and training in this area. Our club has grown a lot over the years. The intention of this committee is to help the board and club with processes and procedures to constructively identify and handle issues in a non-reactive manner. I feel we need a place where people can go to address and enumerate their concerns and have them clearly identified before they go before the board. My vision of this is that it would be totally voluntary but would encourage better communication and particularly time management of issues before they go before the board or the assembly.

Last month many of you attended our July assembly meeting. We had a great presentation from Larry Larino and Tom Hall from the Pacific Mariners Yacht Club. They are offering incentives to our members to

FYC MEETING AUG. 21

On Thursday, Aug. 21, 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.

join their club. They contrast our club in a complementary manner. They are a landed yacht club with a wonderful clubhouse and social environment. They are a short walking distance from our docks. Any Fairwind member is welcome to visit their facility as a guest. Tom or Larry will be willing to answer any questions you may have about joining their club.

Angelsea was another topic of discussion during our meeting last month. I want to thank all of the club members who were present for this discussion. There were 53 members present. I received a comment from one club member that reflects very positively to the quality of character and caliber of our membership. He felt that what could have been a very chaotic and disorderly meeting turned out to be very constructive, with a lot of thoughtful and insightful comments being made.

I understand that human nature being what it is, that things can get spirited when accidents occur in our club such as what occurred on Angelsea. There will be a small follow-up meeting on this matter that will most likely bring this situation to closure. I will inform the membership of the outcome of this meeting.

In closing I wish to encourage all of you to get out on the water and enjoy our boats and the second half of summer!!!

FYC BOARD ELECTIONS

Every year Fairwind Yacht Club elects its board of directors. Commodore, Vice Commodore, Rear Commodore, Fleet Captain, Secretary, and Treasurer will be elected. The terms are for one year. Here's the election timeline:

August: The nominations committee will announce a slate of candidates at the August board meeting. It will also be announced in the September newsletter and via email immediately following the August board meeting.

September: At the September general membership meeting a vote will be held, supervised by the election committee appointed by the Commodore. In addition to the announced slate, nominations for all offices may be made on the floor at the meeting. The election committee will draw up a ballot with the official slate and leave room for floor nominees. The bylaws dictate that the nomination committee will be appointed by the Commodore. The Commodore has appointed Steven Mandel to chair the nominations committee. Maury Barth and Howard Staniloff will also serve.

FINANCE COMMITTEE REPORT

Ken Murray, Jenson Crawford, Michael Delaney, Paul Antico

In the last couple of months, we have spent considerably more money than we've taken in, which has caused some concern among the Committee. We are looking at issues that affect our cash flow, and ability to accrue money for our activities.

One immediate concern is the issue of the Angelsea lease. The commitment involved is about \$150,000 in the next 24 months. It costs about \$24,000 per year in expenses for Angelsea plus \$100,000 to purchase her at

the end of the two years remaining on the lease option. In about 4 months, the grant that has been funding Angelsea will be exhausted, and the yearly cost will have to be absorbed by the general fund. This represents a real financial challenge to our Club. We will be compiling exact numbers for evaluation, but that amount of money represents basically our entire income for a year. As a reference, we accumulate approximately \$25,000-\$35,000, each year, for various purposes, primarily boat replacements and purchases as part of our floating fund. We can absorb this running expense, but we will be able to do little else, Club-wide.

Our dilemma is how to make that \$25,000-\$35,000 annual floating fund accumulation equal the \$150,000 needed, two years from now. In a presentation that was made to the membership some months back, it was suggested that it could be done, using growth. It was proposed that we needed to have 60 new members in CIH by July 2008, vigorously trained, to move in the right direction. Unfortunately, we have not reached that goal by less than half, and have also not met some of the other conditions, such as subleasing of slips.

So, where to find the estimated \$100,000 additional money, for the actual purchase, that we'll need? There seem to be few strategies available. We could borrow the money, however, the Bylaws of our Club are written in such a way as to make it functionally impossible to do so, so we would have to change the Bylaws to do that. We could sell current assets to raise the money, probably requiring the sale of 2 or 3 boats in our current fleet. We could require a one-time assessment of all the members, which would run about \$400 for each member, but would probably need to be more, as there would be little left over for other boat replacements/acquisitions to our fleet. Finally, we could raise the dues by about \$250/year for the next two years. Of course, that is if we spread it equally among the membership classes, which seems unlikely. The only other option is to change our strategy in the expenditure of our precious funds, such as terminating the Angelsea lease or tremendously reducing our expenditures.

The Committee is positive that this whole topic will be the subject of much debate in the coming days, and as we gather more precise financial projections, we will share these with the membership.



NICK'S RENDEVOUS 08



OR ALSO KNOWN AS CAPT. PAUL STAFFORD CHEESECAKE III'S MAGIC CARPET RIDE

By Mike Klein

Not sure exactly where to begin with this tale, but I suppose since I am the narrator of the story the beginning is the best. I have been on hiatus for sometime from the club enjoying sailing my Hobie 17' in Long Beach. I decided it was about time to get headed back to my dream of cruising a sailboat, thus the obvious way to start by going on cruises with the club and improving my woeful sailing ability.

Thus I sent an email to the cruise chair, Dan Ma (aka "One Knot") to see if I could get on a boat to Santa Cruz. Since this would be my first cruise with a group of people that I really did not know very well I had no idea of what to expect. For any of you who have not been on a club cruise you have 5 people in very confined quarters so the need to get along is critical.

Since this was going to be an 11+ hour sail we departed Friday morning at 1:30 AM in total fog until we reached the end of Anacapa Island. As we rounded the tip of Santa Cruz Island we finally broke into the sun, what a relief. Since we had such a short distance to go we decided to motor the rest of the way. From the point on Santa Cruz and most of the way to Prisoner's Harbor the swells were in the 5'+ range. We anchored about 3:30 PM and now it was time to really get to know each other.

At approximately 5:30 PM hip-hop hour began! Of course Capt. Cheesecake did the honors with his lovely

girlfriend Wendy joining in. If you could imagine they danced hip-hop on the deck for approximately an hour. It was absolutely hilarious. It was nice to see Cheesecake get his groove down. I knew right then and there that I would fit in with this group. An addition from Dan Ma, which I had forgotten, this earned CHEESECAKE another nickname—Flavor Flav.

Imagine being stranded on the boat which is dry (no booze—yuck) and all you have to eat is holistic food (whatever the hell that is) and every other word during meals is a comment about some given natural food item. At this point I was more than a little worried as to what I had gotten myself into. So, after dinner Friday night we all retired to bed exhausted. I dreamed that night of being rescued from these fruit and berry people by an honest giant beefy cheeseburger! Both Dan and I had to admit that the ladies did an outstanding job of planning the meals—our hats are off to them. Stay tuned; my prayers will be answered with the arrival of Freedom Too.

On Saturday, Freedom Too arrived and it was my opportunity to abandon ship and go to the land of drink and fatty food. Jorge and Sacha were very kind to me and provided me with drink and a much needed intake of truly unhealthy food. I should also mention, later that night after many drinks Jorge (Dan Ma—my pronunciation was Jorgay-LOL) confided in me that he is deeply disturbed that there are not any Mexican Klingons on Star Trek. I found this strange, his fixation with that, but he did mention magic mushrooms in the same sentence.

At about 11:00ish we were towed in with Freedom Too's dinghy by Tom and his motorized dinghy. I would imagine that there were in the range of 100 people there. Fairwind was represented by Happy Ours, Osprey, and Mk III from Marina Del Rey, and Angelsea and Freedom Too from the Channel Islands Harbor. Everyone was very friendly and festive--whatever that is. And of course my newfound drinking friends were there, Jorge and Sacha. There was a horseshoe contest and golf and one heck of a lot of food. The crowd was friendly and generally everyone seemed to be having a great time in a very remote and beautiful spot. I might add at this time the great team of Mike Klein and Gilbert Tseng managed to finish third in the horseshoe contest--hooray for our sorry as _____. But, we did put up the good fight till the end--LOL. Another Dan Ma addition, I was so desperate for alcohol that I won a \$100 dock fee slip credit in the drawing and since I don't have a boat I traded it for a



case of Coronas which I guarantee you I used on the trip. It became my most valuable possession on the fruit and nut boat. One last addition to this paragraph - I traded the slip credit away so fast that I did not realize I could have given it to Fairwind, sorry all.

Before I conclude this tale I think I should take time to mention how "el capitan" got his new name. We were all down below on Sunday night eating dinner joking around and Nancy made some reference to Paul's physical demeanor. Then she decided that an appropriate name for him would be CHEESECAKE (I believe Nancy meant beefcake). Immediately we all burst out laughing. To my surprise the future "Cheesecake" liked the name and insisted that we referred to him as Capt. Cheesecake. At this point I knew there was something extremely wrong with this man and I would never go bar hopping with him.

On a serious side I would like to say that I could not have asked for a better bunch to sail with. We all got along and in all my life I have never laughed harder and had more fun with a non-drinking crowd and one so healthy. I think to me this is really what the concept of cruising is all about. The love of things related to water and sailing to remote spots with people you enjoy being around. This for me has helped to fire up my dream again and keep me headed in the direction of possibly making this a life style choice. To get off a boat after 4 days and consider people that you barely knew before on the trip as friends that is my definition of cruising. One last thing in closing, when you see Paul around the docks, etc. please call him CHEESECAKE...he thinks that he is a manly stud muffin now and his girlfriend loves the name.

More photos are available online. Go to this link and hit the "slideshow" button:

<http://picasaweb.google.com/fyc.cruisechair/NICKRendezvous2008?authkey=pZLymNy6gz0>

FLEET CAPTAIN REPORT

Ken Murray

We continue to have a lot of people training and getting checkouts. However, I remain very concerned about the membership levels that we are reaching in the Club. By the time you read this, we will have over 100 Not Checked Out regular members, which is about a 40% increase over the last year. This is increasing the strain on our already stressed training resources.

There has been some talk among some instructors about the fact that we have evolved into a hybrid system: the amateur system of double checkouts by anyone willing to teach, and a professional system denoted by professionally Certified instructors. If a person were to go to any OTHER sailing school in the US, only one Certified instructor would be necessary to certify a sailor. I think that it is reasonable to take a look at what we are doing. Right now, we require a Certified instructor to demonstrate basic sailing skills to two other instructors. Does that make sense? Is that efficient? If instructors are doing that, they are not available for instruction, for people who really need the guidance. I'll keep you updated on this issue.

I've also appointed a committee of senior instructors, to advise on our training processes, and to suggest improvements. We've gotten off to a slow start, primarily due to some technology issues, but I'm hoping this reservoir of experience will help us make sure we are doing the best job that we might.

For those people who have not yet obtained their ASA 101, the Board has voted to absorb the cost of this first certification, which is worth about \$60 to each new member. For those who have paid the Club for this in the past year, please contact the Vice Commodore to arrange credit for what you have paid. There will continue to be a \$20 fee for higher ASA student certifications.

Please remember after completing your checkouts, to fax your form to the Fleet Captain fax number on the form. This is by far the best way to get it to me, in the right format, in the right place. Also remember that you

are not authorized to sail, until you have received a response that lets you know we've gotten the fax.

TIE TO THE CLEATS THE RIGHT WAY: Please make sure that you tie off the dock lines to the boats correctly. The Boat Chiefs decided collectively, that the loop on the boat side should just be placed over the cleat, not threaded through the center, then over.

FYC LATE DUES

As I write this, over 45 members have not paid their dues and are over 30 days late. The Bylaws state that if a member is over 30 days late with his/her dues payment, they are no longer in good standing and may not use the boats. Please pay your dues on time. Remember, there is no need to wait for an invoice to pay your dues! If you would like an invoice and you haven't received one via e-mail, send an e-mail to avc@fairwind.org requesting an invoice to be re-emailed to you. In any case, send in your dues 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!

Advance Dues Payments: Some members have asked 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

Paul Antico Vice-Commodore vc@fairwind.org

USING YOUR FYC SAILING SKILLS TO TEACH AND VOLUNTEER

High-pitched singing by 11-year-old girls. Laughter. Many hugs. Big grins by kids still losing their teeth. Sailing. Teaching. And more sailing.

These words describe what Jorge and I have experienced for the past few months while we taught



Sacha and Jorge having fun with the kids and Captain Fran who currently runs the program.

kids how to sail through the Boys and Girls Club. Every Wednesday afternoon for a few hours we would take girls and boys ranging from 8 to 12 years old out sailing on 12 foot Capris in Marina Del Rey. We would teach them the basics—parts of the boat, how to raise the sails, how to tack and jibe, and how to steer. As we'd take 2–4 kids out on the boat with us, they'd take turns helming and being crew. On days there were small craft warnings, we'd teach kids how to tie knots on the dock and we'd motor to the park to play games. The kids really loved the experience of being out on the water and of being in control of the boat. While they were mischievous and goofy, they really picked up on how to sail quickly and made us proud.

One day in particular stands out to me. One of the young girls had never been out on a boat before and was very scared she was going to either fall overboard or be sick. After calming her fears, 3 kids, Jorge and I went out to sail around in the marina. Everyone took turns helming, even the newbie, who was actually pretty darn good considering it was her first time. By the time we got back to the dock, she was singing loudly and leading the kids in a remix rendition of a new hip hop song. When we told them it was time to get off, they hid in the cabin and none of them wanted to leave to go home, including the newbie. She and the other kids all returned the next week for more sailing.

The experience was definitely a positive one for me. It's a pleasure to do something I love—sailing—and helping others to experience something this amazing. These kids don't come from the best backgrounds and I realized that teaching them and helping them have a good time really made me feel good too. It's easy to forget that not everyone has the opportunity to sail.

Someone once introduced you to the activity, and you just decided to stick with it. I hope some of those kids decide to stick with it too.

The Boy and Girls Club Program I participated in is through a partnership with the Marina Del Rey Sheriff's Association and occurs only during the school year. The program will begin in September again and you can contact Fran at cptfran@aol.com if you'd like to volunteer. Similarly, Mike Delaney is leading a program in Oxnard with the Boys and Girls Club during the summer and I know he'd like some extra help if you are available.

N.I.C.K RENDEZVOUS 2008

by Audi Marshall

The 10th Annual N.I.C.K. (Nautically Inclined Cruising Kickoff) Rendezvous was held on the 19th of July at Prisoner's Harbor; this year Fairwind had five vessels in attendance. For those of you who are still unfamiliar with the rendezvous, I will explain briefly who Nick is, and why we were supposed to rendezvous with him. Nick lives at the end of "B" Dock at Anacapa Isle Marina, in Oxnard, just up a piece from Angelsea and Freedom Too. He has been the front man for the annual potluck picnic sponsored by Almar Marina. This year, regrettably, Nick was unable to rendezvous.

Angelsea's cheerful crew consisted of Susan Bonner, Deanna Rozeira, Mark and Shelia Walters, and Tom and Audi Marshall. We set sail from Channel Islands Harbor Friday afternoon and headed for Little Scorpion on Santa Cruz Island. We made such good time on the course we set, that we decided not to tack and see how close we could get. We ended up at Smugglers and checked around for other Fairwind boats. Since none



Angelsea crew

were to be found, we set sail for Little Scorpion. The next day we found out that the Mark III had been hiding in Smugglers all along! Regardless, we found Happy Our's in Little Scorpion and decided to anchor near them. We were later joined by Freedom Too. That evening we feasted on Tom's barbecued tri-tip and chicken, Audi's ratatouille, and Shelia's "Mexican vanilla" killer brownies, never missing the bottle of red wine that inadvertently christened the salon earlier that afternoon.

After a glorious vege-omelet breakfast prepared by Shelia, (she who should be in every galley at breakfast-time) we motored over to Prisoner's Harbor and found Osprey waiting for us all having spent the night there. In our kayaks and dinghies we went ashore to join the festivities. We gathered our official 2008 N.I.C.K. Rendezvous tee shirts which were a stunning shade of green this year, raffle tickets that were not quite as lucky as in 2006, and happy face flags: both on sticks and ready to hoist, and then we ran for the food! This year the bourbon meatballs were the talk of the table. Bottom line: all the food was wonderful!

Following the food frolic, there was a wild horseshoe contest. I am happy to report that there were no serious injuries and several Fairwind members progressed into the finals. Let us not forget that in horseshoes, *close counts!* Another big competition (with the exception of the ridiculously lavish raffle) was the chipping contest. I am not sure how our club members fared, as the awards ceremony appeared a bit disorganized without Nick's flair and booming voice. Regardless, the event was fabulous fun; thank you ever so much Almar.



Fairwind Team rules!

At the end of the big bash we collected our booty (and hikers) and moseyed over to a favorite haunt, Pelicans,

for a relaxing cocktail hour shared with the crew from Mark III. Afterwards we savored a gourmet dinner featuring fish kabobs with a superb cream dill sauce, courtesy of Deanna, and somehow managed to top it off with brownies, which curiously failed to arrive at the Rendezvous picnic table. Perhaps we are dealing with the same disreputable delivery service that failed to provide the Scrabble game.

We pulled up anchor early Sunday morning and headed off for Painted Cave. Fortunately the swell was light enough to enable an exciting excursion for Deanna, Mark and Shelia. While Deanna seemed especially impressed by the size of the sea stars, she was none too impressed by the courtesy of the powerboat pilot who sped into the cave joining them. If you decide to see the cave, go early, the water gets bumpier as the day progresses. Make sure to bring a source of light to enjoy the sights. It may also be used to warn off reckless power-boaters.

After the adventure in Painted Cave, we were able to go kayaking and hiking at another anchorage, Cueva Valdaze. We stopped at beautiful little waterfall hidden behind one of the caves, just another little Zen garden concealed on Santa Cruz! Eventually it was time to go. We enjoyed some more of Susan's delicious, made to order, deli sandwiches and headed back to Channel Islands Marina.

The adventure did not end on the island. The sailing home was light, however, we were able to enjoy several pods of (common) dolphins frolicking nearby and, we saw a plethora of whale spouts! Shelia (our ship's naturalist) checked with Island Packers and verified that both Blue and Fin Whales were in abundance that Sunday. We could not have planned a better day.

This was Angelsea's second rendezvous, a first for a flotilla from Fairwind. Next year let's try to get an even larger crowd to represent Fairwind. See you there!

More photos are available online. Go to this link and hit the "slideshow" button:

<http://picasaweb.google.com/fyc.cruisechair/NICKRendezvous2008?authkey=pZLYmNy6gz0>

UPCOMING CRUISES

- Anacapa August 10
- Paradise Cove September 13-14
- King Harbor Dinner September 21
- Isthmus October 10-12

There are two cruises scheduled for September, the Paradise Cove overnight cruise, and the King Harbor Dinner cruise. Since we're still in the busy summer sailing months, here are the cut off dates to sign up for each cruise:

Paradise Cove Saturday, August 30th. King Harbor Dinner Sunday, September 7th.

For the King Harbor Dinner cruise we'll be dining at the Cheesecake Factory in Redondo Beach. Please note that anyone who's checked out at the mid/large boat level can skipper for the King Harbor Dinner cruise. You don't have to be cruise qualified to skipper what's essentially a day sail.

Email fyc.cruisechair@gmail.com to sign up. Be sure to specify which cruise you're signing up for.

Cruise Skippers: With only a few cruises left for the year, now would be a good time to start thinking about impromptu cruises, as a way of getting more points to secure your lead for the "Cruise Skipper of the Year" award!

"2008 Cruise Skipper of the Year" runner ups:

John Stephenson	♠IIII
Howard Staniloff	♠∩
Brad Benam	♠∩∩IIII
Steve Smith	♠∩∩∩
Fran Weber	♠
Paul Antico	⌘∩ⓄⓄⓄⓄ
Peter Griswold	∩
Susan Bonner	∩∩
Jeff Spieker	∩∩
Mike Delaney	IIIIⓄⓄⓄ
Johan Sandstrom	IIII
Tom Marshall	ⓄⓄⓄ
Allen Paxton	ⓄⓄⓄ
Gilbert Tseng	ⓄⓄⓄ

♠ - Impromptu whale watch on January 19.

⌘ - Channel Islands whale watch on March 30.

∩ - Sunday Brunch & Cruise on April 13.

∩ - Avalon, May 17-18.

II - Catalina Remote, June 13-15.

Ⓞ - NICK Rendezvous, July 18-21, (depending on 3 or 4 day cruise).

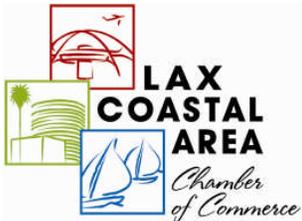
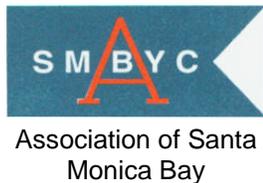
Skippers get a point for each day they're on the water. Multi-day cruises deserve multiple points.

CALENDAR

Sunday, Aug. 17, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Thursday, Aug. 21, 2008	Board meeting 7:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Saturday, Sept. 6, 2008	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Saturday, Sept. 13, 2008	Paradise Cove Cruise	
Wednesday, Sept 17, 2008	Board meeting 6:30 PM General Membership meeting 8:00 PM	Marina Venice Yacht Club 4333 Admiralty Way, MdR
Sunday, Sept. 21, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

FAIRWIND YACHT CLUB

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California Clean

