



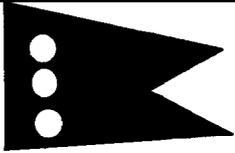
# FAIRWIND YACHT CLUB

# NEWSLETTER

September 2008

Editor: Robert Baron

Vol. 36 No. 9



## COMMODORE'S LOG

By Marc Levine

Hello members we are nearing the end of our physical year. We will be installing a new board of directors soon. Their term will start October first. This has been a great year for the club I hope many of you have enjoyed a lot of great sailing and friendship this season.

Our annual elections will be held this month. This is an important meeting, please mark your calendars and plan on attending this meeting. We will also be discussing our lease agreement for Angel Sea. There has been a lot of discussion lately as well as throughout the year at times as to whether we should or should not keep this boat in our fleet. We are a parliamentary assembly and your views, comments, and votes if a motion is made are extremely important on matters such as decisions as to what boats we keep in our fleet. As Commodore I will make every attempt to allow all comments and points of view to be brought to the floor regarding the Angel Sea lease.

On October fifth we will be holding our annual installation event to welcome in the new board of directors for 2008/09. Although we scheduled a date for the event we have not secured a site as of yet. Casa Escobar the restaurant we have held this event at many times will be closing its doors for business to make room for a hotel expansion. We most likely will have the event at Marina Venice Yacht Club or Pacific Mariners Yacht Club. Stay tuned for further announcements.

I would like to thank Howard Staniloff, Maury Barth, and Steven Mandel for their conscientious effort in finding a slate of candidates willing to serve as Board

## FYC MEETING SEPT. 17

On Wednesday, Sept. 17, 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.

Board Election!! Please 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.

members next year. It is never easy to find candidates who have the time and are willing to fill these positions your committee performed a very comprehensive and open search. Again thank you.

I want to share with the membership my decision to serve as Staff Commodore this coming year. I am humbled and appreciative of those of you who encouraged me to serve a second term as Commodore. After giving this a lot of thought I came to some conclusions. As I have stated in the past I have been a Fairwind member for almost 25 years. In my first 15 years I saw a new Commodore installed annually. There were then as well as now no codified term limits for the Commodores position other than the requirement to serve as Staff Commodore the following year. This annual term limit was unspoken but almost always followed even in the years prior to my joining F.

Y.C. This is something I have discussed with several previous commodores whom I have a lot of respect for. Leadership and governance has its challenges and is far from being perfect. However by my decision to serve as Staff Commodore next year I have created space for a new Commodore and shared governance of our club I hope this trend continues from year to year.

In closing I want to say that I am looking forward to serving on our board next year as an active and involved Staff Commodore. Fairwind Yacht Club has meant a lot to me over the years and I will always continue to look for ways to be a member of value and service to our membership.

## **SAVE THE DATE!**

Fairwind's annual brunch and installation of officers will be on October 5<sup>th</sup>, this year. Mark your calendars, and plan to join us! This year, we will be taking a small departure from previous brunches, to keep the cost to about the same level, \$20/pp. We are planning to meet at one of the local yacht clubs at around 10am for our installation of officers, followed by a catered brunch, followed by a 1 to 5 daysail! Details will be coming. We will be handing out the "Special Secret Gift," that you can only get by attending the brunch!

## **VICE COMMODORE FISCAL YEAR END WRAP UP**

A lot has been accomplished in this past year in the Vice Commodore's office. The accounting has been updated from Excel spreadsheets to a proper accounting program, Quickbooks. The bondlog, a source of some mystery as to how many bonds are actually on the books, is scheduled for updating. All current and future bond liabilities and payments have been tracked in QuickBooks since October 2007. Effective August 17<sup>th</sup>, physical paper Bonds are no longer being issued, a simple e-mailed receipt for the bond payment is the new record, since all the information is part of QuickBooks. Invoices are e-mailed instead of USPS mail for dues. A single PO Box address is now the standard such that members will no longer have to change where they send in their dues payments whenever a new Vice Commodore takes office.

The club membership database that tracks everyone's address, boat levels, and other pertinent information has been updated from Excel spreadsheets to a proper cross platform database program: FileMaker Pro. This

program generates the roster and makes searching for data a breeze compared to Excel.

The Vice Commodore's office also has the paper files that include membership applications and other member information like boat move-ups, certifications, etc. These files have been gone through and cleaned up, as well as the membership apps being scanned and redacted of sensitive information like credit card, driver's license and social security numbers. This project is in its final stages now.

This was a lot to accomplish and has saved the club thousands of dollars in postage, paper and related supplies. I was happy to provide my expertise in these areas for the club. Of course, I had the expert help of Nancy Martin who is the person responsible for the clean up and scanning of the files as well as the overqualified Marv Brown who has been very helpful working with the bonds and collecting gas kitty money (is there no end to the VC job?!). Also, thanks go to Ken Murray for being a most thoughtful and wise sounding board during my term as Vice Commodore.

I can't leave out CPA Mike Pitari, who stepped in just in time to get the fourth quarter billing out and learn the system since he will be taking the reigns and continuing with the upgrades already in place come October first. Mike is also responsible for getting Quickbooks online such that we both can work on the same set of books from different locations! This is very handy and will make it easier for any volunteer who know QuickBooks to be able to help. One other item for the immediate future is to integrate the Treasurer's and the Vice Commodore's books so all the financial information will be in once place, making the system simpler to manage. QuickBooks can be set up with multiple layers and passwords to accommodate this while still keeping the offices separate. Just as a note: The Vice Commodore is not a signer on the FYC accounts.

The office of the Vice Commodore, while streamlined in major ways, remains a very labor-intensive job. We are always looking for volunteers, particularly if you know Quickbooks or are proficient in Filemaker Pro (or other database programs, they are not that different) to help out. Fairwind is a great club that truly provides a great sailing experience at an amazingly affordable cost. It has been my pleasure to serve the club as Vice Commodore this past year.

Paul Antico Vice-Commodore [vc@fairwind.org](mailto:vc@fairwind.org)

# FYC DUES ARE DUE OCTOBER 1<sup>ST</sup>

Quarterly Dues are due and payable by October 1<sup>st</sup>! Send them in now; there is no need to wait for an invoice! 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. Do your part to help out and please pay on time!

Advance Dues Payments are accepted, whether it is one quarter in advance or a full year in advance.

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](mailto:vc@fairwind.org)

Paul Antico, Vice-Commodore, [vc@fairwind.org](mailto:vc@fairwind.org)

## FAIRWIND YACHT CLUB: REPAIR DIVISION

Ken Murray, Fleet Captain

After every sail, FYC skippers fill out a form, the log sheet, which tells Boat Chiefs about problems with the boat. The Chiefs correct the problems, document their repairs on the form, then then the next skippers review the forms before sailing the next time. Never let it be said that Boat Chiefs lack a sense of humor. Here are some actual maintenance complaints submitted by FYC skippers (marked with a P), and the solutions recorded (marked with an S) by the Boat Chiefs.

P: Port jib sheet almost needs replacement.  
S: Almost replaced port jib sheet.

P: Test sail OK, except auto-dock very rough.  
S: Auto-dock not installed on this boat.

P: Something loose in cockpit.  
S: Something tightened in cockpit.

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Autopilot in course-stable mode produces a 2 degree per minute drift.

S: Cannot reproduce problem in slip.

P: Evidence of leak on starboard lazarette.

S: Evidence removed.

P: Engine noise unbelievably loud.

S: Engine noise set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: Autohelm inoperative in OFF mode.

S: Autohelm always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Engine missing.

S: Engine found in engine compartment after brief search.

P: Boat handles funny

S: Boat warned to straighten up, sail right, and be serious.

P: Radar hums.

S: Reprogrammed radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

## FLEET CAPTAIN NOTES

Ken Murray, [kmurray@pol.net](mailto:kmurray@pol.net)

**BIG NEWS:** The membership is now closed in MDR, due to overcapacity on boat loading. We will still be accepting new members in Channel Islands Harbor, but only if they live west of the 405 freeway, and will be doing their sailing primarily in CIH. We have been receiving new member requests consistently at the rate of 100/month, mostly in MDR.

**REMEMBER!** You CANNOT reserve a boat if you have not COMPLETED your checkout process, which requires notification from the Fleet Captain.

BOAT CHIEFS report a real increase in wear and tear on the boats, and that routine care is not being done on

the boats, particularly after returning to the dock, resulting in much additional work. In some cases, this has resulted in boats being taken out of service, which is a real shame. When filling out boat log sheets, PLEASE go through each item individually, and actually check them. Many folks simply run a line through all the items, and it just does not appear thorough. There have been some astonishing mistakes recently, because people did not follow the items listed, but checked them off. Don't be the subject of an incident committee!

HEADS need to be routinely emptied. It is a BAD idea to use the head, and not empty it. Make it a routine to macerate or pump, every time you go out, even if you don't use the head. We have had recent situations where the holding tanks were found to be full on boats. This is unacceptable.

**INSTRUCTOR/BOAT CHIEF INDEMNITY:** The Board, at it's last meeting, has decided to indemnify Trainers (officially listed on the website), and Boat Chiefs and Assistant Boat Chiefs (as listed on the website), while performing their official duties, from liability resulting from an accident, unless that accident resulted from extreme negligence. For the Trainers, this also includes that the Trainer must not deviate from the training outline for the specific boat upon which the training is happening. This action has been the informal policy for some time, but it was felt that it should be explicitly stated and understood.

**CRUISE RESERVATIONS:** We now require that if you make a reservation for a cruise, it MUST be made online, and cannot be made by just a hand write-in at the MDR dock. This is so that it is known if a boat is not available for an extended period of time, before people drive to the dock. This has recently been a problem.

**ASA 105 (Coastal Navigation) Challenge Exam.** On the evening of Dec 12 in Ventura, Instructor Evaluator Dave Lumian will be offering this examination, which is one of the prerequisites for a Cruise Checkout at Fairwind, but is information all skippers should know. There is no instruction, but if you are good at "self learning," or have extensive experience navigating and handling charts, this may be an easy way to go. Contact me if you would like to take this course, and we'll get training material to you.

**ADVANCED INSTRUCTOR TRAINING:** We will be having a three day Instructor Qualification Clinic the

weekend of Dec 12 in Ventura, to include training for ASA 203, 204, 205. This is offered at a much lower cost than one could obtain commercially. ASA 203 and 204 require that you have ASA 201, as a prerequisite.

**BASIC INSTRUCTOR TRAINING:** If you have an interest in becoming an instructor, able to teach ASA 101, we are looking at options for doing one of these Clinics, as well. If you have an interest in teaching, and you have significant sailing skills, please contact me. THIS IS A TOUGH EXAM, all who have taken it agree! There are segments on the water, a written exam, and several oral and written presentations. Everyone who takes it, even hearty veterans, feel that they have learned a lot! However, you must do some studying, and in most cases, a lot of studying. Get your name to me, and I'll get you on the list, and we'll start some tutorials to get you prepared. Many thanks to Jr. Staff Commodore and Instructor Evaluator Dave Lumian, for volunteering his time to put on these activities!

## 10 AUG. 2008 ON ANGELSEA, DESTINATION ANACAPA ISLAND

By late morning the sky was still a bit hazy, and as we sailed out of Channel Islands Harbor in the direction



that Captain Paul Antico set, no land could be seen on the horizon. But in less than half an hour, a shape began to take form and then gradually resolve itself into the rocky coast of Anacapa Island.

The day did turn out to be sunny and warm. The wind was excellent and the swells high enough to keep us all off balance until we rounded the eastern tip of Anacapa. The south side of island was much calmer and the cruise feast was laid out safely on the cockpit table.



The dolphins must have gotten wind of some of the goodies that we were enjoying (I might have dropped a brownie overboard).



Then we met up with the Freedom Too, and the cannon fire began (or maybe just Nikon fire).



When we left CIH that morning, we had been treated to the sight of several absolutely beautiful tall ships that were docked near the entrance to the harbor. But, on our return, was an even more magnificent sight, three of them setting sail. Note the crewman on the forward mast.



For more images of the tall ships and other sights from this Fairwind cruise, please see the photo album that Dan Ma has set up at (<http://picasaweb.google.com/fyc.cruisechair/Anacapa?authkey=2UJpsIu1nUs>).

Thank you Captain Paul Antico and crew, Chee-mok Chan, Christina Engler, Betsy Lindsley, Ken Murray, Dan Romey, and Ronen Tivony for the great sail.

(Submitted by Diane Engler)

## UPCOMING CRUISES

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

Isthmus is our last scheduled cruise for the year. The last day to sign up is September 27th. Email fyc.cruisechair@gmail.com to sign up.

**Cruise Skippers:** Will you be the winner of the “2008 Cruise Skipper of the Year” award? It’s not too late, one impromptu cruise can put you over the top! Start planning your impromptu cruises now! All cruises must be completed before the award ceremony at the annual brunch.

"2008 Cruise Skipper of the Year" runner ups:

John Stephenson	♣️ II II II
Howard Staniloff	♣️ ♣️
Brad Benam	♣️ ♣️ ♣️ II II II
Steve Smith	♣️ ♣️ ♣️ ♣️
Fran Weber	♣️
Paul Antico	♣️ ♣️ ♣️ ♣️ ♣️ ♣️
Peter Griswold	♣️
Susan Bonner	♣️ ♣️
Jeff Spieker	♣️ ♣️
Mike Delaney	II II II ♣️ ♣️ ♣️
Johan Sandstrom	II II II
Tom Marshall	♣️ ♣️ ♣️
Allen Paxton	♣️ ♣️ ♣️
Gilbert Tseng	♣️ ♣️ ♣️
Michael Adams	♣️

- ♣️ – 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).
- ♣️ – Anacapa, August 10.

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

## SMALL BOAT PURCHASE RECOMMENDATION

At the upcoming meeting, the Small Boat Committee will present a recommendation for purchase of a small boat. Per the standing rules, this article is to inform the

membership that this decision and call for vote will occur at the October meeting. In order to better inform the membership prior to voting, we’d like to present some information regarding our recommendation and the motivation behind what we are requesting. The recommendation comes in two parts and is not mutually inclusive. Each part may be voted upon separately; the passage of one does not imply the passage of the other and vice versa.

1. The Small Boat Committee recommends purchase of a late model (2000-2008) Catalina Capri 22 with tall rig and fin keel.
2. The Small Boat Committee recommends the club purchase a performance small boat (sport boat) upon the pledge of \$15,000 of bonds from club members for use towards the purchase of the boat.

The small boat survey, taken earlier this year, pointed to a number of somewhat broad array of results. With a tallied response of 60 members (and some informal responses due to software issues), the survey indicated that members were interested in ease of handling, day sailing, and size of cockpit. Suitability for training and performance came in 4<sup>th</sup> and 5<sup>th</sup>. In contrast, the written responses more frequently cite faster, more fun performance boats, with mention of one design racing.

Balancing the desire of the two has been a difficult proposition for the small boat committee. We researched numerous boats and encountered a number of difficulties including local availability, reasonable cost, age, and meeting the criteria of the survey. We also encountered widely varying schools of thought in how each category applied to each boat. For example, one school of thought is the best training boats are centerboard dingies, while others felt larger keel boats made for better trainers. Some felt that performance boats are unsuitable for training purposes; others felt that they were more suitable.

With the grossly varying opinions in the club, the committee felt the best interest in the club lay in compromise. Bring both a comfortable day sailing boat typically used for training purposes and a performance small boat to the club.

### 1) THE CATALINA CAPRI 22

For the comfortable day-sailing / training boat, the committee chose the Capri 22 from the other strong candidate, the Hunter 216. The Capri 22 is often seen in Marina Del Rey in use as a training boat for a number

of the commercial sailing schools. Very similar to Fairwind's Turning Point in Channel Islands Harbor, the Capri 22 features a couple differences from the Catalina 22: larger cockpit, smaller cuddy cabin, better sailing performance, and slightly different rigging. Keys to Fairwind included the Capri 22's larger cockpit will allow for 5-6 adults to comfortably sit on a day sail, accepted use as a trainer within the Marina, and Catalina heritage.



We presented a spreadsheet with overly pessimistic costs in July (*See next page for spreadsheet*). A late model used Capri 22 is anticipated to cost approximately \$15,000. New boats can be purchased in the mid \$20,000 range. With no existing slip space available in the club, a slip can be leased from Pier 44, where the Hobie Waves are currently located and the Capri 14s were located before. The dockmaster dictates that all boats over 16' in length must have an outboard motor, so we factored this into the purchase price.

What is not displayed in the spreadsheet is the income of 20 small boat members / year. The maximum number of members per boat on a small boat has been set at 20 members, each bringing in \$400 per year to the club. This amounts to \$8000 / year, which more than covers the estimated annual maintenance on the boat.

## 2) PERFORMANCE SMALL BOAT

The second part of our recommendation is to purchase a small performance boat, typically known as a "sportboat". As stated earlier, the survey indicated the club's desire for a performance boat along with a training / day sailing boat. Finding a boat which would fit both categories and still be affordable was very difficult. Boats such as the J/80 (at \$33,000+ for a used hull), Colgate 27 (which is in the same price range and difficult to obtain on the west coast), and Martin 242 were examined. The committee also felt the club was unprepared to purchase a single boat that might be good for training but looked intimidating for a new sailor (Open 5.70). As a result, the compromise was formed.

The committee felt that the club would benefit from having a modern hull design which incorporates the latest trends in small boats, including fractional rig with large roach main sail, asymmetric spinnaker with bow sprit, and planing hull design. A number of keel boats fit this category including the Open 5.70, Viper 640, Ultimate 20, and Melges 24. There are a number of centerboard performance dingies that would also fit the category.

The small boat committee recommendation is for the club to accept pledges of \$500 or \$1000 from club members at this time. If, in six months time frame, the pledges have not been made, no further action would be required. Should the pledges total \$15,000 in the 6 months time frame, the club would then vote to accept the bonds and look to purchase a sport boat. The boat shall be brought into the club as a small boat, available to sail for any small boat member (although the fleet captain and board may opt to put restrictions such as being trained on another boat prior to checking out on the performance boat).

This method has a number of benefits:

1. It shows a mandate from club members that they do indeed support a performance small boat.
2. The bonds would help defray the cost of purchasing the boat, leaving the floating fund in better condition in case of emergency.
3. The bonds allow the club to repay members upon departure from the club rather than a set time-frame for repayment, such as a loan. This better spreads out the cost of the boat.

Small Boat Purchase, 2008

Expenditures (1st year)	Item	Cost	Total
	Small Boat		\$ 18,100.00
	Used Boat Cost	\$ 15,000.00	
	Title & Taxes (9% of cost)	\$ 1,350.00	
	Bottom Paint (DIY)	\$ 1,000.00	
	Commissioning Costs (5% of cost)	\$ 750.00	
	Outboard Motor		\$ 1,100.00
	4 HP 4 stroke outboard		
	Slip Fees	\$ 325.00	\$ 3,900.00
	Insurance	\$ 85.71	\$ 342.86
	Trended from Oct-Jul Insurance costs		
	Maintenance (1st year)		\$ 2,475.00
	Cleaning (\$75/winter, \$150/summer)	\$ 1,425.00	
	Main Sail (\$750, derated by 1/3 to assume 3 yr life)	\$ 250.00	
	Genoa (\$600, derated by 1/3)	\$ 200.00	
	Random non-warranty issues	\$ 600.00	
	Total Cost		\$ 25,917.86
	Operating Fund Expenses	\$ 6,717.86	
	Floating Fund Expenses	\$ 19,200.00	

7/15 Floating Fund	\$ 22,299.45
Projected Floating Fund Income / yr	\$ 24,402.63
7/15 Operating Fund	\$ 54,823.95
Projected Operating Fund Income / yr	\$ 111,167.51
Over-estimated Operating expenses /yr	\$ 109,508.48
- Assumes front end loaded maintenance costs	
- Excludes Osprey & CI Capri commissioning costs	

### Small Boat Purchase Projections

- Use \$10,000 from floating fund
- Fund remainder of capital expense from Operating fund
- Repay operating fund over 1 year from floating fund income

### Small Boat Purchase

Floating Fund Expense	\$ 10,000.00
Operating Fund Expense	\$ 6,717.86
"Borrowed" Operating Fund	\$ 9,200.00

Floating Fund after Purchase (7/15) \$ 12,299.45

Operating Fund after Purchase (7/15) \$ 38,906.09

The club, in its bylaws, has specific rules governing borrowing money for purchase of boats.

Recommendation of the board and thirty days written notice prior to the next membership meeting, at which a 2/3 vote of no less than 30% of the membership is required. The combination of pledges of the \$15,000 with vote at the time to accept the bonds will ensure deliberate action by the club.

Keep in mind, the recommendation at this point is to accept pledges of bonds. The committee is not calling for a vote to purchase the boat at this time. This recommendation allows for club members to better express their interest in a performance small boat at this time.

Please post any questions to the Fairwind Discussion Forum's Boat Replacement / Small Boat selection thread. The more discussion on this topic prior to the meeting, the shorter the meeting, so please ask questions and post discussion points to that thread.

Fairwind Discussion Forum:

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

Small Boat Selection Discussion: <http://www.fairwind.org/members/forums/viewtopic.php?t=42>

The Small Boat Selection Committee

## OLD MARINER'S LORE

by Ken Murray MD, Fleet Surgeon

Until very recently victuals and provisions in warships were not only of poor quality but were low in quantity. Vegetables were cooked in salt water and the steam was cooled in a copper condenser fitted on top of the boiler. This yielded about a gallon of distilled water per day on which the surgeon had first call for mixing his medicines. If provisions were lacking, liquor certainly was not. Fresh water, even in casks, would not keep for long and in an early century wine or beer was substituted. The usual ration was a gallon per day per man. The common saying was "We'll sail as long as the beer lasts."

The Seaman's practice of wearing earrings dates from the reign of Queen Elizabeth I (1558-1603), not so much in loyalty to the queen as to satisfy a fisherman's old superstition that pierced ears would improve their eyesight and make them more lively. The occasional earring, of plain yellow gold, is still seen in the Royal Navy, worn usually on the left ear lobe only.



# California Coastal Cleanup Day



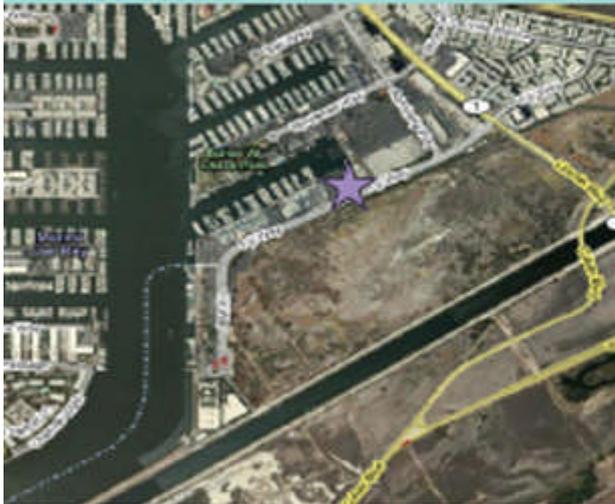
September 20, 2008

Saturday, 8 am to Noon

Please join us for

## Marina del Rey's Kayak Cleanup

Join the Santa Monica Bay Restoration Foundations in Marina del Rey for L.A. County's only clean-up on kayaks!



**Where:** Marina del Rey

**Host:** Santa Monica Bay Restoration Foundation

**Address:** Dock 52, 13509 Fiji Way, Marina Del Rey, CA 90292

**Parking:** Parking at Dock 52 is free and plentiful. A shuttle will transport volunteers to and from the launch sites.

**Registration:** 8:00 am

Please bring waiver form with you to registration table.

You can download a copy at [www.healthebay.org/ccd](http://www.healthebay.org/ccd).

Kayaking is fun! To reserve a kayak spot, RSVP to [uluna@santamonicabay.org](mailto:uluna@santamonicabay.org). If you have your own kayak, dinghy or small watercraft, please join us as well! Kayaks and life vests are provided free for participants who RSVP. Any questions? Email us!

For more information:

Email-Unica at [uluna@santamonicabay.org](mailto:uluna@santamonicabay.org)

Visit- [www.healthebay.org/ccd](http://www.healthebay.org/ccd)  
800.Heal.Bay





SCYA Presents...

# EMERGENCY AT SEA SEMINAR

SUNDAY, NOVEMBER 2, 2008 AT 9:30AM AT DEL REY YACHT CLUB

GUEST SPEAKERS



DR. JERRY KORNFELD

FIRST SESSION "MEDICAL EMERGENCIES AT SEA"  
(APPROXIMATELY 2 HOURS)

DR. KORNFELD HAS SPOKEN ON MANY CRUISE SHIPS AND HAS BEEN A GUEST SPEAKER AT DEL REY YACHT CLUB ON MANY OCCASIONS AND OFFERS SIMPLE, PROFESSIONAL SOLUTIONS TO MEDICAL ISSUES AT SEA.



BREAK FOR LUNCH

SNACK BAR WILL BE AVAILABLE.

COFFEE, TEA, WATER AND CONDIMENTS WILL BE PROVIDED AT NO CHARGE.



BRUCE BROWN

SECOND SESSION "RESCUES AT SEA"  
(APPROXIMATELY 2 HOURS)

BRUCE IS A PROFESSIONAL WHO SPEAKS AT SEMINARS THROUGHOUT THE UNITED STATES ON THIS SUBJECT AND IS ON THE SPEAKERS STAFF WITH U.S. SAILING AND BOAT U.S.



A BRIEF PANEL DISCUSSION WILL FOLLOW WITH ACTUAL SURVIVOR PARTICIPANTS.

\$20.00

Contact Del Rey Yacht Club for Reservations ~ 310-823-4664

## CALENDAR

Saturday–Sunday, Sept. 13–14, 2008	Paradise Cove Cruise	
Wednesday, Sept 17, 2008	Board meeting 6:30 PM General Membership meeting 8:00 PM <i>Come vote!! Board Elections</i>	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
Sunday, Sept. 21, 2008	King Harbor Dinner	
Saturday, Oct. 4, 2008	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Saturday–Sunday, Oct. 11–12, 2008	Isthmus Cruise	
Sunday, Aug. 17, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

### FAIRWIND YACHT CLUB

Robert Baron, Editor  
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## FAIRWIND NEWSLETTER

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



California Clean

