



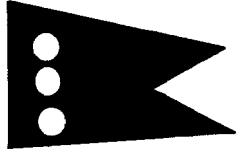
# FAIRWIND YACHT CLUB

# NEWSLETTER

November 2008

Editor: Robert Baron

Vol. 36 No. 11



## COMMODORE'S LOG

We had a marvelous Brunch this year, at Spitfire Grill in Santa Monica, followed by a fun daysail! It was wonderful to see so many of our members, and there was talk that we should have periodic social functions, along the same lines. The most fun for me, was mixing with folks before the event got started. I have already had some discussions about having an event in CIH in a few months, and I think that'd be fun. Anyone interested in working on such things, let me know, and we'll set up a committee to make it happen.

The Board is already swamped with the tasks that take up our daily workload (and I do mean daily!) Please remember that everyone is a volunteer, if you get a slow response to things, and be kind! We do the best we can.

Latest word on moving the boats in MDR: There appears to be great uncertainty about a number of issues, such as access and parking. We also have to have our boats in VERY nice condition. We may be able to move the first boat in December, or it may not take place until the first of the year.

At our membership meeting this month, we will be discussing the final resolution of the financial enhancement program designed to mitigate the expenses involving the boat that we will be shouldering, starting this month. Much progress has been made, and I hope many members will attend this meeting and vote to make the decision. Note that our Board and Membership meetings will be held in a new location, with our friends at Pacific Mariner Yacht Club. (See notice on this page).

Our new Capri 22 is currently going through the final

## FYC MEETING NOV. 18<sup>TH</sup>

New Location: Pacific Mariners Yacht Club  
13915 Panay Way  
Marina del Rey, California 90292

Parking: advise that you NOT park in the PMYC parking lot, which is limited. Better to park in our usual parking places for our docks, and walk over, or in the "Ship's Store" parking lot, and walk over. The facility is located on the other side of the street from The Chart House Restaurant.

Board Meeting: 6:30pm  
General Meeting: 8pm

All members are invited to attend

commissioning work, and trainers are being trained. We should be able to start training and using the boat, shortly.

We are trying to watch our pocketbook in these tough and uncertain financial times. We've had a number of members leave in the last month, due to financial concerns, and we'll watch this closely. We are also bringing a microscope to all of our expenditures. For example, our brunch basically broke even, whereas in the past, we lost thousands on the function.

Our Club is a cooperative... it depends upon every member making a contribution in some fashion. When you see requests for help, please see if you can help out, we need you!

# BOAT CARE PROBLEMS

By Ken Murray, Commodore

Folks, I've included, below, the resignation letter that I received by our most diligent Boat Chief, who has long done the best job of care on our most popular boat. It filled me with anguish to get this letter, as he is 100% correct. I'll also say that I've heard complaints from many of our other Boat Chiefs and maintenance folks. The Board is perplexed by this, and how to proceed. However, we clearly cannot accept the current situation. Additionally, I have repeatedly found multiple dockboxes left unlocked, and last Sunday, we discovered two of our boats had been left completely open overnight, with significant water all over the place from the rainstorm. While we find the best way to deal with such things, PLEASE consider that whatever it is, either suspension of sailing privileges or fines, it will not be a pleasant thing to experience! I've read it many times: Document what you find. Leave the boat better than you find it. Fill out the log sheets. Actually do all the items on the log sheets.

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While working on replacing the fuel gauge on the (boat name) yesterday I noticed the following items:

- Winch handle left in cockpit
- Partially used drinking water bottle left in sink
- Perko left on
- **SB jib sheet not run through fairlead (Could have badly damaged the dodger)**
- Navigation tools missing
- LED Engine inspection light missing again (I just replaced it about a month ago and for the fourth time in about the last year)
- Forward hatch dogged but not locked (This with over a \$100 in the fuel kitty)
- **Porthole in aft berth left open (Great with rain predicted)**
- Someone rotated the GPS antenna 90°
- Boat left in dirty, grimey condition (A vacuum cleaner and dust pan with brush are on board.)
- Mark on PS hull (Easily cleaned with some lacquer thinner)
- **Anchor stowed with shank resting on steering quadrant cable, which caused the cable to come partially off the quadrant (Imagine the cable coming off while docking or**

**maneuvering!!!)**

- **Autohelm appears to no longer work which is probably caused by the above causing undue strain**
- **Raw water seacock handle pushed in wrong direction in spite of correct position being clearly marked on the hull (Previously someone forced the handle the wrong way some time ago with so much force it broke the stop on the housing)**
- **Space heater turned to Off (Getting rid of mold is a major job)**
- **There is an unusual amount of buildup of diesel bugs in the fuel separator (I think this due to biocide additive not being added with each fill up as noted in the log)**
- **On board supply of holding tank treatment goes down very slowly (Recent cases of overflowing holding tanks may explain why that is)**

In numerous instances skippers are *still not completing the checkout log's* front page Return in spite of my reminders noted on the incomplete sheets and the reminders put in our newsletter by the Fleet Captain.

I find the above problems unacceptable. Added to all the other serious "mishaps" (raw sea water petcocks not having been opened on three occasions that I am aware of) that have occurred in the past year or so I no longer have the enthusiasm and dedication to be an effective Boat Chief. If I did this for a living I would be extremely pleased to do all the work Fairwind provided me and might in fact encourage that we keep doing exactly what we are, but I do not. I am just a volunteer.

I think Fairwind has a systemic and serious problem to address. Too many members treat our boats like they were rental cars. They push for ever bigger and more complicated boats but are only willing to pay daysailer dues. In addition, a lot of our members seem to look upon getting trained on our boats like Boy Scout merit batches. They get checked out on every boat in the fleet and then end up sailing some boats only once or twice a year, if that much. As a result they do not really know the boat they sail on and what to look for and how to take care of it. It is like getting into a new car; you may know how to drive but you do not know where the different controls are or how they work. Sadly, we have created an attitude of entitlement rather than responsibility from too many of our members.

## 2008 CRUISE SKIPPER OF THE YEAR

The cruise skipper of the year award goes to Brad Benam, for skippering a total of 12 club cruise days! A big thank you to Brad and all the following skippers for making the 10 club cruises happen this year!

John Stephenson	↗ Ⅱ Ⅱ Ⅱ Ⅲ Ⅲ Ⅲ
Howard Staniloff	↗ ⅴ
Brad Benam	↗ ⅴ ⅴ Ⅱ Ⅱ Ⅱ Ⅲ Ⅲ Ⅲ Ⅲ Ⅲ Ⅲ
Steve Smith	↗ ⅴ ⅴ ⅴ
Fran Weber	↗
Paul Antico	⌘ ⅴ ⑤ ⑤ ⑤ ⑤ ⑤
Peter Griswold	ⅴ
Susan Bonner	ⅴ ⅴ
Jeff Spieker	ⅴ ⅴ
Mike Delaney	Ⅱ Ⅱ Ⅱ ⑤ ⑤ ⑤
Johan Sandstrom	Ⅱ Ⅱ Ⅱ
Tom Marshall	⑤ ⑤ ⑤
Allen Paxton	⑤ ⑤ ⑤
Gilbert Tseng	⑤ ⑤ ⑤
Michael Adams	⑤ Ⅲ Ⅲ
Dan Ma	Ⅲ Ⅲ
Marc Levine	⑤
David Greenman	⑤
Stu Meisner	Ⅲ Ⅲ Ⅲ

- ↗ - Impromptu whale watch on January 19.
- ⌘ - Channel Islands whale watch on March 30.
- ⅴ - Sunday Brunch & Cruise on April 13.
- ⅴ - Avalon, May 17-18.
- Ⅱ - Catalina Remote, June 13-15.
- ⑤ - NICK Rendezvous, July 18-21, (depending on 3 or 4 day cruise).
- ⑤ - Anacapa, August 10.
- Ⅲ - Paradise Cove, September 13-14.
- ⑤ - King Harbor Dinner, September 21.
- Ⅲ - Isthmus, November 7-9.

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

## THE LOST LANGUAGE OF SAILOR SPEAK

Chris Caswell, in an article in the Oct. 1997 issue of *SAILING*, wrote about words that were disappearing or had disappeared from our vocabulary. As he puts it "...I'd like to offer some words that you might want to return to your sailing vocabulary. Many of them serve to replace with a single word what it would take many words to describe."

**Corinthian:** While it specifically refers to an amateur sailor, the context is used to mean someone who has a strong sense of honor and sportsmanship.

**Bristol fashion:** From the days when this English port was noted for shipshape vessels. It means a yacht kept in pristine condition.

**Claw off:** Meaning to sail upwind off a lee shore. This word is perfectly descriptive of the struggle to gain every precious foot to windward off a dangerous shore.

**Fetch:** The most common use of this verb is to clear a buoy or a point of land, as in "Can we fetch the No. 2 buoy?"

**Doghouse:** While it first meant a shelter over a hatch or at the forward end of a cockpit, it came to mean the raised area at the after end of a cabin that provided standing headroom.

**Helm's alee:** I haven't heard this in years—does anyone still say this as a last warning before a tack? Today, I mostly hear "Okay, here we go," which certainly doesn't have the Hornblower-ish romance to it.

**Fake:** Meaning to carefully coil and lay out a line such as a jib sheet so that it can be released to run quickly without kinking or jamming in a block. Skippers tofu their crews to carefully fake down the leeward sheets for quick tacks. (Well, some of them did. Others said "flake," which though not the purist's choice, has come to mean the same thing as fake.) **Douse:** While a few racing crews still "douse the chute," meaning to drop the spinnaker (or other sails) quickly, it's generally been replaced by "Get rid of it" and "Dump it." See why I like the older terms?

**Handsomely:** This was originally a way of handling a line slowly, carefully, and in a seamanlike manner, but it came to have a broader sense. Early sailors would be told to "Lower away handsomely on the halyard." You also might, for example, come alongside a dock handsomely, or turn into the wind and drop sails handsomely.

## CALENDAR

Saturday, Nov. 8, 2008	Home Port Regatta	
Sunday, Nov. 16, 2008	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA
Tuesday, Nov. 18, 2008	Board meeting 6:30 PM General Membership meeting 8:00 PM <b><i>Note NEW day and location</i></b>	Pacific Mariners Yacht Club 13915 Panay Way Marina del Rey, California 90292
Saturday, Dec. 6, 2008	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???

### FAIRWIND YACHT CLUB

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Association of Santa  
Monica Bay  
Yacht Clubs



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