



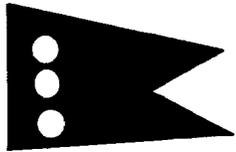
FAIRWIND YACHT CLUB

NEWSLETTER

June 2009

Editor: Robert Baron

Vol. 37 No. 6



COMMODORE'S LOG

Ken Murray

Fairwind continues to struggle, as do most Americans, with the recession. We are financially stable, with adequate reserves, but we continue to be careful about spending.

I've decided we need to take a hard look at our spending patterns. For example, by the end of 2011, we will have spent \$500,000 on three of our boats—half a million dollars. And the newest of those boats will be 13 years old. Was that a good and efficient use of precious club funds? 96% of the usage of our mid and large boats is for day-sailing. Is spending a half million dollars for boats that are optimized for cruising clear-minded spending?

I'm also beginning a process of evaluation of our small/med boat fleets in MDR, so that we have a coherent long-term vision that will allow duplication and uniformity—a huge benefit in our operations. When you check out on a boat in the future, I think it would be great if you then had access to several boats, instead of only one.

We are experiencing tremendous success with the addition of Sundance (Capri 22), to the MDR fleet. Over the last two months, it has experienced more usage than the other three small boats, combined. It averages more than one use a day, seven days a week! This is very heavy boat usage, and the boat will suffer for it, if we are not very careful to manage its care. In CIH, the sister ship Desert Wind, is having an almost identical experience. If you've not sailed on these boats, try to make that happen. It's a treat. I've had a number of members comment to me that we should have more of these boats, and I think that is something to seriously consider.

WORKDAYS CHANGED FOR JULY

Due to conflicts (4th of July—MDR, Boat Show—CIH), the standing weekend workdays for the two harbors will be changed for the month of July, as follows:

MDR- Saturday July 11th
CIH- Sunday July 26th

ELECTIONS APPROACHING

We will be having elections for Executive Board positions in the fall. We encourage members to get involved and consider running for appropriate positions. The Discussion Forums have extensive descriptions of each job. If you are interested, please let any Board member know about your interest, and we will facilitate the process of running.

LOCK COMBINATIONS TO CHANGE JULY 1ST

Due to repeated security concerns, we will be changing all of the lock combinations in MDR, and possibly CIH. We have many non-members who have access to our parking, and to our boats, who are not authorized to have access.

One contributing problem, is members who shout out combination numbers to other members at the docks. **DONT DO THIS!**

We will give ample notice, with the new combinations, starting about two weeks before the change. Ignore your emails at your peril!

ALTERNATIVE MEMBERSHIPS AVAILABLE

Ken Murray

Many members appear not to know that we have two types of alternative memberships available: Leave of Absence (LOA), and Crew memberships.

LOA are for members who will be unable to sail for some time, such as due to a change in finances, or because of other obligations. This keeps you in the Club, but suspends all skippering and training privileges.

If a person moves to an LOA status, they CAN NOT move back to an active category for a minimum of one year. One must maintain a bond.

Crew Memberships are for members who are not interested in training or skippering, but still interested in participating in the activities of the Club otherwise. One does not need to have a bond, so saves that cost.

NOTES ON THE BOATS

Ken Murray

There have been a number of instances recently, where a change was made to a boat, where it interfered with ongoing maintenance. One example was a lengthy process of cleaning and retreating the exterior wood on Happy Ours. After weeks spent prepping the wood for a special treatment, a member took it upon himself to treat the wood with an incompatible agent, spoiling the weeks of work. Another example was someone tightening the standing rigging on Sundance. It seems simple, but one needs to know how to do this—what happened was that the mast was SIGNIFICANTLY pulled off to one side, which could have produced a catastrophic failure.

We certainly encourage members to participate in the maintenance of our boats. HOWEVER, it is the job of the Boat Chiefs for each boat to coordinate that work for the boat, so that things are done right and people are not working at cross purposes! Please communicate with the respective Boat Chiefs before doing things to the boats, beyond the routine things needed to do to sail the boat.

Also, we all have come onto boats and found “issues.” It is important to document problems found, if for no other reason than to keep from getting blamed for it,

yourself. However, it is unproductive and irresponsible to leave notes disparaging another member. For one, it is unlikely that one understands what has actually happened. For another, angry words are not the way we really want to deal with one another. There was a recent example on the Mark III, in which the cushions in the V-berth were soaked. A very nasty note was left by a member regarding this, but the noter did not understand that there was a well-documented leak in the forward hatch, and the responsible had actually spent hours cleaning the boat thoroughly, and apparently water leaked in, without it being detected. The nasty note was clearly unwarranted and unproductive. A good test is to consider how you would feel if your notations were published on the front page of the LA Times: proud or embarrassed?

CHANNEL ISLANDS HARBOR UPDATE

by Michael Delaney

The membership in Channel Islands Harbor continues to grow and we are on track to reach eighty members by the end of September. The Opening Day festivities were a great success. All the boats are getting a lot of use with sailing and training, both on weekends and during the week. We are now starting to look at the possibility of leasing an entry-level large boat. A boat selection committee headed by Mark Walters has been formed by the Commodore; more to come

Freedom Too, our Catalina 27, has been moved to the slip (F-012) next to Zephyr (F-011) at Peninsula Yacht Marina. Maintenance and workdays will be much easier with the two medium boats next to each other. The proximity and access to the parking lot is also an improvement. Check the CIH Boat Locator on the Boat Information Page of the website. The CIH Boat Locator now has aerial view pages for each marina.

We have replaced SeaTow with BoatUS Vessel Assist on Turning Point, Desert Wind, Freedom Too, and Zephyr. This change was made since Vessel Assist has boats in Channel Islands and Ventura Harbors. SeaTow had originally indicated that they would have a franchise (boats) in Ventura County but this never developed. The Vessel Assist cards are both attached to the VHF radio and in the logbook with the Terms and Conditions for service.

Permits are required in cars for overnight parking at Bahia Marina for Angelsea or Peninsula Yacht Marina

for Zephyr and Freedom Too. There are two permits on each boat. Permits must be displayed on the dashboard or from the mirror. Parking on the street at either marina does not require a permit.

We now have an inflatable dingy and outboard motor for Zephyr thanks to the generous donation from Mike Pitari, Vice Commodore. The dingy and outboard are presently stored in my garage but can be available on short notice. The outboard received minor maintenance and repair and passed a field test this past weekend. Operators must be fluent in *cranky two stroke*—training available. The dingy still needs a hole repaired but will be ready for the June cruise to Santa Cruz Island.

The Seabridge Youth Sailing Program with the Boys and Girls Clubs of Greater Oxnard and Port Hueneme is off to a great start this year. We have just completed our Spring after school program and will be starting the Summer program on June 23. This program uses four Capri 14's in Seabridge Marina affectionately referred to as *The Pond*. The program is staffed completely by volunteer Fairwind instructors. The Summer program runs Tues, Wed, & Thurs from 1:00-3:00 PM and 3:00 – 5:00 PM. Contact me if you are available to help either with sailing instruction or operating the safety boat on one or more days.

BITCH OVERBOARD

Daniel Romey, esq

My miniature schnauzer bitch, First Mutt, decided she would sit on the starboard aft quarter while I motored down the harbor entrance to Marina Del Rey. The crisp air was blowing her whiskers. She was grinning from ear to ear. We were coming back from a light wind day sail. Looking aft it seemed like an armada of large boats were licking at my heels nudging me to move faster. We were perhaps two buoys from the first 5-knot sign by the bike path next to Bologna Creek when my bitch slid off the side deck over the transom and plunked into the drink. “Dog Overboard!” I shouted as I heard the splash, like the sound a cherry would make dropped into a Manhattan. Ken Murray was on the foredeck of the Mark III securing the main when I barked out a command to fetch the hook.

Fortunately my little schnauzer was wearing her life jacket to keep her afloat. She looked like a cocktail wiener in a bun. I was concerned that either she would swim to the rocks where I could not maneuver or that she would be run over by the advancing fleet of boats hungry for their berths. I tacked 180 degrees into the

jaws of Armageddon. My wife called to First Mutt to swim toward our boat. Do you really think the dog could carry on a conversation at this point in time? Time was short. The dolphin strikers were in full court press. I made a U-turn in the motor channel. The skippers on the boats steaming in my wake must have thought I was nuts. I positioned the MarkIII to fetch the bitch off the port quarter. This was not without risk. Too close and she would go under the boat or into the prop. Too far away and Ken would not be able to grab her with the hook. If I did not approach at snail speed, we could miss the rescue and she would fall prey to the approaching navy or denizens of the deep. If I positioned my boat perpendicular to my bearing, I would be hit by the bows licking their chops.

I approached my floating little hot dog with stoic determination. She disappeared from the lee of the bow as I threaded amidship down my line of sight. I shouted to Ken, “fetch her to port”. With the grace of a ballerina and gusto of the Chorus Line, Ken leaped into action. I swear it was awesome to watch his surgical extraction of the wet one. He landed her on the deck like a prize tuna. Give that man a little gold star to wear on his forehead.



There were lessons learned that day. On the upside, life jackets were worn, the hook was ready and we were bare poles coming in. On the downside, we should have leashed my bitch so she could not slip off the side deck. My dog loves sailing. She has logged many hours with me but not on this boat. The cockpit layout for First Mutt was unfamiliar. It just goes to show you that practice for crew overboard may come in handy in the most goofy situations.

BOYS & GIRLS CLUB OF VENICE
FAST & FUN SUMMER SAILING PROGRAM

VOLUNTEER WITH US!!

CELEBRATE, SUPPORT AND EDUCATE OUR YOUTH!!
SAIL THE HOBIE WAVES, PADDLE KAYAKS AND PLAY
ON THE BEACH!!



The Boys and Girls Club of Venice Fast & Fun sailors and staff invite Fairwind members to become a volunteer!! Come and play with us this summer!! If you would like to participate in one of the most exciting and unique youth sailing programs in California, you are invited to join the fun... Fast & Fun!! Our program is scheduled for 16 days this summer at Mother's Beach in Marina del Rey.

Volunteer with us and witness how sailing builds personal empowerment and confidence within our up and coming yachtsmen. In the process, you could learn how to sail a 16' Hobie Wave and build on the skills you have already acquired.

For Volunteer opportunities, complete schedule and more information contact:

Elayne White

asa-instructor@hotmail.com

(310) 422-0805



BRITISH VIRGIN ISLANDS TRIP

Jim VanArtsdalen

When I think of sailing at its best, Fairwind Yacht Club and great times sailing with my friend Ken Murray are at the top of the list. Whether putting Soling Blue by U to the test on a brisk day, or putting in at King Harbor Yacht Club while daysailing Catalina 32 Osprey, it's just as good as it gets. For those who enjoy the FYC fleet more regularly than my commute allows (MDR

door-to-door is around 3000 miles), your interest may be piqued by our recent bareboat charter in the British Virgin Islands (aka the BVI).

The first pleasure of the trip was the flight at 6000 ft from San Juan, Puerto Rico to Beef Island Airport in the BVI. Island after island, turquoise coves and foaming reefs one after another, all waiting to be explored. As Magens Bay on St. Thomas (U.S. Virgin Islands) came into view, revered by many as one of the most beautiful bays on the planet, we knew we were getting close. A few minutes later we were landing amid an oval of islands known as the BVI, sparking even more

excitement than those we had lusted over for the previous 40 minutes.

The taxi from the airport to our 38' catamaran on Tortola's Sea Cow Bay was an experience in itself. Steep grades rivaling San Francisco, alluring harbors teeming with yachts, surprisingly low population density (more sailboats than homes for sure), and a waterfront environment that gave that yet-to-be-discovered feel.

The vessel, while not the newest, was well kept and a delight to this 6'4" skipper. My wife and I were sailing with just one other couple giving each of us a private hull with berth and head, and room to spare. The salon between the hulls joined with the fully covered cockpit to create a palatial living environment by all sailing standards.

Our days were largely delightful carbon copies of each other. Awakened by the morning sunrise, breakfast around the roomy cockpit table, effortless twin-screw maneuvering off the mooring and setting sail for a mid-day snorkel and lunch site, delighting in the diversity of coral, reef fish by the thousands, and an occasional added extra (stingray, tortoise, barracuda, conch, starfish, etc.), then sailing on to grab a mooring by mid-afternoon, relaxing and freshening up for dinner, then puttering in on the dinghy for a meal ashore. With all provisions shipped in from elsewhere things were pricey, but the laid-back island atmosphere, sandy floors, gorgeous sunsets, and tasty preparation made it all good.

In all, our 6-day course found us snorkeling or evening mooring at The Bight (Norman Island), The Baths (Virgin Gorda), Trellis Bay (Beef Island), Great Dog, Leverick Bay (Virgin Gorda), Bitter End Y.C. (Virgin Gorda), a wing-on-wing run in 22 knots and 5-6 foot seas to Diamond Cay - pronounced "key" (Yost Van Dyke), Sopers Hole/Frenchmans Cay (Tortola), and Manchioneel Bay (Cooper Island). Each had a flavor all its own, and while we wouldn't hesitate to return to any, there are so many more places to explore next time... and then the U.S. Virgin Islands a daysail away, and then...

Winds each day were either 15-20 or 20-25, and it blew consistently all night as well. Great for sailing, but this skipper needs to trust the mooring ball and get more sleep. When it rained, it rarely lasted more than a few minutes, and was followed by sun. Our last morning, a squall came through that really ripped, and the "we never get fog" became a myth that harkened me back to a fogbank during a close-hauled trek from Avalon to MDR (while in the shipping channel), and how

thankful I was for the helm-mounted radar and GPS. This time, without the aid of such electronics, we sounded the horn dutifully, hoped for the best, and stayed at the ready for the worst. Next time, at a minimum, a handheld GPS gets thrown in the bag.

Lessons learned along the way...

Watch the fine print. All charter companies do not do their legal agreements the same. In the event of a mishap, some of the language can cause very serious liability, so read carefully and understand what you're signing. One standard across all agreements reviewed is a warrant that you are "experienced and competent in the handling and operation of craft of the same general type and size." With a brief checkout, I felt my prior chartering experience would pass competency muster, but experienced... no way to justify that on my first catamaran charter. To resolve this, we hired a skipper for the first day, at a cost of \$150. What a great move. We fine-tuned our plans based on the skipper's local knowledge of favorite places and menu items, got invaluable education on the local unwritten rules of the road (like the locals frequently motor while plastered and distracted), got immediate attention on a few boat issues (like the new jib furling line being 10 feet too short), and most valuable of all, the "these guys know what they're doing" from skipper to charter boss. Liability issue resolved.

Don't expect a holding tank. As a Chesapeake sailor, California's practice of pumping overboard took some getting used to. Well, the BVI takes it to a new level. Our charter boat (I'm told most are the same) had their holding tank switches disconnected—the only option was to pump directly overboard whether in port or offshore. They claim that if you use the restrooms ashore, it flows raw into the harbor anyway. Showering after snorkeling highly recommended.

Don't expect the cat to point more than 45 degrees to the wind. I'm told the smaller cats like our 38 are the worst (we barely did 50 degrees), but it was not a great technical sailing experience. Combine that with an older design that had two winches and four cleats mounted to the mast, and our tacking was a burden every time (our cat, not all cats—I'll definitely get rigging specifics before the next charter). If I was heading out with a bunch of guys looking to race to each port, I'd go for monohulls in a heartbeat. But the creature comforts of the floating hotel rooms just can't be beat for couples sailing. By the way, the cats don't have drink holders... they don't heel enough to need them!

TUESDAY NIGHT RACES

Marv Brown, Bob Hoffman, Carole Walsh on Sundance, coming in from the Tuesday night race May 26th. This is a fun race for newbies to learn the rules and tricks to racing.



Crew is always needed. If you are interested and available by 4:45 p.m. can be on the dock 100% ready to go please, contact Carole Walsh: Americawest2@ca.rr.com. It is our goal to get several boats from FYC coming out for this educational race. If you want to improve your sailing skills.

Some of you know that to enter a race the cost is typically \$10–20 per race. This is the best deal in town. Membership in Venture McGregor YC and the entire season of Tuesday night races costs \$50.00—that's it! The races continue all season. They are grouped into series of 4–5 races. Currently, Sundance has 10 points for the second series. The leaders for the series have 25 points. We missed 2 races in the second series. But—We won the first series!! Love a big handicap☺

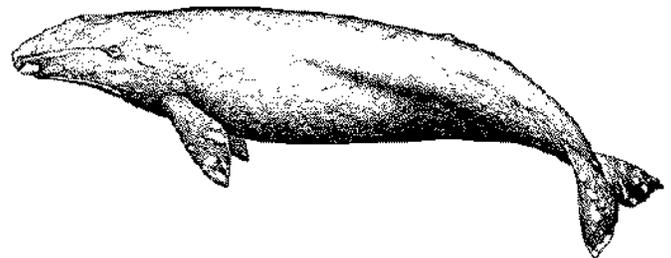
After the race we meet at the Shack on Culver Blvd., close to the end of Culver, to “discuss” the race. SEA U on the H2O.

INTERESTED IN MARINE MAMMALS?

Tuesday June 3rd at a little before 6:00 p.m. on our way out to race our boats, we saw a baby whale inside the breakwater, close to the green shoaling cans. One racer reported seeing it blow a couple times. No one had a camera. But, if marine mammals interest you, do not miss this on June 27th Maddalena is an amazing researcher. She and her Husband have devoted their lives to marine mammal research. Knowing more about our sea critters allows you to enjoy the water all the more.

Marine Mammals in Our Backyard

Please join OCS President, Dr. Maddalena Bearzi for this one-day workshop offered through UCLA Extension. The workshop will provide a multi-dimensional perspective on marine mammal ecology and conservation, concentrating mainly on local species of dolphins and whales and the status of our ocean. Starting with an overview of marine mammal ecology and the dynamics of their social lives, the course goes on to explore long-term field research conducted in the Los Angeles waters, focusing heavily on current issues associated with the protection of these animals, including pollution, harassment, and current public opinion and its impact. Participants gain awareness of the marine mammals present in our ocean “backyard” and the conservation issues associated with them and the environment in which they live. When: Saturday, June 27, 9am-4pm. Where: Westwood: G33E UCLA Extension Bldg For enrollment information see: <https://www.uclaextension.edu/r/Course.aspx?Reg=U9813> <file://localhost/r/Course.aspx>





EYE CAN SAIL DAY JULY 25TH

Hosted by

SANTA MONICA WINDJAMMERS YACHT CLUB (SMWYC)

13589 Mindanao Way Marina Del Rey, CA 90292 (310) 827-7692

TIME: 11:00 AM – 5:30 PM

PLEASE JOIN US IN SUPPORTING OUR VISUALLY IMPAIRED FRIENDS BY BRINGING YOUR BOAT, BEING A SIGHTED BUDDY, OR A DOG SITTER ON **SATURDAY - JULY 25th**

WE WILL PROBABLY USE THE GUEST DOCKS AT BURTON CHASE PARK - DETAILS WILL BE PROVIDED TO SKIPPERS AS WE GET CLOSER TO THE EVENT.

THE SAILING WILL START AT 11:00. THE RECEPTION HOSTED BY SMWYC HOSPITALITY COMMITTEE - 3:00 PM. OUR GUESTS WILL DEPART AT 5:30 PM. THERE WILL BE A NO HOST BAR.

PLEASE CONTACT: CAROLE WALSH- PREFERABLY BY EMAIL –

americawest2@ca.rr.com

Or phone: Cell: 818 521 2761

Voice: 310 827 6510



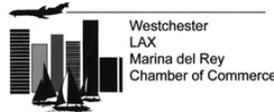
SPECIAL THANKS TO WSA'S KELLY WEISS – OUR INSPIRATION AND COORDINATOR FOR THE BLIND/VISUALLY IMPAIRED GUESTS!

CALENDAR

Saturday, July 11, 2009	MdR Workday / Club Sail Day	Dockside 9:00 AM till ???
Tuesday, July 21, 2009	Board Meeting 6:30 PM, General Meeting 8PM	Pacific Mariners Yacht Club 13915 Panay Way Marina del Rey, California 90292
Sunday, July 26, 2009	Channel Islands Open House / Club Sail Day 10:00 AM	Peninsula Park 3701 Peninsula Rd., Oxnard, CA

FAIRWIND YACHT CLUB

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Association of Santa
Monica Bay
Yacht Clubs



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California Clean
Boating Network

