



FAIRWIND YACHT CLUB

marina del rey ■ channel islands

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Editor: Ken Hoover

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Commodore's Log

Club Elections Coming In September

By Ken Murray
Commodore

We will have our annual elections to the board at our September general membership meeting.

Any regular member may run for any board position, and I highly encourage anyone considering running to read the discussion forum description of each position and its responsibilities.

While a person can still be nominated at the meeting, there is no longer any need to delay since there is no longer a "selection" process by a nominating committee.

All nominees will be asked to furnish a candidate's statement, which will be sent out to the whole Club in advance of the meeting.

<http://www.fairwind.org/members/forums/viewforum.php?f=44>

General Membership Meeting

The next board and general membership meeting will be Sunday, Sept. 26, at the Santa Monica Windjammers Yacht Club, [13589 Mindanao Way](#), Marina del Rey.

The board meeting runs from 10:30 a.m. to noon. The membership meeting then starts.

It will include the election of officers for the 2010-2011 year.

A full agenda will be made available to members well before the meeting.

Santa Cruz Cruise

What could be more fun than resetting an anchor at 1:30 a.m.?

Page 4.

The G-22

Veteran member Rosalie Bostick has a great time in a little boat.

Page 7.

Book Review

A taste of Santa Cruz Island history in an out-of-print book.

Page 8.

To view the forums, one needs only the username and password to gain access to the members-only section. Currently, we have the following members who have decided to run:

Commodore (CEO) Marv Brown
Vice Commodore (membership) Richard Windebank
Rear Commodore (maintenance) Mark Zierten
Fleet Captain (Chief of Training) Dick Gross
Treasurer Mike Delaney
Secretary (Communications Chief) Mike Strossman

If you desire to run for any office, please contact the nominations chair, Howard Staniloff at sbcglobal.net.

CIH Members Fill Up Small-Boat Level; New Emphasis On Training, Move-Up

By Michael Delaney

July has been an exciting month in Channel Islands Harbor with the influx of 27 new members.

(See who they are, page 9)

Michael Adams and his membership committee have done an excellent job advertising, running the open houses and staffing the CIH Boat Show booth. CIH now has filled its limit for the NCO/Small level of 120 members (six small boats). The total CIH membership is about 160.

Focus On Moving People Up

We will now focus on training and moving up the members. CIH will only accept a new member when there is an opening due to move up to medium-boat level or attrition. CIH presently has plenty of openings at medium and large boat levels.

The CIH open house's will now change focus from membership growth to training and sailing. The next CIH open house is Sunday, Aug. 29. Angelsea and Mark III will be on previously scheduled cruises and not available for the open house this month. A Capri 14, all three Capri 22's, Freedom Too, and Zephyr will be available for training and sailing.

Summer Cruising

FYC has been cruising the Channel Islands this summer. By the end of August, we will have had four club cruises to Santa Cruz Island. During these cruises, 10 members will have completed their ASA104 on their way to their cruise rating.

Mark Watkins is coordinating the August cruise. In addition, club members have been cruising the Channel Islands on Angelsea, Mark III, and Zephyr. Angelsea will probably set the record for number of days cruised in July and August: 42 days cruising out of 61. The other 19 days were day sails or training. That's one busy boat!

Boys And Girls Club

We have had another great summer session teaching sailing with the Boys and Girls Clubs of Greater Oxnard and Port Hueneme in Carpi 14s on the pond. Tim Chan and I co-lead as primary instructors with help from a lot of members.

Assistant trainers and safety boat drivers include Jeff Clarke, Jesse Lumsden, Colin Pullin, Joe Sullivan, Ferne Ross, Bob Chatenever and George Miller. I hope I did not forget anyone.

A special thanks to Shannon McComb, a high school student, who is a BGC volunteer. Shannon took the sailing class two years ago and has been helping since then.

Where To Find The Boats

CIH now has three Capri 22s in the Small Boat Marina (SBM) on S. Victoria. Sweet Deal, Desert Wind, and CompanionShip are in slips C-9, C-10, and D10, respectively. Capri 14, "141" has once again escaped the pond and is at slip A1E (inside tie) at Bahia Marina; near Angelsea. This Capri 14 can be sailed in the main harbor and ocean; conditions permitting. The remaining three Capri 14's are in the pond at Seabridge Marina.

Zephyr (Cat 270), Freedom Too (Cat 27) and Fairwind Mark III (Cat 30) are next to each other in Peninsula Yacht Marina (PYM) in slips F11, F12, and F13, respectively. All boats are in service with the exception of Turning Point (Cat 22), which is temporarily on its trailer at a member's house in Ojai getting the iron keel repaired and bottom repainted.

We are doing the work ourselves after seeing the very costly estimate from the boatyard. It is expected back in the water soon. Check the CIH boat locator for map and aerial views of the marinas.

The CIH workday is held on the second Saturday of the month from 9AM – noon. General maintenance, cleaning, and special projects are the order of the day. Members typically break up into groups to work on the 22's at SBM, 27's & 30 at PYM, and Angelsea at Bahia Marina. This month workday is Sat., Aug 14.

Club Brings In Management Consultant

Former Fairwind member Rick Weinberger has been retained as a management consultant to assist Fairwind management with financial planning and strategic planning processes.

Many of us know Rick from his years sailing with the Club. His knowledge of the Club will make his advice very valuable. Here is his bio:

Rick Weinberger, Senior Vice President, Development, Grande Venues, Inc., started his professional career at Arthur Andersen & Co., in Los Angeles with the entertainment, hospitality and gaming division of the audit and consulting practice.

His clients included movie studios, production companies, race tracks, hotels & casinos, banks, real estate companies, non-profits and utility companies.

His specialty was internal controls and process improvement.

Rick spent many years working in the casino industry throughout the United States and the Caribbean.

He has a Bachelor's Degree in Business Administration, with an emphasis in Accounting Theory & Practice from California State University, Northridge, and an MBA from Pepperdine University in Malibu.

He currently resides in Miami Beach, Florida.

--Ken Murray

Another Challenging Club Cruise With Sleepless Nights At Santa Cruz Island

Boats: Angelsea and MKIII

Skippers: David Greenman and Greg Little

Crew: Rhonda Wagner, J. Gordon Nelson, Carole Walsh, Dennis Dimster, Edwin Matias, Carl Enson, Peter Griswold

Destination: Santa Cruz Island – Prisoner’s Harbor and Potato Harbor.

By Rhonda Wagner

Wow! Cold, bleak and dreary weather, not much wind, and it even rained for 30 minutes Friday afternoon. But what a great trip.

Lots of dolphins sailed with us both days and even though the weather was overcast. The clouds cleared away at night and the stars boldly stepped from behind the clouds and revealed all the constellations. If only we knew them all by name.

We spent the first anchor at Prisoner’s Harbor, kind of a windy place, where we rocked and rolled all night.

Skipper David Greenman: “My most interesting experience was resetting the anchor in the pitch black.” As we approached Prisoner’s Harbor, the sun came out and it was a wonderful afternoon, but not for long.

“The fog rolled in and turned back into a gray night with no visibility. Good thing we anchored early in good daylight – NOT! The wind kicked up and soon (at 1:30 a.m.) we found ourselves moving and required a quick ‘on deck’ to reset the anchor.

“There were four of us on deck trying to maneuver to a better spot between three boats. However, visibility was poor in the fog -- our flashlights reflected back off the moisture in the air -- and it was pitch black.

“Our distance perception was really off the mark as we tried to re-anchor based on how close we thought we were to the rocks. After a few tries, we were confident that we weren’t too close to shore and not moving any longer. A few of us got up a couple times in the night to check. The next morning in better light we could see that we were well off from the shoreline and placed perfectly from any other boats.”

J. Gordon says, “I thought we had wonderful harmony as a crew together. It was a good experience all around. Next time, everyone should check out



Dennis Dimster, Carole Walsh and Rhonda Wagner

the snorkeling. That small rocky area in Potato Harbor was real Jacques Cousteau-land.”

Carole Walsh noted, “For me, the best was the Painted Cave. The cave entrance is just below and to the left of the cave in the rock on the left. As we began to enter the cave in our dingy there was a loud sound indistinguishable from anything that we had heard before. Was it bats? Was it wind? Was it ocean blowhole?

“About 75 yards deep into this huge cave, there were tremendous loud noises coming from the blackness to the right and left getting more scary as we realized it was many angry unseen sea lions protesting our invasion.



Sunset at Potato Harbor on Santa Cruz Island

Fairwinders Enjoy Fine Dinner, Moon-Lit Return To The Marina

By Ken Hoover

Fourteen sailors participated in this year’s King Harbor Cruise July 17, which included a filling dinner at the Cheesecake Factory and a return sail to Marina del Rey.

Osprey was the only club boat to make the trip. She hauled one group of sailors, while another group spent Saturday night aboard Norm Perron’s Catalina 42, Aphrodisiac, and returned Sunday.

It was a fine sail down there, and Osprey took a roundabout course and settled into the harbor about 5 p.m.

On Osprey's way down, Jenson Crawford, out for a day sail aboard Island Side, pulled along side and snapped some good pictures of our fine Catalina 320. I snapped some pictures back and managed to catch a sea gull flying right across Island Side's jib. The pictures are at the end of this article.

Cruise Coordinator Brad Benam had to work the phones hard to find two suitable slips because there was a big regatta that weekend. He succeeded. Aphrodisiac had an end tie, while Osprey settled into a roomy slip next to the Portofino Hotel.

As you can see from the photo, a curious local welcomed us to Redondo Beach.

Cheesecake's service was a tad slow, and we weren't settled into a table until well past our 6:30 p.m. reservations.

So Osprey pushed off later than expected, and we missed sunset over the ocean. We also missed the wind and were forced to motor back. It was still a beautiful, moon-lit night, if a little chilly.



The whole gang at the Cheesecake Factory



Rosalie Rediscovered The Joy Of The G-22

By Rosalie Bostick

After reading Commodore Ken Murray's article, "MDR's 4 Lonely Boats Beckon" in the July newsletter, I mused about the fact that most of my favorite boats were among those forlorn vessels.

On a whim, I decided to take a little hike over to G Basin and jump on the G-22, one of the boats mentioned in the article and one of my favorites to sail.

She was quick to rig and de-slipped with ease.

As I was tacking up the main channel in a moderate wind, I hiked out to starboard to balance the boat's heel to port and reconnected with the joy of being one sailing unit with the boat, a playful event that can't be experienced on a large boat.

About a quarter mile south of the break water, I drew a bead on the 2ES buoy. The wind picked up nicely, the water rippled and the G-22 headed up on a long leg to the mark.

When I arrived at 2ES, the seals and I "communed." I sailed circles around the buoy at a distance of a couple of boat lengths. I found it amusing that I was having such a great time doing something that I would otherwise consider rote training.

The fact the G-22 is balanced and stable, yet light and very maneuverable was making this experience a joy. It was easy and very playful sailing.

Following this frivolity, I sailed among the anchored ships and their attendant tugs. The ships are something else to see relatively close up.

Not expecting to be on the water for very long – after all I was used to taking my longer sails on the larger boats – I ended up sailing south to Manhattan Beach Pier and turned around only because dusk was about an hour away.

The G-22 is the fastest and easiest boat to de-rig in the MDR fleet.

After unexpected hours of playfulness, it was nice not to have to go through a difficult or prolonged de-rigging process once I had docked the boat.

Summer is here with its long days and relatively stable winds. The G-22 has four seats. Take yourself or take your friends and family for one of the most cost-effective, playful sails that the club has to offer.



Rambaley, the club's G-22 tucked away in G Basin

A Quick Look At A Piece Of Santa Cruz Island History

By Ken Hoover

The club newsletter isn't the place you expect book reviews. But I may have found a book on local sailing lore some Fairwinders might enjoy and maybe haven't heard of.

My first cruise to Santa Cruz Island in June left me with an instant interest in the island's history. So I surfed around and found "Diary of a Sea Captain's Wife: Tales of Santa Cruz Island" by Margaret Holden Eaton.

The book has been out of print for years, but it wasn't hard to find a second-hand book dealer on the Internet who would ship it to me cheap.

It's hard to read the book without gaining great admiration for Margaret Eaton, who lived from 1876 until 1947, many of those years in hard-scrabble conditions on the island. She was a tough, resolute woman, the stuff of the American frontier.

She grew up in Canada watching ships ply the St. Lawrence River. She took the train west to work as a waitress in San Diego's Coronado Hotel. Finding young women to work in swank resort hotels in the West must have been difficult as the turn of the 20th century neared because the hotel paid her fare across the country.

Later, she moved to another resort hotel in Santa Barbara, where she met her husband, Ira Eaton, who worked in a lumber mill.

Soon after they were married, Ira announced he wanted to build a boat. She didn't like the idea much. But the boat changed their lives.

The Irene, as he named her, was somewhere around 30 feet with a motor. Once she was finished, Ira left his job at the lumber mill and embarked on a new career fishing and taking tourists and locals to the Channel Islands.

Margaret had heard Ira's stories about Santa Cruz Island, so one day she demanded he take her. Bundled with their infant daughter, they set out for the island on a day trip. She loved it so much, she didn't want to live in Santa Barbara anymore.

The young family set up camp at the island. Life was tough at first. In fact, it was always tough. They lived in a tent during inclement weather, but mostly, they slept under the stars.

Ira was a hard worker with good business sense, and eventually, the family succeeded.

They spent a year at Willow Canyon on the island's south side, then moved to Dick's Harbor, then to Scorpion Anchorage. Regular cruisers to the island will recognize a lot of place names in this book.

Their big break came when one of the families that owned the island gave Ira exclusive rights to develop Pelican Bay.

From 1913 to 1938, they built bluff-top cabins overlooking the ocean that accommodated visitors from all over the world. From the pictures in the book, they look ramshackle. But they quickly became popular as a base for the production of Hollywood movies. Margaret got to know top stars, like Gloria Swanson and John Barrymore, who visited often.

The Hollywood set called her Mother. Once Ira got them ashore, Margaret was in charge of making sure they were safe, comfortable and well fed.

The book paints a picture of life very different from ours. Ira's work was dangerous. Margaret was greatly relieved when she heard the sound of his engine coming into the bay in the middle of the night after he was forced to cross the channel in a gale.

Others weren't so lucky. There are accounts of drownings and ship wrecks. Ira lost two boats on the rocks, and once, narrowly escaped death.

The local fishermen worked together, but kept outsiders away. The traps of fishermen from San Pedro, who were Japanese, Portuguese and Italian, were destroyed. There's a racial tinge to these accounts.

Ira developed an uncanny feel for the weather and sea conditions. He needed that to survive. He couldn't access NOAA forecasts on a VHF radio or on a cell phone like we do.

"Diary of a Sea Captain's Wife" is a brisk and enjoyable read if you want to learn a little more about the club's cruising grounds.

New Members	Type	LEVEL	Location	Sponsor
Canan, Richard	Reg	NCO	CIH	Mike D
Jackson, Ben	Reg	NCO	MdR	Bill Tan
Maryan, Ken	Reg	NCO	MdR	Richard Windebank
Sullivan, Joseph	Reg	NCO	CIH	Mike D
Slayton, Nicole-Marie	Reg	NCO	CIH	Mike D
De Witte, Reginald	Reg	SMALL	CIH	Mike D
Diamond, Harv	Reg	NCO	CIH	Mike D
Gilbo, Thomas	Reg	NCO	CIH	Mike D
Krajewski, Joel A.	Reg	NCO	CIH	Mike D
Meinhoff, Carl	Reg	NCO	CIH	Mike D
Miller, George	Reg	NCO	CIH	Mike D
Milstead, Jim	Reg	SMALL	CIH	Mike D
Morantz, chaz	Reg	NCO	CIH	Mike D
Ni, Kang-Kuen	Reg	NCO	CIH	Mike D
Norwood, Louie	Reg	NCO	CIH	Mike D
Pecel, Nannette	Reg	SMALL	CIH	Mike D
Soderberg, Andrew	Reg	NCO	CIH	Mike D
Wilson, Dalziel	Reg	NCO	CIH	Mike D
Edwards, Russel	w/assoc	NCO	CIH	Mike D
Edwards, Brian	son	NCO	CIH	Mike D
Sudre, Olivier	w/assoc	NCO	CIH	Mike D
Cathrine McKee	wife	NCO	CIH	Mike D
Wallner, John	Reg	NCO	CIH	Mike D
Guinn, James	Reg	NCO	CIH	Mike D
Martin, Wayne	Reg	NCO	CIH	Mike D
Stebbins, Daniel	Reg	NCO	CIH	Mike D
Storino, Paul	Reg	NCO	CIH	Mike D
Dougherty, Fred	Reg	NCO	CIH	Mike D
Castle, Sandy	Reg	NCO	CIH	Mike D

Membership Guide: Where To Go For What

Updates to Membership Roster - Vice Commodore, Carole Walsh

Change Email Address for newsletter - Mike Strossman

Pay Dues - Vice Commodore, Carole Walsh

Change Skipper levels - Fleet Captain, Gilbert Tseng

Change Membership Status - Vice Commodore, Carole Walsh

Submit Articles for Newsletter – Editor, Ken Hoover

Help with training and checkout - Fleet Captain, Gilbert Tseng

Report an Accident - Safety Officer, Marv Brown plus Rear Commodore, Mark Zierten

Gear broken on boat - Specific Boat Chief (from Fairwind Website) plus Mark Zierten

FYC Officers - www.fairwind.org

Minutes of Board Meetings - http://groups.yahoo.com/group/FYC_Communications/

FYC Treasurers Reports - http://groups.yahoo.com/group/FYC_Communications/

Coast Guard - Channel 16 or 310-732-2043

Key to "D" Basin - Bar Harbor Anchorage, 4242 Via Marina, Marina Del Rey (310) 823-4689

E-mail announcements to the Membership – Richard Windebank or Ken Murray

August Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
01 (Week 31)	02	03 Work Day MdR	04	05	06	07 MDR Workday
08 (Week 32)	09	10 Work Day MdR	11	12	13	14 Workday CIH
15 (Week 33)	16	17 Work Day MdR	18	19	20	21
22 (Week 34) CIH Open House	23	24 Work Day MdR	25	26	27	28
29 (Week 35)	30	31 Work Day MdR				