



# FAIRWIND YACHT CLUB

marina del rey ■ channel islands

September 2010

Editor: Ken Hoover

Volume 38, No. 9

Commodore's Log

## Outgoing Commodore Looks Back

By Ken Murray  
*Commodore*

This will be the last Log I'll have the privilege to write.

The last two years are a bit of a blur, and I can't say I'll miss the constant pressure of things that need attended to. I will miss working with some of the best people I've known. The Club has changed in some not-very-visible, but important ways.

We no longer violate state laws, and we have cleared up problems with the Franchise Tax Board. We are in compliance with all of our contracts. Both harbors are functionally working at full steam.

We have good relations with our dockmasters in both harbors and with the Boys and Girl's Clubs in both areas. We have worked through one of the worst recession in American history, while maintaining membership numbers (while at the same time experiencing a loss of membership in MDR of 40%).

**Continued on Page 3**

### 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

*Weather nixes circumnavigation, but it was worth the effort.*

Page 4.

### Classic Yacht

*The new boat in MDR's Basin C has an interesting story to tell.*

Page 6.

### Food For Thought

*Secretary Richard Windebank looks at the club's future.*

Page 8.

# A Blue Whale Summer Off Palos Verdes



Jenson Crawford shot this photo of a blue whale off Palos Verdes Point.

**Editor's Note:** *Blue whales, the largest of beasts, are feeding in local waters in abundance this summer, apparently because colder-than-normal water attracts krill, their main food source. Local outdoors writer Pete Thomas has the story here: <http://www.petethomasoutdoors.com/2010/08/blue-whales.html>. The whales put on quite a show for Jenson Crawford and his crew in August. Later in the month, Marv Brown and crew on a Catalina cruise aboard Imagine also spotted blue whales off Point Fermin. You can see Mark Zierten's picture on page 10. And I spotted one, too, on my way back from Catalina.*

*You can read Jenson's account below.*

**By Jenson Crawford**

I got a spectacular gift for my birthday: an opportunity to see several blue whales up close. Margaret Pommert, my wife Annie, son Christopher and I left Marina del Rey Thursday morning, Aug. 26, to spend my birthday weekend in Catalina.

As we headed for 10PV off Palos Verdes Point, we saw a swarm of birds circling above a pod of dolphins. The dolphins entertained us with their energetic antics.

Suddenly, Margret shouted, “look!”, pointing to a plum of spray quite a ways off aft to starboard. As we looked, we saw more whale spouts, and it became clear that these whales were big!

I scrambled below to get my camera and to change the lens to the telephoto. Over the next two hours we were treated to nearly continuous whale sightings.

We could tell that they weren’t humpbacks, but our knowledge of Cetacea is limited, and we couldn’t decide if they were Gray Whales or Blue Whales. It wasn’t until after we made landfall (and had WiFi access) that we discovered that we had been hanging with the largest animals to ever inhabit the earth: blue whales.

It was a delightful surprise for my birthday!

If, like us, you encounter whales while sailing, leave them plenty of room. Diane Alps of the Cabrillo Marine Aquarium recommends staying at least 100 yards away and shutting off your engine. Watch them with binoculars and take pictures using your telephoto lens. Keeping the whales and your vessel safe isn’t just a good idea: it’s the law.

The Marine Mammal Protection Act (MMPA) was enacted on Oct. 21, 1972. All marine mammals are protected under the MMPA. That law prohibits the “taking” of marine mammals in U.S. waters and by U.S. citizens on the high seas.

Included in the Act’s definition of “take” is: the negligent or intentional operation of an aircraft or vessel, or the doing of any other negligent or intentional act which results in disturbing or molesting a marine mammal.

In layman’s terms, disturbing or molesting a marine mammal is against the law. More information about the Marine Mammal Protection Act is available at <http://www.nmfs.noaa.gov/pr/laws/mmpa/>.

## **Commodore’s Log** Continued from Page 1

This, while many of our fellow yacht clubs are in serious financial difficulty. We've eliminated "second-class" memberships with respect to reservations and to voting on Club issues. Now, all members are truly equal.

I want to thank a number of people: on the Board, Nancy Martin, Mike Pitari, Mike Delaney, Carole Walsh, Mark Zierten, Off the Board: Brad Benam, Ken Hoover, Sheila and Mark Walters, Leonard Brownlow, Mike Strossman, Michael Adams, Marv Brown, Susan Bonner, Howard Staniloff, all the Boat Chiefs and Instructors and a whole lot of people who contribute in important ways on a regular basis to keep things running.

Some people deserve special mention:

--Gilbert Tseng, who has been Fleet Captain for the last two years, in spite of huge challenges in holding his regular job all over the country. Daniel Romey, our volunteer counsel the last two years, who has been a constant beacon of good business sense.

--Richard Windebank, who I speak to almost daily, the only other person who seems to have a real working knowledge of our club procedures and rules, and who patiently listens to my concerns and rants.

--Paul Antico, who always has great practical wisdom and saved our bacon when the billing shop collapsed at the beginning of the year. Finally, Marc Levine, who always makes himself available in any capacity needed, as he has for the club for a quarter century, who provides historical perspective and advice that is invaluable, and who never steps away from doing the tough jobs needed.

I believe we are approaching an important crossroad. It seems to me we have had major changes in direction in what we want to be, and what we want to have, without any planning process that has looked at the consequences. I had hoped we would be able to do a "Strategic Reassessment" and look at these fundamental assumptions, but the press of daily business precluded that from taking place this year. I hope the next commodore will have the cooperation needed to make this happen.

# Sail Around Santa Cruz Island Foiled, But It Was Fun Trying

*‘The weather gods didn’t smile, but they grinned a bit’*

**By Mark Watkins**  
*Cruise Coordinator*

The key to successful sailing is flexibility and adaptability.

With that in mind, our plan for the Aug. 20-22 club cruise from Channel Islands Harbor was to circumnavigate Santa Cruz Island.

We would set sail Friday morning and anchor at Prisoner’s Harbor. On Saturday, we would head west and anchor for lunch at Painted Cave, reputedly the largest sea cave in the world.

After lunch and exploring, we would continue west, around Fraser Point and then work our way back east to Coches Prietos for the night.

On Sunday we would have a lovely beam reach sail back to Channel Islands Harbor. The itinerary was based on a fabulous weekend cruise with a few friends on the Mark III earlier in the year.

We had three boats: Angelsea, Mark III and Zephyr, and 14 intrepid Fairwind sailors.

The crew of Angelsea consisted of Mike and Jan Delaney, Mike Povar, Margaret Pommert and the Bassis family with Andrew, Mi, and baby Jade.

On the Mark III, we had myself, Sharlen Campbell, George Miller, and Joe Carter.

On Zephyr was Scott Kelly, Ev Anderson, and Andy Soderberg.

Alas, the weather gods didn’t smile upon us. But they did grin and even smirk a bit.

There was a big westerly swell, which made the surfers happy and the channel choppy.

Friday morning was fog bound. This optimistic skipper asked his crew to be at the boat by 8:00, and then announced every 15 minutes that “it looks like it is clearing.”

By 11:00, we had about a half-mile of visibility. A couple of miles outside the harbor, the fog lifted altogether and we had a beautiful day ahead of us. We also had two boats ahead of us and were determined to remedy that situation. However, Angelsea and Zephyr both were securely anchored when we made Prisoners Harbor on the Mark III.

We all converged on Angelsea for libations and munchies, and Margaret led the introductions asking us to share our most embarrassing sailing moments.

I had to admit, as we rolled at anchor from a strong westerly swell, that my most embarrassing moment was in



Jan Delaney high above Prisoner’s Harbor with our boats below.

choosing this anchorage for the night for as we passed Smugglers Cove on the west end it had looked calm and sheltered from the swell.

The rest of the gang graciously forgave me my choice of anchorages and decided that pounding into the swell for Painted Cave the next day would not be near as fun as a calm night at Smugglers.



Fairwind cruisers, like Jade Bassis, start young.

Flexibility being the key to success, we changed plans and set sail Saturday for Smugglers Cove, anchored early and readied kayaks for an assault on shore. The prevailing swell kept the dinghies from landing, but the kayaks braved the surf and rewarded the brave few with a great hike (okay, and a bit of a swim). Once again, the gracious crew of Angelsea entertained us for the evening. The sea was glassy throughout the night. The dreaded sundowners never appeared, which was a good thing since we found upon lifting our anchor that our anchor rode had wrapped around our anchor several times as we slowly circled it throughout the night.

On Sunday, we made way early and had breakfast at Scorpion Ranch, followed by more kayaking and shore

excursions.

Finally the weather gods smiled upon us, and we had a wonderful downhill run back to Channel Islands Harbor.

## English Yacht Race Challenges The Best Sailors

By Richard Windebank

“Cowes Week” is the oldest and largest yachting regatta in the world and takes place during the first week of August at [Cowes](#) on the Isle of Wight just off the south coast of England. The regatta was first held in 1826 and now has 8,500 participants in 1,000 yachts and 40 classes.

In August, my brother and I raced in the X-Boat Class, the largest of the classes with 89 entrants this year. The X-boat was designed in 1809 and first raced in 1811. It is an open 21-foot sloop with a fixed keel and became popular in a handful of yacht basins within 20 miles of Cowes. **Continued on Page 7**



Richard Windebank entered the X-Boat class

# The Story Behind That Pretty Boat Across The Way

*Sobre las Olas Once Owned by Oil Tycoon J. Paul Getty*



Sobre las Olas was built in Wilmington and spent years in Seattle before finding a home in MDR.

**By Ken Hoover**

If you've been a Marina del Rey member more than a couple of years, you remember Serengetti, the late comedian Johnny Carson's 130-foot yacht up Basin C.

Serengetti is gone, but a new boat with an even more interesting history has moved into the neighborhood. She's *Sobre las Olas*, which is Spanish for Over the Waves. She's almost directly across the basin from the Fairwind boats.

Many of us have noticed her graceful lines and elegant brightwork that evoke the glamor of another era.

Her owner is local businessman Jeff Ganter, who has been restoring her to her past glory for seven years.

"She is truly one of a kind, and we are enjoying the complete process of bringing her back to life with as much originality, while making her functional for today's needs," Ganter told me in email. "The engines are original and have been restored to their operational capacity, but still need some more work done to them."

The website of the Classic Yacht Association says she was built with an unlimited budget in 1929 at the Wilmington Boat Works near the Port of Los Angeles. The CYA counts oil man J. Paul Getty and newspaper magnet William Randolph Hearst among her past owners.

Ganter says he has the ship's logs and papers, and that Getty did, indeed, own the boat in the early 1930s, but he has no record of Hearst, although he might have owned her under a company name.

From my Google searches, I've learned the boat was pressed into military duty during World War II, as were many yachts and ships, serving as an admiral's launch.

She found her way to Seattle, where for many years, she was the star of the Christmas boat parade.

Another owner , Capt. John Swanson, bought her in 1986 from Dr. Rodney Hearnese, who owned her for many years in Puget Sound.

“When I acquired the boat, a lot of the teak was painted. I really didn't realize the deckhouse was teak until I tried to refinish one of the panels, to my surprise. Wow ,” he said. “So I began the laborious process of stripping the deckhouse.”

He used her for charters to Alaska, until he sold her in 1994. Swanson still does wildlife charters to Alaska in another classic yacht.

“One of my biggest regrets was selling her,” he told me.

“I sold the boat to a couple from Long Beach, who never kept her up. Many times, I called them and asked if they would resell her to me, but the price was too high, double what they had purchased the boat for from me, and it was in a state of disrepair.

“After he died, it apparently was sold by the bank at auction for next to nothing. Unfortunately, I was not aware of the sale. Otherwise I would have re-acquired her,” Swanson said.

She had holes in her when Ganter took over. He replanked a third of the hull and re-chromed the hardware and light fixtures to keep her as original as possible. Here are some photos of the restoration work taken a few years ago: <http://www.flickr.com/photos/oldtacomamarine/tags/sobrelasolas/>

She has Atlas-Imperial engines. You can watch a video of the starboard engine starting here: <http://www.youtube.com/watch?v=K8r67zPrXSw> and work on the port engine here: <http://www.youtube.com/watch?v=D95QhIN6I4M&feature=related>.

A note about her name. She was registered with the Coast Guard as the ungrammatical Sobre los Olas, a mistake I assume goes back to 1929. Ganter has the correct usage, las, on the stern.

The CYA has her length at 105 feet, but the Coast Guard registration says she's 94.9 feet.

Isn't it good to be a nice neighborhood with really cool boats?

## Installation of Officers Brunch

Fairwind's annual installation brunch will be Sunday, Oct. 24, at 11 a.m. The location this year will be the Organic Panificio Cafe/ Restaurant at 11 a.m..

The restaurant is at [4211 Admiralty Way](#), Marina del Rey.

Dress is casual because we're going sailing afterward. The boats will be conveniently docked at the Panificio guest dock.

You can secure your reservations by filling the form on page 13 of this newsletter and mailing it with a check of \$25 per person to the address indicated.

As always, there's a mystery gift only for those attending.

## Cowes Week Continued from Page 5

Although only 200 have even been made, it's popularity in these local waters has remained consistent, and we anticipate there will be 100 boats competing next year in celebration of 100 years from the first race.

Our boat was built in 1965 and is numbered 128. My cousin's boat is number 3.

The area in which we sail, being the strip of water between the mainland and the Isle of Wight, is known as the Solent and is about four miles wide. This area is quite tidal, with tides typically ranging from 3 to 6 knots.

This year, we had fairly strong winds, being 15 to 20 knots most days and gusts over 25. Seas became choppy when the wind was blowing against the tide, so we usually got drenched.

Our races typically lasted for three to four hours. Most days, the first leg of the race was a long beat to windward and against the tide. This tends to sort out the men from the boys and can be pretty hairy. Although

the race organizers try to avoid it, there's usually a preferred end of the start line, so you get 80 odd boats fighting for the best position one end or the other.

The first beat is usually along the shoreline, where everyone tries to escape the strongest forces of the tides. So everyone tacks as close inshore as possible. When you are about to go aground, you call for "water" and, as soon as you go about, someone calls "starboard" and puts you about again. So it's a game of chicken and a little taxing on the nerves.

Competition is strong. Many of the participants race their X-Boats twice a week in these waters, and some of them have been doing that for 30 years. Local knowledge of wind shifts and eddies is a huge advantage, so we spent most of our time in the back half of the fleet. We did fine until the sixth day.

The winds were a little strong, we had a good start and put in a couple of tacks, but then the mast snapped at the cross trees and came crashing into the water.

That was the end of our Cowes racing for this year, but not the end of the fun. There was plenty of shoreline activity, and the boat yards are very helpful, especially when you have an X-boat. We will be back for more punishment next year.

Cowes is also the origin of the America's Cup, which was first raced in 1851, when the American yacht "America" defeated 12 other competitors in a race from Cowes around the island.

This year, they launched a new race called the 1851 Cup. It followed the original America's Cup course and was between the present America's Cup holders, BMW Oracle, and the British challengers TeamOrigin.

The British boat won most of the practice rounds, but when it really mattered, Larry Ellison's BMW Oracle, won the actual race.

They plan to make this an annual event and expect multiple countries to participate.

It certainly brought a new dimension to Cowes Week that already had a level of intensity and buzz that makes this event pretty unique.

# Which Direction For The Club?

By Richard Windebank

*Secretary*

It's hard to believe that on Sept. 30, we will close out another club year, making it a good time to reflect on where we are and where we are going.

From my perspective, the club is in a very healthy position. Our model of providing safe, affordable sailing to our members has stood the test of time and, for the first time in our history, we have waiting lists in both Harbors. Congratulations to CIH on their excellent progress and growth.

Let me offer my personal views on a number of issues that are constantly discussed within the Club:

## **What should our fleet look like in 5 or 10 years time?**

I believe the general view of the membership is that we should continually seek to upgrade our fleet, that the newer boats we can afford the better and that we should strive to have a combination of boats that is most desirable to the membership as a whole, and not to special interest groups within the Club.

The vast majority of our members appear to be day sailors, with less than 15% of our members going on cruises in any one year and less than 10% racing our boats. **Continued on Page 10**

# Tuesday Crew Takes A Well-Deserved Break

By Tom Greene

The MDR Tuesday crew embarked on a three-day trip to Catalina. Originally, three boats were going to depart Tuesday, Aug. 17. However, due to a skipper's illness and one crew, the sailing was delayed until Wednesday.

Unfortunately, Imagine had to drop out because skipper Marv Brown still wasn't feeling up to it.

Osprey departed 20 minutes ahead of Happy Hours, so she was about two miles ahead for most of the trip. Both boats had to motorsail to maintain at least five knots to arrive at Isthmus Cove at reasonable time.

For the last hour and a half, the wind was up and both boats sailed with Happy Hours making seven-plus knots, catching and passing Osprey and arriving first at the mooring.

The weather was great and seas calm. Unfortunately, the usual school of dolphins that greets us in the channel was absent.



Osprey's crew rafted up with Happy Hours

The boats got side by side moorings and rafted together for a potluck dinner onboard Osprey the first night.

Day 2 was a relaxing day in port for some. Brad Benam brought his mountain bike and made a five-hour trip to the airport and back.

He followed that by a kayaking downwind about a mile to Bird Rock and tried some snorkeling. The visibility was poor, so he abandoned that and paddled back against a stiff breeze.

Dan Ma took off for half a day in one of the Fairwind kayaks all the way to the west end of the island and back.

Carole Walsh brought her kayak on Happy Ours and went for a paddle and then a walk ashore. Susan Bonner and I relaxed all day on Osprey, and Chuck

Orlin did the same on Happy Ours and felt tired by the end of the day from watching the others!

I managed to get ashore about 5 p.m. for a short hike to Fourth of July Cove and took in the beautiful view overlooking Isthmus Cove.

The Osprey crew went ashore for dinner at the Harbor Reef Restaurant and imbibed with the obligatory buffalo milk or two, while the Happy Ours ate onboard.

The return on the third day was uneventful with perfect sunny weather, but light winds so the engine was required for most of the trip. The boats sailed in company for at least an hour taking photos of each other. To see more photos (about 70), follow this link: <http://picasaweb.google.com/tgreene67/FYCTuesdayCrewCruiseToCatalina>.

It turned out to be a profitable shakedown cruise for Imagine. She showed her features to advantage. She also exhibited a remarkable ability to draw down batteries over a short period. Thus, the call to Vessel Assist. The

cruise was highlighted by sightings of four or five blue whales off Point Fermin.

With the generosity of a friend from Culver City, we are able to moor in Emerald Bay. Clear water, interesting currents and a 30-minute motor trip to the Isthmus. Skipper: Marv Brown; First Mate: George Westerdahl; photographer, cook and dogsboddy, Mark Zierten.



Mark Zierten snapped this blue whale off Point Fermin.

## **Club's Future** Continued from Page 8

If that is true, I would expect our fleet to be younger than it is today, with a little more emphasis on small and medium size boats and a little less on large ones.

### **What is the optimum number of members?**

If we want to maintain our current model of running the Club through the voluntary support of our members, which I believe we do, then I think we are pretty much at our maximum now and I don't think our members will want us to expand the Club beyond, say, 200 members per harbor. I do not think the membership would want us to open additional harbors because it would place too much strain on our resources and dilute the effectiveness of our organization.

### **Should the administrative (and other) functions of the two harbors be separated?**

My personal view is that the administrative functions should remain centralized wherever there is a benefit to both harbors in doing so. Apart from that, I would support greater autonomy to each harbor.

Accounting and insurance seem to be obvious functions that should remain centralized. Maintenance, purchase and sale of boats may be better handled separately.

### **Should we contract out any of the administrative function?**

My personal view is that much of the bookkeeping should be outsourced to a professional firm that can perform this work consistently year after year. Trying to have this work done one year at a time by elected volunteers is too precarious and could ultimately prove to be more expensive.

### **Should there be any changes to the pricing structure i.e. dues and bonds?**

I don't think any of us can answer this without a detailed analysis of our income and expenses. I expect that to be done in the next few months. I do believe that some type of annual adjustment is necessary to keep pace with inflation.

### **What should the Club's position be regarding Community Activity?**

I think we all support the concept of helping others less fortunate than ourselves, especially youth groups, to learn and enjoy sailing, so the membership encourages this as an ancillary part of the Club's activities. It is not the primary purpose for which our Club was formed and it should not unduly impact the direction of the Club.

Some of these issues are controversial and opinions will vary considerably from one member to another. Individual opinions are easy to obtain. The collective view of the Membership, which is what really matters, is much more difficult to determine.

# Work Day Heroes

Twenty four out of 175 members showed up for August Work Day in Marina del Rey. We love to show up on work day and make the boats sparkle. We cleaned, polished, scrubbed, fluffed, and flaked and after that – we went sailing. A great time was had by all.

Can we have some suggestions for the next work day on ways to get more of our FYC buddies to show up on work day? Email [americawest2@ca.rr.com](mailto:americawest2@ca.rr.com). Thanks so very much to those of you who made it to work day. The boats really appreciated your loving care.

--Carole Walsh

Patrick Bambrough,  
Susan Bonner,  
Marv Brown  
Shar Campbell  
Gerri Chabot  
Stephanie Clark  
Dick Gross  
Patrick Hamilton  
Ken Hoover  
Deborah Juster  
Prebin Klug  
Nancy Marino

Ken Maryan  
Pamela Murphy  
Ken Murray  
Bruce Nalibof  
Chuck Orlin  
Allen Paxton  
Rus Polinovsky  
Daniel Romey  
Jotham Schwartz  
William Wagner  
Carole Walsh  
George Westerdahl

New Members	Type	Location
Grasso, Lenos	Reg	MdR
Corey, Chris	Reg	MdR
Guinn, Jim	Reg	CIH
Stebbins, Caniel	Reg	CIH
Whigham, Nate	Reg	MdR
Mize, Larry	Reg	CIH
Lamar, W. Paul	Reg	CIH
Wilson, Charles	Reg	CIH
MacGovern, Alan J.	Reg	CIH
Casser, Anthony	Reg	CIH
Kabaker, Elkana	Reg	MdR

## SMWYC Talks About Cruising Alaska

Santa Monica Windjammers Yacht Club boater education dinner Sept. 10 features Dick Dreschsler, author and long-distance cruiser. He will speak on cruising in Alaska.

The location is [13589 Mindanao Way](https://www.google.com/maps/place/13589+Mindanao+Way,+Marina+del+Rey,+CA+90295), Marina del Rey.

Reservations are a must:

[reservations@smwyc.org](mailto:reservations@smwyc.org)

Email Carole Walsh with any questions.

Cocktail hour at 6:30. Dinner at 7:30 with speaker to follow. The price will be between \$12 and \$20, depending on if there is a dance band as well as speaker.

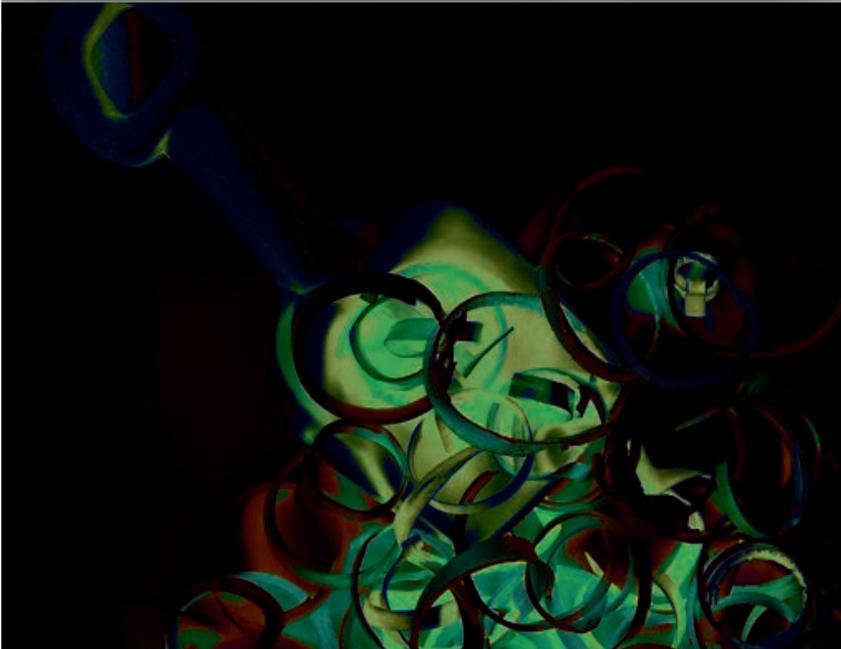
I went to Newport on a cruise and met Dick and his wife, Shari. They are an amazing cruising/writing couple.

--Carole Walsh



# COASTAL CLEANUP DAY

SATURDAY, SEPTEMBER 25, 2010 9AM-NOON



## MARINA DEL REY KAYAK CLEANUP

Join the Santa Monica Bay Restoration Foundation in Marina del Rey for L.A. County's only cleanup on Kayaks!!!

Bring your own kayak, dinghy, or small watercraft, or RSVP and we will provide kayaks and life vests for free! We encourage everyone to bring their own gloves and a bag or bucket to collect trash. Any questions? Email us!

IDs mandatory for use of kayaks! NO ID, NO KAYAK!

**Where:** Dock 52  
13501 Fiji Way  
Marina del Rey, CA 90292

**Parking:** Parking at Dock 52 is free  
Registration begins at 7:30 am



RSVP and more information:  
Contact MICHELLE KEARNEY at  
mkearney@waterboards.ca.gov  
(213) 576-6648

Sponsors include:

All volunteers must sign the Heal the Bay liability waiver to participate in this event. Waivers will be made available at registration on the day of the event.



## Two Final Notes:

There have been a number of complaints recently, of people giving a friend the email address, or even the unlisted phone number, of a Club member or officer, either for trying to gain access to the Club or to learn about that thing that we JUST HAVE to know about.

On the membership info page, it states: "The Fairwind Yacht Club Roster is provided for the exclusive use of our members for contacting each other for club related concerns. It may not be distributed to non-members nor used for any other purpose." Violating the privacy of our members is a serious issue, please don't participate in doing that.

--Ken Murray

Women of Fairwind Yacht Club, WFYC, now has a Facebook page. WFYC goals are to support all women of FYC, to build comraderie through sailing, education, social events, networking and community service. Join our Facebook page: Women of Fairwind Yacht Club. Post articles, sailing photos and events that would be of interest to W FYC. The site is being hosted by CIH member Ferne Ross and is open for all to post and view.

--Ferne Ross



***FAIRWIND YACHT CLUB ANNUAL INSTALLATION BRUNCH***



***ORGANIC PANIFICIO CAFÉ/RESTAURANT***

***4211 Admiralty Way***

***Marina del Rey, CA 90292***

***Neighborhood: Marina Del Rey***

***(310) 448-8900***

**[www.organicpanificio.com](http://www.organicpanificio.com)**

**DATE: OCTOBER 24<sup>TH</sup> 2010**

**TIME: 11:00 A.M.**

**DRESS: BOATING CASUAL (WE'RE GOING SAILING AFTER)**

**FYC BOATS WILL BE AT THE PANIFICIO GUEST DOCK FOR  
YOUR CONVENIENCE**

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\*\*\*\*\*Tear off and include with your check\*\*\*\*\*

**Name** \_\_\_\_\_

print clearly

**Number of reservations** \_\_\_\_\_

**Check for \$25 per person made out to FYC**

**Mail to FYC Post Office Box 12684, MdR, CA 90295.**

**Checks must arrive before October 10<sup>th</sup>. Please allow 5  
business days for postal service to deliver.**

**MAKE RESERVATIONS EARLY TO GET THE "MYSTERY" GIFT  
ONLY FOR THOSE ATTENDING**

# 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](http://www.fairwind.org)
- Minutes of Board Meetings - [http://groups.yahoo.com/group/FYC\\_Communications/](http://groups.yahoo.com/group/FYC_Communications/)
- FYC Treasurers Reports - [http://groups.yahoo.com/group/FYC\\_Communications/](http://groups.yahoo.com/group/FYC_Communications/)
- Coast Guard - Channel 16 or 310-732-2043
- E-mail announcements to the Membership – Richard Windebank or Ken Murray

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			<b>01</b>	<b>02</b>	<b>03</b>	<b>04</b> • <a href="#">Summer Splash</a>
<b>05</b> ( <a href="#">Week 36</a> )	<b>06</b> • <a href="#">Labor Day</a>	<b>07</b> • <a href="#">Work Day MdR</a>	<b>08</b>	<b>09</b>	<b>10</b>	<b>11</b> • <a href="#">Workday CIH</a> • <a href="#">Workday - MDR</a>
<b>12</b> ( <a href="#">Week 37</a> )	<b>13</b>	<b>14</b> • <a href="#">Work Day MdR</a>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>
<b>19</b> ( <a href="#">Week 38</a> ) • <a href="#">CIH Open House</a>	<b>20</b>	<b>21</b> • <a href="#">Work Day MdR</a>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b> ( <a href="#">Week 39</a> )	<b>27</b>	<b>28</b> • <a href="#">Work Day MdR</a>	<b>29</b>	<b>30</b>		