



December 2011

Editor: Ken Hoover

Volume 39, No. 12

Commodore's Log

New Software Streamlines Everything

By Richard Windebank
Commodore

Before I get into club business, let me add how deeply sad I am at the passing of Michel Fuller. Michael was not only a wonderful human being, but he was a great supporter of Fairwind and he did a lot to make it the great club that it is. He will be sadly missed by his many friends in Fairwind and remembered for the invaluable contribution he made to our club.

Turning to club business, I would like to comment on the new club management software program called ScheduleMaster, plans for upgrading the MDR Fleet, the MDR holiday party and improvements that will be made to the entrance of MDR in 2012.

First, ScheduleMaster. On Monday, Dec. 5, the board approved the implementation of this new program that we believe will significantly improve the efficient working of the club. The program will replace our current membership database, our boat reservation system and, with your help, reduce the onerous burden of billing and collecting membership dues.

We are indebted to Jotham Schwartz for the tireless work he has invested in this project that I believe will be of significant benefit to all of us. You will get plenty of notice of the changes that will be made, and there will be a detailed implementation plan to help achieve a smooth transition to the new system. Once

Continued on Page 4

Board & Membership Meeting Jan. 14 in Thousand Oaks

The next board and general membership meeting will be Saturday, Jan. 14, at the Thousand Oaks Public Library, 1401 E. Janss Road. (This is a new location.)

The board meeting begins at 10 a.m. and is open to members.

The general membership meeting begins at 11:30 a.m.

A Mapquest link is [here](#).

Michael Fuller	Vessel Assist	Tahiti Cruise
<i>Tom Marshall remembers prominent member.</i>	<i>We've dropped coverage for the Capri 22s.</i>	<i>Fairwinders venture into the land of Mutiny On The Bounty.</i>
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A Tribute To Michael Fuller From A Fairwinder Who Knew Him Well

By Tom Marshall

I met Michael Fuller more than six years ago when I came to Fairwind with the prospect of working out the lease for Angelsea. Michael was in favor of this from the start. Over the years, Michael and I spent many hours sailing on her together. One of the first things I did after Angelsea was officially part of the Fairwind fleet was to train the trainers for Angelsea and Michael was there.

After a number of afternoons spent training on Angelsea, we scheduled our first overnight sail to Santa Cruz Island. The trip we got wasn't quite the trip we had planned (See the article by Rob Matheny in the November 2005 newsletter). We crossed the channel in gale force winds and everyone on board had an experience they will never forget.

Since that first trip with Michael and Fairwind, I have made

many overnight and day trips to the islands with Michael. No one could ask for a better crew mate. Last year, we completed a 12-day cruise and visited six of the Channel Islands, only missing the two controlled by the Navy. Susan Bonner was with us for the first half, and we were joined by Scott Kelly and his son for the second half. There are memories from that trip I will always treasure. Little did we know that it would be one of our last trips together.

This past April, we entered Angelsea in the Newport-to-Ensenada race. This was after Michael had been diagnosed with the brain tumor, but Michael was there and I was determined to have him on my crew. Michael still looked good then, and I was surprised to see how well he was doing. Michael said he felt weak and he wished he could be more helpful. This was just an example of the character that Michael would exhibit right up to the end.

On Wednesday Nov. 30, I attended a memorial service for Michael at St. Brendan Church. Fairwind was represented by a number of members that came to show their respect. There was a large turnout. Michael's



Photo By John Stevenson

wife, Mary Ellen, told me she had expected around 200 people. Over four hundred of Michael's friends and family were in attendance!

What surprised me most were the eulogies, learning just how many people Michael had touched and how selfless he had been throughout his life. I learned many things about Michael during this service, not the least of which was just how humble he was.

There was a speaker for the group of professional architects that noted Michael not only was a member but had served as the organization's president. That was a theme that would be repeated many times. Michaels was a leader!

Serving Fairwind as vice commodore and all the hard work he did throughout his membership. Working with his daughter's swim team and water polo team, he was very proud of her and spoke of her activities often. He volunteered at his church, the Boys and Girls Club sailing program, the list just seemed to go on and on.

One of the biggest surprises for me was a eulogy given by an old friend of Michael's that he met in AA. This is something Michael had never talked about, and I had no idea this was part of his past. I drink -- after the anchor was set and we were secured for the night. There was quite a bit of alcohol consumed on our trips and Michael would drink his cranberry juice and smile as the rest of the crew would, should I say unwind? He never said a word. I learned that as his condition deteriorated to where he was no longer able to drive, Michael would take the bus downtown to volunteer his time to help others working through the AA steps to be sober.

Near the end, Michael signed up for an art class at Santa Monica College to do something that he had never done before. As his body continued to decline, he was exploring parts of himself that he had never experienced. There was a very touching article in the Santa Monica College paper about Michael titled "Don't Sweat the Small Stuff" written by Anne Vanderbruggen. <http://www.thecorsaironline.com/lifestyle/2011/11/18/don%E2%80%99t-sweat-the-small-stuff/> Michael had read Eckhart Tolle's "The Power of Now" and "New Earth" which he said helped him realize that there is a bigger picture and not to sweat the small stuff. He was truly at peace with himself!

I feel honored to have known Michael Fuller and after the moving service for Michael, I feel that I barely knew him at all. With all I learned about Michael during the service, all the people he had touch and all the organizations he was associated with, I was particularly touched by his request that in lieu of flowers, donations be made to the Fairwind Yacht Club "Angelsea Donation."

Next year, I will take Michael's family and a few friends out on Angelsea to do a burial at sea. I have done this many times over the years for many friends and family. I can honestly say that along with my own father, this will be one of most meaningful burials I will have the privilege to be a part of.

Angelsea Donations

Michael Fuller requested that donations in lieu of flowers be made to the non-tax deductible Angelsea Fund.

Donations may be addressed to:

Fairwind Yacht Club
Attn: Vice Commodore
PO Box 12684
Marina del Rey, CA 90295

Please note on the check:
"Angelsea donation"

Commodores Log ...

Continued from Page 1

implemented, you will be able to update your own contact information (address, phone number etc.), we will be able to e-mail members that meet certain criteria, e.g. all members who are checked out on Angelsea, you can be notified if a reservation gets canceled for a slot you wanted and you will have the opportunity to pay your dues by automatic transfer from your bank to ours. This last feature is huge because the burden of processing 1,500 paper checks each year is almost overwhelming for our volunteers.

Nobody pretends that we will not have any teething problems but, with careful planning and cooperation from all of us, I believe this will be a huge step forward for the Club. Thank you, Jotham, for all you are doing to make this work.

Now to the MDR fleet. Soon, the boat selection committee will be conducting a survey of the membership, and we really need your input. We are committed to trying to address the desires and aspirations of the members, but we need your help to figure out what they are. We need to determine the collective view of all members, not just the individual views of the more vocal minority. As best we can tell, the members seek an entry level cruising boat, possibly along the lines of a Catalina 28 or similar, to replace the Hunter, Collective Effort, and we *think* that is the members' priority, as identified by the committee last year. But you will be asked for your input when the survey comes out.

I strongly encourage you to look at the boat usage numbers shown on pages 8 and 9. The way members use our boats is the best indicator we have of their preferences for one boat versus another. As we develop more information along these lines, we will share it with you so we are all looking at the same material. That way, we can make informed decisions, rather than using guesswork. You will notice the extreme popularity of the two Capri 22's in MDR, which were used 265 days and 206 days respectively in the last year. Those numbers are huge and prompt the question of whether we should add a third. The survey will ask for your feedback.

Now to the MDR Holiday Party. A number of members have asked for more opportunities for us to interact on a social basis, so members can get to know each other better. This seemed a good opportunity, and Diane Hubner graciously offered to host it at her complex in MDR. This will be a "Pot Luck" on Saturday, Dec. 18, from 1 p.m. to 5 p.m. If we had booked it earlier, which is my fault, we might have been able to avoid a clash with the CIH Work Day, but Dec. 18 became the only viable option. Our appreciation to Diane. More information will be forthcoming.

Some more good news. On Nov. 15, the LA County Board of Supervisors approved an action for dredging in and around Marina Del Rey. This will include removing the silt at the north and south entrances to the marina that have been a source of concern of boaters for several years. The project will occur in 2012 and should be completed by September. Fairwind thanks the county for approving this much needed project.

My very best wishes to you and your family for the Holiday Season and for Happy Boating in 2012.

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Vessel Assist Coverage Dropped For Capri 22s

By Mike Delaney
CIH Port Captain

This fall, the Fairwind Board voted to drop Vessel Assist for the Capri 22's in both MDR and CIH. This became effective Dec. 1.

The reasoning was that the Capri 22's are daysailers that do not go cruising. All the Capri 22's, except Mea Ono in MDR, now have four-stroke outboards that are relatively new and reliable. Lack of wind has never been an acceptable reason to call Vessel Assist. The Soling's and G22 never had Vessel Assist because they are daysailers as well.

So what do you do if you are out sailing in a Capri 22, the wind dies, and the engine won't start? First, check the obvious: Did you reattach the kill switch cord? Is the fuel line attached firmly and not damaged due to kinking when the motor was tilted up. Is the fuel vent on the tank open?

New tanks, on Sand and Sweet Deal, have vents that must be unscrewed and depressed; this is different from the vents on the old tanks that only needed to be unscrewed. Did you overly squeeze the fuel line bulb and flood the engine? If so, just wait a while and it will clear. When all else fails, call the boat chief or a friend who can walk you through the process.

What happens if you cannot get the engine started after that? We are now training all new Capri 22 sailors to be able to sail back into the slip in both MDR and CIH. This can be tricky in CIH where the Capri 22 slips can be cross wind or down wind.

In CIH, you definitely do NOT want to come in under mainsail. The boat cannot be easily stopped. We train members to sail upwind of the dock, drop the mainsail, and come in under jib alone. If you have not done this, call a Trainer, and schedule a session.

It is actually quite easy to do once you have been through it. Remember that the Capri 22 can also be rowed and we have two paddles on the boats. If all else fails and there is no wind, and the motor will not start, and you are getting near shore or a jetty, throw out the anchor and wait for the wind to come up.

Another Way To Improve Your Sailing Skill

By Marv Brown

Last year as I was preparing to sign up for the ASA Tahiti flotilla, I was not sure whether I was eligible to charter a boat. In discussing this with some of the charter companies, I found out that I could take classes from a company called Nautic Ed and that would allow me to charter a boat.

I began taking several classes online and upon completion was awarded a bareboat charter certificate. Courses included basic rules of the road, skippering, sail trim, maneuvering under power, bareboat charter, anchoring a sailboat and coastal navigation.

The program allows you to study the material on your own and then take an exam. Classes are usually broken down into chapters and you take an exam after each chapter. If you fail the exam you have an opportunity to retake the exam.

One of the drawbacks is that while you gain a good knowledge base, you don't have a way to practice the skills that you learn. They do encourage students to go to a sailing school and practice the skills, but it is not a requirement for passing classes.

Nautic Ed seems to be a good supplement to the ASA classes for anyone who would like to add to their knowledge of sailing. Go to www.nauticed.org and check out the program.

An 8-Day Tahitian Adventure With Some Fairwinders On a 43-Foot Catamaran

By Betsy Lindsley

In November, skipper Susan Bonner and I, George Westerdahl and his wife Marie, and a Radeslav Radovich - a substitute crewmember - had a wonderful bareboat charter in Tahiti. Alas, Marvin Brown and Barbara could not come at the last minute - truly poetic injustice for Marvin had discovered this trip and organized us.

The Tahiti flotilla was an ASA-sponsored group of nine yachts and 60 people, organized by David Kory, a nice guy who regularly leads such trips. We were on a Sunsail 434 (a last minute upgrade – lucky us!), a gorgeous new catamaran built in Cape Town with a lovely big galley, four cabins and four heads, a hard-top bimini, large swim deck and davits for the dinghy.

The island of Tahiti, and the other islands we visited in French Polynesia, are part of the Society Islands, which stretch 400 miles across the South Pacific. The indigenous people are beautiful and so friendly, trying to speak a bit of English to us Yanks, but bilingual in Polynesian and French. We found our wee efforts in Polynesian (such as Ia Orana - hello, and maururu - thanks) plus some high school French went a long way.

The trip started on the big island of Tahiti, with a two-night stay in a Radisson resort hotel, with a black sand beach, infinity pool, and an eye-stopping show of native dancing in the evening. On the one free day on the island, our new crew member, Radeslav,



Skipper and crew of the Dim Sum

had the brilliant idea of renting a car to explore, so Susan, Radeslav, Lupe Luperini (a nice fellow in the flotilla) and I had a great day driving almost a circuit around the island: lush green vegetation, a hike up to some stupendous waterfalls, a hike to caves with internal lakes, cemeteries covered in bouquets (people do this for their relatives), lovely beaches, charming little houses with chickens, mangos and bananas in the gardens.

The next day, we flew in a small plane to the Sunsail Base on the island of Raiatea, picked up our boat (Dim Sum), got our orientation, did provisioning at a nearby town, and left for our first anchorage, on east side of the island of Tahaa. The islands of Raiatea and Tahaa are enclosed within the same barrier reef, so this introductory trip was easy motoring to the anchorage by Motu Mahaea. Motu means little island – and the motus inside the reefs often provided a nice sheltered spot for anchoring.

On day two, we went north around Tahaa, to Motu Tautau on the west side of Tahaa. Successfully anchoring wasn't always easy, even with a catamaran; our first efforts were at a place called Patio that looked propitious but quickly proved to be too shallow in spots. Susan's expertise as a catamaran skipper and George's experience with his boat in Washington often saved the day.

Snorkeling was a highlight on Tahaa and many other spots in Tahiti. The water is warm (I'd guess in the low 80s), clear and full of brightly colored tropical fish of all sizes and beautiful coral formations. There is a strong current often, so one had to be careful not to get caught having to schlep too far upstream back to the boat.

On day three, we left Tahaa, motoring through the reef exit at Papai Pass and set off for Bora Bora (one doesn't sail out of a pass through a reef, but motor carefully following the ATN's, with the main sail up - on the off chance the motor dies). Speaking of aids-to-navigation, the islands were well marked and charted. For sailing, the winds are almost predictably east/northeast. Once outside the reefs, the sailing is wonderful.

Bora Bora, about 12 miles from Tahaa, is Tahiti's most famous island, and stupendous to look as you approach it with its huge volcano-hollowed mountain looming in the distance. We entered the reef through Teavanai Pass, bought groceries at Vaitape and sailed down to a famous restaurant/hang-out, Bloody Mary's, picked up a mooring, had exotic drinks, and then went back to the boat to cook. George was always

our fish barbecue chef par excellence, his wife Marie was creative in the kitchen, while our new crew member Radislav specialized in tropical drinks.

On our second day at Bora Bora, we motored north around top of the island, then down the west side and anchored for a while at Temahu, a spot where there was an opportunity to wade through the reef to the sea, looking at coral formations, fish...and a local woman who was catching fish in a home-made net slung across the channel (she wasn't overjoyed at our presence). Afterward we found a good anchorage further south, in a bay on the south end of Tauere.

On Day 6, we finally bid adieu to

Bora Bora and hoped for a great sail heading north and then around the north end of Bora Bora and down towards Tahaa . It was great sailing , and then a little too great ... until winds were about 25 knots and the sea getting too rough. Discretion being the better part of valor, we turned around and motored SSE to Raiatea and Rautanui Pass. The afternoon brought some of the best snorkeling ever, on the west side at Motu Taoru, where there was an underwater cliff/drop-off to snorkel along, behind the reef at Passe Teavapiti. Then we went a bit farther south, to a Bay Vairhi to anchor for the night.

By Day 8, the end of the adventure was approaching, so after a farewell snorkel stop at Motu Taoru again, we headed back northeast to the Sunsail Base at Baie Apooiti. We were tired, sunburned, needing a real shower and very happy with our Tahiti adventure.



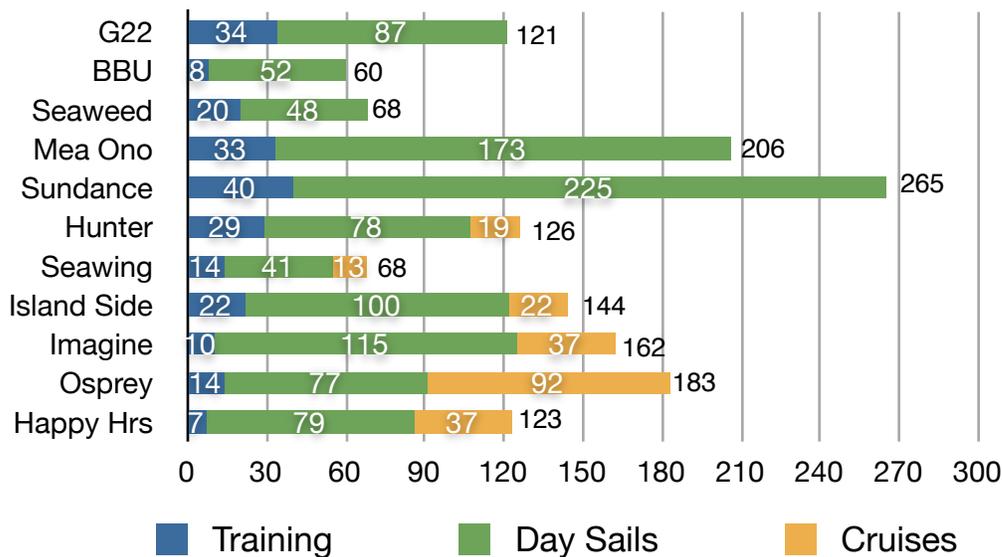
Skipper Susan Bonner enjoys the scenery.

Fairwind Boat Use For 2011 and 2010

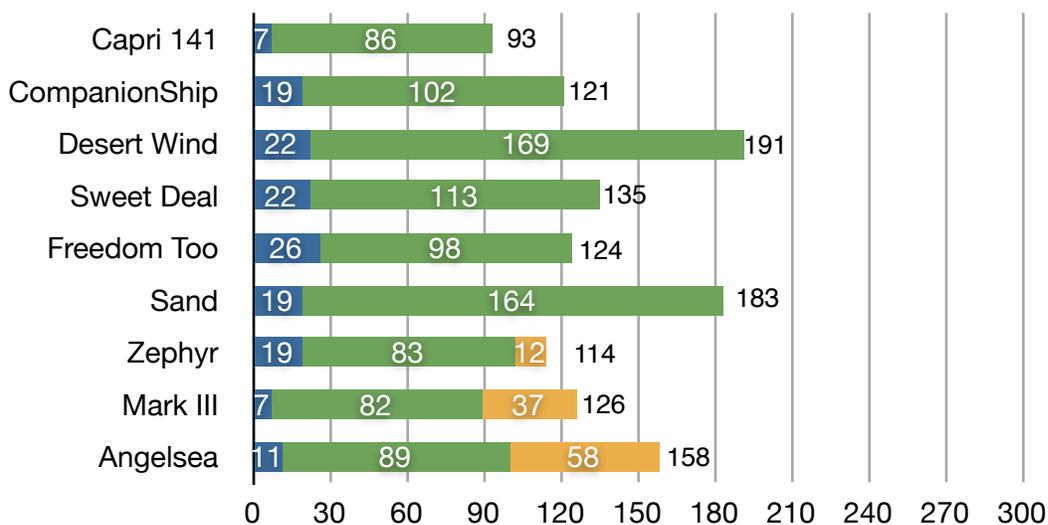
Compiled below are boat use statistics for the years 2011 and 2010. Each year runs from Oct. 1 to the following Sept. 30. As you can see, our boats are used an impressive amount. These statistics were gleaned from the reservation sheets. The club's top number crunchers are working hard on analyzing this data with comparisons to the cost of maintaining each boat. There will be more discussion of that later. As you can see from the chart on page 9, Fairwinders enjoyed 4,942 days on the water during a two-year period.

--Ken Hoover

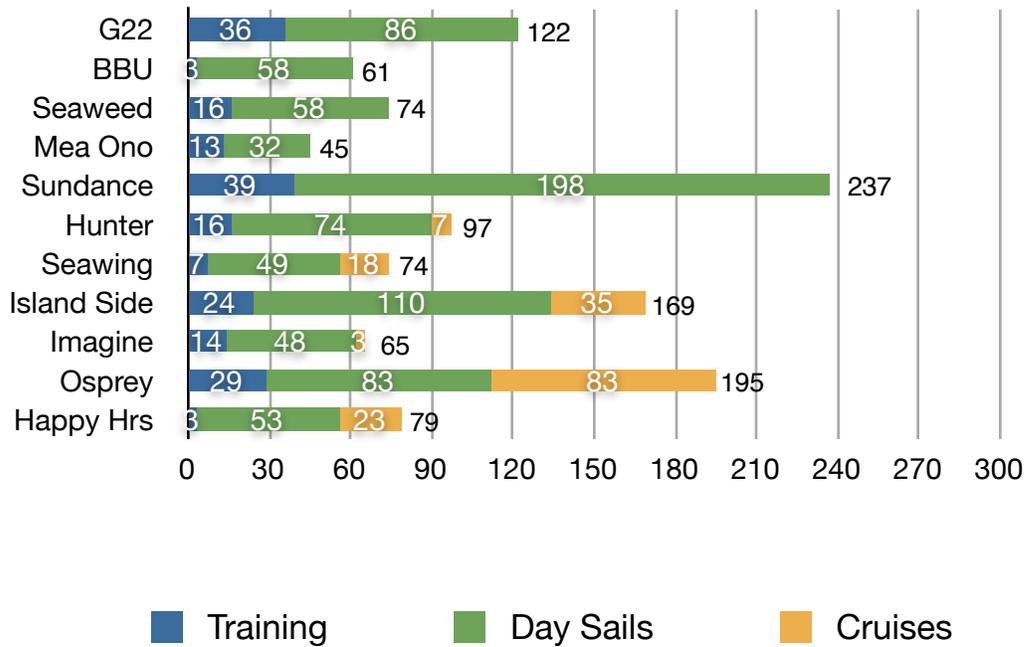
MDR 2011



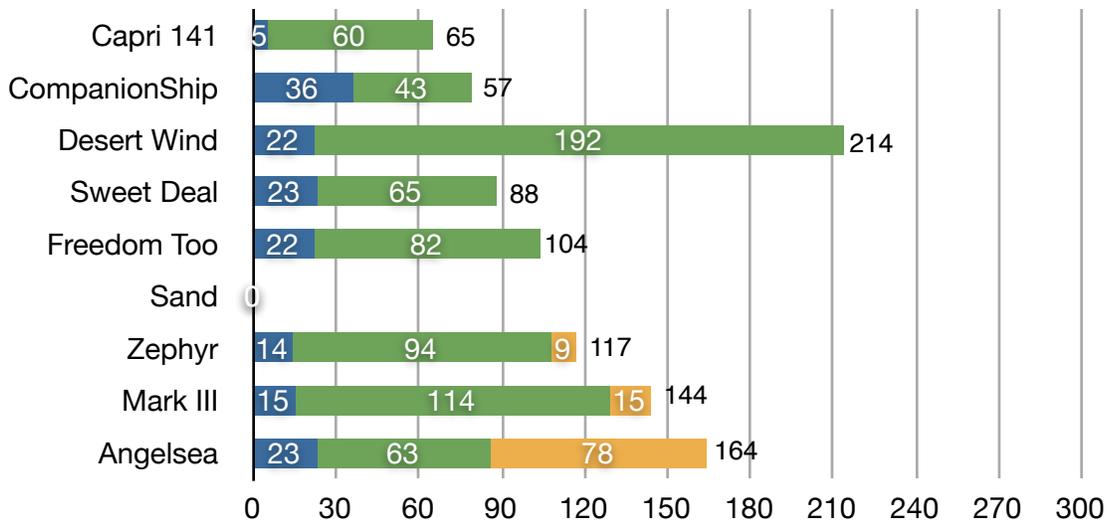
CIH 2011



MDR 2010



CIH 2010



	2010	2011	TOTAL
MDR	1218	1526	2744
CIH	953	1245	2198
TOTAL	2171	2771	4942

Fairwinders Give Boy Scout Troop A Taste Of Sailing

By Tony Cassar

I have a 12-year-old son who is a member of Boy Scout Troop 175 out of Woodland Hills. I have been involved in scouting for eight years as an adult leader. I have always enjoyed being involved and appreciate the values it promotes as well as watching the boys grow and mature.

I am grateful that the boys have experiences they would not otherwise have had and that they have the opportunity to develop skills they can use throughout their lives. Being a landlocked district, few boys get to experience or develop skills required to sail in the open ocean. And while the district office in Van Nuys puts on an annual sailing symposium in Marina Del Rey, the minimum age is 14 years old and the number of spots is very limited. So on Sunday, Oct. 30, several club Fairwind members participated with me in a sailing

symposium for some of our younger Boy Scouts in Channel Islands Harbor.

At a troop meeting just before the event, I provided the boys a short course to expose them to sailing concepts like parts of a sailboat, points of sail basics of tacking and jibing, and safety issues. The following Sunday, Tom Kelleher, Alan MacGovern, Carl Meinhof, and Mike Delaney took out two boys each on the Capri 14s in the Seabridge Marina. The event allowed the boys to apply the knowledge they learned in the class with a real world



experience.

The Seabridge Marina is a great area to practice sailing skills because other sailboat traffic is limited, and it is a safe haven from strong winds. The Capri 14 is an easy boat to prep and the boys had an easy time with the furling jib and a mainsail that's simple to hoist. After installing the rudder the boys were ready to go. Sunday's wind was mild but it was enough so that, in a very short time, the boys were at the helm and manning the sheets themselves. Their instructors helped them hone their sailing execution.

After a few hours of practicing it was time to have lunch and head over to Angelsea. Mike and Jan Delaney took the boys and several adults out. The boys had a wonderful time seeing the difference between their small 14s and more extensive riggings of a larger boat. The winds were calm and the sea was like glass. The boys reveled being on the open water with an abundance of marine wildlife to observe. After asking what they enjoyed the most, they chose the smaller 14s. Having a "hands-on" experience made all the difference.

Like other organizations that promote positive values in young people, it is so important to give them an opportunity to have meaningful life experiences they would not otherwise have. The instructors made such an impact that a few of the boys asked me when we might be coming back or where they could go sailing themselves. Thanks again to a wonderful group of instructors for making the sailing symposium a great success and to Mike and Jan for giving so graciously of their Sunday afternoon.

Hardy CIH Sailors Brave Rain For November Workday

By Carl Enson
CIH Rear Commodore

The Channel Islands Workday Nov. 20 was a washout with lots of rain and wind. However, many Fairwind sailors showed up and braved the elements at least for a while. Our workday volunteers were:

14-footers: Dave Nichols and Scott Anderson

Companionship: Jane Thomas

Sweet Deal: Corey Chase

Sand: Jim Breslin

Desert Wind:

Zypher: James Guinn, Scott Kelly, and Mike Delaney

Freedom Too: Tom Kelleher and Terry Keller

Mark III: Larry Pate and Jesse Lumsden

Anglesea: Alan MacGovern, Greg Arnold, Harry Kane, and Tom Marshall

Open House:

We had three hardy souls (perspective members) come down to the open house during the rain. We now have two new CIH members: Attila Benko and Robert Lee.

Only Zephyr went out during the Open House. Mike Delaney and Terry Keller donned full fowlies for Terry's checkout which he had been trying to schedule for a month. None of the prospective members chose to join in the sail.

Fairwinders Honor Memory Of Long-Time Member At Two Harbors

By Bob Krauch

Four veteran FYC cruisers with combined sailing experience of more than 150 years, last month spent three days visiting Catalina's Two Harbors to reminisce and inspect the coveted Bob Weggeland Memorial Plaque, which, carefully hidden, overlooks scenic Isthmus Harbor.

Greatly weathered, but still visible, the nearly 20-year-old plaque was located about 30 feet up a cactus-covered cliff. Its verb still proclaiming the respect held for him by many of the long-time Fairwind members.

Weggeland was an assistant boat chief on the club's first Catalina 30, the Fairwind 30, and he succumbed to cancer in the early 1990s.

Weggeland was employed with Peterson Publications in the public relations field and was required to accompany the sports magazines many advertiser-executives on annual "party visits" to Daytona Beach and to the Indianapolis Speedway racing events.

When effecting repairs on the Fairwind 30, he obtained free welding jobs at a Midas Muffler shop by providing the workers with free copies of "Guns & Ammo," Motor Trend" and other Peterson monthly magazines.

FYC's research "task force" consisted of skipper Mike Chandler, owner of On An Impulse, a well-maintained Catalina 36, Preban Klug, one of the club's marine engine mechanics, Tom Ruh, a former boat owner, and me.

After observing the Weggeland plaque's heavily weathered condition, it was determined that a new version should be created to replace it. That, of course, will necessitate another "task force" cruise to Two Harbors.

November's Workday Heroes In MDR

Let's hear it for our Work Day Heroes! They are the best. Apologies to those who showed up this Nov. 5 and contributed so much and are not mentioned for your much-appreciated and needed work to keep the boats clean and looking like they just sailed off the showroom floor. Without your tireless efforts, the fleet would look pretty pathetic.

Seawing Trimaran - 27

Boat Chief, Bob Hoffman (who was there last month too)

Leonard Brownlow John and Liberty, Drake Bakunin and Mike Dawson

Collective Effort – Hunter 26 .

Assist Boat Chief - Tom Green (did Work Day and Home Port Regatta)

Chris Corey

Island Side – Cat 28

Shar Campbell

Tim Smith (Prospective member – way to go)

Osprey – Cat 32

Fleet Captain – Dick Gross

Liberty and Drake Bakunin

Mike Field

Andrea Field

Jake Field

Ryan Field

Mea Ono -- Capri 22

Joe Kapp

Mark Hullibarger

Pam Murphy sold FYC hats - Yea, we need the money.

In addition to the folks who let us know via turning in work sheets, that they were there and what they did there were lots of great workers who jumped in and got the jobs done. And special thanks to those who focused on getting rid of rust this month. Dave Arnoth, Rosalie Bostick, Boat Chief for Rambaley Shar Breitling who also came early to help set up! Gerri Chabot, Harvey Chao, Lennox Grasso, Jay Gross, Mark Hullibarger, Rob Matheny, Boat Chief Happy Ours and past BC for Imagine, Bill McKinney, Stu Meisner, Past Commodore and senior of seniors Roy Niebuhr, Adrienne O'Donnell, RC, past BC of Happy Ours, Chuck Orlin was everywhere, John Quickly, Rob Raos, Dan Romey, Jim Strzyzewski, Bill Tan - another guy who was doing everything, William Wagner and me.

--Carole Walsh

And Here's the December Workday Heroes in MDR

It was a beautiful day for working and sailing on boats for MDR work day, Dec. 3. Dave Arnoth came early to help set up for work day. A huge help! In an ongoing effort to track those members who show up and do their share to keep the boats looking so great, Patricia Rose stepped up to help at the sign in table. Patricia is not only an active member of FYC and WSA, she is also a professional chef.

Here are the workday heroes and the boats they worked on:

Rambaley – Boat Chief, Shar Breitling and Bruce Nalibof

Mea Ono – Chris Corey, Tim Fredricks, Patricia Rose

Seaweed – Neil Berkley – he discovered and replaced the broken ice chest plus all the other stuff that had to be done.

Blue-by-U – Dennis Clapp Jotham Schwartz, Sean (guest)

Sundance – Mike Field, Andrea Field, Jake Field, Greg Little, Henry Little, Patricia Rose

Island Side – Boat Chief, George Westerdahl, Steve Schier, John Goebel, Preben Klug, Vince Kraus, and Peter Griswold.

Seawing – Assistant Boat Chief Bruce Byall, Mike Dawson, Harvey Chao.

Collective Effort – Tim West, Jack West, Isaiah Schwartz, Assistant Boat Chief, Tom Greene, William Wagner

Imagine – Boat Chief, Marv Brown, and Assistant Boat Chief, Betsy Lindsley

Osprey – Boat Chief, Susan Bonner, Pierre Landry (Santa), Jim and Jeff (elves) wore cool holiday hats.

Happy Ours – Rob Matheny, Vitali Lubyanyoy and Nikita Lubyanyoy.

Here are some folks that stopped by to say “Hi” or did work without signing the work done page: Sayoko Adachi (went racing), Diane Hubner, Halli Kristjansson (went racing), Rick Luckey, Willie Maynetto, Bill Tan was working and later training. Cannot thank each and every one of you for showing up for your club and your boats. Happy Holidays!

--Carole Walsh

How Many Fairwinders Does It Take To Screw In An (Anchor) Light Bulb?

Story and photo By Tom Greene

On Oct. 4, Tuesday Crew member Dave Arnoth went up in the bosun's chair on Collective Effort, MDR's Hunter 26, to fix the tab on the wind indicator and check the anchor light bulb.

He was supported on deck by boat chief and repair project manager Jennifer Hutzicker, halyard handler & winch cranker Tom Greene, tool bucket handler Peter Griswold, tool & part fetcher Bruce Naliboff and repair consultant & glue mixer Mark Zierten plus many spectators, each providing their two-cents worth of advice. The repair was a success, except for the anchor light which must have a fault in the wiring. No people or animals were injured, and no tools or parts lost during execution of this repair.



Bruce Byall was in San Diego during November to watch a preliminary race leading to the America's Cup in San Francisco in 2013. He shot this photo.

Membership Guide: Where To Go For What

Training and checkout - Fleet Captain (Dick Gross for MDR; Scott Kelly for CIH)

Report an Accident - Safety Officer, Marc Levine + Rear Commodore (Chuck Orlin for MDR; Carl Enson for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Chuck Orlin for MDR; Carl Enson for CIH)

Pay Dues – Vice Commodore, P O Box 12684, Marina Del Rey, CA 90295

Update Contact Information for Membership Roster - Membership Secretary (Jotham Schwartz for MDR; Paul Aist for CIH)

Submit Articles for Newsletter – Editor, Ken Hoover

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

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

December Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 MDR Workday
4	5	6 Workday MDR	7	8	9	10
11	12	13 Workday MDR	14	15	16	17
18 MDR Holiday Party CIH Workday CIH Open House	19	20 Workday MDR	21 Chanukkah	22 Winter Solstice	23	24 Christmas Eve
25 Christmas Day	26	27 Workday MDR	28	29	30	31 New Year's Eve