



September 2011

Editor: Ken Hoover

Volume 39, No. 9

Commodore's Log

Outgoing Commodore Signs Off

By Marv Brown
Commodore

Hello Fairwinders,

It is hard to believe that a year has passed, and my term as commodore is almost over. It has been a real honor to serve the club. I want to acknowledge and thank our outstanding board for all of their efforts and counsel on the variety of projects we have accomplished this year.

I also want to thank all of the members who have contributed this year to FYC. This includes all of the boat chiefs, open house workers, instructors, Tuesday crew, etc. There is no doubt that the strength of the club is the many members who have stepped up and contributed over and over again.

In Channel Islands, we have successfully negotiated the purchase of Angelsea. We had been leasing the boat for six years, and the membership voted at the last meeting to accept the negotiated price. We are asking members to loan the club funds to complete the sale. The bonds are in increments of \$500 and will be repaid within two years. If you are interested in purchasing a bond, please contact Treasurer Mike Delaney.

At a previous board meeting, the board discussed a motion regarding the use of boats at the open houses. The past rule was that a member could take out a boat during open house with board approval. The board felt that

Installation Of Officers Lunch Set For Oct. 2 In MDR

Officers for the coming year will be installed at the club's annual luncheon, scheduled for Sunday, Oct. 2 at 11:30 a.m. at the Woodley Lakes Golf Course, 6331 Woodley Ave., Van Nuys

A Mapquest link is [here](#).

Reservations and advance payment are required. See the flyer on page 16.

The Commodore Elect	A Dog's Life	MDR Parking
<i>Richard Windebank sets goals for the coming year.</i>	<i>Jennifer Young tells how Lucy took to the boating life.</i>	<i>Where is it permissible to park in Marina del Rey?</i>
<i>Page 3.</i>	<i>Page 5.</i>	<i>Page 10.</i>

there were many requests for boats during open house and that the boat chiefs would not be able to do extensive work if the boats were always gone. The rule now is that a boat cannot be gone for two consecutive open houses. Please plan your cruises with this in mind.

The strength of Fairwind Yacht Club is in its volunteers, and I would like to encourage everyone to volunteer in as many ways possible. We know that the more each person contributes to the club, the more each have gotten out of it. Working together, we continue to make FYC the best that it can be. I wish our new commodore, Richard Windebank, and the incoming board great success in the coming year.

May you always have fair winds. . .

Marv



Angelsea on her way to Santa Cruz Island over the Labor Day weekend. That's skipper Scott Kelly at the wheel. The club is in the final stages of completing the purchase of the Catalina 400 after six years of operating her under a lease-purchase agreement.

The Vice Commodore Prepares To Take The Helm

By **Richard Windebank**

Vice Commodore

First, I would like to thank the membership for electing me as Commodore for the 2011/2012 year. I will do my best to justify the confidence you have expressed in me, and I look forward to your support as we move into a new year.

I am fortunate to have such a strong board to work with, a board that contains both enthusiasm and experience. I believe we all kick off without any personal agendas, other than to continue to build on the strength of our club and to meet the desires and aspirations of our members.

The Board you elected on Aug. 27 to serve the club from Oct. 1, includes:

- Richard Windebank - Commodore
- Jotham Schwartz - Vice Commodore
- Chuck Orlin - MDR Rear Commodore
- Carl Enson - CIH Rear Commodore
- Dick Gross - MDR Fleet Captain
- Scott Kelly - CIH Fleet Captain
- Mike Delaney - Treasurer
- Mark Boykin - Secretary
- Marv Brown - Jr. Staff Commodore

There are many other volunteers who do a lot of hard work for the club and whose contribution is invaluable to us.

I regard the Fairwind model as being unique, and I am not aware of another club in the world that follows it. We are all indebted to the members who have gone before us and built this club into what it is today.

We, as the board and the membership, are temporary custodians of the club, and I am sure you share the desire to take care of it for the members of the future. On that note, I have one overriding goal. That is to make sure that the club is as strong at the end of the year as it is at the beginning, and hopefully stronger.

I would like to see increased transparency, especially of the finances of the club, so that all members have a closer understanding and can contribute to the decisions we make. Under the leadership of Ken Murray and Marv Brown, we already know a lot more than we did a year or two ago, and we are indebted to Mike Delaney for the excellent work he has done in helping us work through this process. I also support greater autonomy of our two harbors. CIH is better equipped to decide what its fleet should look like in five years time, and the same applies to MDR.

Few members would deny that, in Fairwind, we get outstanding value for the modest dues we pay. There is good reason for that. First, it's part of our mission statement to provide the most affordable sailing to our members, and it's been the foundation of our Club since it's inception. Second is the amount of work we all do on a voluntary basis to run our club as efficiently as we can and look after the boats that have been entrusted to us.

There's a lot of work to be done in the coming year. We know there is huge room for improved efficiencies by working smarter and using modern technology more effectively. Under the leadership of Dick Gross, the technology committee is working diligently to expand the capabilities of our website. We have multiple initiatives in place to streamline the administrative functions of the club.

I think we have an exciting year ahead, and I look forward to working with all of you. Thanks again for electing me as your Commodore.



Rookie Racers Can Find The Starting Line in MDR Nov. 5

By Bruce Fleck

Once a year, the entire Marina del Rey yacht racing community (that group of sailboats that are frequently seen racing together southwest of the breakwater) extends an invitation to all sailors to join in support of new skippers, crew and sailboats to give this wonderful sport a try.

This year the HPR, as we abbreviate the Home Port Regatta name, falls on Saturday Nov. 5 and will be preceded by two seminars on Oct. 27 and Nov. 3 to help prepare folks with an understanding of the basic rules and tactics they will use in the weekend competitions.

As an added bonus, experienced racers have volunteered to act as mentors and on-the-water coaches to help the "newbies" as they are frequently called, race safely and successfully.

There will be lots of trophies, door prizes and fun at the after race mixer to be held at South Coast Corinthian Yacht Club, where the newbies get to meet representatives of all the area's yacht clubs, other racers, and prospective crew for future racing events.

Experienced yachtsmen will testify that learning to race is one of the fastest ways to raise your sailing skill and seamanship level. They will also tell you that there is a wonderfully diverse and welcoming community of folks participating at many levels. HPR is something special that is well worth your attention.

To get more information, check out the web page at asmbyc.org. Toggle down the page until you get to the Home Port Regatta link or contact Bruce Fleck at 310-869-9187 or Bruce@yahoo.com.

Dogs At Sea: How Lucy Came To Love Life Aboard

By Jennifer Young

At the beginning of 2009, a few years after our 17-year-old dog died, we decided it was time for a new dog, and we wanted one of a manageable size and disposition so that we could also take it sailing.

After some research, we chose a 35-pound rescue named Lucy with a sweet face and temperament. We had her on a three-day trial so the first thing we did was to bring her down to the MK III to see how she responded to being on a boat.

We didn't leave the dock, but we brought her on board and worked with her using treats to train her to get on and off the boat on her own. We brought her to the boats two more times before we ever left the dock. When we finally went sailing with her she was unfazed and relaxed. She also seemed quite curious and seemed like she loved the experience.



This is Lucy, the sea-going dog. But can she trim a jib?

Since then, we've gone on many day sails with her on most of the boats and several cruises.

We don't have children, but Lucy is like our child and we take her on almost all of our adventures and plan most of them around her. She loves to cruise to Catalina and moves from the sailboat to the dinghy to the shore and back again with ease and joy.

She is adventurous and loves to explore, and she is also a very respectful and well-mannered dog. Many of our fondest experiences include her.

Lucy has turned out to be an all around water-loving dog. She is an accomplished white-water kayaker on the Yellowstone River (although she tends to want to jump off the boat in the middle of a rapid), and she has recently taken up swimming in the Los Angeles River. Thankfully, when the going gets rough on a sailboat and we're being tossed around, she just goes to sleep.

Sailing with a dog is an honor and a privilege. We were recently reminded of that when there was a motion to ban dogs from sailing on FYC boats. We are fortunate and grateful to the membership that the motion did not pass.

Sailing with a dog has been a tradition of many sailors since the history of sailing began. Our very own Fairwind Yacht Club has had members who sailed with their dog early on and FYC even had a logo that included a dog!



The former club logo included a dog.

As dog-owning sailors who sail with our dog, we have a duty to not only protect and care for our dog properly, but to be mindful and respectful of the other members and the club boats. The following are some tips and advice on the subject that may be useful:

- Know your dog's limitations and make sure you are able to take them ashore in plenty of time to relieve themselves. For longer cruising, I have even heard of people who have trained their dogs to relieve themselves on a coiled up rope on blue water cruises. Dogs are never too old to learn new tricks.
- Make sure your dog has plenty of fresh water and necessary food, just like you.
- Keep your dogs nails trimmed and smooth so that nothing gets

scratched.


- Purchase a hand vacuum cleaner specifically designed to pick up pet hair and dander. Some members have allergies to dander. When you return to the dock, vacuum all the cushions well.

- Do a thorough cleaning of the boat. We wipe down the surfaces under all of the cushions, under the floorboards, around the bilge, etc. Not a surface is left un-wiped!

The bottom line is, enjoy sailing with your four-legged friends or whoever you want to sail with and be considerate of other members so that everyone is able to enjoy being a member of, what I believe may be, the best club on earth!

Editor's Note: *The long-standing club logo was re-designed in 2008 by Paul Antico, and after discussion, the dog was removed. The new logo is incorporated into the newsletter's banner at the top of page 1.*

Advertisement



Kent Kiesey
Branch Manager
Vice President

Marina Del Rey Office
4240 Lincoln Boulevard
Marina Del Rey, CA 90292
kent.kiesey@unionbank.com

Tel. 310 301 8505
Fax 310 301 8504

unionbank.com

Kids At Sea: A Gaggle Of Children Lured By The Catalina's Charms

By Mark Zierten and Jotham Schwartz

Three Fairwind boats and four families took to Catalina Island the weekend of August 19-21. This cruise broke new ground (to use a non-nautical figure of speech) in taking five young children to that fabled island.

The challenges faced by this inaugural outing with unexpected changes to the original plan did not dampen any of the enthusiasm for all participants. The youngest of the crew, Christopher Moore, age 2-1/2, was heard to shout "HELM'S ALEE" and haul on whatever line came within his reach.

The original plan was to moor in Two Harbors. The skippers attempted to make advance mooring reservations using the Catalina Island Company's new online reservation system, but they simultaneously discovered at midnight on Thursday that nothing was available in Two Harbors. It turns out two other yacht clubs had already somehow reserved every available mooring there, so Emerald Bay was chosen as an alternate.

The crossing was excellent – perfect warm weather, easy seas, and some wind that was not always on the nose. The three boats remained within sight of each other, and communicated via VHF. Imagine spotted three pilot whale couples off of PV putting on a nice show.

First to arrive at the bay at around 1600 was our Beneteau. Her engine had quit during the crossing, so she sailed in to the harbor, and with some assistance from harbor patrolman John, picking up the mooring was a non-event.

It turned out that this was one of the busiest days at the island that any of us had ever seen. Every mooring was full or reserved; it was taking several hours in some cases for arriving boats to be given mooring assignments, and the harbor patrol was run ragged every which way trying to help. Collective Effort rafted alongside Imagine

until a mooring could be assigned, and Island Side was put in a beautiful spot right under the cliffs on the southeast side. Soon after Collective Effort was able to pick up a mooring adjacent to Imagine.

Friday evening found all hands – nine adults and five kids – in close contact in the cabin, cockpit and open deck of Imagine. The planned Two



Harbors beach barbecue cookout ashore was relocated to the boat, and nobody seemed to mind.

The galley and stern barbecue turned out burgers and dogs, and as predicted by an experienced cruiser, there was enough food to satisfy twice that number. It should be noted that the vessel that proved most useful in shuttling sailors between boats, as well as to and from the Isthmus, became the Boston Whaler referred to as the Coach Boat.

On Saturday, the crew of Island Side, Joe Carter, Tim West and Jack West, rowed the water tender a short distance to the shore and established an outpost. They hiked around the bay, and went swimming in the clear water. The crews of Island Side and Collective Effort were shuttled to the Isthmus in the Coach Boat, and had fun at the beach and playground. Later everyone met up they up at Doug's on the Isthmus for dinner. Two young women, Isabel Schwartz and Penelope Eyerman, outward bound on Imagine appeared to many as the bright lights of the weekend. Two young men, Jack West and Eric Lawrence also found companionship of an elementary school variety.

The major challenge of the weekend involved Jotham Schwartz's frustrating attempt to get Imagine's engine back in running order. It was eventually determined that a stupid mistake on the skipper's part (his words) had introduced air into the fuel lines, and that they simply needed to be bled. But, as is often the case, identifying and fixing the problem in the field was a challenge.

The best efforts of the skipper, the Boat Chief Bill McKinney and Commodore Marv Brown consulting from the mainland, and engineer Joe Carter and Rear Commodore Mark Zierten resulted in a still unresponsive engine. Attempts eventually ran the batteries down to where the skipper made the decision to halt further efforts and call in help from the Isthmus. The decision turned out to be the prudent course.

On Sunday, Collective Effort and Island Side departed for the mainland, while Jotham called in some mechanics from Two Harbors. The delay allowed Imagine's crew some excellent kayaking around the rocks in Emerald Bay. Two mechanics arrived promptly at 1400 and had the fuel system bled and the engine running within 90 minutes. Jotham learned more from the two mechanics about diesel fuel systems and Beneteaus than seemed likely at the beginning of the cruise.

Imagine then relocated to Two Harbors, which had cleared out as the weekend cruisers had departed, and then returned to MDR on Monday. On the return, west of PV, the Schwartz family sailed within 50 feet of two of the largest creatures on the planets: Blue Whales. The whales seemed quite interested in Imagine, and the water was clear enough for the crew to see down to their light colored bellies.

This cruise was really wonderful for the kids, and there will be more Fairwind family cruises scheduled throughout the year. Any member who would like to get involved should contact the cruising chair.



Fairwinders Enjoy A Pleasant Cruise of Santa Cruz Island

Good Food, Some Jimmy Buffet, But Light Winds

By Bob Rennie

The August 12-14 Santa Cruz Cruise started out much like many others, in this case with a flotilla of three boats, Anglesea, Zephyr, and Mark III). Departure time was 10:00, and we were to have a radio check past the breakwater. Anglesea promptly missed the 10:30 radio call as we were busy pumping in fuel and pumping out some other stuff.

Winds continued to be less than light until the very end of the crossing when some legitimate sailing was possible. But the “sail” was enjoyable since from a distance it was probable we had a whale sighting, and there were countless dolphin and seal sightings (far more than I have enjoyed for some time).

As we neared Prisoner’s Harbor, the number of increased in number diving into the depths at regular intervals. It was interesting that this process continued throughout the night as the gentle sound of clinking halyards was regularly interrupted by a smashing splash of water as pelicans dove into the abyss somehow managing to see their prey.

Upon arrival at Prisoner’s, Mike Delaney quickly opened up his ferry business, taking passengers from Zephyr and Anglesea ashore for an unspecified charge.

Now even before my first cruise, I was taught a valuable lesson: Always be adequately provisioned.

If the wind is good, everyone has a great time. If the wind stinks but the crew is eating well, everyone still has a great time. All the 104 candidates on Anglesea apparently already knew this lesson well, and the displays of culinary skill were perhaps only surpassed by the skill of efficient consumption, my particular specialty. The evening pastime was eating Carl’s chicken burritos, BBQ’d fish and drinking various juices while listening to Jimmy Buffett.

The following morning, the sun almost came out to look upon a huge breakfast spread hosted by Mal. After breakfast while Mal, Sasha, and Carl went for a hike ashore, Bob worked on a safety manual for school, and Mike threw his kayak into the water and went around the point to the west to enjoy starfish, sea enemies, and garibaldi fishies. After Carl returned from shore, he blew up his kayak, but went the wrong way to see the same sights.

After weighing anchor, we took a tour up the coast where Mike showed us additional places to, and not to, anchor. We ducked into Pelican Bay to take a look at the spot you can land with a permit from the Nature Conservancy and turned to head back out.

The sound of the purring engine was broken by the shriek of the oil pressure buzzard and the vibration of the engine was suddenly gone. “That’s interesting” Mike quietly announced. “We’ve just lost our engine.”

Mal, who was down below looking out of one of the ports later said she thought it was rather daring to sail in that little cove with so many other boats anchored close to where we were sailing.

Most in the cockpit thought Mike had intentionally cut the engine as a test. This was not the case.

Managing to negotiate past a large stink pot, we unfurled the genoa and headed for open water with the little available wind so that we could troubleshoot the problem and determine what was next. Happily, Anglesea has an auxiliary fuel line and after a time we were purring along again with an uneasy confidence.

Discovering that we had extra filter, we decided not to head back but to continue on our quest to finish the rest of juice rations at Smuggler’s Cove.

In the distance over the top of the island, some blue sky peeked through. A light breeze created small ripples on the water, and Carl threw down his kayak and paddled off while Mike operated his ferry over to Zephyr. Shortly before a search party was launched for Carl he returned triumphantly having had a great paddle.

While we didn't end up rafting or really getting together aboard a boat for a group happy hour, we were joined by Scott Kelly who gave us a lesson on pressure cookers and the importance of physically handling your propane tank to check for "full" (not just looking at the pressure gauge).

It was great fun visiting with him as he BBQ'd dinner for Zephyr and teased us all with a taste of a marvelous chocolate delight from his pressure cooker.

After Scott's departure, Mal took over the galley and treated our crew to an Italian feast. As expected, the grape juices flowed with classic music in the background. The anchor held fast as the only thing.

Don't Park In Private Lots At Marina del Rey Docks

Just a reminder to please be careful where you park at our main dock in Marina Del Rey.

Please do not use the car park on the north side of Panay Way around the Ship's Store. That is a private lot owned by Dolphin Marina and is required for their boats, their tenants and their customers.

If you cannot find a spot close to our dock, there is a public car park across the road from the entrance gate to our parking. There's ample space there and the cost to park is minimal.

Thanks for your consideration for our neighbors.

Please see the diagram below.

--Richard Windebank



Same Cruise: The View From The Mark III

By Alan MacGovern

On Friday Aug, 12, I embarked on the Mark III with a crew of intrepid FYC sailors, bound for Santa Cruz Island on our club cruise.

The Mark III was part of a flotilla with the Angelsea, skippered by Mike Delaney, and Zephyr, skippered by Scott Kelly. On board Mark III as crew were Rebecca and Dale Fridley and Randy Russom. To some the journey was a trip into the unknown, across seas they had never sailed before. Not only were they going to test their courage against the elements, but also their skills and knowledge against the rigors of ASA tests 104 and 105.

The journey started under steely skies and on glassy seas. For three days the breeze was never more than a tease, so that motoring was the dominant means of travel. We anchored at calm and peaceful Prisoners Harbor on the island's north side. On Mark III everyone enjoyed the victuals organized by Rebecca.



Dale and Rebecca Fridley aboard the Mark III

On Saturday, the clouds cleared away, though the wind remained non-existent. Several went ashore to walk and hike on the island, enjoying its peace and quiet and the beautiful views of the harbor and the boats.

Meanwhile, Randy and Dale stayed aboard the Mark III making short shrift of the 104.

Dale then tackled the 105. This took him somewhat longer to complete (a lot longer actually) but he passed with flying colors, so we now have another Fairwind certified cruising skipper.

We motored up the coast to inspect Pelican, which is a lovely anchorage in a semi-circular bay. We did not stay there since Angelsea developed some engine trouble, but instead motored back to Smuggler's on the islands east end. Here we spent another calm night enjoying good food and drink, courtesy of Rebecca.

On Sunday, the Mark III headed home early, again with

no wind and glass-like seas. The voyage of the ancient mariner came to mind. We were privileged to see a huge grey (or blue?) whale amble by, and for a while a pod of dolphins kept us curious company as we motored along.

We arrived back at port on Sunday more sun tanned than wind burned. We learned lots about navigation, about anchoring and about boat systems (especially what not to do with the Mark III macerator).

My thanks to Rebecca, Dale and Randy for their company, good spirits and camaraderie throughout, and for doing all the work while I sat back and enjoyed the peace and quiet.



Randy Russom and Smuggler's famous olive grove in the background

Boys & Girls Club Summer Program Enjoys A Banner Year

Staff Does A Great Job; Kids Have A Blast

By **Richard Windebank**
Vice Commodore

The 2011 Summer program, jointly sponsored by Fairwind and the Boys & Girls Club of Venice, tuned out to be one of the best years ever.

Several hundred enthusiastic young sailors participated in the program, which ran from July 5 thru Aug. 25. Our congratulations go to Armando Diaz of BGCV and Fran Weber, who jointly conducted the interviews for staff positions, Dave Lumian, who initiated the program seven years ago and trained all the staff, Rich Hammer, who took on the role of program director and did it superbly, and Jotham Schwartz as boat chief of the Hobies and got them up to speed.

The program ran on Tuesdays and Thursdays with different groups in the morning and afternoon sessions. Rich Hammer and his team absolutely loved running this program. They found it highly rewarding to see young people, many of whom would be considered “at risk,” taking a passionate approach to learning to sail, helping each other, taking care of the boats and having an abundance of fun doing so.

Fairwind can be proud of co-sponsoring this program. It’s our way of helping others, less fortunate than ourselves, enjoy the sport of sailing in a spirit of community cooperation.



Fairwinders Make New Friends At CIH Picnic And Day Sail



Channel Islands Harbor hosted a picnic and sail Aug. 28 that included informal Capri 14 races that didn't always adhere to the highest standards of seamanship.



Scott Kelly and Ken Murray



Mike Delaney

Elbow Grease Makes MDR Boats Sparkle

By Carole Walsh

In Marina del Rey, we are trying to arrange a way that each boat gets a balance of new members and experienced members working on it. We all want the boats to look like they just sailed off the showroom pond. August's attempt to do this was a step in that direction – some success, some not so successful.

The by-laws state that volunteering is required. We are trying to figure out a way to document who is really putting in the volunteer hours. Hence, the boat sign up/job sheets.

First a big thanks to all the great elves who covered the registration (sign up to go sailing and work on boats, coffee and refreshments) table: Pam Murray brought coffee cakes. Yea, thanks Pam. Nancy Marino, Shar Breitling, Rosalie Bostick, Shar Campbell got boat assignments together for all the boats and assisted as needed with boat sign up for day sails. Mo Li, thanks for making coffee!

A big FAIRWIND Hug to all of you! These people came really early to make sure everything was ready for you.

Below are our MDR work day heroes who showed up and committed to work on a specific boat to make it the finest vessel in the fleet.

Happy Ours – Boat Chief- John Stephenson , Assistant Boat Chief-Chuck Orlin, Steve Smith, Rob Matheny, Jerri Chabot, Gil Tseng, Stu Meisner, Adrienne O'Donnell.

Island Side – Boat Chief-George Westerdahl, Tim West, and Jerri Chabot (did double duty), Al Buennagel, Jim Strzyzewski, Lenox Grasso, George Maronich.

Imagine – Commodore and Assist. Boat Chief-Marv Brown, Dan Romey, Willie Maynetto, Harvey Chao, Pam Murray, Read Howarth.

Collective Effort – Boat Chief- Tom Greene , Vitali Lubyanyoy, Martin Dovat, Peter Griswald, Bill Wagner.

Mea Ono – Boat Chief and Newsletter editor- Ken Hoover, Mo Li, Leal Berkley . Peter Garnet

Sundance – Diane Hubner, Allan Mabry

G-22 – Chris Corey and Bill Connor

Blue-By-You – Boat Chief- Bill Tan, and Howard Staniloff

Seaweed – Debbie Juster and Geoff Duckworth

Seawind – Boat Chief-Bob Hoffman, Bruce Byall, Neil Berkely, Halli Kristjansson.

Multiple boats - Diane Engler

Some of the members below spend many hours doing service to the club. The board members, the Tuesday work crew without whom the club would be broke are also included below as well as those who simply forgot to note which boats they were committing to work on.



They are: Past Commodore and “old Timer” Roy Niebur, Neil Berkely, Yves Bernard, Keith Heerdt, Vincent Kraus, Mo Li, Henry Lichstein, Alan Mabry, Bruce Naliboff, Josef Seligson, William Wagner, Tim West, and new member Peter Garnet.

Fairwind thanks each and every one of you for showing up and helping to make FYC boats the most sparkling in the marina. We could not do it without you!

If you worked on a boat and credit was not noted, please email Carole Walsh at: americawest2@ca.rr.com.

Your suggestions on how to make working on the boats better is always appreciated. We need your input to help make this the best club ever.

Thanks again for your commitment to the boats and the club. Good sailing, Carole Walsh

Volunteers Step Up To The Plate, But More Needed

First, I would like to express my deep appreciation to the members who responded to our call in last month’s newsletter. These are:

- Paul Aist, who has agreed to assume the role of CIH membership secretary.
- Alec Hardy, who has agreed to help us with much needed data entry work.
- Shar Campbell, who has agreed to assume the role of MDR log manager.

Please join me in thanking these gallant Volunteers for their very kind assistance.

We are now looking for more equally gallant Volunteers to help us with the following tasks:

CIH instructors – We currently have insufficient instructors in CIH to address our needs. If you are able to help, including possibly gaining ASA instructor qualifications, please contact Mark Watkins (CIH Fleet Captain) or Scott Kelly (CIH Fleet Captain Elect for 2011/2012) or simply email: vc@fairwind.org

Computer presentation skills – In my role as Commodore for 2011/2012, I need some assistance with a limited amount of presentation material in PowerPoint or some similar type program in order to share graphs and Charts etc. with the membership. Since I am “challenged” in this area, please let me know if you are available to assist. Easiest way is to email me at: vc@fairwind.org

Outboard maintenance training – In MDR we have a handful of people who would like to get trained on the maintenance of outboard motors. If you have the capabilities to do that, possibly one Saturday morning in November, please email: vc@fairwind.org

Thanks for helping to make Fairwind an even better club.

--Richard Windebank



**Fairwind Yacht Club
Annual Installation Lunch
At
Woodley Lakes Golf Course
6331 Woodley Avenue
Van Nuys, California**

**Date: Sunday, Oct. 2, 2011
Time: 11:30 a.m.**

Tear off and include with your check

Name _____
 Print Clearly

Number of Reservations _____

**Include a check for \$20 per person made out to FYC
 Mail it to Fairwind Yacht Club, Post Office Box 12684, MDR, CA 90295
 Checks must arrive before Sept. 25. Please allow 5 business days for
 post office delivery.**

[Link To Map](#)

Membership Guide: Where To Go For What

Updates to Membership Roster - Vice Commodore, Richard Windebank

Change Email Address for Newsletter + other Communication – Mike Strossman

Pay Dues – Vice Commodore, Richard Windebank

Change Skipper levels – Fleet Captain (Dick Gross for MDR but Bill Tan acting on his behalf August 15 thru October 1; Mark Watson for CIH)

Change Membership Status - Vice Commodore, Richard Windebank

Submit Articles for Newsletter – Editor, Ken Hoover

Training and checkout - Fleet Captain (Dick Gross for MDR but Bill Tan acting on his behalf August 15 thru October 1; Mark Watson for CIH)

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

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

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

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

September Club Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				<u>01</u>	<u>02</u>	<u>03</u> •MDR Work Day 9.30AM - Noon
<u>04</u> (Week 36)	<u>05</u> •Labor Day	<u>06</u> •Work Day MdR	<u>07</u>	<u>08</u>	<u>09</u>	<u>10</u>
<u>11</u> (Week 37)	<u>12</u>	<u>13</u> •Work Day MdR	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>
<u>18</u> (Week 38) •CIH Work Day 9AM- Noon •CIH Open House 1PM - 4PM	<u>19</u>	<u>20</u> •Work Day MdR	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>
<u>25</u> (Week 39)	<u>26</u>	<u>27</u> •Work Day MdR	<u>28</u>	<u>29</u>	<u>30</u>	