



April 2011

Editor: Ken Hoover

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Commodore's Log

Watkins, Enson Appointed To Board

By Marv Brown
Commodore

Hello Fairwinders,

March was certainly a very busy month for club activities.

At the last membership meeting, we approved two new board positions for CIH. With the Board's approval, I appointed Mark Watkins to serve as the CIH Fleet Captain and Carl Enson as the CIH Rear Commodore. Congratulations, Mark and Carl! We look forward to your help and contributions to our board.

In order to assist members who are having difficulty getting to meetings, the Club has approved new guidelines for proxy voting. We tried it out at the last membership meeting, and we had 116 proxies for the four motions. (See more on Page 3.)

Additionally, 49 members were in attendance that evening. This represented about one half of the club members voting on the issues presented.

We will continue to use the proxy system in the future, and I want to thank Ken Murray for setting this process up for us.

After the club business was handled, we had a terrific presentation on engine repair by John Stephenson. We are very appreciative of the excellent job John did teaching us how to troubleshoot diesel engine problems.

Board & Membership Meeting May 5 in Thousand Oaks

The next board and general membership meeting will be Thursday, May 5, at the Goebel Senior Adult Center, 1385 E. Janns Road, Thousand Oaks.

The board meeting begins at 6 p.m. and is open to members.

The general membership meeting begins at 7 p.m. and will be followed at 8 p.m. by Tom Marshall's presentation on diesel engine troubleshooting.

A Mapquest link is [here](#).

Mike Delaney	Membership Votes	Boat Use
<i>Our main man in CIH gets a West Coast honor.</i>	<i>Four motions passed March 24. Here's what they mean.</i>	<i>Even in the off season, Fairwinders were on the water.</i>
<i>Page 2.</i>	<i>Page 3.</i>	<i>Page 5.</i>

Tom Marshall will be repeating this presentation following our May 5 membership meeting in Thousand Oaks. In an effort to be proactive, I have appointed Mark Zierten, MDR Rear Commodore, to work on a five-year plan for boat replacement. Mark will be reporting back on the condition of each boat in the MDR fleet and will suggest a schedule for replacement.

Finally, I want to remind all club members of a Coast Guard regulation of which members may not be aware. It is illegal for anyone to charge passengers money in order to go sailing. The regulations allow voluntary donations for sharing costs such as food or fuel. You are required by the USCG to have a captain's license in order to charge passengers a fee for sailing. If you have any questions about this, please email me.

As always I wish you fair winds ... Marv

Mike Delaney Honored For Service To Sailing With Prestigious Charles A. Langlais Trophy

By Marv Brown
Commodore

At our March membership meeting, The Pacific Coast Yachting Association awarded the prestigious Charles A. Langlais Trophy to our treasurer, Mike Delaney.

The Langlais Trophy is given out each year to recognize exceptional, outstanding and meritorious service to the sport of yachting.

Pete Patman, rear commodore of the Pacific Coast Yachting Association, presented the trophy to Mike. The PCYA is an organization of yacht clubs on the Pacific Coast from Vancouver to San Diego.

The award recognizes Mike's many contributions to our club, including his service as our current treasurer. He has also served as unofficial harbormaster in Channel Islands, where he has brought many new members into the club.

Mike has spent many hours instructing members in both harbors and also has been instrumental in starting and maintaining the Boys and Girls Club program in CIH.

The Langlais Trophy has Mike's name engraved on it and will be displayed in the trophy case at the Santa Monica Windjammer's Yacht Club in MDR. We hope we can find a yacht club in CIH that will display it for the remainder of the year.

Congratulations, Mike, on being recognized for all of your efforts on behalf of Fairwind Yacht Club.



Left to right, Commodore Marv Brown, Mike Delaney and Pete Patman, rear commodore of the Pacific Coast Yachting Association.

What We Did At The Last Meeting And Why We Did It

By **Richard Windebank**

Vice Commodore

Four motions on the agenda for the March 24 membership meeting passed. I would like to add my perspective on them:

Two New Board Positions: We've now appointed Carl Enson as CIH rear commodore and Mark Watkins as CIH fleet captain, and we welcome them to the board. We need their help in Channel Islands because too much weight has been falling on the very broad shoulders of Mike Delaney and it would be unrealistic to expect the rear commodore and fleet captains based in Marina Del Rey to cover both Harbors.

That's just too much work for our gallant volunteers and too much mileage to cover. Besides, it's good to develop increased autonomy for CIH so they can make more of their own decisions without having to refer them to MDR or the board.

Someone asked: Why not a local vice commodore, too? Good question. I would be in favor since the Vice Commodore essentially acts as a membership secretary, oversees the billing and collection of dues and admits new members where appropriate. No reason why CIH should not do that on a local basis, too. They could even have a separate P.O. box for CIH members to send their checks to. But, let's take one step at a time. The two new appointments are a big step forward and we can always do more later.

Elimination of the MDR Slip Reserve Fund: This one was a lot more controversial, and rightfully so. A lot of thought and planning went into establishing this fund several years ago and the decision to eliminate it was not to be taken lightly.

The fund was set up to help us address the transition that could well occur in 2021, in the event the favorable slip concessions we receive in MDR are not renewed or extended. If that happens, based just on current slip fees, the MDR expenses would suddenly jump up by about \$28,000 per year. That's a hefty lump to absorb, especially since the total MDR dues income today, is only about \$106,000 per year.

Two reasons why I think it was a good decision to eliminate it. First, it tied up a lot of money that just sat in a bank account, earned virtually no interest and could not be used for other purposes. Second, it did not address the problem. The problem is how to bring our income into line with our expenses. Having a cushion helps the transition, but really only postpones the problem for a few years.

"Does the Board have an alternative plan to address this problem?" one thoughtful member asked. Well, sort of. We have talked about a number of different approaches to address this. One would be to increase our Floating Fund contributions for the years leading up to 2021, then stop them, then gradually build them back up again. By so doing, we can modernize our fleet by 2021 and then take a breather, while we work through the transition. Another option, is to eliminate a boat in 2021, and use the savings to help fund the increased slip fees. There are various ways to approach this, but it will certainly need careful planning, probably starting five years before 2021.

Proxy Voting: With 50% of our members in MDR and 50% in CIH, it has become increasingly difficult to meet our quorum requirements. People don't like to drive 50 miles to attend a membership meeting. so we were becoming paralyzed from conducting any business.

Now, with the benefit of this motion, more members will be able to vote on important issues without attending the actual meeting. That's good, although far from ideal. It's much better to be able to discuss issues amongst ourselves, hear different member's perspectives and then make collective decisions. But the logistics of our two harbors do not lend themselves to this, so it's a healthy compromise.

Membership Loan to Buy

Angelsea: This was really a "no brainer." We've been talking about it for two or three years. CIH has a well-defined plan of how to develop their fleet, and buying Angelsea in 2011 is an important component of that plan. But, we needed membership approval in order to invite interested members to help finance the purchase on a voluntary basis. Now, we have cleared the way for that to happen.



Angelsea at anchor in Smuggler's Cove, Santa Cruz Island.

What else is happening in Fairwind? A lot of good things. Membership numbers continue to grow, although we are knocking on the limits of new members at the entry level.

We have plenty of capacity at the Medium and Large levels, but not at Small/NCO. So here's my thought, but this is just me speaking.

We recognize that our dues structure has not changed for several years and that we are under a lot of pressure to boost our income. Adding new members does not do it because that usually means adding more boats and, therefore, more expense.

I would like to see a modest change to our dues structure. I think NCOs (Members who are not yet checked out) should pay the same as Small Boat Members. NCO's, by definition, place more pressure on our trainers plus, it's an administrative headache to change their dues from \$60 to \$99, once they check out on their first boat.

Besides, nobody can argue that \$99 per quarter is expensive for all the benefits of Fairwind membership. I would also like us to streamline our dues and make them \$100 for Small, \$200 for Medium and \$300 for Large (instead of these odd numbers of \$99, \$195 and \$270).

Would a 10% increase for Large Boat Members be too much? Absolutely not! A recent detailed analysis we did suggested they should be paying close to \$450 so, at \$300, they would still be woefully under charged.

I don't suggest that \$100/ \$200/\$300 is a sustainable long term solution. It's not. But it would give a little relief to the financial pressures we face and that would be one small step in our quest for prudent financial management.

That's enough from me. It seems that some bright sunshine has finally hit our shores. It's time for you and I to go sailing!

Upcoming April Activities

Club Cruise to Catalina - April 22-24, leave for Cat Harbor or Two Harbors. BBQ with Marina-Venice Yacht Club, Santa Monica Windjammers Yacht Club, and Women's Sailing Association. The deadline for signing up is April 16.

Boater Education Speaker April 6 at Santa Monica Windjammers Yacht Club, Marina del Rey. Orange Coast College Sailing Academy Commodore Capt. Eric Walther will present his sail aboard a beautiful Catamaran from the Panama Canal to Ensenada.

Boater Education Seminar - April 23 at Santa Monica Windjammers Yacht Club, Please contact Carole Walsh for details – americawest2@ca.rr.com

Cruising Mexico Report by Dick Drechsler: <http://www.examiner.com/yachting-in-national/cruising-mexico-advice-from-captain-pat-rains>

Race Start Clinic: 10 a.m. Sunday, April 10, at Santa Monica Windjammers Yacht Club. Two-hour chalk talk followed by practice on the water near the SS market and the flagpole on the MDR detached breakwater.

--Carole Walsh

Advertisement



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Quarterly Boat Use Statistics

The following tables summarize boat use for the quarter beginning Jan. 1 and ending March 31.

The data was compiled by counting reservations on the Fairwind web site.

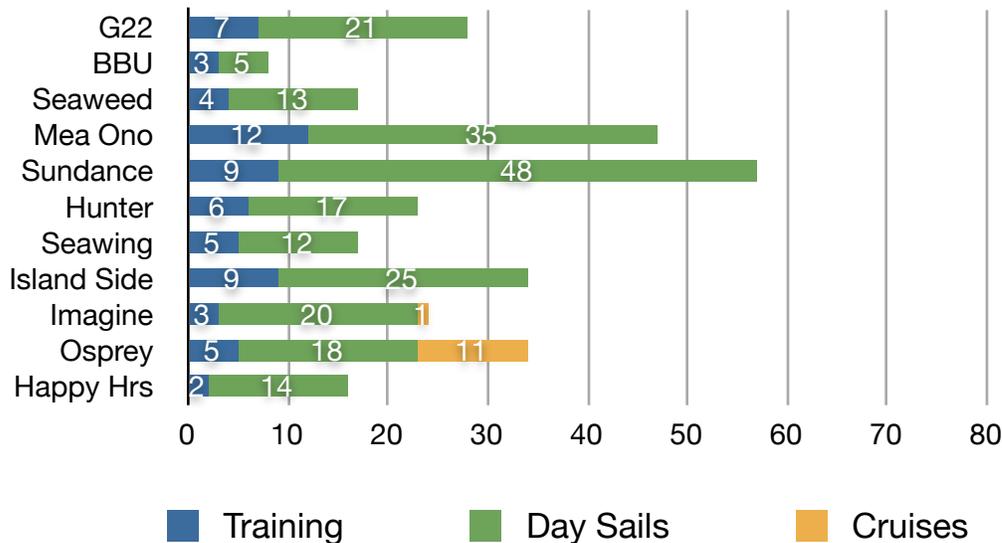
A few observations: Boat use in Q1 seemed especially strong, given the rain and cooler-than-normal temperatures. We are a bunch of sailing fools!

Use of the Solings in Marina del Rey picked up a bit, a surprise since winter breezes have a way of petering out in mid-afternoon, leaving a sailboat without a motor sloshing about motionless and the skipper hoping for a tow back to port.

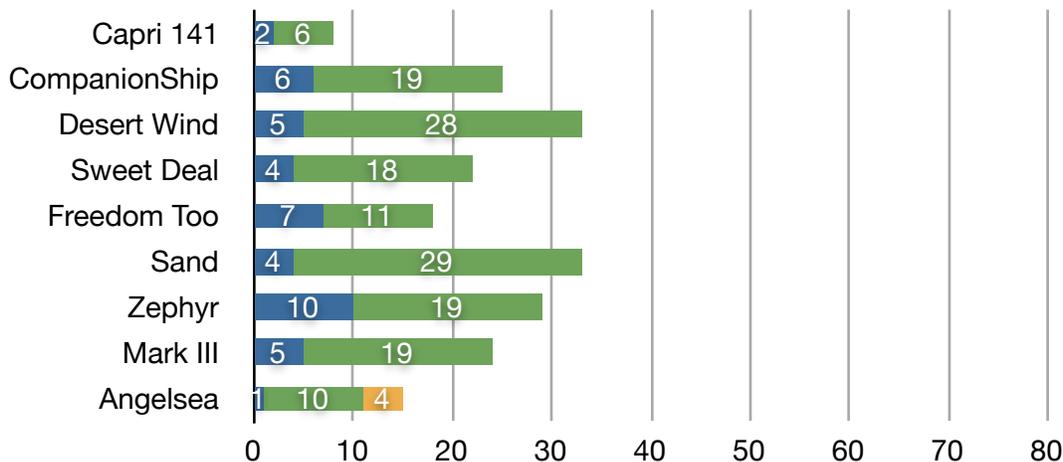
Our 22-footers continued to be hugely popular. Combining training sessions and day sails, they were out 114 times in Channel Islands and 101 times in Marina del Rey.

--Ken Hoover

MDR



CIH



The Department of Boating and Waterways, the California Coastal Commission, the Santa Monica Bay Restoration Foundation in partnership with the Association for Santa Monica Bay Yacht Club, Women's Sailing Association Santa Monica Windjammers Yacht Club, Fairwind Yacht Club and the US Coast Guard Auxiliary

Presents

DOCKWALKER TRAINING

- Learn about boating practices that reduce water pollution
- Get training on how to talk to boaters about clean boating practices

This FREE workshop trains volunteers to become "Dockwalkers," who conduct face-to-face boater education about environmentally-sound boating practices.

Receive free educational materials to distribute to boaters at marinas, boat launch ramps, boat shows, and special events. Free giveaways for participating volunteers.



Statewide Boater Kit

Where and When:

Saturday, April 23rd, 2011

Santa Monica Windjammers Yacht Club (13589 Mindanao Way Marina del Rey, CA 90292 Main Room - Marina Del Rey)

10 a.m. – 12:30 p.m.

Dockwalking Activity from 1:00 p.m. to 2:30 p.m.

Directions to training facility will be sent to you with a confirmation of your registration

For information visit our website at <http://www.coastal.ca.gov/ccbn/ccbndx.html>

Or contact Vivian Matuk at (415) 904-6905, vmatuk@coastal.ca.gov

YOU MUST REGISTER TO ATTEND. Deadline for Registration April 18th, 2011



Funding or assistance in Dockwalkers training provided by these organizations
Training hosted by Santa Monica Windjammers Yacht Club



YES! I WOULD LIKE TO BE A DOCKWALKER

LOCATION: Santa Monica Windjammers Yacht Club

DATE: Saturday, April 23rd, 2011 - 10 a.m.

NAME OF PARTICIPANT: _____

ORGANIZATION: _____

ADDRESS: _____

PHONE: _____ E-MAIL: _____

Return form to: Boating Clean & Green Program, CA Dept. of Boating and Waterways/CA Coastal Commission
45 Fremont St, Ste. 2000, SF, CA 94105 or return by email to: vmatuk@coastal.ca.gov

You must pre-register to attend. Please return this form prior to the date of the training. Directions to the training will be sent to you with a confirmation notice.

Local Tsunami Images from YouTube

Those of us who attended a Fairwind membership meeting in February 2010 remember the tidal surge that resulted from the earthquake the previous day in Chile. It was hardly a tsunami of biblical proportions, but it wreaked havoc on a beginning UCLA sailing class.

The Japanese tsunami caused more serious damage in Northern California, but we didn't quite escape unscathed.

Here's some youTube videos of the Japanese tsunami arriving in Southern California.

This one shows the tsunami surging (gently) up Ballona Creek, just south of Marina del Rey.

<http://www.youtube.com/watch?v=-0nvWEp-Lwo>

Here's an aerial view of the same event:

<http://www.cbsnews.com/video/watch/?id=7359338n>

Here's the most dramatic local event I could find. It shows the destruction of the dinghy dock at Cat Harbor on Catalina Island.

<http://www.youtube.com/watch?v=ilcfGVvQztM&feature=related>

--Ken Hoover

Membership Guide: Where To Go For What

- Updates to Membership Roster - Vice Commodore, Richard Windebank
- Change Email Address for Newsletter + other Communication – Mark Boykin
- Pay Dues –Vice Commodore, FYC, P.O. Box 12684, Marina Del Rey, CA 90295
- Change Skipper levels - Fleet Captain, Dick Gross
- Change Membership Status - Vice Commodore, Richard Windebank
- Submit Articles for Newsletter – Editor, Ken Hoover
- Help with training and checkout - Fleet Captain, Dick Gross
- Report an Accident - Safety Officer, Marc Levine + Rear Commodore, Mark Zierten
- Gear broken on boat - Specific Boat Chief (from Fairwind Website) plus Mark Zierten
- Minutes of Board Meetings - http://groups.yahoo.com/group/FYC_Communications/
- FYC Treasurers Reports - http://groups.yahoo.com/group/FYC_Communications/
- E-mail announcements to the Membership – Secretary, Mike Strossman
- FYC Officers - www.fairwind.org
- Coast Guard - Channel 16 or 310-521-3800
- Vessel Assist: 310-821-0805/800-391-4869
- MDR Sheriff/Harbor Master: 310-482-6000
- Boat Watch for Suspicious Activity 1-877-249-2824
- VHF Calling Channels – 9 and 12.

April Club Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					01 •April Fool's Day	02 •MDR Work Day
03 (Week 14)	04	05 •Work Day MdR	06	07	08	09
10 (Week 15)	11	12 •Work Day MdR	13	14	15	16
17 (Week 16) •CIH Work Day •CIH Open House	18	19 •Work Day MdR	20	21	22 •Club Cruise To Catalina	23 •Club Cruise To Catalina
24 (Week 17) •Easter Sunday •Club Cruise To Catalina	25	26 •Work Day MdR	27	28	29	30