



August 2013

Editor: Ken Hoover

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Commodore's Log

# Commodore Appeals For Dues Increase

**By Richard Windebank**  
*Commodore*

The Board has worked long and hard to analyze our projected expenses for next year and what income we need to support those expenses and the goals we have set ourselves as a Club. We have also sought to involve the membership as much as possible in this discussion and we have presented our findings at various membership meeting.

As I have stressed before, we attempted to conduct this review on a totally objective basis. We did not set out with any specific goal in mind, other than to pursue a course of financial responsibility. We projected our expenses and our income to the very best of our ability, having regard to the experience in previous years and our very best estimates for the future. We said we would conduct the analysis and let you, the members, know the outcome.

I want to acknowledge the excellent work of Mike Delaney in performing the analysis. He has a command of Excel that is way beyond mine and I could not have done what he has done.

As a result, the Board is now formally making a proposal to the membership, and we are asking for your support. This is not easy. Nobody wants to raise dues. However, what is more important than that is you want

Membership Meeting Aug. 24 At Channel Island Harbor

The next board meeting will be Saturday, Aug. 24 at 11 a.m. at the Paz Mar Apartments Recreational Center, 3400 Peninsula Road, Oxnard. The meeting will include the election of officers for the coming year. Sailing is available afterward.

CIH will have a barbecue Saturday, Sept. 21. Officers will be installed. The venue is Seabridge Clubhouse.

A Mapquest link is [here](#).

Little Harbor Cruise	MDR Barbecue	Docking Lesson
<i>When the harbor is full, find another harbor. Page 4.</i>	<i>Workday sail and barbecue Oct. 5 at Burton Chase Park Page 5.</i>	<i>Docking under sail and under power. Page 7.</i>

the Board to practice financial responsibility. You entrust us with the task of managing the club's affairs as efficiently as possible. You want us to be transparent and lay all the facts on the table. And you do not want us to shy away from telling you what needs to be done, regardless of whether it is popular or not.

The easy route is just to maintain the current dues structure. That does not need any hard decisions and it does not cause any heart ache with the members. Sadly, the numbers do not support that and we must tell you now, and not wait until we run into more difficult times.

The bottom line is that a modest increase in dues is essential to the financial health of the club. It is several years since the last revision was made, and we cannot keep putting it off. We have to act now. And there are only two options. Either we must increase dues or we must cut expenses and to cut expenses means to lower our standards and probably reduce the number of Club boats.

The adjustment we are proposing is modest at approximately 15%. After keeping dues flat for the last 7 years or so, I certainly consider that modest. And few members would deny that our club will still offers outstanding value. Where else could you get such affordable broad use of such a fine fleet of boats than at Fairwind?

So, here is the proposal: Dues at the Small Boat level should go from \$99 per quarter to \$115. Medium boat dues should go from \$195 to \$225. And Large Boat Dues should go from \$270 to \$310.

There are three other motions on the Agenda. These are:

1. Amendment dues for leave of absence and boat owner membership from \$30 per year to \$75 per year and crew membership from \$60 per quarter to \$75 per quarter. (The main reason is that the administrative burden of keeping members on the books for \$30 per year does not seem justified. The adjustment to the crew membership dues is consistent with the dues increase for regular members).

2. Limit leave of absence membership to a maximum of three years.

3. Reduce boat loading at medium and large to a maximum of 18 per boat.

The four motions I have mentioned will be presented at the membership meeting on Aug. 24. I strongly urge the membership to support them.



Susan Bonner shares a laugh with Commodore Richard Windebank during a dockside birthday party for the commodore. Also, see page 8.

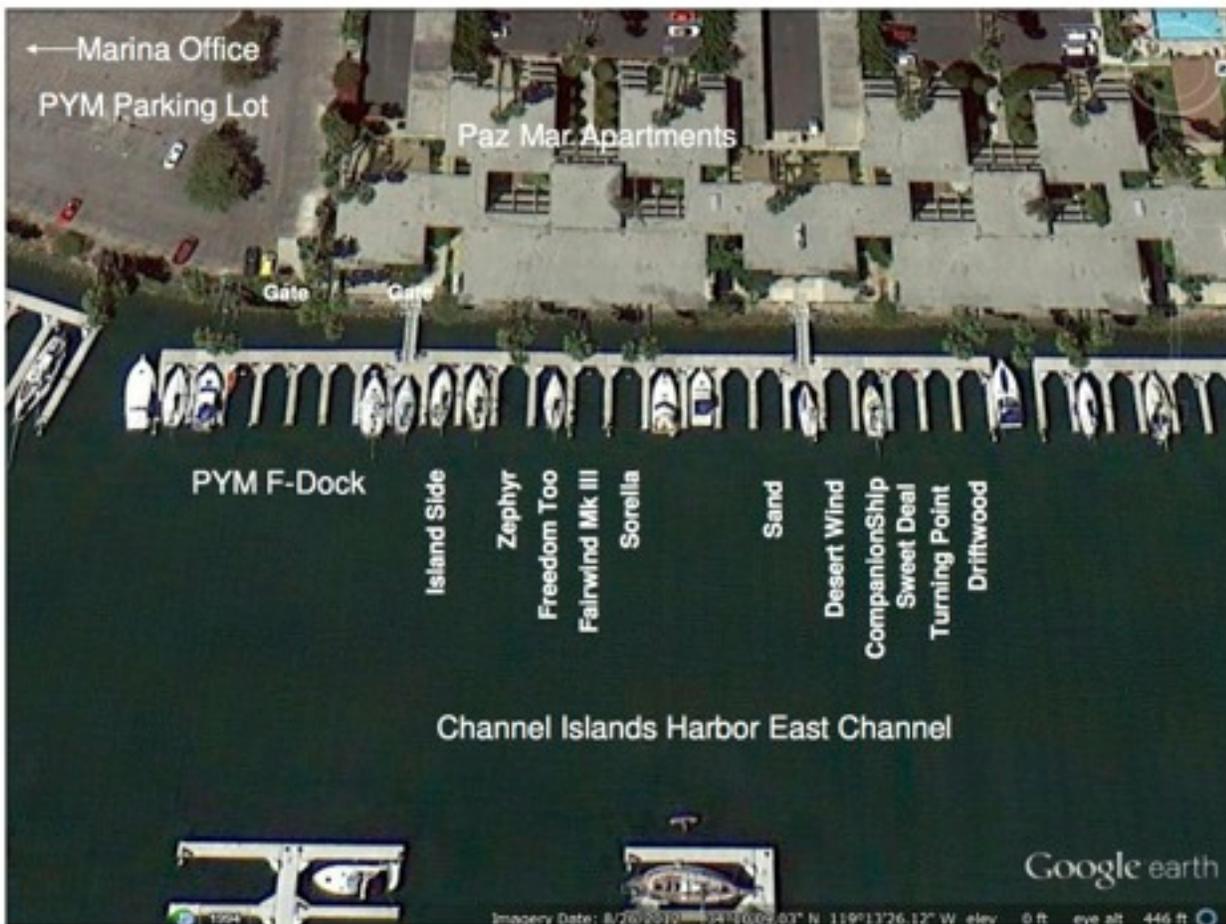
# Big Move for Small Boats in Channel Islands Harbor

By Michael Delaney  
*CIH Port Captain*

In mid-August the four Capri 22's and two Catalina 22's will be moved from the Small Boat Marina (SBM) to F-dock at Peninsula Yacht Marina (PYM).

When the exact date is known and slips identified, a broadcast email will be sent out to the membership. The 22's will be just down F-dock from our medium and large boats as shown in the Google Earth photo.

There will now be 11 Fairwind boats on F-dock at PYM. This move is motivated by the opportunity to get most of our boats on one dock and by the impending closure of the SBM parking lot during launch ramp construction. With the move of the 22's the kayaks and paddle boards will also be moved. These will also be located on F-dock on a floating dock adjacent to the Catalina 30's. This will facilitate the loading of kayaks for cruises. The lockbox will also be relocated during the move. It will be at the PYM office near the restrooms. A move of Angelsea to E-dock at PYM is also being investigated.



# Members Beware; Parking In Marina Del Rey

Parking near our docks in Marina Del Rey is about to come under much stricter scrutiny than it has in the past. I think this is a good thing, not a bad thing, but it does need increased vigilance on our part.

Whenever you park in Bar Harbor (where our boats are) you **MUST** display the Fairwind License Frame. If you head in, display it on the back of your vehicle or in the back window. If you reverse in, display it on the front or in the front window.

We will make up Guest Parking slips that your guests can display in a similar manner. These **MUST** be dated and signed by an authorized representative of the Club. Blank Guest Parking slips will be available in the Admin Dock Box.

I say the increased scrutiny is “good” because it means that parking will be more actively monitored, and cars that are not permitted will be towed. This should lead to less congestion in the parking areas and more availability for those of us that are authorized to park there.

**--Richard Windebank**

## Volunteers Needed

The Club is seeking Volunteers to assist with the following functions:

1. Assistant Boat Chief for the MDR Dinghy Fleet.
2. Volunteer to “paint” the CF number on the WaterTender dinghy. Note that the material it is constructed of does not support vinyl adhesive letters, in the way a fiberglass boat does.
3. If you have a serviceable bicycle sitting in your garage that’s never used, please consider donating it to MDR.

Please contact Richard Windebank at [Richard@windebank.com](mailto:Richard@windebank.com) if you are able to assist with any of these requests.

# CIH Sailors Enjoy Another Fine Cruise To Santa Cruz Island

By Marilyn (Mal) Usher

Our flotilla included Angelsea (40 ft) captained by Mark Watkins, Mark III (30 ft) with Paul, George and Ev aboard, Sorella (30 ft) with Jim, George and Peter and Zephyr (27 ft) with Janet and Bruce me aboard. I've included the boat lengths to explain why we, on the brave little Zephyr, arrived late or left early at each anchorage.

This was my first cruise as skipper, so I was pleased to have experienced sailors aboard. Mark held an informal skippers' meeting at 8 a.m. and boats started to leave. Hmm, I had thought that 8 a.m. was just for skippers, but now I realized that this was the get-up-and-go time. Oh well, we loaded Zephyr and set off about 10 a.m., motoring into the fog. It preyed on my mind that we hadn't located the radar reflector, but fortunately, the fog allowed a mile or more visibility.

After a couple of hours motoring, we decided sailing was preferable at whatever speed. Keeping a paranoid lookout for container ships, we sailed at 2 or 3 knots. How nice to encounter Angelsea who had doubled back to check on the last of the flotilla. Though we had little success in hailing them later, it was comforting to be checked on. The wind picked up so we hove to and reefed for comfortable sailing. We met a pod of dolphins and saw a whale spouting in the distance.

Bruce was our GPS man and guided us into Prisoners'. The other boats were well into "happy hour" by the time we arrived. Sorella had a neat anchorage close to the western edge of the bay. We sidled up to them and set our forward anchor. Setting the rear anchor was defeated by eel grass, but our fleet captain arrived to save the day by carrying the anchor out in the dinghy. Settling in to our own happy hour we are pleased to see a bald eagle perched on the cliff above us.

Friday night was calm and clear. After a tasty ravioli dinner, we spent a while watching the stars and satellites. The moon had set so we had a beautiful view of the Milky Way.

Saturday morning, with the bilge pump providing a 6:30 alarm call, we were up early and eating breakfast in the cockpit while surveying our surroundings. We noticed bright orange star fish revealed on the rocks at low tide while a blue heron maintained a stationary vigil above them. A single seal (sea lion?) swam around the boats.

Mark dinghied over to spread the word that the flotilla planned to motor up-wind to Painted Cave. Passing two pods of dolphins, we got there about noon. It is too deep to anchor but some folks checked out the colorful cave by dinghy while their mother ship motored in circles. Though we were offered a ride to the cave, we decided to have our lunch sandwiches while we cruised down wind through sunny waters. Flying just the reefed mainsail, we made 5 knots through a sprinkling of whitecaps. It was a delightful run, though we failed to retrieve the HOB (hat over board) for Janet.

Anchoring again at Prisoner's, folks were kayaking and paddle boarding. A couple of chartered yachts with Russians aboard provided interest through happy hour. Saturday night was calm but the Coast Guard had insistently reminded us that there was a gale warning... or at least a Small Craft Advisory for Sunday afternoon. In response, our boat was up at 6 a.m. (thanks to the bilge pump) and motoring away before 8a.m. It was hazy with little wind so we motored all the way to the slip. Angelsea, starting later was able the sail for 2 hours. Darn!

Back in Channel Islands Harbor, it's sunny and breezy. Mike D. is sailing the harbor in a sabot while Jan keeps pace in a kayak. It's a lovely sailing afternoon. We set about tidying the boat and removing eel grass from the raw water strainer. Jim reminds us, in jocular fashion, that we "sure needed that reef in the mainsail with the gale conditions 'n' all." We felt a little gipped (I'm hoping for an apology from NOAA), but recovered quickly with a nice lunch at Sea Fresh before heading home.

Thanks to all for a great weekend at the island.

# Little Harbor Cruisers Resort To 'Plan B'

**Mark Zierten**

*MDR Cruise Chair*

FYC/MDR completed the so-called Little Harbor Cruise Aug. 9-11. The only glitch was that we had to divert to Catalina (Cat) Harbor. Yours truly had taken Slingshot – Mark Friedrich as sole crew – a day earlier to get set up. When we anchored right at sunset, the “little” harbor already had four large yachts anchored in the deeper, southern area. By the time that Aphrodisiac, skippered by Norm Perron, arrived on the 9<sup>th</sup>, two more boats had crowded in.

Norm and his crew, consisting of Rear Commodore Chuck Orlin, Fleet Captain, Sharlen Campbell and Pam Murphy, took one look and reversed course the three miles back to Cat Harbor. The consensus, supported by the Cruise Chair and the skippers of Osprey and Imagine, concurred in “Plan B”.

The following day saw the all hands enjoying a quick trip back to Little Harbor on Slingshot for some diving and other watery diversions before returning for a quiet anchorage, an open dinghy dock and sole use of the big barbecue at the end of the Cat Harbor dock.

Imagine’s skipper, Willy Maynetto, put Woody Moore and Skip Korsgaard through the ASA 104 drill allowing Valerie Baggett a free ride to the Island.

Osprey rafted with Imagine near Slingshot. Brad Benam on Osprey took Arlene Deanda as crew.

Dinner, courtesy of the three Fairwind boats, not including Aphrodisiac whose crew was invited to dine at Del Rey Yacht Club, ate alfresco. Besides too much food shared potluck style, the cruise chair led the other Fairwinders in a rousing version of “Eddystone Light”; the unofficial anthem of FYC.

Return to MDR on Sunday allowed a fair amount of sailing and the busiest day most of can remember in MDR harbor.



Norm Perron's Aphrodisiac and Imagine on Catalina's back side.



Slingshot in Catalina Harbor

# MDR's October Workday Followed By Day Sail And Scrumptious Barbecue

By Carole Walsh

Ahoy Fairwinders, Marina del Rey's October workday, the 5<sup>th</sup>, is going to be a very special day. Like Snow White and the Seven Dwarfs, Saturday morning starting around 9:30, then it's "Off To Work We Go" on getting our MDR boats sparkling clean. We'll stop around 11:30 and go for a sail followed by a fantastic barbeque starting around 3:30-4 p.m. at Burton Chace Park. This is a great opportunity to meet other members. And, get to know other members better. Lots of great fun.

Jim Lewis, May and Pierre Polack have volunteered to help with the cooking. There are six barbecues. We need more cooks. Eric Charles said he'd lend a hand with live music. Can we form a Fairwind band? Would you like to do a pot luck? We can do it!

There are lots of details that need to be sorted out. There is a four-hour free dock as room is available. Parking lots on Mindanao. If you are interested in volunteering for any part, please email me at [carole.lee.walsh@gmail.com](mailto:carole.lee.walsh@gmail.com). If you have expertise in any aspect of group functions, FYC needs you!

## 2013 August Work Day Heroes FYC

A big shout out for the following Work Day Heroes.

Sign in table helpers: Michael Peterson for sign-in desk and bagels, May and Pierre Polack for homemade quiche and lemon cakes, Chuck Orlin for muffins, Richard Windebank for donuts. Carole Walsh for oranges and ice for bottled water. Josef Seligson for helping with set up and greeting prospective members. Adrienne O'Donnell for greeting prospective members.

The following work day heroes completed the monthly check off, plus cleaning the interior and exterior of the following vessels: (boat chief = BC. ABC = assistant boat chief.

F-28 Slingshot Bob Hoffman BC, Bruce Byall ABC, Mike Pitari, John Stephenson

Beneteau 311 Imagine: (Folder turned in with pages missing.) Email to Shar Campbell who was training.

Catalina 38 Happy Ours: Stu Meisner, Geri Chabot, Carol and Paul Legge

Catalina 28 Calypso: Bruce Naliboff, BC, Gilbert Tseng, Willy Maynetto

Soling 27 Seaweed: Henry Lichstein ABC, also replaced foredeck cam cleat plus two very enthusiastic helpers, whose names did not get into the "who did what" list. You know who you are. Thanks!

Catalina Capri 22 Generosity: BC Jim Lewis, Karen Kuchel

Catalina Capri 22 Sundance: Michael Peterson

Hunter 26.7 Collective Effort: BC Jen Huntzicker, who else? I saw people on the boat.

Catalina Capri 22 Mea Ono: Prospective members - Eric Xavier, and Brandon Scott Barney.

Catalina 32 Osprey: Greg Little, Gilbert Tseng, Rick Luckey also noted installed GPS

Dinghies the one at FYC dock: Richard Windebank removed rain water, replaced missing gas cap, cleaned boat and checked the outboard.

G22 Rambaley: Vic Smith BC, Michael Peterson, Trish Hasen, Paul Legge

# CIH Workday Heroes For Aug. 18

By Carl Enson  
*CIH Rear Commodore*

It was another remarkable turnout for our Channel Island workday, Sunday Aug. 18.

As you probably know we have relocated our fleet of 22's from the Small Boat Basin to the Peninsula Yacht Marina (PYM.) They are now on F Dock, which is the same dock our mid and large boats occupy (with the exception of Angelsea.) Angelsea was also moved to PYM and now is berthed on E Dock.

This was our first workday that all of our boats with the exception of our 14's are all in the same marina and on two adjacent docks. This made our efforts much more efficient and it was great fun talking to one another now that we are together.

Below is a list of our volunteers:

## Companionship:

John Staples  
Talaat Elwan  
Jimmy Veronica  
David Cadeno

## Sweet Deal:

Wayne Gordon  
Paul McMenamin  
Nathan Mehring

## Sand:

Jim Breslin  
Harv Diamond  
Lee Prather

## Desert Wind:

Wayne Tolmachoff

## Turning Point:

Michel Hallahan  
Mal Usher  
Scott Hickman

## Driftwood:

Geoff Warner  
Bob Meyer  
Manny Koch

## Freedom Two:

Tom Kelleher  
Robert Hample  
Woody Hill  
Jon Rock  
Barry Klien  
Mark Watkins

## Zephyr:

Jim Milstead  
Miles Detrixhe  
Shar Brutley

## Mark III:

Jesse Lumsden  
Carl Enson  
Terry Keller  
Jim Guinn  
Richard Ingram

## Sorella:

Jeff Birdt  
Ev Anderson

## Angelsea:

Greg Arnold  
Alan MacGovern  
Harry Kane  
Mark Walters

Tamara Thompson

Rob Lee  
Rick Luckey  
Doug Batistic

## Island Side:

Paul Aist  
Mike Delaney  
Charlie Garcia

## 14's

David Nichols  
Scott Anderson  
Ted Sutton  
Lannie Legler

# The Delicate Art Of Docking A Sailboat

By Patrick Anderson  
*CIH Fleet Captain*

## **Docking Under Sail**

It has come to my attention that not all members understand the proper way to dock under sail. This is an outline of the most common and accepted methods if your engine fails to start or operate properly.

First and foremost, if you feel uncomfortable about your ability to dock under sail, our volunteer trainers and instructors would be happy to schedule some practice.

If your engine is operational, then use it to dock. We do not encourage sailing into the slip except when necessary.

If you have to sail into the slip and the wind will be coming from your stern, i.e. sailing downwind while entering the slip, do so only with the jib sail and never with the main sail raised. As most of us know from a man overboard maneuver you cannot coast to a stop downwind with the main sail filled. Always estimate your speed and ability to coast to a stop in the main channel before entering the slip area. You should be going slowly enough to step off the boat comfortably, just as you do when docking under power. Remember, you only have one shot at docking once you commit to turning into your finger towards your slip.

Let me emphasize here that if you cannot luff your sail completely, you cannot coast to a stop. Practice in the channel adjacent to your slip pointing the same direction that you enter your slip to determine if your sail will luff and your boat can coast to a stop.

## **Docking Under Power**

In addition to docking under sail, I would like to take this opportunity to express the correct speed to dock under power, SLOWLY! You must be able to bring the boat to a stop alongside the dock and step off from the helm position without the bow hitting the dock or the dock box. Do not rely on inexperienced crew to stop the boat or tie up to the dock.

Before docking any boat, you should be very familiar with the engine controls and be able to engage reverse or forward and have complete control over the throttle at all time. It is your responsibility as a skipper to be proficient with your vessel. If you feel uncomfortable using the engine controls, again our volunteers are eager to assist in any additional practice or skill development. It is also required for you to practice using the controls and maneuvering in the main channel away from any obstacle on your own until you feel totally confident that you can control your vessel at all times in all conditions.

Not all of us use the boats frequently enough to retain our skills, so practice every time you go out and invite others to do so with you. When was the last time you did a man overboard drill? Surprise someone by throwing a PFD and make it fun and competitive with your fellow members and just do it!

## **Downwind Docking Procedure**

In the main harbor basin, lower the mainsail and secure it with sail ties. Attach your bow and stern dock lines and don't forget to put your fenders out!

Note that depending on the wind direction, you may have to tack up the main channel, then lower the main sail if your slip is downwind in a north wind.

Sailing with the jib alone, sail down the channel towards the dock area where your boat belongs. As you come down the channel towards your dock, point your boat in the same direction you will be entering the slip and practice letting go the jib lines or furling the jib to estimate the amount of time it will take for your momentum to slow enough to safely enter the slip. This will give you an idea of how soon to let the jib sheets go as you approach the finger to be able to coast down the finger and into the slip and stop the boat without running the bow into the dock.

If you feel there is too much momentum and too strong a breeze coming from astern that could prevent you from safely docking, do not enter the finger to your slip. Instead locate an empty upwind or end tie slip that is close to your slip that you can safely enter and bring the boat to a stop. The guest docks just past the boat launch ramp are always a good alternative. Always alert the harbormaster and the boat chief if you have to leave a boat in a slip other than its own.

### **Upwind Docking**

When docking upwind you should have the ability to luff all the sails when pointed upwind, which should be the same direction that you enter the slip at. This is similar to a man overboard where you would coast upwind and your momentum is just enough to get into the slip without running the bow into the end of the slip. Just outside your docking area is a good place to judge the direction and speed of the wind since it may be different than out in the main basin.

In the main channel, you can furl the headsail, attach your fenders and dock lines and use just your main to come down the channel to your docking area. Again, as you approach your finger, point the boat in the same direction you will be entering the slip, ease the mainsheet and judge the direction of the wind to make sure you will be able to luff the sail and coast into the slip. If you feel there is too much wind and may have too much momentum, do not enter the finger to your slip area and locate a better slip or end tie or guest dock to dock the boat.

One of the pitfalls of docking with the main alone is as you turn down your finger you can be at a beam reach and not be able to luff your sail sufficiently and you could gain excess momentum as you approach your slip. If this were the case then I would dock under jib alone as you can let the jib sheets out all the way or partially furl the jib to reduce sail area. Again estimate your approach in the channel and decide if you can successfully coast into the slip and come to a stop without running the bow into the end of the slip.



Mark Zierten presents Commodore Richard Windebank with a hand-made gavel during a dockside birthday party. Helping out is Roy Niebuhr.

# Membership Guide – Where To Go For What

Update Contact Information for Membership Roster – Vice Commodore, Adrienne O'Donnell, for MDR;  
 Membership Secretary, Paul Aist for CIH  
 Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina Del Rey, CA 90295  
 Training and checkout - Fleet Captain (Shar Campbell for MDR; Patrick Anderson for CIH)  
 Cruising: Cruise Chair (Mark Zierten for MDR; Mike Delaney for CIH)  
 Racing: Race Chair (Mark Arbing for MDR)  
 Report an Accident - Safety Officer/Rear Commodore (Marc Levine/Chuck Orlin for MDR; Michael Adams/  
 Carl Enson for CIH)  
 Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Chuck Orlin for  
 MDR; Carl Enson for CIH)  
 Submit Articles for Newsletter – Editor, Ken Hoover [kenhoover@me.com](mailto:kenhoover@me.com)  
 FYC Officers - [www.fairwind.org](http://www.fairwind.org)  
 Coast Guard - Channel 16 or 310-732-2043  
 VHF Calling Channels – 9 and 12.  
 Membership interaction – Email: [fairwindmembers@yahoogroups.com](mailto:fairwindmembers@yahoogroups.com)  
 Join Member’s interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to  
 join

## August Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6 <a href="#">MDR Workday</a> <a href="#">MDR Tues. Races</a>	7	8	9	10
11	12	13 <a href="#">MDR Workday</a> <a href="#">MDR Tues. Races</a>	14	15	16	17
18	19	20 <a href="#">MDR Workday</a> <a href="#">MDR Tues. Races</a>	21	22	23	24 <a href="#">Board &amp; Membership Meeting</a>
25	26	27 <a href="#">MDR Workday</a> <a href="#">MDR Tues. Races</a>	28	29	30	31