



July 2013

Editor: Ken Hoover

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Commodore's Log

Club To Discuss Need For Dues Increase

By Richard Windebank
Commodore

At the June 22 Membership Meeting, we did not have a quorum so we could not conduct any business as such. However, we had a healthy discussion, mainly about the Boat Cost Analysis and the possible revision on membership Dues, effective October 1, 2013.

Our thanks to Mike Delaney for his very detailed work on the Boat Cost Analysis, which was distributed to all Members, well in advance of the meeting. If, for any reason, you did not receive it, then it probably got caught in your "Spam folder".

The analysis that Mike and I did, was based on actual numbers wherever possible. We were trying to be totally objective and we did not start out with any pre-conceived ideas as to what the outcome might be. We just fed all the numbers into the XL spreadsheet and waited to see what the calculations would tell us. Of course, as with any type of budgeting or forecasting process, we had to make certain assumptions, especially when allocating costs which were not specifically attributable to one or more boats.

Here are a couple of the questions we had to wrestle with:

Q1. Should each class of members (Small, Medium, Large) be financially self sustaining. By that I mean, should the costs of running those fleets be supported by the dues from the members in those categories?

**Board Meeting July 27 at
Newbury Park Library**

The next board meeting will be Saturday, July 27 at the Newbury Park Library, 2331 Borchard Road, Newbury Park. The meeting start at 10 a.m. and is open to all members.

The next membership meeting will be 11 a.m. Saturday, Aug. 24 at the Paz Mar Apts. Rec Room, 3400 Peninsula Road, Oxnard.

The library, site of this month's meeting, is located [here](#).

CIH Happenings	It's Election Season	Volunteers Needed
<i>Mike Delaney issues a caution about that low bridge.</i>	<i>A slate of prospective officers steps forward .</i>	<i>Commodore Windebank needs help.</i>
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A1. There are really two schools of thought on this. Some, especially the large boat members, would argue that some of the costs of running the large boat fleet should be funded by the Small and Medium members because, although they cannot skipper the large boats, they get to sail on them as crew, for both day sails and cruises. Others, especially the small boat members, would argue that the Large boat members should help fund all classes (Small, Medium and Large) because they can reserve and skipper all classes, whereas others cannot. At a Members meeting, we could debate this issue for hours and never reach a consensus. Another way to look at it is, if we were to add an additional boat (in any of the three classes), logic would suggest that the additional boat should be supported by “x” additional members in that Class, and if those additional members do not fund the costs of the additional boat, then it will become a drain on the rest of the membership and we may, or may not, want to proceed on that basis.

Q2. Are the current “Boat Loadings” appropriate?

A2. Our boat loadings used to be 20 members per boat at the Small Boat Level and 16 per Boat at Medium and Large. Then, a few years ago, we changed that to 20 per boat at all levels. It’s a fact, that Large Boat Members are the most active (and prolific) users of our boats, followed by Medium and then Small. There’s a lot of pressure on reserving the large boats during the summer months, especially for weekends and cruises. So, maybe, 18 or 16 Members per boat at those levels is more suitable than 20. But that’s a balancing act. Yes, we would like less members per boat so we have greater availability of them. But no, we don’t want to pay the higher Membership Dues that would be required to sustain the increased availability.

Working on the premise that each Class of membership should be self funding, the analysis suggested the quarterly Dues (for the year October 1, 2013 to September 30, 2014) would need to be: \$76 for Small Boat Members, \$229 for Medium Boat Members and \$357 for large Boat Members.

Some members suggested that a compromise of an “across the board” increase, would be more appropriate. A 20% increase (from current levels), would take dues to \$120 for Small, \$235 for medium and \$324 for Large.

Any time you get into these discussions, we get a broad range of suggestions. Some would suggest we move to two classes: Day Sail Boats (Small) and Cruising Boats (made up of Medium and large). Others suggest a fourth class for “extra large” like Angelsea. One member suggested just one class for everyone, all paying dues at the same level.

Whatever conclusion we (the membership) come to, I think we all agree on one thing. Fairwind offers it’s members outstanding value for money. We are extremely fortunate that our forefathers have built the Club as effectively as they have so that we can enjoy sailing on a great fleet of boats at a very affordable price. Our task is to continue that tradition, and to preserve these benefits for our current members and for the Fairwind members of the future. Together, I know we can do that.

Attention Fairwinders: Don't Try Sailing Under The Channel Islands Blvd. Bridge

By Michael Delaney
CIH Port Captain

It is very important for all members to understand that the Capri 22's and Catalina 22's DO NOT fit under the Channel Islands Blvd bridges.

The tall bridge on the west channel looks inviting, and there is all the backbay area to explore. Don't even think about it. A CIH member recently made the mistake of thinking the boat would fit, and the wind indicator was ripped off and the top of the mast scraped. It was lucky the mast did not come down. The forestay, which was damaged in addition to the wind indicator, was also replaced.

There have also been several incidents where members in CIH have had difficulty docking the 22's under sail or motor; dock boxes have been damaged and bows dinged. The Small Boat Marina where the 22's are slipped is typically a leeward dock with the normal afternoon westerly wind. It is not possible to stop the boat with the mainsail out as it will not luff sufficiently to slow the boat. Members have also been observed coming in too fast, under motor or sail, and having crew or others on the dock slow them to a stop. This can be very dangerous to crew who have to hop off a moving boat. Patrick Anderson, Fleet Captain, has written a separate article to address these issues.

Propane-Powered Outboard

To address the lack of dinghy outboards in CIH, a new Lehr 2.5hp propane powered outboard has been purchased. This outboard uses the small 'camping' propane bottles. It is light weight, environmentally friendly, and eliminates the need to bring gasoline tanks. The Lehr is being kept on Angelsea and will be used mainly with the Angelsea dinghy. It is available for other CIH cruisers if it is not being used. Although looking at the Angelsea cruise schedule it is not clear this will ever happen.

A new Tohatsu 4-hp outboard has been purchased for our Catalina 22 Driftwood. This replaces the sometimes troublesome two stroke that came with the boat. A new motor mount has also been purchased. Both should be installed during the July 21 CIH workday. The old two stroke will then be a back up engine and available for dinghies for cruising.

Parking Problem

The CIH Harbor Department is finally undertaking the replacement of the Boat Launch Ramp and renovation of the surrounding area. The Small Boat Marina is adjacent to the Boat Launch Ramp and while it will not be directly impacted, the parking lot will be part of the renovation. In other words, alternative parking will have to be used. The Harbor Department has identified parking down by Fisherman's Wharf but this is not very convenient. The notification indicated that construction would begin within 45 days which means it will probably occur after Labor Day. An email notice will be sent out when construction begins and parking options will be detailed. Options for relocating the boats to another marina are also being explored.

Annual Board Elections Coming Up

By Richard Windebank

Commodore

The election of Directors and Officers for the year from October 1, 2013 to September 30, 2014, will be held at the Membership meeting to be held in Oxnard on Saturday, August 24.

All positions are for a one year term. The positions are:

Commodore - overall leadership and preside over Board and Membership Meetings

Vice Commodore - In charge of membership (collect dues and maintain Membership records)

Rear Commodore (MDR) - In charge of maintenance of the MDR Fleet

Rear Commodore (CIH) - In charge of maintenance of the CIH Fleet

Fleet Captain (MDR) - In charge of training in MDR

Fleet Captain (CIH) - In charge of training in CIH

Treasurer - In charge of Club finances

Secretary - Maintenance of Club Records, including the preparation of meeting Minutes

The following Nominations have been received by the Nominating Committee:

Commodore - Mike Delaney

Vice Commodore - Lynn Erickson

Rear Commodores - Glen Jagodzinski (MDR), Harry Kane (CIH)

Fleet Captain - Shar Campbell (MDR), Jim Guinn (CIH)

Treasurer - Adrienne O'Donnell

Secretary - Mark Boykin

Additional Nominations can be made from the floor but it would be best to send them in advance to: Marv Brown at: marvbrown44@gmail.com

At the suggestion of Ken Murray, the Board is considering making a recommendation to the membership that we amend our By-Laws so as to enable future elections to be conducted by electronic voting. This would allow members to vote without having to attend the meeting, and maybe more appropriate for us, given the broad geographical area of our members. Anticipate that this will be discussed in the next Club year, so we can review the pros and cons of electronic voting for the future.

MDR Cruise Season Off To A Successful Start

Little Harbor Cruise Highlights Summer Season

By Mark Zierten
MDR Cruise Chairman

The Cruise Chairman reports that the cruising season has started with a flavorful success this last month.

Three Fairwind boats -- Slingshot, skippered by former Commodore Marc Levine; Imagine, skippered by Willy Maynetto and Osprey, skippered by Brad Benam -- made the safe transit from MDR to Isla Santa Catalina and back.

Crew for Slingshot was Vice Commodore Adrienne O'Donnell and your's truly. Aboard Imagine was Sasha Tsapin and Jim "Musicman" Lewis. Filling out the "Watch, Quarter and Station Bill" for Osprey was Vicki Fullington, Mark Friedrich and Sam

Aussi. From the provisions brought over for the barbecue you would have thought the worst disaster that could



This is a shot of Little Harbor during last year's club cruise.

befall us was not shipwreck or pirates, but starvation.

As you read this newsletter article, the Kid's Cruise from two years ago will have been a hoped-for success. Four boats were lined up with full crews for the three-day outing. Report and photos in the next newsletter.

Our cruise in August will take place Friday, Aug. 23 through Sunday, Aug. 25.

Our destination: Little Harbor on the backside of Catalina. This is one of the Cruise Chair's favorite ports-of-call. You will find a quiet, circular, all-weather anchorage featuring many wild opportunities; no hot showers, television, bar or noisy drunks. However, there is fishing, surfing at Shark Harbor, hiking, swimming, lolling on the sandy beach and diving. This is an ASA-eligible cruise provided we can find some ASA 204-qualified instructors to do the checkouts.

Thus far, only one other skipper has put himself forward; Mark Friedrich. The Cruise Chair will be taking Slingshot, who will be beaching her and not anchoring. No 104 possibilities there. Skippers who wish to volunteer to take the six members who, currently, wish to make the cruise are urged to step up.

Any person with an internet connection can get a good look at the lagoon though Google Earth. This has been one of the most enjoyable cruises in recent years. First come, first served. This cruise will be closed out on the weekend of Aug. 17-18. A Google Maps link of Little Harbor is here: <http://goo.gl/maps/W6Vml>

Please E-mail Mark Zierten, Cruise Chair, at zierenfam@aol.com with questions and comments.



Imagine tucked behind Little Harbor's impressive reef

Catalina 28 Sandpiper Joins The MDR Fleet



A ribbon-cutting ceremony was held Saturday, July 13 for our new Catalina 28 Sandpiper.

VOLUNTEERS NEEDED

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

Calendar Management – To help maintain the Calendar by entering Club events.

Upload Documents to the Club's Website – Assist the Webmaster by uploading and updating documents on the Fairwind website

Both of these functions can be performed from a home computer. Hence, they offer opportunities to members who cannot attend work days etc. to help the Club.

Donate a Bicycle – MDR used to have a bicycle that was kindly donated by Marv Brown but was later stolen. If you have a serviceable bike sitting in your garage that's never used, please consider donating it to MDR.

Please contact Richard Windebank at Richard@windebank.com if you are able to assist with any of these requests.

Workday Heroes In CIH For June 16

Companionship:

John Staples
Suzy Sherman
Nick Breden
Talaat Elwan

Sweet Deal:

Corey Chase
Joe Aceves

Sand:

Robert Hample
Woody Hill
Jim Breslin
Rodney Montague

Desert Wind:

Bob Chatenever
Colin Pullan
Paul Hermanson
Scott Anderson

Turning Point:

Michel Hallahan
Alec Hardy
Mal Usher

Driftwood:

Geoff Warner
Bob Meyer

Freedom Two:

Tom Kelleher
Mark Walters

Zephyr:

Mark Juric
Steve Hirshfield
Sigmund Sales

Mark III:

Jesse Lumsden
Carl Enson
Chris Collins
Lee Wahl

Sorella:

Jeff Birdt
Richard Ingram
Sasha Taspin

Angelsea:

Greg Arnold
Alan MacGovern
Harry Kane
Bruce Dart

Island Side:

Michael Ross
Rick Dahl
Mike Delaney

--Carl Enson



The Soling Seaweed Gets A Facelift

On Friday, July 12, Seaweed was blessed with a new set of sails. The old ones served us well, but were in serious need of replacement.

As a pure sailing boat, this is one of the best in our fleet. Hope you will continue to enjoy this classic boat.

--Commodore Richard Windebank

CIH Workday Heroes Tackle A Tough Job On Angelsea

By Carl Enson
CIH Rear Commodore

We had a great turnout for our July workday at CIH. This is perhaps the largest assembly of FYC volunteers that I have experienced in Channel Island's Harbor. With the large turn out we got a lot of maintenance, repairs and cleaning accomplished.

One special effort I would like to recognize is the crew that worked to replace the anchor light on Angelsea's masthead. On Workday, Tom Marshall, Pat Anderson, Alan MacGovern, Bob Chatenever and others hoisted first Pat then Bob up the mast to remove the non-operating anchor light. Unfortunately they were only able to determine the screws holding the old light were stripped and broken off. The job could not be finished that day as open house was fast approaching and we wanted Angelsea available for prospective new members.

Then on Monday, Mark Walters assembled a team to continue the effort. Mark & Harry Kane hauled Joe Carter up the mast who spent nearly an hour aloft removing the old light assembly and the damaged screws. On Tuesday the new light was purchased and modified by elongating the holes in the base to match the old light base and cutting a slot for the wires to exit its side. Then Mark and Harry hauled Joe aloft again and he spent over another hour at the masthead installing the new light with new hardware.

Bottom line: Angelsea has a brand new working anchor light and it is properly mounted and sealed thanks to the efforts of Mark and Joe and a host of other volunteers.

Below is a list of our other volunteers:

CIH Workday Heroes For July 21

Below is our list of volunteers for the July Day workday at CIH

Companionship:

John Staples
Talaat Elwan

Sweet Deal:

Corey Chase
Frank Thomsen
Jim Marr

Sand:

Jim Breslin
Harv Diamond
Lee Prather
Harry Kane
Nick Mehring
Vicki Fullington

Desert Wind:

Bob Chatenever
Dave Payn
Scott Hickman
JoAnna LaForce

Turning Point:

Michel Hallahan
Stan Kranzher
Jim Kropff

Driftwood:

Geoff Warner
Bob Meyer
Ron White
Xavier Le Vourch

Freedom Two:

Tom Kelleher
Robert Hample
Woody Hill

Zephyr:

Mark Juric
Jim Milstead
Shar Breitling
Jim Guinn

Mark III:

Jesse Lumsden
Carl Enson
Larry Pate
Terry Keller
DuWayne Kilbo
Richard Ingram

Sorella:

Jeff Birdt
Richard Ingram
Ev Anderson
Read Howarth
Gary Feldman

Angelsea:

Greg Arnold
Alan MacGovern
Harry Kane
Patrick Anderson
Scott Kelly
Mark Walters
Tom Marshall

Island Side:

Michael Ross
Bob Rennie
Mike Delaney
Charlie Garcia
Miles Detrixhe
Eric Souther

14's

Dave Nichols
Carl Meinhof

Where To Find What In The CIH Dock Boxes

By Carl Enson
CIH Rear Commodore

At Channel Islands Harbor, we have done some reorganizing of equipment and dock boxes at both the Small Boat Marina and Peninsula Yacht Marina. I would like to acquaint you with these changes.

Hand Tools- A fairly complete set of hand tools was added aboard all of the 22's. These tools should facilitate any emergency repairs needed while underway.

Children's Flotation Vests- To make our limited supply of these vests better utilized and easier for members to find, they will no longer be kept on individual boats with the exception of Angelsea. They now are stowed in one dock box at each marina. The location and number of these vests are as follows:

	Infant (30-50 lbs)	Child (50-90 lbs)	Youth
Angelsea (on the boat)	1	5	4
Driftwood Dock Box	1	5	5
Island Side Dock Box	1	4	5

After use of these vests, please return them to the appropriate box so they are available for the next skipper.

Dock Boxes- To make better use of our limited dock box space we have cleaned out and reorganized the dock boxes at the Small Boat Marina & Peninsula Yacht Marina. They are organized around function rather than boat. Previously, there was no order to where you might find cleaning equipment, tools, spare part, etc. These items are now rearranged and are found as follows:

Small Boat Marina

Sand Dock Box (D9) - Tools, battery charger, extension cord, spare parts (fuel connectors), hardware, etc.

Companionship Dock Box (D10)- Cleaning supplies, brushes, etc.

Sweet Deal Dock Box (D6)- Kayak equipment & flotation vests

Desert Wind Dock Box (C10)- Clothes, spare lines,

Turning Point Dock Box (B5)-Maintenance items/fluids, waxing items, absorbent towels

Driftwood Dock Box (D14)- Children's flotation vests and administration items

Peninsula Yacht Marina

Island Side Dock Box (F9)- Children's flotation vests and administration items

Zephyr Dock Box (F11) - Boatswain chair, mastclimber, packing gland wrenches, boat supplies, miscellaneous

Companionship Dock Box (F12)- Cleaning supplies, brushes, towels

Mark III Dock Box (F13) - Tools, oil change tank, extension cord, waxing buffer & boat supplies

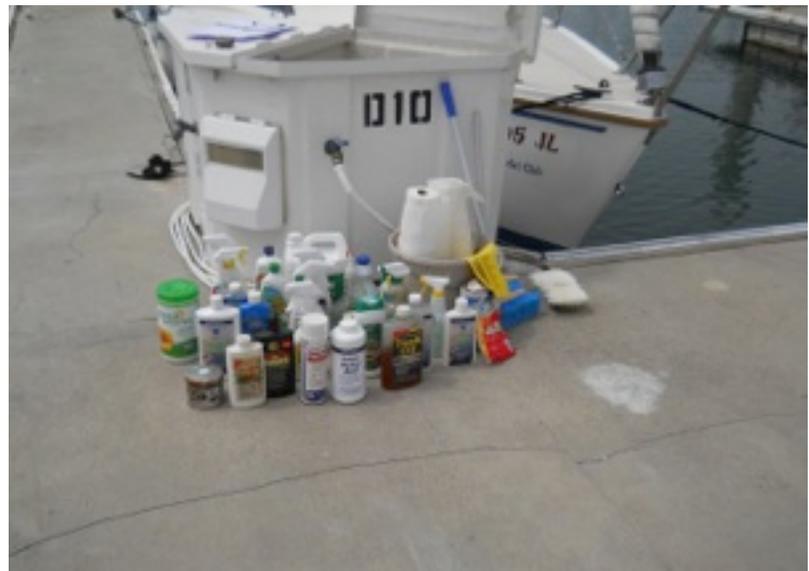
Sorella Dock Box (F14)- Maintenance items/fluids, absorbent towels, gloves

We have established an "Administration" dock box at the Small Boat Marina D14 and the Peninsula Yacht Marina F9 to house, in addition to children's flotation vests, a plastic pouch that includes ample copies of the following forms:

- A generic Log Sheet (for both the Mid-Size/Large Boats & the 22's)
- Monthly & Quarterly Checklists
- Repair Logs
- Training & Qualification Forms

These forms are the most often used and many times are either forgotten or not available on individual boats. The supply of generic log sheets will hopefully eliminate skippers from "borrowing" other boat's log sheets when their reserved boat is out of such logs.

In the two Administration boxes we also included a Drop Box that can be used for transferring small items or paperwork among members when it is impractical to do so in person.



How The Status Quo Sometimes Stifles Innovation

By Ken Murray

Some years ago, when I was in graduate business school, and before I was a sailor, I was presented a case study in the section that had to do with innovation. Although many years ago, I remember it still, and when I ran across the name of the innovator in a book on a totally different subject, I recognized the name of William Sims.

What Sims did was introduce, against astonishing resistance, an innovation in cannon firing that increased accuracy as one person described by 3000%, which he picked up from the British. As an example:

“In 1899 **five ships** of the North Atlantic Squadron fired five minutes each at a lightship hulk at the conventional range of 1600 yards. After twenty-five minutes of banging away, **two hits had been made** on the sails of the elderly vessel. Six years later **one** naval gunner made **fifteen hits in one minute** at a target 75 by 25 feet at the same range--1600 yards; *half of them hit in a bull's eye 50 inches square.*”

The response of the navy? (1) our equipment was in general as good as the British; (2) since our equipment was as good, the trouble must be with the men, the training were the responsibility of the officers on the ships; and most significant (3) continuous-aim firing was impossible. He was dismissed as a crackbrained egotist; he was called a deliberate falsifier of evidence.

The rising opposition and the character of the opposition convinced him that he was being attacked by shifty, dishonest men who were the victims, as he said, of insufferable conceit and ignorance. Accordingly, he, a lieutenant, took the extraordinary step of writing the President of the United States, Theodore Roosevelt, to inform him of the remarkable records of Scott's ships, of the inadequacy of our own gunnery routines and records, and of the refusal of the Navy Department to act. Roosevelt, who always liked to respond to such appeals when he conveniently could, brought Sims back from China late in 1902 and installed him as Inspector of Target Practice, a post the naval officer held throughout the remaining six years of the Administration. And when he left he was universally acclaimed as "the man who taught us how to shoot."

He retired after a distinguished career as a full admiral.

This case study is apparently used in business schools throughout the world, and can be found on many websites. I encourage the reader to read it in its entirety.

<http://cs.gmu.edu/cne/pjd/TT/Sims/Sims.pdf>



Admiral William Sims

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

FYC Officers - www.fairwind.org

Coast Guard - Channel 16 or 310-732-2043

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

Join Member’s interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to
join

July Club Calendar

	1	2	3	4	5	6
		MDR Workday				
7	8	9	10	11	12	13
		MDR Workday				
14	15	16	17	18	19	20
		MDR Workday				
21	22	23	24	25	26	27
		MDR Workday				Board Meeting in Newbury Park
28	29	30	31			
		MDR Workday				