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Editor: Ken Hoover

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Commodore's Log

New Board Elected For Coming Year

By Michael Delaney
Commodore

I wish to extend a special thank you to Richard Windebank for his many years of service to Fairwind on the Board of Directors. He has decided to resign as Jr. Staff Commodore and MDR Port Captain effective Oct. 1. Richard was the Vice Commodore, Commodore, and most recently Jr. Staff Commodore. Richard is definitely staying in Fairwind and has now taken on the challenge of Boat Chief for the new MDR Catalina 270 Frequensea. He will also continue his work with the Boys and Girls Club programs. I have appointed Marv Brown to replace Richard as Jr. Staff Commodore and MDR Port Captain.

I also wish to extend congratulations to Richard Windebank for concluding the negotiations and signing of the contract with Beaches and Harbors for the transfer of the E.S. Ring agreement. This results in Fairwind having six slips prepaid through 2021. This was the final act for Richard as Port Captain and Jr. Staff Commodore and was completed on Sept 30; the last day of our fiscal year. The remaining six slips will have standard leases with standard rates with Beaches and Harbors.

The Sept. 20 Board and General Membership Meeting resulted in the Election of Officers and Directors for the year starting Oct 1. I wish to welcome George Westerdahl as the new MDR Rear Commodore and Alan

**Installation of Officers Saturday,
Oct. 25 At Seabridge Clubhouse**

The annual installation of officers will be Saturday, Oct. 25, along with the Fall BBQ at Seabridge Clubhouse, 1420 Seabridge Lane, Oxnard.

The event will be held from 3 p.m. to 8 p.m.

A Google map link is [here](#).

New Officers	Bond Solicitation	Docking Accidents
<i>Details of September meeting revealed.</i>	<i>Fairwinders ask to make loans for new big boat in CIH.</i>	<i>CIH Fleet Captain talks about how to avoid them.</i>
<i>Page 2.</i>	<i>Page 3.</i>	<i>Page 4.</i>

Howell as the new CIH Fleet Captain. The meeting also resulted in the passing of five motions, which are detailed on Page 2.

The Installation of Officers and Directors will be held during the CIH Fall BBQ on Oct. 25 at the Seabridge Clubhouse from 3 PM to 8 PM. The clubhouse is at 1420 Seabridge Lane, Oxnard, CA 93035. Additional information will be emailed to the membership prior to the event.

The next Board and General Membership meeting has not yet been scheduled but will be in MDR this fall quarter.

Results of Election of Officers and Membership Meeting

The Officers and Directors for the year beginning Oct. 1 are as follows:

Office	Elected Officer
Commodore	Michael Delaney
Vice Commodore	Lynn Erickson
Secretary	Mark Boykin
Treasurer	Adrienne ODonnell
Fleet Captain MDR	Sharlen Campbell
Fleet Captain CIH	H. Alan Howell
Rear Commodore MDR	George Westerdahl
Rear Commodore CIH	Harry Kane

Lynn Erickson was nominated from the floor during the meeting.

Richard Windebank, present Jr. Staff Commodore, has announced that he will be resigning his position effective Sept. 30. I have appointed Marv Brown to take the position of Jr. Staff Commodore and that of MDR Port Captain.

The Installation of Officers will be held during the CIH Fall BBQ on Oct. 25 at the Seabridge Clubhouse. A separate notice will be sent out prior to that event.

There were five motions presented to the membership. The results of the voting were as follows:

Motion #1: Passed

Accept the CIH BSC recommendations to purchase a new Large Boat with the following attributes:

- Length: Approximately 34 – 36 ft
- Cost: <\$80,000
- Class: Cruising

Motion #2: Passed

Change the wording By-Laws: ARTICLE XXIV to allow electronic voting on borrowing.

Motion #3: Passed

Authorize Fairwind Yacht Club to solicit zero interest member bonds for the purchase of a new Large Boat with in the following restrictions:

- \$25,000 maximum bonds
- 3 year or less repayment schedule

Motion #4: Passed

Change the definition of a Large Boat in the Standing Rules to be 31.5ft or greater and Medium Boat to be 31.5 or less. This will move the CIH Catalina 30's to Medium Boat when the new Large Boat has been added to the Fleet.

Motion #5: Passed

Move the collections of dues and bonds function from the Vice Commodore to the Treasurer. The motion was amended to include "The Board shall establish reasonable audit controls to insure the integrity of the collection of dues and the properly posting thereof"

Note: Please send all dues payments to the Treasurer at:

Fairwind Yacht Club

Attn: Treasurer

PO Box 12684

Marina del Rey, CA 90295

--Michael Delaney

CIH Large Boat Solicitation For Bonds

By Paul Aist

CIH BSC Chairman

This is presented for the consideration of all Fairwind members: Fairwind Channel Islands Harbor is soliciting bonds for a new large boat. We are seeking a large cruising sailboat such as a Catalina 34, Catalina 36, or similar boat. The current market suggests that our budget allows us to pursue an early- to mid-90s boat. We cannot, however, pursue such a boat until all bonds have been issued.

Traditionally in Fairwind, members have supported the purchase of various boats by the loan of money via interest-free bonds. This has been a mechanism that has greatly expanded the potential of the fleet in the past, and it is a way for individual members to contribute to this fine tradition. Your contribution to this effort is important to the smooth running of the club. The membership approved the borrowing of up to \$25,000 to support the purchase of a new large boat.

The bonds will be offered in increments of \$500; i.e. \$500, \$1000, \$1500, \$2000, etc. The bonds will be refunded within three years and are payable on demand if a member leaves the club.

All checks should be addressed to Fairwind Yacht Club and mailed to: Fairwind Yacht Club, Attn: Treasurer, PO Box 12684, Marina Del Rey, CA 90295. Please add the notation "CIH Large Boat Bond" on the check.

Also, please email me, paulaist@gmail.com, your bond contribution so that the CIH BSC can easily keep a tally.

Tips On How Not To Clock The Dock

By Alan Howell
CIH Fleet Captain

As a boat chief I spend a lot of time on the docks helping keep the fleet ready for member use. After witnessing several poorly executed landings I would like to offer some thoughts to our skippers.

Departing the dock

1. Check for traffic before casting off and just mashing reverse. Sounds simple, but it is often missed until near collisions are created. I have seen this with large commercial fishing boats down to kayaks and paddle boards.
2. Back out at a controlled speed but recognize you need a little speed to use the rudder. Move into the channel until clear of the dock but don't use more of the channel than you need. You may be impeding others by your actions.
3. Check the wind and current before pushing off. Contrary to popular belief...the wind is not always from the same direction and we do have current. These are the things that dock scrapes and dings are made of. A little planning can eliminate most of these.
4. Leave the dock ready to sail. Many leave under engine, but have not made the boat ready to sail in a moments notice. A good start is to have the covers off winches, halyard on the main. Remove all but one sail tie on the main and make it one that can quickly be reached. Uncoil Genoa sheets and Jib furling line so the jib can be set quickly if needed. Do this BEFORE you leave the dock. If the engine were to fail, setting the jib is the fastest way to renew propulsion. Doing this after you have left the dock will cost you valuable time.

Returning to the dock

1. Again, be prepared. Fenders out.
2. If you have dock lines on the boat, make sure they are long enough to do some good. This means long enough to throw to someone on the dock, coiled and ready to throw. I recently helped a powerless boat into her slip. The crew for a large boat was ready to throw me a 10 foot long dock line. This is dangerous for all. Lines should be long enough to reach to the boarding gate from the bow/stern. Then they can be thrown or the crew can take it, and step off safely.
3. Check the wind, current and traffic BEFORE you get to the dock.
4. If approaching under power, approach at a slow, steady pace. Power required will vary depending upon wind, current and the particular boat.
5. If you need to use reverse, use it to slow as you approach the dock not to stop all progress once you are in the slip. If you have a lot of prop walk to deal with, using short bursts of reverse power rather than a long sustained amount of reverse will minimize the prop walk effect.
6. Plan on using reverse like you don't have it, because you may not have it. Transmissions often fail when changing gears.

7. If you are approaching too fast, abort and try again
8. Know your boat. Know what the slowest speed is that gives you steerage way. This is the speed to use to approach the dock.
9. Know which side of the boat you want to put along side the dock. You don't want to scrape the dock, but splitting the middle of the slip make's it difficult/dangerous as the crew has to jump to the dock vs just stepping off as the dock passes below your feet.
10. Lastly, PRACTICE this critical phase of your Fairwind experience. And, if you should bump the dock, check for scars, scrapes, dings on the hull and report it. Practice on other docks where you can do upwind, downwind and cross wind landings.

We are trying hard to stem the increasing number of damaged boats (reported as well as unreported). You can help. Practice. If you would like some assistance, contact your Fleet Captain and we can get you additional training.

Enjoy being safe.

10.

Fairwind Crews Sail From MDR To Santa Cruz Island And Back

By Mark Zierten
MDR Cruise Chair

Ten daring sailors set out on September 10, bound for Santa Cruz Island. It was the beginning of five days that tested the skills, patience and tempers of all hands. For the first time this season, Happy Ours went on a Club Cruise. Her skipper was Paul Fenkart, Susan Bonner served as mate, Louise Taylor volunteered as cook and the author crewed on our Cat 38. It was just the right number.

John Quickley skippered Calypso. Mate Halli Kristijansson and John's good friend, Paula Ward, filled out the crew. The Catalina 28 made it all the way to Santa Cruz in less than 10-1/2 hours, setting anchor before sunset. Filling out the flotilla was Imagine. Willy Maynetto served as skipper and his co-mates were Arlene de Anda and Larry Burch. Despite serious head problems, Willy, Arlene and Larry found a work-around that kept them on course and schedule.

The seven Fairwinders and three volunteers halted their journey swinging at single hooks in Smuggler's Cove. Swells from Norbert were still roiling the South facing beaches but all hands were tired enough that most slept well. As the seas continued to subside, the skippers agreed to stay one more day to rest up, explore the island and read a little. When Paul, Halli and Louise went ashore the surf proved manageable. Later, as the tide moved in, the surf wanted them back on the island. Fortunately, the trio was able to push the Port-a-Bote through the waves. Beyond the surf line, Halli and Paul boarded the half-swamped dinghy and Louise, that sea-nymph/mermaid, swam back with minimal help from a line sent out by Happy Ours.

After a third day at anchor around the corner in Scorpion Cove, all hands agreed that the best final port 'o call would be Channel Islands Harbor. Many lessons were learned or relearned over more than a hundred sea-miles. Happy Ours went through sea-trials that showed strengths and weaknesses most probably brought on by years of service. At the CIH docks, our "local" shipmates helped the HO crew to wrangle the genoa down in a good breeze. Thanks guys; especially Alan Howell.

Imagine will still need major attention to her head. Only Calypso seemed to prove equal to the cruise. She also held her own going down-wind racing Happy Ours who had to bag her Genoa.

All in all, we completed a successful outing with a hint that the next MDR Chair would like to develop one more Club Cruise this year. I would like to thank all the members who helped make this a successful season with a "Bravo Zulu" to the Skippers.

Channel Islands Harbor Workday Heroes Sept 21, 2014

By Harry Kane

CIH Rear Commodore

Another good turnout and lots of stuff taken care of. Thanks to all who helped this month. At the height of the cruising and day sailing season, these boats take a beating, so this month's workday was especially important to catch up a bit on important maintenance items. We've also been blessed with one of the best season's wind-wise that I can remember, so our boats got a lot of heavier- than-usual sailing, and these workdays help us keep them safely floating.

Angelsea

Alan MacGovern
Greg Arnold
Jim Quinn
Curt Allison
Sarah Polk

Sorella

Gary Feldman
Jeff Birdt

MK III

Dennis Derley

Island Side

Charlie Garcia
Mike Ross
Mike Zuckerman
Peter Davidson
Gerri Chabot

Zephyr

Barry Klein
Doug Batistic

Freedom Too

Nick Breden
Suzy Sherman
Geoff Lane
Richard Canan

Camp David

John Perry
Alan Howell
Paul Aist

Sand

Brian Johnson
Dennis Isleib
Ted Sutton

Desert Wind

Bob Chatenever
Dave Payn
Colin Pullan

Companionship

Dianna Weynand
Art Kessinger
John Staples
Talaat Elwan
Jeff
Jimmy Veronica

Sweet Deal

Corey Chase
Mary Marx
Harvey Diamond
Frank Thomsen

Turning Point

Matt Ray
Mike Hallahan
Jim Marr

Driftwood

Jeff Warner
Kim Jones

Capri 14 (Bahia)

Dave Nichols

Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Vice Commodore, Lynn Erickson.

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90285

Training and checkout - Fleet Captain (Shar Campbell for MDR; H. Alan Howell for CIH)

Cruising: Cruise Chair (Arlene de Anda for MDR; Scott Kelly for CIH)

Racing: Race Chair (Mark Arbing for MDR, TBD for CIH)

Report an Accident - Safety Officer/Rear Commodore (Marv Brown/ George Westerdahl for MDR; Michael Adams/Harry Kane for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (George Westerdahl for MDR; Harry Kane 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

Updates to website: webcontent@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc

October Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Yom Kippur
5	6	7 MDR Workday	8	9 CIH BGC Day Sail	10 CIH Santa Cruz Island Cruise	11 CIH Santa Cruz Island Cruise
12 CIH Santa Cruz Island Cruise	13 Columbus Day CIH Santa Cruz Island Cruise	14 MDR Workday	15	16	17	18
19 CIH Workday	20	21 MDR Workday	22	23	24	25
26	27	28 MDR Workday	29	30	31 Halloween	