



January 2014

Editor: Ken Hoover

Volume 42, No. 1

Commodore's Log

# Both Harbors Plot Future Courses

By **Michael Delaney**  
*Commodore*

I would like to wish all Fairwind members a Happy New Year and Good Sailing in 2014. This past year was a good year for Fairwind with new boats added to both Marina del Rey and Channel Islands Harbors.

Our membership is now about 400 members with a roughly equal number of members and boats in each harbor. Fairwind is in a financially solid position but this coming year will bring a number of challenges that we will need to address.

## MDR Marina Renovation

Fairwind and all Bar Harbor marina and apartment tenants received a letter from Bar Harbor December 18 notifying us of the proposed redevelopment of the property. I sent this letter out to the membership. This notice was also a six-month notification to vacate the premises. I have asked Richard Windebank, MDR Port Captain, and Mark Boykin, Fairwind Legal Counsel, to gather information, develop options, and report to the Board. Fairwind has a binding contract with E.S. Ring, parent company of Bar

**Board & Membership Meeting**  
Jan. 25 In Marina del Rey

The next board meeting will be Saturday, Jan. 25 at 10 a.m. at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The meeting will be followed by a general membership meeting at 11 a.m. Both meetings are open to all members.

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

CIH Report	MDR Report	ScheduleMaster
<i>Channel Islands discusses future boat possibilities..</i>	<i>We must vacate our slips by this June. What's in store.</i>	<i>Here's the manual for our new reservation system.</i>
<i>Page 3</i>	<i>Page 5</i>	<i>Page 7</i>

Harbor, which provides for discounted slips through 2021. This contract should provide leverage in developing options for new slip location. The Fairwind Board will keep the membership informed of the situation and options that are developed. The Board will bring the recommended options to the membership for a vote and authorization to proceed. Richard Windebank will provide more information in an article in this newsletter. We will also discuss in detail at the January Board and General Meeting.

### **Five-Year Plan**

Both the Marina del Rey Committee, headed by Richard Windebank, and the Channel Islands Harbor Committee, headed by myself, have kicked off the development of new Five-Year Plans. The MDR Committee has sent out an initial membership survey and met on Dec. 14. Richard Windebank has a separate article giving the status and direction for developing the five-year plan. The CIH Committee met on Dec. 3 and I have written a separate article summarizing the idea's that were generated. The CIH Committee will be sending out a membership survey in early January to get feedback to incorporate into the plan. Both of these plans will be discussed at the January Board and General Meeting.

### **January Meeting**

We have scheduled a Board and General Membership Meeting for Saturday, Jan. 25 at Santa Monica Windjammers Yacht Club; Board Meeting at 10 a.m. and General Meeting at 11 a.m. The impact of the Bar Harbor Renovation and Five Year Plans will be among the topics discussed.

### **Schedule Master**

On Jan. 1, we started to utilize the scheduling aspect of Schedule Master. Paul Aist has sent out a number of global emails describing how to access Schedule Master and how the new scheduling system works. Paul has also written an article for this newsletter (See page 7) that also describes the system and how to use it. Please feel free to contact me or Paul if you have any problems with the new reservation system.

### **CIH Cruise and Event Schedule**

Scott Kelly has volunteered to be the CIH Cruise Chair this year. Scott has put together a cruise and event schedule that has been posted on the website. The first event of 2014 in CIH will be a March 1 Whale Watch. We then have a St. Patrick's Day BBQ at the Seabridge Clubhouse planned for March 15 although availability of the clubhouse has not been confirmed at this time. The first cruise for 2014 will be April 4 - 6 to Santa Cruise Island. There will be separate global email announcements for all the events approximately one month in advance.

# CIH Committee Kicks Around Ideas For Future Boats

By Michael Delaney

*CIH Port Captain*

The Channel Islands Harbor Committee met on Dec. 3 to kick off the development of a new Five-Year Plan. The attendees were Harry Kane, Lynn Erickson, Alan MacGovern, Scott Kelly, Richard Ingram, Paul Aist, Andy Soderberg, Carl Enson, Pam Yerger, Bob Chatenever, Mark Boykin, and me.

I made a presentation on the plan concept. A copy of the presentation is available on the website in the Members/Documents/MeetingMinutes page along with the minutes from the meeting. The current membership numbers for CIH were presented; 205 total out of 248 available positions. The age of the fleet and usage for Small boats was also presented. The Five-Year Planning spreadsheet tool was described and three examples shown. The examples show various scenario's for membership levels, number of boats, and boat purchases and/or replacements.

The meeting was then opened for discussion:

CIH currently counts seven of their 10 small boats for boat loading purposes; one of the Capri 14's is counted but three are not. It was suggested that it is not appropriate to count a Capri 14 as it has limited use for the membership. It was suggested that CIH should buy an additional Small boat like a Capri 22. Sand, the newest CIH Capri 22, gets the heaviest usage. It would be best to get a new boat of similar or newer age.

The committee felt that the membership should not grow beyond 250 members. This would correspond to the current fleet distribution. Any larger, and maintenance and administration would become cumbersome. As the membership matures it may be necessary to change the fleet distribution, but not the total number.

There was a discussion of potential replacement of some of the older boats, Turning Point and Freedom Too, that are least used in their respective boat levels. There was also discussion of upgrading the boats versus replacing. There was no consensus or recommendations.

The heavy usage of Angelsea compared to two the Catalina 30's was discussed. A tabulation of the medium and large boat usage is needed. There was a consensus that a new large boat should be acquired that would take the load off of Angelsea; something in the 34 – 36 ft level and less than 15 years old. The cost was projected to be over \$100,000 which would have a significant budgetary impact. The options for leasing or member loans were discussed. A five-year plan that included this option was recommended.

There was also a discussion of moving the Catalina 30's into the medium level rather than selling; possibly to replace Freedom Too and/or Zephyr. There was no consensus or recommendations at that time.

In addition there was a discussion for the need to identify untapped skills of our membership especially as it pertains to boat maintenance.

Fairwind Channel Islands Harbor five-year plan Options

Since the CIH Committee meeting in early December, there has been lots of ideas kicked around on the docks and through emails. Two scenario's are now being looked at in more detail:

## Status Quo with Gradual Upgrades

In this scenario, the number of boats at each level would stay the same but boats would be periodically replaced to upgrade the fleet. We would acquire a small boat to replace the Capri 14 141, which would no longer be counted as a small boat. We would maintain seven Small, three Medium, and three Large boats. The small and medium levels would be near capacity with large being under capacity. The less popular small, medium, and large boats would be replaced over the next five years. Sorella would be purchased at the end of the lease.

Projected 2014 membership:

Small: 130 members with 140 Max with 7 Small Boats

Medium: 50 members with 54 Max with 3 Medium Boats

Large: 33 members with 54 Max with 3 Large Boats

## Fleet Rearrangement

Fairwind CIH currently has a fairly full small membership and a growing medium membership. The large-boat membership is only 33 and does not really support three large boats. One concept being considered is a fleet rearrangement. We would move Freedom Too down to be a small boat level as it is rarely cruised. We would still count seven Small boat; just not counting any Capri 14's. Move Mk III and Sorella down to Medium boat level which would result in four Medium boats; Zephyr, Island Side, Mk III, and Sorella. Some Large boat members would most likely move down to Medium as they do not use Angelsea. We would look to acquire a new Large boat in the 34 – 36 ft range through purchase or lease. The membership limits would then look like:

Projected 2014 membership:

Small: 130 members with 140 Max with 7 Small Boats

Medium: 55 members with 72 Max with 4 Medium Boats

Large: 24 members with 36 Max with 2 Large Boats

A survey of the membership will be sent out in early January to gather more input for the plan.

### Lost And Found

HAVE YOU LOST A HANDHELD RADIO AT CIH?

Recently I found a handheld marine radio at Channel Islands Harbor. If you are the owner, please contact me to claim same. Contact information: Carl Enson  
805-649-2771 or [carlenson@sbcglobal.net](mailto:carlenson@sbcglobal.net).

# MDR Prepares To Move To New Docks; Happy Ours' Fate Hangs In The Balance

**By Richard Windebank**

*MDR Port Captain*

First, I want to wish every member of Fairwind a very Happy New Year, with lots of good sailing in 2014.

This promises to be an interesting year for FYC in MDR. As many of you know, we recently received six months notice that they are going to redevelop all of the apartments and the Bar Harbor Marina and giving everyone notice to vacate by June 19, 2014.

The "Agreement" which exists between FYC and the landlords dated March 12, 2001, provides that they will provide us with seven or eight slips in "B" Basin on the same discounted terms as our existing slips and they will move us back again to C2400 when the redevelopment has been completed. Our agreement runs until March 31, 2021. So this should give us protection for the seven or eight slips, but we have no security for the other four slips we occupy.

What all of this means is unclear at this time and leaves many questions to be answered. So, we will be meeting with Bar Harbor early in January to try to get a better understanding of how all of this will work. We are also looking into options at other marinas for our four unsecured slips.

At the very least, we can expect a certain amount of inconvenience, but I am hopeful that this may also present us with some opportunities to improve our facilities for the foreseeable future. We will try to keep you fully informed as we work our way through this, and we will do our utmost to minimize the inconvenience to everyone.

All of this will also needs to be factored into the five-year plan we are working on, and I would like to thank everyone who participated in the MDR Member Survey we conducted earlier in December. We tried to make the survey as objective as possible, not loaded by anyone's individual agenda. One of the more controversial issues was the question of whether we should retain Happy Ours in our fleet or if we should look to replace it with a newer boat. This generated some passionate responses with strong views being expressed both ways.

To ensure that all views are shared amongst everyone, I have invited two groups to each write a brief paper, to be distributed to the membership. One paper will present the case for retaining the Boat and the other for replacing it. The final decision will then be made by the members.

Fortunately, there is one thing we all agree on. We are a democratic organization and we respect the collective views of the membership. We support the concept of co-operative ownership, and we recognize that those collective views must take precedence over our individual preferences. That is the principle on which our Club was formed and has been the foundation of our success ever since.

Thanks for all you do for Fairwind.

# Outlawing Copper-Based Bottom Paint Could Be A Costly Mistake

**Editor's Note:** Here's a link to an article on the subject in the latest issue of the Argonaut, the weekly newspaper that serves Marina del Rey and surrounding areas: <http://argonautnews.com/state-board-proposes-dredging-marina-del-rey-pollution-from-copper-boat-paint-is-damaging-the-environment-and-theres-no-easy-solution-in-sight/>

**By Richard Windebank**

The Los Angeles Regional Water Quality Control Board's (Water Board) has proposed changes that could have a profound impact on all boaters in Marina Del Rey. Specifically, they want to reduce the amount of copper discharged from boats by 85% over the next 11 years.

Many of us feel this is both unrealistic and unachievable. First, the manufacturers of Bottom Paints have not yet been able to develop an alternative product that would provide comparable protection against marine growth. Second, the cost of removing existing anti-fouling paint and replacing it with an alternative product would be prohibitive, and could easily cost an average of \$6,000 per boat. Third, if all the Boat Yards in Marina Del Rey devoted 100% of their time to this over the next 11 years, they would not have the capacity to address all the boats in Marina Del Rey.

Yes, we all care about the marine life and we all support an eco friendly environment. However, there is no evidence of any fish or marine organisms dying from the existence of copper based paints. In a recent meeting, proponents of the plan allege that some fish are not swimming quite as fast as they used to.

The plan also discusses a proposal to dredge the whole of Marina Del Rey at a cost of many millions of dollars. The idea would be to remove some of the copper that lies on the bottom. It is not clear how they could protect marine life while they take such drastic measures, nor where they would take and dump the allegedly hazardous waste.

There is considerable resistance to the plan which, to some people, appears to be a total over reaction. Hopefully, common sense will prevail and a more practical solution will emerge. Otherwise, we can expect some profound consequences for this precious gem we call Marina Del Rey and the boating community of Southern California.

# Here's The Manual On How To Use ScheduleMaster

By Paul Aist

It's a new year and ScheduleMaster is moving to the Fairwind forefront as the club starts to use its reservation module. I started sending out informative emails about the switchover in early December. Since then about one quarter of club members have logged into ScheduleMaster to either "look around" or make reservations. I'd like to review how to login, make a schedule, and also offer up a few other tidbits.

I'd like to first point out that our former webmaster Laurel and Jotham Schwartzl wrote up an excellent, screen capture-filled write-up about ScheduleMaster basics on our website. It can be found by here: FYC website: Members >> ScheduleMaster Help.

To login to ScheduleMaster to here: FYC website: Members >> Boat Reservations



You can select the ScheduleMaster link from here or go directly to the website by bookmarking the ScheduleMaster website:

<https://my.schedulmaster.com/>

To login for the first time or if a member forgets his/her password (ScheduleMaster likes to call it a PIN) all one needs to do is enter an email address to which a temporary password will be sent.



# Schedule Master

for partnerships, clubs  
and schools



fast & easy scheduling from wherever you are

New

<b>User Number or Username</b>	<b>PIN # or Password</b>
<input type="text"/>	<input type="text"/>
<input type="checkbox"/> Remember my ID & Password (Not recommended for shared computers.)	

Login

Don't forget to bookmark this Schedule Master page (CTRL-D)  
**Questions? Check our Knowledge Base.**

Don't remember your PIN #? Enter your email address below. Your User # and PIN # will be emailed to you. Note, if you have not previously entered your email address in the Schedule Master database, you must contact your manager to obtain your PIN#

Email Address:

[Contact Schedule Master](#)

User IDs should be the same as the old system, but without the period separating the last and first initial. For example, my old ID was aist.p and my new ID is aistp. Also this ID is not case sensitive, so I can enter it as AistP if I like. A few members have discovered that their ID is slightly different; if yours is then email me and I'll correct it.

Once logged in you will see the reservations page. You can customize the default settings to fit your own needs. To do so select your boat choice(s) and/or location, how many days you'd like to view, and finally the "Refresh Schedules" button. Then select "Set this as your default display."

Day sails and cruises made by other members will be seen in **BLUE**. Training reservations are in **YELLOW** and crew reservations are in **ORANGE**. Club use reservations for workdays, club cruises, maintenance, etc. are in **RED**. And finally, all of *your* reservations are seen in **GREEN**.

To make a reservation either select "Make a new schedule" near the top or select a square in the calendar for the boat you'd like to reserve. Either way opens a MAKE SCHEDULE window.



Without going into too much detail I'd like to point out a few more features.

Reports can be initiated in two ways. From the reservations window you can select: List by ID\_NO, List by Date, or List by User. Or you can select Schedule >> My Schedules. This way defaults to another option of "Just Me". From the same drop down menu you can choose All Users or User # for another club member. These reports can be filtered by: resource (boat), location, date, etc. They can also be downloaded and saved by selecting the Download Schedule Spreadsheet icon once the report is generated.

The third option under Schedule is for setting up notifications. Schedule >> My Sched Notif. Here you can schedule notifications to be emailed to yourself. You can set up notifications reminders for your own reservations, or notifications of when particular boats are reserved, or when they are cancelled. Or you can schedule a daily report for a particular boat.

My Profile under the My Account tab (My Account >> My Profile) should be of interest to you. Under the Contact tab you should double check your information and email me if something needs correcting.

The Preferences tab duplicates your default schedule view settings. More importantly, if you have two email addresses in your contact area you can specify different notifications to go to either of your two email addresses.

NOTE: We are not using the billing module in ScheduleMaster. Your billing email comes from our QuickBooks program.

The Password tab is where you set your password. If you got a temporary password sent to you by ScheduleMaster or from me, this is where you set your own password. You can change it as often or as little as you'd like. Enter the password twice and then select the Save button.

I've covered here what I consider the basics. There's more to the program so feel free to investigate further. There's almost always a little learning curve in working with a new program. Hopefully you will find that it's a small learning curve here.

Here are two points that I've noted in previous emails: A smartphone app (iOS and Android) is supposed to be available later this January or February. And, the ScheduleMaster website's rather "dated" user interface will be getting a revision later this year. If you have suggestions for the interface or features you'd like to see in it, please email them to me. I'll collect them and forward them on to ScheduleMaster.

# This Is What Happens When 3 Commodores Have Lunch

By Ken Murray  
*Staff Commodore*

Last week, three previous Commodores of Fairwind had lunch, and we had a discussion about boats that I thought Club members might find interesting. Marc Levine, Richard Windebank and I, Ken Murray, sat down to lunch, and incidental to the companionship which was the purpose, we did some “deep thinking” about our fleet. Our breadth of experience is something: Marc loves going fast on all sorts of watercraft, I am more oriented to daysailing, and Richard currently has a family boat circumnavigating the planet.

We noted how much the fleet has changed: it used to be almost exclusively a daysailing fleet, with perhaps one cruising boat. At one point in time, the cruising boat was a Catalina 22 for cruising to Catalina! Now, the majority of the boats are true cruising boats. Interestingly, multiple surveys have consistently revealed that the cruising boats are still used 95% of the time for daysailing. Nonetheless, there has been a huge change in the size of the boats.

We also note the incredible growth of the Club in the last 10 years, from a Club that was in the range of 50-80 members for 40 or so years, to the over 400 that we have now. The implications of that are quite significant. We no longer know each other-where everyone knew everyone else, and had probably sailed with everyone else. The burdens of administration and maintenance have expanded to the level of a commercial operation.

What does this mean for boats? We all agree that the press of number of members alters the thinking. Marc pointed out that he continues to love a wide diversity of boats, but noted that for most people, they learn only a couple of boats “in depth”, and have more of a passing acquaintance with the others. This has produced many problems with people not attaining real mastery over a dozen or more boats that vary tremendously in their setup and characteristics. People have a tendency to jump on a boat and just go, even if it has been two years since their last usage.

We briefly discussed the “Catalina/Capri 22” experiment, which had us bringing in a series of 7 very similar boats, and which we all judge has been a big success in terms of standardization, and a very big success in simplifying training. Whereas in the past, a person would have had to get a minimum of 14 training sessions and signatures to get checked out on 7 boats, now they may be able to move forward with 2. That represents a HUGE reduction in training resources and effort on the part of our instructors. It has also had an impact on our maintenance effort. We now, for the 22’s, have 7 boat chiefs that have each other as resources and knowledge bases to refer to for information and expertise.

We have replicated this experience on the three 28’s and the two 30’s, and it makes life easier.

So, how to move forward? We discussed the whole concept of boat levels, which many members might not know is both arbitrary and relatively recent in the form we currently know. There was some discussion of the John Stephenson proposal of re-formatting our levels to “training, daysailing, cruising”, which tracks the actual skill levels much better than the arbitrary length of the boat. For example, it takes far more knowledge and skill to cruise a 27 foot boat, than it does to daysail a 32. No clear consensus there, but I think it bears more discussion.

Discussion of brand keeps coming back to Catalina. The fact of the matter is that we run a commercial level of usage, and we will tear apart boats that are not robust or are delicate. We need Chevys, not Teslas. They also need to be relatively inexpensive, within our Club structure, and have a significant used market. There are three manufacturers that have lines of boats within our parameters: Catalina, Hunter, Beneteau. Some could argue

about J-boats which are more racing oriented, but they are much more expensive, with a much smaller market. I must admit that Catalinas have grown on me over the years.

We discussed “one design” levels, where we have only one type of boat at each level. This would make training much easier, and maintenance much easier, and would allow members to become truly expert on the boats on which they sail, since they’d only need to learn 3 boats, instead of 20. Can you imagine a fleet in which it only took 3 checkouts to be checked out on the ENTIRE fleet??? Can you imagine how much expertise would be retained by the average sailor, who had only three boats to learn?

Richard posed an interesting question: If we lost the fleet to a disaster tomorrow, and we were going to replace all the boats from scratch, what would we get? What a great question! That’s because it allows us to look at things from the perspective of a potential goal. We all agree that we could do a lot worse than all smalls-Capri 22, all med-Catalina 28II, all large-Catalina 320. We all agree to the concept of one specialty boat, such as a trimaran. I’m not saying that we want to use those specifics, but it is an interesting concept.

MDR will be moving forward with the formation of a 5-year plan, as was so successfully done by CIH. As we do so, the three of us all hope that all of our members give some thought to these issues in a creative and responsible way. One of the most destructive forces in the Club history has been members who worked on a personal agenda, and we all hope that members can rather orient to what is best for the whole group.

## The Shipping Forecast: A British National Treasure

By Ken Murray  
*Staff Commodore*

From the intro:

“Why does the Shipping Forecast mean so much to so many in the U.K.?

It is a bizarre nightly ritual that is deeply embedded in the British way of life.

You switch off the TV, lock up the house, slip into bed, turn on your radio, and begin to listen to a mantra, delivered by a soothing, soporific voice.

"Viking, North Utsire, South Utsire, Forties, Cromarty, Forth, Tyne, Dogger ...." says the voice.

You are aware — vaguely — that these delicious words are names, and that those names refer to big blocks of sea around your island nation, stretching all the way up to Iceland and down to North Africa.

Somewhere, deep in your memory, stir echoes of British history — of invasions from across the sea by Vikings, Romans and Normans; of battles with Napoleon's galleons and Hitler's U-boats.

Finally, as the BBC's Shipping Forecast bulletin draws to a close, you nod off, complacent in the knowledge that whatever storms are blasting away on the oceans out there, you're in your pajamas, sensibly tucked up at home.

The fact that you know nothing much about the sea, and cannot tell a freighter from a futtock (part of a wooden hull), is beside the point.”

Listen to this fascinating story:

<http://www.npr.org/player/v2/mediaPlayer.html?action=1&t=1&islist=false&id=249722733&m=251664466>

# Channel Islands Harbor Workday Heroes Nov. 17

By Harry Kane  
*CIH Rear Commodore*

We had another good turnout of helpers this month, the November workday heroes are:

## **Angelsea**

Alan MacGovern  
Greg Arnold  
Brian Hughes  
Terry Keller  
Peter Granet

## **Island Side**

Katarina Bernbaum  
Barry Bernbaum  
Sandra Stojanovic  
Curtis Beck  
Michael Ross  
Charlie Garcia

## **Zephyr**

Mark Strickland  
Dylan Strickland  
Jim Milstead

## **Freedom Too**

Manfred Koch  
Mark Watkins

## **Sand**

Paul Mc Menamin  
Harvey Diamond  
Wayne Tolmachoff

## **Desert Wind**

Bob Chatenever  
David Cedeno  
Joe Peixoto  
Dave Payn

## **Companionship**

Jim Guinn  
Talaat Elwan  
John Staples

## **Sweet Deal**

Corey Chase  
Ron White  
Mick Deering

## **Turning Point**

Michael Hallahan  
Xavier LeVourch  
Lee Prather

## **Driftwood**

Bob Meyer

## **Capri 14**

Jim Marr  
Scott Anderson  
Scott Hlickman

Richard Ingram, Carl Enson, Jeff Coogan and Jim and Carol Van... (I couldn't read the last name. All helped out on several boats. Work continues on Sorella and MK III transmission issues. Hopefully we will get these boats back on line soon.

Thanks to all the workday heroes this month, the fleet is looking pretty good overall. If I missed anyone, I apologize, but be assured your help is appreciated

# Channel Islands Harbor Workday Heroes Dec. 15

By Harry Kane  
*CIH Rear Commodore*

We had another good turnout of helpers this month, and the fleet is fully operational as of this writing. Dec workday heroes are:

## **Angelsea**

Alan MacGovern  
Mick Deering  
Sarah Freifeld  
Matt Ray & Gretchen  
Mike Delaney

## **Sorella**

Jeff Birdt

## **MK III**

Jesse Lumsden  
Marco Tortonese  
Martin Manganiezin

## **Island Side**

Michael Ross  
Charlie Garcia  
Miles Detrixhe

## **Zephyr**

John Perry  
Jim Keith  
Paul Aist

## **Freedom Too**

Tom Kelleher  
Richard Canan  
Woody Hill  
Robert Hample  
Sasha Tsapin

## **Sand**

Paul Mc Menamin  
Ted Sutton  
Curt Allison  
Phillip Lewis  
Joe Peixoto

## **Desert Wind**

Bob Chatenever  
Dave Payn  
Steve Wright  
Bryhn Ireson

## **Companionship**

John Staples

## **Sweet Deal**

Harvey Diamond

## **Turning Point**

Michael Hallahan  
Bonnie Carter  
Chuck Carter  
Mal Usher

## **Driftwood**

Geoff Warner  
Bob Meyer

## **Capri 14**

Dave Nichols

Once again Richard Ingram worked on virtually all of the boats.

# 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 627, Oak View, CA 93022

Training and checkout - Fleet Captain (Shar Campbell for MDR; Jim Guinn for CIH)

Cruising: Cruise Chair (Mark Zierten for MDR; Scott Kelly for CIH)

Racing: Race Chair (Mark Arbing for MDR)

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

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

Updates to website: [webcontent@fairwind.org](mailto:webcontent@fairwind.org)

Fairwind on Facebook: [www.facebook.com/Fairwindyc](http://www.facebook.com/Fairwindyc)

## January Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
			New Year's Day			<a href="#">MDR Workday</a>
<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
		<a href="#">MDR Workday</a>				<a href="#">MDRTrainCom Orientation</a>
<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>
		<a href="#">MDR Workday</a>				
<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<a href="#">CIH Workday</a> <a href="#">CIH Open House</a>	ML King Day	<a href="#">MDR Workday</a>				<a href="#">Board &amp; General Member Meeting</a>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	
		<a href="#">MDR Workday</a>				