



April 2015

Editor: Ken Hoover

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Commodore's Log

# Electronic Voting Approved For Board

By **Michael Delaney**  
*Commodore*

The Board and General Membership meeting for the first quarter of 2015 was held on March 28 in CIH. The key item on the agenda for the Membership meeting was voting on the change to the By-Laws allowing electronic voting (E-Vote) for the annual election of Directors and Officers. The motion passed overwhelmingly after a minor amendment during the meeting. The updated By-Laws are posted in the Documents section of the website. The key changes to the By-Laws are as follows:

- Any member will be able to nominate themselves or another member who is willing to serve.
- The voting will only be electronic with no voting at the membership meeting.

I have developed a preliminary schedule for the 2015 election process which is provided below:

Draft Schedule for 2015 Election of Officers and Directors

March 28, 2015: E-Voting Motion Approved by Membership: Completed

April, 2015: E-Voting process and schedule described in April Newsletter

May 1, 2015: Election Committee appointed by Commodore

June, 2015: Election Committee publishes detailed process in June Newsletter

July, 2015: Board publishes preliminary slate in July Newsletter

July 8, 2015: Nominations by membership open.

August 8, 2015: Nominations by membership close two weeks prior to membership meeting.

August 13, 2015: Election Committee to present ballot to membership. Candidate statements to be sent electronically with ballots

Know The Rules	Autohelms	Stay Out of Trouble
<p><i>A brush-up on the reservations rules.</i> <i>Page 2.</i></p>	<p><i>Alan Howell discusses the proper uses of an autohelm.</i> <i>Page 4.</i></p>	<p><i>Another instructional on how to avoid trouble.</i> <i>Page 6.</i></p>

August 15, 2015: E-voting to be opened 7 days prior to membership meeting.  
August 21, 2015: E-voting closes at midnight prior to the membership meeting  
August 22, 2015: Results announced at membership meeting

There were a number of topics on the agenda for discussion at the Board meeting. These items were proposed by Board members. There was a thorough discussion amongst Board members and significant contributions from the members attending the Board meeting. The topics were:

- Proposal for Spousal Membership Level
- Approval of CIH Lease of Catalina 38 Island Star
- Restrictions on Sailing in Hazardous Conditions
- Restriction on Single Handed Sailing of Tardis, Angelsea, & Mistral
- Restriction on Single Handed Cruising

The spousal membership level was withdrawn from consideration when it was determined that it would potentially violate the Unruh Civil Rights Act that specifically outlaws discrimination based on sex, race, color, religion, ancestry, national origin, disability, medical condition, marital status, or sexual orientation in California.

The CIH Lease of a Catalina 38 Island Star was approved pending minor modifications to the lease agreement and completion of the engine survey.

The restrictions of sailing in Hazardous Conditions was deferred as it was felt that the present Hazardous Weather Guidelines and Disciplinary Guidelines were adequate and additional rules were not necessary.

The topics of restrictions on Single-Handed Sailing of Tardis, Angelsea, & Mistral as well as restriction on Single-Handed Cruising were withdrawn. There was a consensus that additional rules were not needed and it was up to the skipper's discretion based on their assessment of their skill level.

## **Rules and Regulations**

It has become apparent that many members, new and old, have not read or understood the Training Requirements and Standing Rules. There have been many violations that have come to the Board's attention. Alan Howell, in a separate article, will highlight several of the more common problem areas.

## **Leave it Cleaner than You Found It**

Arriving to go sailing or cruising only to find a dirty boat appears to be a more common problem than in the past. If you find a problem on arrival, please document it in the log book. Please take photos and send to the Boat Chief, Rear Commodore, and myself. This falls under Class 1 or Class 2 Incidents in the Section VIII of the Standing Rules and will be handled by the Board.

# **Make Sure You Know The Rules Before Going Sailing**

**Alan Howell**  
*CIH Fleet Captain*

As the sailing season gets longer and the weather gets better, we all want to use our privileges at Fairwind and enjoy the conditions we are do fortunate to have in our backyard. Based on actual events, I would like to offer a few reminders to all our members to minimize any confusions and make for smooth operations at the club. These details are all in our By-Laws and Standing Rules, but here is a brief synopsis:

## RESERVATIONS:

- 1 You can only reserve a boat you are already checked out to sail. If you are not sure, read the training requirements or contact your Fleet Captain for clarification.
- 2 If you are seeking training, only the instructor can reserve the boat. Students may not reserve boats for their own training sessions.
- 3 Boats can only be taken out if you have a reservation in Schedule Master.
- 4 Members can have one standing reservation for a daysail and one standing reservation for a cruise (if cruise certified) at any given time. Day of use sails can be scheduled if the boat is available on the day you wish to sail it.
- 5 Reservations not used within one hour of scheduled start time may be subject to cancellation so other members may use the boat.
- 6 If your scheduled boat is not operational and there is another available you may transfer the reservation on Schedule Master. If you don't have SM access when at the docks try calling one of the club officers for assistance.
- 7 Any member who has not skippered a minimum of four hours on his/her boat level in any 12-month period shall lose sailing privileges until checked out again by the Fleet Captain or his/her appointee.

## OPERATIONS:

- 1 When you do your pre-departure checks, please note on the log sheet any pre-existing conditions that you find when you arrive (gear left out, not properly secured, dirty, broken gear) that are not correct. If you don't note it, you may be held accountable for it.
- 2 Complete the log sheet for every sail
- 3 If the operation of the boat is not safe due to damaged gear, please ensure the issue is noted and the Boat Chief and Rear Commodore are notified.
- 4 Clean up when you are done. Leave the boat in better condition than when you found it. This includes ensuring that the boat is properly secured (cleat hitch at cleat).

## TRAINING:

- 1 Review the current Training Requirements Document on the web site. With new boats in the fleet and some boats changing levels, there is some new information you will want to be familiar with. You are responsible for the material as the member seeking training.
- 2 Schedule training per the procedure outlined at your home port
- 3 Bring your Training and Qual Sheet to every training session. This form has just been updated so please go to the web site and bring off the latest copy. It is the students responsibility to have this filled out. Failure to bring this to training will delay your checkout and use of your privileges. Not having this document with you is the single biggest delay in getting qualified sailors back out on the water. This also puts added workload on the trainers and Fleet Captains.
- 4 You may not start training at a level above your current one until you have submitted a Move Up Request and it has been approved by the Rear Commodore.

I hope that these reminders help clarify some of those nagging questions so that you can enjoy Fairwind to the fullest. For more detail on this you can find the governing documents in the Training Requirements and the Standing Rules and By-Laws.



Would you pay tens of thousands of dollars for a boat and secure it like this?

## **A Balanced Perspective on Autopilots (Or Sail It Right So The Autopilot Don't Fight)**

**Alan Howell**  
*CIH Fleet Captain*

The autopilot is a good friend and when used properly can be a great asset. But like any good friend, if you abuse it, it will let you down when you need it most. Let's look at a few situations and see how and when you can make friends with the autopilot. What would you do in these situations:

**Scenario 1:** You are sailing on a quiet day. Light wind, calm sea. You just want to go get a cold drink? The helm is light and nothing can happen too quickly. You let go of the helm for a moment and the boat stays pretty much on track.

**Scenario 2:** Now lets look at another situation. The wind is up and the sea is a bit crazy. Long swells, steep chop. You are 'rail down' on the water. There you sit at the helm, the tiller almost in your lap, or the wheel cranked well over to leeward to keep your mighty steed on track. You decide you want a drink. You let go of

the helm and head forward. By the time you reach the forward edge of the cockpit the boat has driven into the wind, backed the jib and now you the only drink you are worried about is the Pacific that is reaching out to you as the boat lurches out of control.

Same desire, different outcome. A lot of people would just say that the easy way out in either scenario is to set the autopilot and it will handle all the issues, leaving you free to get a cold one, or just relax and watch the world go by.

Wrong!

If you are at the helm and you are fighting a helm either because of the wind, the sea or a combination of the two you will get tired. Your arms may actually get sore. If you try to use the autopilot in these circumstances, particularly for any length of time the autopilot will feel equally bad. You will know this because the battery will be sucked dry from all the movement required, or the unit overheats and dies! This may not solely the fault of old electronics. When you use stuff in conditions it is not meant to be used in, IT WILL BREAK!

So what can you do about it? You need to recognize that the autopilot will function well in the environment it was designed for, and that is a reasonable stable environment that can tolerate slow periodic inputs to the helm to keep the boat on course. If you can't help achieve this kind of environment, don't use the autopilot. If you MUST use it for a critical evolution, only use it for as brief a period as possible, and be aware that you are tempting fate by leaving the helm in the hands of an electronic idiot that doesn't care if it breaks the boat or not.

If the helm force is caused primarily by wind conditions you can help balance the boat. Balancing the boat is a combination of sail adjustments that will ease the weather helm and make the boat easier to control. When balanced, the boat should have a VERY SLIGHT weather helm and healing should be easily controlled. In many conditions we see here in Southern California you can manage these elements and balance the boat with a little practice. If however the wind is very shifty (15 degree or more shifts) or very gusty, you may find that you will just have to sail the boat by hand and forego the autopilot.

What steps can you take to balance the boat? Try these steps listed below in this order. As you go through them you should feel the weather helm relax some with each improvement.

- 1 Are both sails trimmed properly for the point of sail you are on? If not trim them up. If the main is trimmed correctly and the jib is too loose you will have a weather helm. If the jib is trimmed correctly but the main is too tight you will also have a weather helm. Ease each sail until it starts to luff then pull it back in until the luff disappears.
- 2 Are the sails too full (baggy) for the weather conditions? This can be adjusted by working with several sail controls to shape the sail. If so at least tighten the outhaul as tight as you can and tighten the luff tension with the halyard or Cunningham to flatten the sail and move the center of effort forward. If the boat has an adjustable backstay, tighten that as well to pull some of the draft out of the middle of the sail.
- 3 Still overpowered (healing too much)? Try easing the traveller off to leeward and if necessary ease the main sheet to allow the sail to spill are up top.
- 4 Still too much? Time to reef. First reef the main and see how the helm is. If the helm feels better but the boat is still heeling a lot, that can cause a weather helm too. You may have to furl some of the jib as well. The shape will be bad, but there will be less heeling moment and the boat will sail better. Again, the objective is to have the boat heel a bit less and reduce the weather helm to a light to moderate effort.

If you can achieve this, engage the autopilot and have at it. If you can not balance the boat, don't think about the autopilot and develop a plan B.

If the waves are creating a steering challenge we can only adjust the point of sail so the boat handles the waves better or don't use the autopilot. A quartering sea is the toughest to handle. You can sometimes head up to more of a beam reach and the autopilot may then be able to compensate for the sea state. If not, you have back to steering by hand.

If you want to learn more about balancing the boat and/or using the autopilot, contact one of your instructors and brush up on the details we just discussed.

Sail Safe

# How To Stay Out Of Trouble During A Daysail

By Neil Kelliher

I've been reading the various articles that have been appearing in the newsletter regarding potential problems and solutions when sailing small boats. I thought perhaps the following might be of interest to many small boat skippers, particularly those with limited experience, new members preparing to get their first check-out or anyone sailing with crewmembers they've not sailed with before. It's an off-hand list of some of the things I've picked up along the way which I try to do each time prior to leaving the dock. Mostly it focuses on prevention of problems and anticipation of what could happen during a sail so that the skipper and crew will be prepared should there be an emergency.

1. Know your crew. Often I have had two or more people on my boat who I don't know well or don't know their sailing skills or experience. So, before I start, or even begin boat prep, I make sure everyone is acquainted with one another, knows each other's names and that we all have a good understanding of each other's skills and experience. Should something go wrong, or someone inadvertently put themselves or others in danger, I want to know who I can rely on to back me up as I try to rectify the problem. A shaky situation on the water is no time to be screaming "Hey you. No I mean you." if someone is about to go overboard.
2. A sailboat is not a democracy. It's a dictatorship and the skipper is the dictator. When things are going smoothly, it's a good idea to involve everyone in the decision making. Everybody likes to have their ideas heard and listened to and it makes the sail more fun when everyone is participating. However, it needs to be made clear before leaving the dock that the skipper is in charge and has the final say. When he or she issues a command it needs to be responded to. An explanation can come later.
3. One hand for you, one hand for the boat. This would seem simple enough to understand but I believe it needs repeating. Many Newbies see experienced, sure footed sailors moving around a boat with little effort using nothing for balance and think they can do it too. They don't realize that wet decks can be slippery and that things happen quickly on a sailboat, particularly a small one. When moving about, raising a sail or clearing a fouled line, a person needs something solid to hold onto to keep themselves stable. New sailors in particular need to be taught this.
4. Preview casting off and sail raising procedures including assignments for each crew member. This may sound simple but when two bow lines are loose, a crew member is still on the dock, another is releasing a stern line and you're preparing to back out of a slip without dinging the boat, this is not the time to review who will do what. Likewise, when raising the sails, everyone should know their assignments and how you want them implemented before leaving the slip.
5. What if something happens to the skipper? Most of us assume the skipper will be in charge and will know what to do in any situation. This is not a good assumption. People get hurt, fall overboard or whatever no matter how much experience they have. Thus, I always identify a First Mate and remind everyone that should something happen to me, he or she is in charge. If nothing else, I make sure that person and, hopefully the rest, will know how to summon help either by using the radio or a cell phone. (I always bring my own hand held radio "Just in case.")
6. Make sure everyone is wearing a PFD and that it fits and is put on correctly. I know it's not required that one be worn, and some people don't think they're cool, but wearing one is smart sailing on a small boat. Weather conditions may change, waves and wakes may be encountered. Assuming you're a good skipper, you'll let Newbies take the tiller at some point. No matter how close you supervise them, mistakes can happen. That's not the time to try to get a flotation device to a frightened crew member in the water who's not wearing a PFD.

7. Advocate everyone wearing sailing shoes and gloves. Going barefoot may look macho but stubbed toes or gashed feet are anything but fun. Rope burns can result if someone isn't wearing gloves. They hurt like hell and can lead to a crewmember dropping a sheet or halyard and the boom swinging out of control. Likewise, make sure everyone has water, sunscreen and proper clothing. Getting a bad sunburn or getting wet and getting a chill doesn't make for a fun sail.
8. All gear should be stowed below including wallets, keys and cell phones. Even if no one goes overboard, people are likely to get wet and salt water does none of these things any good. Also, stuff can fall overboard. We've all seen it happen around the docks. Retrieving a set of car keys or a cell phone from even a few feet of water is no fun.
9. Hatch covers should be closed and latched. The small ones on the foredeck need to be dogged. The wind can blow them open and lines can snag on them. The cabin hatch cover should be kept closed at all times. People walk around on deck and step on them when raising or lowering sails, putting on sail covers, etc. I know someone who fell through an open hatch when trying to undo an improperly tied sail tie. They fell into the cabin and, unfortunately, were badly injured. There's no reason to leave a hatch cover open. 'Nuff said.
10. All sails should be prepared to be raised before leaving the dock. The main halyard should be attached, the sail cover stowed and the mainsail checked to be sure it's free and properly furled. The mainsheet should be uncoiled and running free. There should be only one sail tie on the main. The rest of the sail ties in should be kept handy. I recommend they be put in crewmembers pockets where they can be found quickly. Also, the jib and jib sheets should be checked to be sure everything is running freely.
11. Everyone on the boat should be reminded that they are all expected to be lookouts at all times. No matter what they see whether it be another boat, a buoy, a rock or anything else, it should be reported. It keeps everyone involved in the sail and keeps the person on the tiller aware of things going on around the boat that he or she might not have noticed.
12. There are two sets of commands that I make sure everyone knows and uses. This is critical on small boats where quarters are tight and things move quickly. I'm sure almost everyone reading this knows them but I'll review them for any new sailors as well as explain how I present them. First is the announcement that we will be tacking: "Ready about." I tell everyone on my boat that unless I (or the person on the tiller) hears "Ready" from everyone, the boat cannot tack. The reason is simple: Sails will be shifting, lines moving, the boom will be coming over and the deck will more than likely change angle quickly. If a crewmember isn't ready for the tack, bad things can happen. Once I hear everyone say "Ready", I follow with "Helm's A-lee" and make my tack. When jibing, I follow the same sequence using "Prepare to Jibe" followed by the requisite number of "Ready's", then "Jibe Ho." Emphasis is always on hearing everyone call out "Ready". Otherwise I will not tack or jibe the boat.

I'm sure there's more that I've forgotten and a lot that can be added by other members. This is just one person's routine.

# Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Vice Commodore, Paul Aist.

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90295

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 (Lenox Grasso/ 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](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@yahoo.com](mailto:fairwindmembers@yahoo.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)

## April Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			<b>1</b> April Fool's Day	<b>2</b>	<b>3</b> Good Friday	<b>4</b> Passover
<b>5</b> Easter	<b>6</b>	<b>7</b> MDR Workday	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b> MDR Workday
<b>12</b>	<b>13</b>	<b>14</b> MDR Workday	<b>15</b>	<b>16</b>	<b>17</b> MDR ASA 104	<b>18</b> MDR ASA 104
<b>19</b> CIH Workday and open house MDR ASA 104	<b>20</b>	<b>21</b> MDR Workday	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b> MDR Workday	<b>29</b>	<b>30</b>		