



June 2015

Editor: Ken Hoover

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Commodore's Log

# CIH Barbecue, Elections In Our Future

**By Michael Delaney**  
*Commodore*

The CIH Summer BBQ will be at the Seabridge Clubhouse on Sunday, June 28 from 3PM - 7PM. The Summer BBQ is pot luck so bring a side dish to share and something to BBQ. The clubhouse has gas BBQ's available. There is also a swimming pool. We will have the Capri 14's available for sailing or racing as usual. A detailed announcement will be sent out about two weeks prior to the event.

## Autonomous Harbor Operation Committee

Recently, I formed a committee to look into options for more autonomous harbor operations. Currently, the By-Laws and Standing Rules require either the Board or Membership as a whole must vote to authorize purchases above \$1,000 and \$5,000, respectively. The Board must also vote to authorize use of boats for non-club activities such as a Veteran's Sailing Day or if a member wants to use a boat during monthly workday. In the past we have had harbor committee's that made recommendations but had no authority to act.

A number of members have approached me to say that it would be more efficient if these functions were done locally by harbor.

### Board and Membership Meeting in MDR June 13

The next board of directors meeting will be Saturday, June 13 at 10 a.m. and the general membership meeting will follow at 11 a.m. at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The meeting is open to all members .

A Mapquest link is [here](#).

<p>Vic Smith</p> <p><i>MDR's master craftsman builds Sabots for the SMWYC.</i></p> <p><i>Page 3.</i></p>	<p>Batteries At Sea</p> <p><i>How To Preserve and Protect your battery on a cruise.</i></p> <p><i>Page 4.</i></p>	<p>How To Love A Boat Chief</p> <p><i>Staying in your boat chief's good graces.</i></p> <p><i>Page 6.</i></p>
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The committee will report their initial recommendations at the next Board meeting on June 13. These will include a mechanism for formation of Harbor Committee's and spending authorizations. If the Board approves said motions, they would be voted on by the Membership at the August General Membership meeting.

## **Election of Board of Directors**

As I mentioned in the April newsletter, this year's election of Directors and Officers will be done completely electronically. The membership approved this change to the By-Laws at the March meeting. The Election Committee has looked at available election software and the potential to use Schedule Master and decided that at least for this first electronic election we will use our survey tool "Survey Monkey" for which we have a license.

The Board will publish a slate of potential Directors in the July Newsletter. On July 8 nominations will be open and per the By-Laws: "Nominations, accompanied by an acknowledgment by the nominee that he or she is willing to serve, may be made by any member, to be received by the Secretary at least fourteen (14) days in advance of the noticed meeting date. Nominations may be made in writing or by any electronic method which is reasonably calculated to provide the Secretary with notice of the nomination." The nominations will close on August 8. The nominations will be broadcast to the membership via email and posted on the website. Those nominated shall be invited to provide a statement or resume which will also be posted on the website. As many of you know, I will not be running for Commodore or any other office this coming year. I am planning on working closely with the Election Committee to make sure this first electronic election goes smoothly. The schedule for the election process is as follows:

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

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



Master Craftsman Vic Smith builds a Sabot for the Junior Program at Santa Monica Windjammers Yacht Club. He plans to build three more.

## Pelagic Crabs On Santa Cruz May Signal El Nino

By Arlene de Anda

Fairwinders on the CIH cruise to Santa Cruz island the weekend of June 5-7, witnessed thousands of beached pelagic crabs on Prisoners Harbor's shore. Their carcasses were so plentiful it formed large striped bands of coral spreading the width of the beach. Members mistakenly thought their deaths were due to the recent Refugio oil spill; however a brief chat with a wildlife researcher confirmed that these crabs drifted north from Baja on a warm current. Such events usually happen in advance of an El Nino year which NOAA forecasts "... approximately 90% chance that El Niño will continue through Northern Hemisphere summer 2015, and a greater than 80% chance it will last through 2015."

Cruisers then noticed the pelagic crabs swimming in the harbor which was a treat. Their eight legs extend outward and then contract, with the rear legs resembling the motion of frog leg propulsion. They would also jettison their heads toward the surface almost as if they were seeking escape. Sadly, by Sunday morning, there were plenty of dead crabs floating in the harbor.

# How To Keep Your Battery Charged While Cruising, Part I

By Alan Howell  
CIH Fleet Captain

Cruising is a wonderful and exciting adventure. Fairwind offers so many ways to enjoy our coastline and neighboring islands for extended periods of time. A critical component to safely and comfortably enjoying your cruise is understanding and managing your precious battery power. This is the first of several articles that is developed to enhance everyone's understanding of the power systems on each boat. The level of understanding across the club varies greatly so we will start with some of the basics and peel this back one layer at a time.

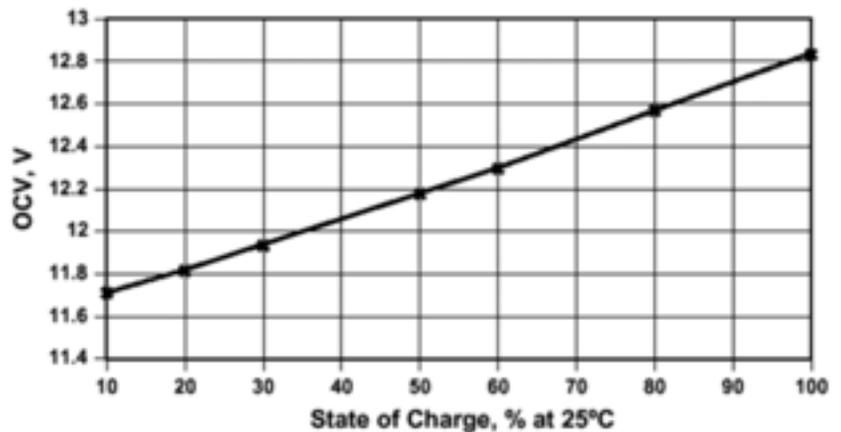
12 Volt batteries are your only source of power once you leave the dock for most of our boats. Properly managed, these batteries can provide enough power for all your needs. If they are not properly managed they can become useless in a relatively short period of time.

Lets talk about batteries and some simple rules to make sure they are ready to go when you are. All of our cruising boats have a voltmeter on the electrical panel. You can use this to approximate the charge on the battery. When you check the battery on the voltmeter, you are effectively reading the amount of energy stored in the battery. If the shore power is hooked up and the battery charger is working the voltage will often read between 12.9 and 13.4 volts.

To actually check the state of the battery we need to disconnect the charger from the system. The easiest way to do this is to simply unplug the shore cord. Now you are reading just the battery voltage. When the battery is fully charged it will generally read between 12.7 and 12.8 volts. This reading should be taken without any load on the battery so make sure that all the 12v stuff is not turned on. This includes the instruments, lights, radio or anything else that draws power (including plugged into the 12v "cigarette lighter" ports). The chart at the right gives you a reasonable representation of the state of charge of the battery based solely upon the voltage reading.

By periodically checking this chart you can keep track of how the battery is doing and when you need to think about recharging the battery. Here are some rules to live by:

- 1 If the battery voltage goes below 50% charge you are beginning to damage the battery. You NEVER want to let the voltage drop below 12 volts. If you are in this range, start the engine to get the battery charging.
- 2 When the battery is charging the voltage will show over 13 volts. When the engine is running, if the voltmeter for that battery is below 13 volts, the battery is likely not charging.



- 3 If you can not charge the batteries, it is strongly recommended that you end your cruise and bring the boat home to avoid damaging the systems. Let the boat chief and Rear Commodore know as soon as you get home.
- 4 An engine battery below 12 volts will not be able to start the engine. A house battery below 11 volts will not likely be able to power most of the electronics on the boat.
- 5 If you intentionally run the battery below 11 volts chemical reactions in the battery begin that will shorten the life of the battery and ultimately ruin the battery.

If you are seeing a rapid decline in the charge of the battery or the battery is not charging, there are a couple of things you can check before you have to give up the ghost and come home.

First, locate the batteries and check that the cables connecting to the batteries are tight and not corroded. If using tools around the battery be careful not to touch both terminals of the battery with the tool or you will 'short' the battery and could hurt yourself. An easy way to avoid this is to place a dry cloth over one terminal while working on the other one.

Second, if the battery is a 'wet cell' there are six cells that are filled with water. There are generally two caps that cover three cells each. Remove the cap and see if the water level is up to the lower lip of the plastic case. If the water is low it should be topped up with distilled water. If you don't have any on the boat and are away from shore, you can boil and cool some water and use this to top up the low cells. Put the caps back on and start the engine. If the battery shows a voltage of approximately 13.2 or higher, you have solved the problem and the battery is charging. If not, see rule 3 above.

Next month we will discuss how to determine how much power you are drawing and how to manage your power. In the mean time, if you want to learn more about your power system, most of the instructors/trainers will be happy to spend some time with you, preferably on your favorite cruising boat and go over this and more in greater detail. Also, you can email me with questions.

Sail Safe

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# How Do We Love Our Boat Chiefs? Let Us Count The Ways

By Anonymous Boat Chief

Boat Chiefs are a valuable bunch. They give freely of their time to ensure that our fleet is shipshape and ready to go for all the members to enjoy. All are indispensable to the club whether they have additional expertise or just the zeal to help coordinate the ongoing support for their boat. So here is a short quiz so you can answer for yourself...Do you love your Boat Chief?

Answer each question honestly:

1. When you find a minor problem on a boat and you have the ability to fix it do you a) fix it, b) write it up in the log so there is a record of the problem and the Boat Chief can fix it, or c) ignore it and figure that someone else will write it up?
2. When you are preparing to leave the dock and find something wrong that may be a safety issue do you a) call the boat chief or Rear Commodore to get their opinion, b) not take the boat off the dock and notify the Boat Chief/Rear Commodore that the boat is out of service or c) not worry about it and take the boat anyway?
3. When you are out checking out on a new boat, do you a) find the manuals and study the systems so you know how to use them before you need them, b) know where the manuals are so you can study them if/when you need them or c) don't study anything and call the Boat Chief at all hours so he/she can train you on the systems you are responsible for?
4. When you use a boat do you a) use the checklist for preparing the boat and putting it to bed, b) do most of it from memory since you know the boat better than the boat chief c) not worry about the checklist until you come home and take the boat sailing?
5. If you have questions about the specifics of a boat, its systems or how to use it do you a) contact a qualified instructor for some additional training, b) call the Boat Chief since he is there to serve you c) not bother trying to learn the systems since this is someone else's problem.

If you answered 'a' to each of these you really do love your boat chief and understand how and when to call upon them. If you answered 'b' to each of these, you have something to learn about how to love and appreciate, and even better, how to best utilize your relationship with the boat chief. If you answered 'c' to each of these...well, you can do better.

So when you see the boat chief for your favorite boat, remember the five questions above, and just tell them thanks.

# Channel Islands Harbor Workday Heroes May 17

By Harry Kane  
*CIH Rear Commodore*

Channel Islands May workday and Open House was especially busy due to the acquisition of two new boats to the CIH fleet, namely Mistral our new (to us) Jeanneau 36.2 and Island Star our newly leased Catalina 38. Here are the heroes who helped us in May.

## **Angelsea**

Tom Colp  
Greg Arnold  
Jim Guinn  
Pierre Escaron

## **Island Star**

Chuck Payton  
Mike Hallahan  
Scott Hickman

## **Mistral**

Miles Detrixhe  
Alan Howell  
Curt Allison

## **Sorella**

Dennis Derley  
Pawel Sobieraiski  
Gary Feldman

## **MKIII**

Jesse Lumsden  
Kelly Henaghan

## **Island Side**

Mike Ross  
Charlie Garcia

## **Zephyr**

Geoff Warner  
Bern Kirby

## **Freedom Too**

Richard Canan  
Gerri Chabot

## **Camp David**

John Perry  
Mike Geer

## **Sand**

Wayne Tolmachoff  
Paul McMEnamin  
Joe Peixoto

## **Desert Wind**

Larry Harris  
Dave Payn  
Scott Strutner

## **Companionship**

John Staples  
Kim Jones  
Jim Veronica

## **Sweet Deal**

Frank Thomsen  
Corey Chase

## **Turning Point**

Brian Johnson  
Mal Usher

## **Driftwood**

Bob Meyer  
Steve Alnwick

## **Shark (Bahia)**

Dave Nichols

Also in attendance were Steve Torres, James Place and Marek Niklas I don't know which boats they were helping on, but they were there helping.

Although Island Side is still down with a bad engine, Mike Ross and Charlie Garcia are working on the bright work and getting the wood on that boat looking nice. Thanks Mike and Charlie.

Thanks to all the helpers this workday, we also accomplished tightening the wind vane on MK III, and taping the spreader boots as well. Geoff Warner and Jim Greer helped us on these efforts, thanks guys.

If I've left anyone out, it may be you didn't sign the sheet, but rest assured your help is deeply appreciated, and this club would not exist if not for the wonderful help we get maintaining these beautiful boats.

# 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)

## June Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	<b>1</b>	<b>2</b> MDR Workday	<b>3</b>	<b>4</b>	<b>5</b> CIH Weekend Cruise	<b>6</b> CIH Weekend Cruise MDR Workday
<b>7</b> CIH Weekend Cruise	<b>8</b>	<b>9</b> MDR Workday	<b>10</b>	<b>11</b>	<b>12</b> MDR Cruise	<b>13</b> MDR Cruise board/ member meet
<b>14</b> Flag Day MDR Cruise	<b>15</b>	<b>16</b> MDR Workday	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>21</b> June Solstice CIH Workday CIH Open House	<b>22</b>	<b>23</b> MDR Workday	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>
<b>28</b> CIH BBQ	<b>29</b>	<b>30</b> MDR Workday				