



**Fairwind
Yacht Club**

marina del rey · channel islands



November 2016

Editor: Ken Hoover

Volume 44, No. 11

Safety Is No Accident

Commodore's Log

A Busy Month Kicks Off New Year

Everybody can be great. Because anybody can serve. You don't have to have a college degree to serve. You don't have to make your subject and your verb agree to serve.... You don't have to know the second theory of thermodynamics in physics to serve. You only need a heart full of grace. A soul generated by love. Martin Luther King, Jr.

Whew! What an exciting, if not hectic, first month as Commodore and CIH Port Captain!

Before getting into the details of all the irons in the fire, I want to greatly thank our Club's previous Commodore, Richard Windebank, and our previous CIH Port Captain, Mike Delaney, for all of their assistance in welcoming and helping the new Board members.

Richard has been extremely helpful to me in my new role as Commodore, and Mike has spent a great deal of time informing, preparing, and advising me in my new role as CIH Port Captain.

Immediately following the results of the election, Mike began meeting with me to detail the myriad of tasks involved as well as brain storming sessions on ideas to make our Club even better.

The management style I hope to cultivate is that of an upside down triangle. Instead of the point of the triangle at the top, i.e. a small group represented by the Board directing the membership, I look for a

**Board, Membership Meeting
Saturday, Dec. 10, in Malibu**

The board and membership meeting will be held Saturday, Dec. 10 at the Point Dume Club recreation hall, 29500 Heathercliff Road, Malibu.

The board meeting begins at 10 a.m., and the membership meeting begins at 11 a.m. Both are open to members.

A Mapquest link is [here](#).

New Jobs In MDR

Fairwinders step up to the plate with new responsibilities.
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Club Cruises

New skipper John Lee extols the value of CIH club cruises.
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Fog

MDR's Workday provides a lesson in sailing in fog.
Page 10.

management style where the membership conveys the direction that they would like the Board to move towards.

However, the only way that type of management style will work effectively is when all of us members take a more active role in the Club. If we as members want to improve our Club it will take all of us to work towards that goal. That goal can be achieved when more of us volunteer at a variety of levels.

Over the span of a month, we have held two open town hall meetings to discuss and brainstorm ideas to better facilitate our Maintenance and Training efforts at CIH. We had about 25 members attend each of the meetings and there were some great ideas. Now the CIH Board has received direction from our membership and we've begun to institute some changes.

Assistant Rear Commodores

The first major change is we've added three appointed positions, that of Assistant Rear Commodore. We have an ARC each for Small, Medium, and Large Boats. The ARCs are working closely with the Boat Chiefs and the Rear Commodore to identify, organize, and coordinate maintenance efforts for each of their respective boat class. Because there are maintenance commonalities for each boat class we hope to have a more efficient maintenance effort, particularly on our Work Day.

Brian Johnson, CIH ARC for small boats, Mark LaFevers, CIH ARC for large boats, and Geoff Warner, CIH ARC for medium boats, have accepted the challenge and have already made a significant impact. We applaud their volunteerism and their commitment.

Work Day Expansion

It was proposed that we separate our CIH Work Day and our Open House, and extend the length of the Work Day so that we can get more work done. Instead of three hours once a month on Work Day, we've increased the Work Day to seven hours. The ARCs organized the the most recent work day, Sunday, Nov. 20, to efficiently use that time to achieve the greatest level of maintenance on our boats.

Tasks are identified, parts are on hand, and number of members for each task are identified. Come to our next full-day Work Day and be a part of this well-organized maintenance effort.

Our open town hall meeting on Training also had great ideas that we have begun the work to implement. Suggestions were made to have workshops available to the members; a Boat Systems and Diesel Engine workshops were suggested. Dennis Derley has volunteered to teach the Diesel Engine workshop and it will be held shortly. Look for an announcement very soon.

A suggestion that received a good deal of support is to have a Boat Check Out Form for each boat in our CIH fleet. These forms would bring continuity and uniformity to our check out of members on each boat in the fleet. Jim Guinn has volunteered to work closely with the Fleet Captain and each Boat Chief to bring these forms to reality. These forms will be posted on the website after they're approved.

Clinic For New Instructors

It was pointed out that we need more active ASA 201 instructors to train our new members. We now have an ASA 201 clinic that will be offered in Channel Islands Harbor in January 2017. Look for an announcement of the date.

Early on, I realized how little exists in the way of job description documentation for each of the CIH Board positions. As lists of tasks streamed from Mike Delaney's memory, I saw the need for job descriptions for each of our CIH Board positions.

Gathering data from each of the present and immediate past board members I have drafted job descriptions for each of the CIH Board positions. I think it makes sense for a Board member to know what they're responsible for, and also so that the members know who is responsible for what. I hope to have them approved soon and posted to our website.

More Members Volunteering

All of these changes are underway because we have more members who are volunteering to take on these tasks to make a better Club. We are indebted to all of the volunteers who give of their time and of their talent. Please ask how you can make a positive impact on our terrific Club!

We had a terrific Fairwind Barbecue and Board Member Installation at Seabridge Clubhouse in October. Mike Delaney was specially honored for his contributions to the success of FYC Channel Island Harbor. We are greatly indebted to Mike for his tireless volunteer efforts. Thanks also to Ev Anderson for organizing the event and making it such a great success.

We have a Board and Membership meeting scheduled for Saturday, Dec. 10 at the Point Dume Club clubhouse in Malibu. This will be our last meeting for 2016 and we will have a variety of topics to discuss. I will be sending out an Agenda shortly.

I wish everyone a wonderful end of the year. I hope you all have a wonderful Thanksgiving, a very Merry Christmas, a Happy Hanukkah, and a very Happy New Year 2017!

Lastly, I want to sincerely thank you all again for the opportunity to serve our membership in the capacity of Commodore and CIH Port Captain for 2016-2017.

New Names Take Key MDR Jobs; B&G Club Sailing Program Shows Results, Expanded

By Richard Windebank

MDR Port Captain

As usual, there is a lot going on in MDR.

On Oct. 23, a number of us attended the BBQ so kindly hosted by CIH, where we all expressed thanks to the outgoing Board, and we welcomed in the New Board. Scott Kelly paid a special tribute to Mike Delaney, who has retired from the Board after nine years, during which he has made an amazing contribution to the Club. We are all hugely indebted to him and will continue to benefit from his advice and counsel in 2017 and beyond.

In MDR, we have two new Board Members, who are already having a significant impact on our Harbor. Sean Comstock was appointed as Fleet Captain, to fill the shoes of Shar Campbell, which is no easy task. Sean has jumped in with both feet, with his abundant enthusiasm and willingness. Bruce Gale was appointed MDR Membership Secretary and has already brought in eight new members, with a variety of talents and skills. Special thanks to both of them for all their good work.

Ron Sasiela has agreed to serve as our Safety Director for a second year. This, too, is no easy task, but Ron has considerable experience in this field, and we welcome all his help with open arms.

Mark Salkin is helping us become more organized with our work days and open houses, a task that was in much need of his assistance. And Art Toye has taken on responsibility for providing additional education through videos and highlighting lessons to be learned from accidents and incidents. As someone said to me: "It is learning from our mistakes that will make us good sailors".

In late November, we will be hosting another brief session for the Boys and Girls Clubs of Venice. On Nov. 21, 22 and 23, we will be training 12 aspiring young sailors on our three Capri 22's.

The Boys and Girls Club has significantly increased its focus on sailing because the results of this work have been so significant. They describe the sailing programs as "life changing experiences" for them and they are keen to expand these programs in 2017. Although our programs were threatened by a potential loss of the slips for the Hobies, I am pleased to tell you that the Los Angeles Board of Supervisors has agreed to provide BGCV with five free slips for the next two years, to accommodate the nine hobicats and the coach boat. This is a significant gesture and we are most grateful to Dave Lumian, Supervisor Mark Ridley-Thomas and the Director of Beaches and harbors, Gary Jones, for making this happen.

I am deeply grateful for all the help that our volunteers are providing to help our Club grow from strength to strength. We again have a long list of very talented people wanting to join our Club and we would love to bring them into the fold. But we are also conscious of the need to balance this against the concern of growing the Club too big.

You know as well as I do that we have a precious organization that has a very positive impact on all of our lives. With your help, long may it continue to be so.

This Skipper Learns To Handle Adversity On CIH Cruises And Wants More Of Them

By John Lee

I just came back from a three-day cruise to Santa Cruz Island this past weekend.

As usual, I had a great time, and more importantly, as a relatively new skipper, I learned a great deal from the somewhat eventful last day of the cruise when we were returning to Channel Island Harbor. In light of the ongoing discussion about the pros and cons of club cruises, I would like to share my experiences to shed some lights on the benefits of club cruises.

I was ASA104 and cruise certified in the spring of 2015. After earning my cruise certification, I cruised on my own to Catalina a number of times. I volunteered as a skipper for one of the MDR cruises to Two Harbors in 2015.

Catalina is a great cruising destination. But on all the cruises to Catalina Island, we used the mooring ball simply because our boats, in particular our medium boats, are not equipped to anchor around Two Harbors where the depth is generally more than 40 feet. As such, I did not have too much experience deploying and pulling up anchors, until I started joining CIH club cruises.

I volunteered as skipper for two CIH cruises to Santa Cruz this year. Cruising to Channel Islands opened up a completely different experience. Santa Cruz Island normally is not nearly as crowded as Catalina Island, but there are no mooring facility available. The challenge for a new skipper like myself is anchoring, and being prepared to re-anchor or even pull up anchor and go to the other side of the island if the conditions (wind, swell) suddenly change in the middle of the night. Luckily, in the past, CIH cruises that I have participated on, either as crew or skipper, we have never experienced such a dramatic event. However, I have heard from more experienced skippers that it could happen and has happened before. I almost wished that it would happen when I were on the cruise so I could learn from old-hands how to handle it. More on that later.

For a relatively new skipper like myself, I sometimes wonder how and where I would be able to get the experiences to become a truly competent cruiser without the club cruises. Day sailing is fun but one can generally watch the forecast and choose only to sail in fair weather. A skipper does not have that luxury during a cruise. Conditions could change drastically in the middle of the night in spite of forecast of favorable weather conditions.

In addition to sailing and anchoring, I picked up various other skills during club cruises. I learned from Shar about Pacific Wilderness, a great dive shop, and about the Coast Guard Auxiliary sailing and navigation classes from John Quickley during my first MDR cruise. I picked up quite a few sailing tips from Robert Green when I was the skipper for a MDR cruise. I learned the basics of kayaking and standup paddling from skipper Mark Watkins on my first CIH cruise in 2014. I tried snorkeling for the first time using fellow club member Bob Sturgeon's snorkeling gear and now I am a certified scuba diver, a valuable skill for any cruise. I learned how to set an anchor alarm from skipper Rob Haynes. I learned how to tow a snorkeler using a kayak to cover relatively long distances from Mark LeFever, CIH assistant rear commodore. During the two CIH cruises when I was a skipper, Skipper Jim Greer, who is much more experienced than I, looked out for me throughout. On every Club cruise I have picked up new knowledge or skill and even new recipes for good cruising food. Club cruises are like a mobile classroom.

Club Cruises are also great opportunities to get to know fellow club members. Yes, we have our monthly Open House and Work Days. But nothing beats sailing together for three days. The onshore barbecue for MDR cruises and the desert potluck for CIH cruises are great opportunities to bond with other club members.

I've gotten to know a number of fellow club members better during the cruises. On the most recent cruise, I had the pleasure of sailing with Alex Belotsky on Island Side. I was amazed at how proficient Alex was in handling the boat, even though he just passed his 103 weeks earlier. It turned out Alex, as a new club member, joined a couple of the CIH cruises this year and thus got extensive training on various boats. I could see Alex move up the ranks quickly and become cruise certified in record time. Alex's case is another excellent example of training opportunities that club cruises afford to club member, especially new club members.

Volunteering as a skipper gives me an opportunity to give back to the club. While I would love to come to Tuesday workdays and learn to maintain or even repair boat engine and riggings, my full time work schedule pretty much precludes any possibility of coming to Tuesday work parties on a regular basis. I would also like to take ASA 201 and become a trainer to teach new club members, as I was taught by countless FYC trainers. But at present time, volunteering as a skipper on club cruises seems to be the best way for me to contribute to Fairwind.

The opportunity to bring a guest along gives families and friends an opportunity to experience sailing beyond day sail. For a skipper with somewhat limited experience, I would hesitate to put the safety or even life of family and friends in danger by venturing out alone to more remote locations such as Channel Islands. I feel much more comfortable to skipper a boat in a club cruise because I know if something went not as planned, I can count on other more experienced skippers for guidance and help. I personally have not heard of a club member trying to get on one of the club cruises but could not. Maybe a club member could not get on a cruise on the last minute. So let the Cruise Chairs know early to get in line. Here I would also like to say Thank You to both Cruise Chairs at MDR and CIH. It takes a lot of work, a lot of planning, and a lot of coordination to organize a club cruise. The club cruises are well organized. Rules of behavior are clearly spelt out for the benefits and enjoyment of crew members and guests alike. As a result, everybody comes home safe and happy.

During the last CIH cruise, our flagship Angelsea lost its engine, and the motor of another boat, Mark III, overheated. I witnessed firsthand how club members took care of each other. We shadowed Angelsea safely across the channel. Because there was little wind, skipper & Commodore Scott Kelly used his dinghy to push Angelsea all the way to Platform Gina until they ran out of gasoline for the outboard and had to hail BoatUS for a tow.

The skipper of Mark III, Di Kang, handled the overheating situation very coolly and got the boat safety back to harbor. It is this kind of experience that will enable a new skipper like myself to handle similar situations safely and calmly in the future.

Limiting club cruises in favor of individual cruises seem to go against the club spirit. Giving all the benefits club cruises provide to members, I support club cruises full heartedly.

Incident Blotter

The Incident Blotter is an occasional feature about incidents in which club rules were violated or incidents occurred that resulted in damage to boats or injuries to people, and disciplinary action was taken. Members have the option of writing a bylined article explaining what happened.

An MDR member did not complete the Log Sheet on Sorella, a Catalina 30 in Channel Islands Harbor. The member did not open the raw water intake valve and motored in the harbor, which resulted in the overheating of the inboard diesel engine. The raw water impeller and thermostat were replaced, and a compression test was performed. It does not appear to have damaged the engine, but the engine is being monitored.

The CIH Port Harbor Committee ruled the incident a Class 3 Major Incident. Member received a Written Warning, a 60-day suspension of sailing privileges, and is required to retrain.

Within hours of the above incident, a CIH member did not complete the Log Sheet on Sorella, a Catalina 30 in Channel Islands Harbor. The member did not check the coolant reservoir. The reservoir was completely empty from the previous incident. It does not appear to have damaged the engine, but the engine is being monitored. The CIH Port Harbor Committee ruled the incident a Class 3 Major Incident. Member received a Written Warning, a 14-day suspension of sailing privileges, and is required to retrain.

A CIH member sailed out of CIH harbor on Driftwood, a Catalina 22, in posted Small Craft Warnings. When returning to the harbor, member struck the breakwater, dislodging the rudder and tiller from the transom. Member was unable to retrieve the parts and returned to slip under power. There was no other damage to the boat.

The CIH Port Harbor Committee ruled the incident a Class 3 Major Incident. Member received a Written Warning, a 45-day suspension of sailing privileges, and was billed \$812 for the replacement of the rudder and tiller.

Be Safe Or Sorry ... I Was Sorry

By Richard Canan

I recently had a shocking I-can't-believe-this-is-happening moment while sailing Driftwood, CIH's Catalina 22 back into the harbor. I was on a tight port tack into an offshore wind approaching the north end of the break wall. I underestimated my boat speed (therefore my ability to tack quickly) and my clearance from the break wall. Time ran out quickly, and when I tacked, I stalled.

The swell picked Driftwood up and let her rudder down on a rock which popped the rudder and tiller out like a wine cork. Fortunately the swell backwash off the break wall and the offshore wind pushed me away from the rocks. I dropped the motor down, powered safely away, dropped sails and took her back to her slip without further incident.

I know what you're thinking, that could have been so much worse. I couldn't agree more. I was extremely lucky that day.

There was also a small craft advisory that day, which I soon learned was against Club rules to sail in. I was out for 2.5 hours or so and had a great time until the last 20 minutes. Since then I have read the Standing Rules

again. I've sailed on and off for over 30 years and this is the worst incident I've ever had. So word to the wise, play it safe. If you think you have enough clearance, make it more. If conditions are threatening (even without small craft warnings) head back in or don't go out. On the check out log form if you mark 'yes' for Small Craft Warning....Don't Go!!

Live and learn, use common sense, and sail safely.

The CIH Port Committee ruled this incident as a Class 3 Major Incident, 1st offense. The response taken was a Written Warning and a 30-day suspension of membership privileges. In addition he was charged \$812 for the replacement of the rudder and tiller.

Hurried Preparation Leads To Costly Blunder

By Ron Sasiela

Be careful about how you handle the use of our boat's well-structured Log Sheets.

Unfortunately, and regrettably, I found I lost that focus while readying a CIH boat for a day sail before this year's BBQ. In anticipation of spending a few hours sailing, I had allowed the Log Sheet's check off to be split among the crew. I handled the topsides readiness (sail & dodger cover removals, Type IV seat cushions deployment, main halyard attachment, power cord removal, lazarette inspection, etc.) while another crew member tended to items in the cabin.

One mistake I made, in the rush to get underway, was grabbing the spare engine key in the nav table as I headed topsides after stowing my gear.

The engine was started, I looked over the stern and observed a desired disturbance and we nevertheless went below to again inspect the seawater strainer and fuel filter. No concern was found with either – at this point. A further mistake made was not to keep a close eye on the engine's temperature gauge when clear advice to do so was on the Log Sheet.

We motored directly out past the breakwater, decided to deploy only the jib, turned off the engine and about two hours later sailed all the way back into the harbor. The engine was turned back on for the brief trip into the slip. Just while entering the slip, wisps of steam were observed exiting the engine compartment. The engine was immediately stopped and we realized that the seawater inlet valve had not been opened and the engine overheated. The usual high-temperature warning alarm had not sounded and a lesson learned is that one should not rely on such "idiot lights or alarms."

LESSONS LEARNED: As skipper you are totally responsible for the accurate completion of the boat's Log Sheet. Quickness to get out on the water can be a trap to not pay complete attention to the items that the Log Sheet identifies. A protracted time between using a particular boat can also cause one to forget critical details about its proper usage. Having been sailing for over thirty-five years is no guarantee that such episodes cannot happen to you – as I can now fully attest to!

Follow the Club's procedures religiously, lest the Standing Rules, dispense their disciplinary result.

The CIH Port Committee ruled the incident a Class 3 Major Incident. The member received a Written Warning, a 60-day suspension of sailing privileges, and is required to retrain.

Ripple Effects: How Boating Incidents Affect The Club

By Ron Sasiela

MDR Safety Officer

Oct. 1 started my second year serving as MDR's Safety Officer. Contrary to Commodore's Richard Windebank's goal of zero incidents, we actually had 16 during this past year's session. Some are still undergoing the final stages of investigation.

At the MdR Sept. 24 Instructor/Trainer & Boat Chiefs' meeting, there was an interest from the attendees to: "Learn from our past mistakes" – quoting from the circulated meeting's discussion comments. I, unfortunately, was traveling and could not attend that meeting. Lon Cohen stood in for me as a MdR Safety Committee member and I also relied on his take of the meeting to fill me in.

After many investigations, I have come to realize that the effects of an incident go far beyond just it's immediate impact. Therefore, the purpose of this periodic safety-theme column will not only look at the circumstances surrounding the incident itself, but also look at its "ripple" effect.

By this I mean items such as:

1. What was the effect of the incident on the crew?
2. Did the incident tarnish the reputation of Fairwind?
3. How long was the membership deprived of the use of that Club asset?
4. How much time was consumed by the Boat Chief and his Assistants remedying the incident's damage?
5. What cost did the Club endure beyond that recovered from the skipper?
6. Did the incident require reporting it to any state agency?
7. Was a claim made to our insurance carrier, thus affecting our Claims' Experience and possibly future premiums?
8. Other issues.

The column will not identify the skipper, but is intended for us all to learn from the incident, not unlike how the NTSB conducts their airplane, railroad and other such accident investigations and publishes a report to learn from. Those who saw the recent film "Sully," about the airplane that landed in the Hudson River, will better understand the nature of their investigations.

Lest you think that I may run out of material to write about – think twice – within a week of starting my 2nd year as MdR's Safety Office, I have a grounding to investigate!

Look forward to some interesting, insightful "Incident Ripples" articles.

MDR Workday Provides Newbies With A Lesson in Sailing In Fog

By Ron Sasiela
MDR Safety Officer

The Club's monthly open house has a regular format. Eager perspective members drawn to Fairwind by friends or family, along with the refreshed website, gather at the G-1400 dock to listen to new membership Chairman Bruce Gale speak about the Club's organization, fees and sailing opportunities. They learn, first hand, about boat maintenance and participate in the morning's thorough cleaning of the fleet. Volunteerism is a good part of the Club's message and explained as the major reason the Club's dues are so reasonable. They see the several boats that are used in the Venice Boy's and Girl's Club community program as well as its invited Veterans' sailing days. The boat sign-up sheets are on the table to await their names.

The November open house was proceeding as expected until a lingering fog was seen in the harbor area. It usually "burns off" by Noon – but not on that day. The attendees had completed their boat cleaning and were anxious to participate in the "fun" part of the day.

What to do? Skippers were reminded to turn on their navigation lights if they intended to offer some sailing to those who signed up on their boats. Most did go out into the harbor, some further into the MDR entrance channel and a brave few past breakwater into the pea soup fog.

Techniques to increase awareness and avoid collisions were put into play for the three prospects who were aboard Calypso with me. It was also my first opportunity to use my prior limited visibility training since relocating to the West Coast from Maryland three years ago.

We had verified that our navigation lights and VHF Channel 16 were on before leaving the dock. With the engine turned off, and jib unfurled, the crew was encouraged to focus on USCG's Rule 5 – Post a Lookout. That states "Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

Accordingly, we intensified our visual lookout for other vessels and sharpened our hearing, especially for sounds forward of our beam. We could hear an approaching power boat well before it appeared from behind the dense fog. We watched the GPS screen to make sure we avoided the breakwater as we slowly sailed back and forth in its vicinity, not wanting to venture too far out to sea.

We noted the depth contour line as an additional safety measure to stay away from shallow water. The sailing vessel fog horn signal of one prolonged and two short blasts every two minutes was not utilized since our ¼ mile visibility and the very slow speed of all the observed boats was regarded as an adequate precaution. Our air horn was nevertheless at the ready in our cockpit.

We saw about two dozen boats in our hour and a half out there and to our surprise not even one had their navigation lights on! This was perhaps the most surprising lesson of the trip and acted as a reminder to not assume the other boater is skilled in the USCG regulations or boating safety.

MDR Workday Heroes For Nov. 5

Our special thanks to all those Volunteers who joined in the fun at the MDR Work Day on Nov. 5 And to Mark Salkin and Thomas Richter for tracking those who signed in.

Baron, Diego	Denise, Robert	Kotlyar, Yuriy
Bonner, Susan	Devorris, Guy	Levine, Marc
Brown, Marv	Field, Mike	Marino, Nancy
Brownstein, Susan	Field, Mike (Junior)	Matheny, Rob
Buennagel ,Al	Freed, Michael	Melbourne, Alden
Byall, Bruce	Gale, Bruce	ODonnell, Adrienne
Carrara, Adrian	Georgiev, Atanas	Quickley, John
Currall, Patrick	Green, Bob	Richter, Thomas
Chao, Harvey	Griswold, Peter	Rose, Patricia
Chu, Ping	Heron, Vance	Salkin, Mark
Comstock, Sean	Hoffman, Bob	Sasiela, Ron
Connor, Bill	Kelliher, Neil	Weissenberg, Robert

CIH Workday Heroes For Oct. 15

John Ferritto	Rick Martyn	Jesse Lumsden
Mark LaFevers	Shelli Ryan	Steve Goodin
Dave Payn	Adam Yates	Mike Delaney
Andy Ketchum	Larry Russell	Michelle Ackerman
Charlie Garcia	Talaat Elwan	Vlad Paciulia
Paul White	Michael Mariani	Andrew Holberg
Brian Johnson	Frank Thomsen	Tom Mulholland
Bob Chatenever	Abi Convery	Jim Guinn
Steve Alnwick	Scott Kelly	Tom Colp
Geoff Warner	Sigmund Sales	Sarah Freifeld
Mike Crist	Peter Grandsard	John Rousell
Carl Friedlander	Geoff Lane	Jonathan Braun
Mike McGuire	Perry Macdonald	Michael Hallahan
Tom Kelleher	Jim Greer	
Brian Soden	Doug Mayes	
Dennis Derley	Alex Belotsky	

--Harry Kane

Membership Guide -- Where to Go for What and Other Useful Info.

For	MdR	CIH
Dock Keys and Parking Passes	Richard Windebank	Lockbox
Update Contact Information – Membership Secretary	Bruce Gale	Lynn Erickson
Pay Dues, Mail Upgrade Applications	Fairwind Yacht Club, P.O. Box 12684, Marina del Rey, CA 90295	
Submit Checkout, Open House Training Request	Sean Comstock	Alan MacGovern
Training/Checkout - Contact directly	Trainers and Instructors	Trainers and Instructors
Cruising: Cruise Chair	Arlene de Anda	Scott Kelly
Report an Accident - Safety Officer	Ron Sasiela	Michael Adams
and Rear Commodore	Lennox Grasso	Harry Kane
Gear broken on boat - Boat Chief/ABC	Boat Chiefs	Boat Chiefs
and Rear Commodore	Lennox Grasso	Harry Kane
Submit Articles for Newsletter – Editor	editor@fairwind.org	
FYC Officers	Contact Info Page	
Membership interaction	Email group: fairwindmembers@yahoo.com	
Join Members' interaction group	http://groups.yahoo.com/group/FairwindMembers/	
Updates to Website	webteam@fairwind.org	
Fairwind on Facebook	MdR Page	CIH Page
Post Video on Youtube	FYC on Youtube	
Coast Guard – Channel 16 VHF Calling Channels – 9 and 12.	(310) 732-2043	(805) 985-9822 Activate Foghorn 5 clicks on 61A

December Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 MDR Workday and Open House
4	5	6 MDR Workday	7	8	9	10 Board & Members' Meeting CIH Parade
11	12	13 MDR Workday	14	15	16	17 CIH Workday and Open House
18	19	20 MDR Workday	21 Winter Solstice	22	23	24 Christmas Eve
25 Christmas Chanukah	26	27 MDR Workday	28	29	30	31 New Year's Eve