



April 2016

Editor: Ken Hoover

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Safety Is No Accident

Commodore's Log

By-Law, Dues Changes In The Works

By Richard Windebank
Commodore

For Saturday, April 9, we scheduled a Full Membership Meeting in Marina Del Rey, but we were unable to conduct any business, other than the three Motions that appeared on the Agenda. The reason for this was a lack of Quorum, except for the Motions that members had voted on electronically. Nevertheless, we had an interesting discussion and we covered a lot of ground. But first, we welcomed Harry Kane back to the Board, as CIH Rear Commodore, a position he is only too familiar with.

Next, Mike Delaney gave us an excellent presentation of the Boat Cost Analysis, which is a very detailed spreadsheet we use to project the cost of ownership and maintenance of the 27 boats that make up our fleet. A copy of his presentation can be access at: http://www.fairwind.org/members/meetings_club/Boat%20Cost%20Analysis%20040916.pdf.

We will distribute this spreadsheet again, and I strongly encourage you to review it. The analysis will be used as a basis for our 2016/2017 Budget and hence the level of

Next Club Meeting May 21 at Channel Islands Harbor

The next general membership meeting will be Saturday, May 21 at 10:30 a.m. at the Paz Mar Apt. Clubhouse, 3400 Peninsula Road, Oxnard.

The meeting is open to all members.

A Mapquest link is [here](#).

Roy Niebuhr	CIH Fleet	Safety Survey
<i>Fairwinders say goodbye to a former commodore.</i>	<i>Mike Delaney brings us up to date.</i>	<i>Do we know enough about proper PFD use?</i>
<i>Page 3.</i>	<i>Page 4.</i>	<i>Page 5.</i>

Membership Dues we will need effective from October 1. His analysis is also a great tool for measuring the financial impact of buying or selling a boat.

At the Meeting we also outlined some suggestions for possible changes to the By Laws and Standing Rules. These changes would reflect the increased autonomy for the two harbors and includes possible adjustments to the make up of the Board.

If implemented by the membership, the Board might be expanded from 9 Members to 10. That would include 4 members from each harbor plus a Club Treasurer and a Club Secretary. The 4 members from each harbor would be the Port Captain, Fleet Captain, Rear Commodore and Membership Secretary. One of the Port Captains would concurrently serve as Commodore and the other Port Captain as the Vice Commodore. A copy of these drafts will also be emailed to you shortly and encourage you to study these, too.

All three Motions that appeared on the Agenda passed. They had been tabled from the previous Membership Meeting on February 22 and reflected the amendments suggested at that time. The effect of these three Motions can be summarized as follows:

1. In the event of an incident such as a collision with another boat, the Incident must now be reported within 24 hours of returning the boat to its slip.
2. In the event that a Member moves down (e.g. from Large to Medium) and then wants to move back again in less than one year, they will need to pay a reinstatement fee equal to the difference in Dues, for the period they moved down for.
3. We added a "Code of Conduct" to the By Laws, stating that Members must conduct themselves in a responsible manner and uphold the Club's values of decency, sportsmanship and respect for the well being of others.

Looking ahead to the next two or three months, we have a lot of work to do. It is certainly my goal to implement the changes to the By Laws and the make up of the Board in advance of the elections for next year. I believe this will lead to a healthier and more efficient Club, which will inure to the benefit of all Members.

Lastly, let me remind you of the important event that will occur on October 1, when we celebrate the 50th Anniversary of the Club's formation. We have formed a small committee of enthusiastic Members, who have some great plans for a wonderful evening. Please mark the date in your Calendar so you can be part of this celebration.

Save This Date: Oct. 1, 2016

Please mark your calendar for our 50th Anniversary Celebration on the evening of Saturday, October 1 at Santa Monica Windjammers Yacht Club in Marina Del Rey.

This is an occasion you will not want to miss !!



Photo by Colette Waterworth

A Fond Farewell to Roy Niebuhr

By Richard Windebank

Commodore

On Saturday, April 16, about 20 Fairwind members joined a large gathering of wonderful people, to celebrate the life of our dear friend and member, Roy Niebuhr.

Roy was one of the longest serving Members of our Club and had been a member for nearly 50 years. He had served as Fleet Captain and as Commodore and was responsible for instigating many of the features that make the Club the successful organization that it is today. Roy loved this Club and the Club loved Roy. Joining us on Tuesdays in Marina Del Rey was the highlight of his week and his warm and friendly personality was a delight to us all.

His Memorial Service was held at Our Savior Lutheran Church in Westchester, where Roy had also been inspiring his fellow members for many years. Marc Levine represented Fairwind and spoke eloquently on our behalf.

Following the service, we were privileged to take nine members of Roy's family for his final sail and an emotional presentation of Roy to the ocean he so loved. Member Mike Chandler led the fleet on his Catalina 36 called "Impulse," followed by Imagine and Osprey. In keeping with Roy's vibrant personality, there was no shortage of wind and the seas were anything but calm.

We thank Roy for everything he did to make this Club great and our memories, our appreciation and our love for him will continue for ever.



Some of the attendees at Roy Niebuhr's Farewell

Harry Kane Back In As CIH Rear Commodore

By Michael Delaney
Jr. Staff Commodore

CIH Rear Commodore Position Filled

Richard Windebank, Commodore, has appointed Harry Kane to the position of CIH Rear Commodore. The appointment was ratified by the Board. Harry held the position for the past two years so he is very familiar with the job duties. Please pitch in and help spread the workload for CIH boat maintenance.

Freedom Too Moves to Small

The CIH Committee has voted to move Freedom Too from Medium boat class to Small boat class. Since the purchase of Mistral and the move of Mk III and Sorella from Large to Medium, the CIH Medium Boat class has had five boats. The Medium membership was just sufficient to support four boats. The CIH Committee voted in November to give the Medium boat class six months to increase membership or Freedom Too would have to be sold or moved down. Since the CIH Small boat class has been traditionally nearly full it was decided to move Freedom Too down where it could be properly supported by membership.

Slip Moves

Due to a number of recent docking incidents and continued boat owner complaints, Fairwind has been asked to move Mistral and Island Star out of the C-dock area of Peninsula Yacht Marina (PYM). The boats will remain in PYM but will be moved to I-dock. I-dock is down the channel from F-dock where most of the fleet resides. A map and description of the new slips can be found on the website at: <http://www.fairwind.org/members/Boats/I%20dock%20Slips.pdf>.

Mistral will be in slip I-45 and Island Star in slip I-48. Parking for these slips is in the Paz Mar Apartment complex. Access to the parking lot requires a magnetic gate key which is in the lockbox with the gate keys. I-45 and I-48 are near a good parking area as well as a restroom just for PYM boaters. Enter the complex by the 2800 gate, turn left, then right into the lot.

Fleet Status

Sand, Sweet Deal, Turning Point, and Sorella have just completed haul out after receiving new bottom paint. The boats are now ready for the spring and summer sailing season. Mk III finally received the parts for the steering system and is back in service. The challenge for maintaining our older fleet is in getting parts in a timely manner. This problem also afflicted Sorella, which had to wait for weeks for a relatively simple engine part that was not readily available from local sources. Island Side, which recently suffered a broken boom, is waiting for a new extrusion to come from the east coast. Hopefully, it will be back up in a week or two.

Member Survey Results Point to Questionable Safety Practices

By Ron Sasiela
MDR Safety Officer



About three decades ago, the boating industry petitioned the U. S. Coast Guard to approve a more comfortable PFD vs. the then common bulky Type I PFD. The industry argued that the Type 1 was awkward to wear, became uncomfortably hot, was unattractive and thus worked against their common goal of reducing boating fatalities by discouraging its use.

Being the typical federal agency that it is, the Coast Guard responded, “Yes- but.” The “but” part essentially being, “let’s see what alternatives you might propose and we will put this new PFD through our series of tests to determine seaworthiness and suitability.” Well, a long period of design, testing, refinement, retesting and finally

approval ensued – resulting in what we know today as the Type V inflatable PFD. It is a fraction of the weight of its counterpart, the Type 1, is worn without unduly restricting the wearer’s movements, is available in a wide array of attractive colors and patterns, takes up a fraction of the storage space when not being worn, can be affixed with a safety harness and is reasonably priced. The U. S. C. G. laid down some strict performance and usage guidelines that are stipulated in the owner’s guide required to be sold with each Type V.

As a part of our Club’s enhanced safety-focus, at MDR, we decided to conduct a snapshot survey of wearers of the Type V to see how we stacked up vs. the USCG mandates. Based on their usage guidelines provided with each PFD, ten questions were developed to measure if the user was in full compliance.

If you use one of these Type V PDFs, read along, and score yourself vs. an ideal 100% full compliance. How does YOUR Answer measure up to our members’ sampling?

1. Q. Was the Type V being worn? A. It must be worn to be counted as a PFD. 100%
2. Q. Are you 16 years or older? A. 15 and under cannot wear a Type V. 100%
3. Q. Do you know how to swim? A. Non-swimmers cannot wear a Type V. 100%
4. Q. Was it tested before being put into use? A. It may have a leak. 7%
5. Q. Is a full, unused CO₂ cylinder installed? A. It’s necessary to inflate the PFD. 100%
6. Q. Is the PFD “serviceable”? A. Not worn, punctured, torn, etc. 100%
7. Q. Is the clip and cap green? A. Screwed on tight. 93%
8. Q. Is it being worn OVER all clothing? A. If under clothing – it can choke you! 100%
9. Q. Is the bobbin within the 3-year expiration date? A. If not, it may not inflate. 79%

10. Q. Is the “jerk-to-inflate T-handle” visible? A. If the auto-inflate fails, pull this. 79%

SUMMARY: Good news that in six of the measured Type V usage categories, our sample survey showed 100% compliance. 21% had expired water-activated bobbins which may not activate the carbon dioxide inflation cylinder when exposed to water. Different models of Type Vs use different means to cause the vest to self-inflate, so check the OWNER’S GUIDE that came with your vest to make sure it is within its rated shelf life. If expired, West Marine will likely have the replacement part. Tucking in that colorful “T-handle” helps avoid accidentally inflating it in a storage locker, trunk of your car, duffle bag, etc. but it must be visible when being worn for ready access in an emergency.

Now to that question with a lowly 7%-member compliance – did you pretest the vest before putting it into use? Why would the USCG want that as a requirement? It seems, during their testing and approval, and depending on one’s body shape and composition, these Type V vest can cause you to float face down in the water! Well – that would be really good to know before you are hit in the head by the boom and knocked overboard – No? Secondly, would you like to know if your inflatable vest was made with a manufacturing defect – a hole, for example that would not keep you afloat! Oh, incidentally, if you happen to be using a Mustang Survival brand Type V PFD Models MD2010 and 2012 among others, check out their website mustangsurvival.com for information about their extensive recall due to a manufacturing defect.

So, before the boating season gets into full swing, optionally remove that gas cylinder and activator, put on the vest, jump in, [mouth inflate] and test your Type V in a swimming pool to make sure it keeps you upright and afloat – Safe Sailing!



Boat chief Jim Pike with Fairwind’s first electronic flare, which conveniently fits into the orange Orion distress cylinder. This photo was inadvertently left out of last month’s newsletter.

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; Alan McGovern for CIH)

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

Racing: Race Chair (Vic Smith for MDR, TBD for CIH)

Report an Accident - Safety Officer/Rear Commodore (Ron Sasiela/Lenox Grasso for MDR; Michael Adams/
Harry Kane for CIH)

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

Submit Articles for Newsletter – Editor, Ken Hoover kenhoover@me.com

FYC Officers - www.fairwind.org

Coast Guard - Channel 16 or 310-732-2043

VHF Calling Channels – 9 and 12.

Membership interaction – Email: fairwindmembers@yahoogroups.com

Join Member’s interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the button to
join

Updates to Website: webcontent@fairwind.org

Fairwind on Facebook: www.facebook.com/fairwindyc

May Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 MDR Workday	4	5	6	7 MDR Workday
8 Mother's Day	9	10 MDR Workday	11	12	13	14
15 CIH Workday CIH Open House	16	17 MDR Workday	18	19	20	21 Membership meeting in CIH
22	23	24 MDR Workday	25	26	27	28
29 CIH BBQ	30	31 MDR Workday				