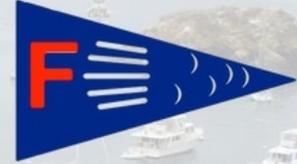




Fairwind Yacht Club

marina del rey · channel islands



August 2016

Editor: Ken Hoover

Volume 44, No. 8

Safety Is No Accident

Commodore's Log

Election And Dues On The Agenda

By **Richard Windebank**
Commodore

Since the issue of the last Newsletter, Wendy and I have been touring Scandinavia and enjoying some of the finest scenery we have ever experienced. The people have been very friendly to us. Touring has been a joy with excellent roads and light traffic and the countries enjoy a high standard of living with most of the population sharing in a similar economic standard. So, while we tour, members will understand that I have not been too focused of Fairwind issues.

However, by all reports, all is good on the home front and the boats are enjoying the heavy usage that normally occurs at this time of year.

The next Membership Meeting will be held at Santa Monica Windjammers Yacht Club in Marina Del Rey on Saturday, Aug. 27, commencing at 10.30 a.m.. There are two significant issues we are likely to address. First is the election of Directors and Officers for the year commencing Oct. 1. The second will be the level of Dues for the same year.

There has been much discussion in both Harbors, about the need to raise dues. Members have been understanding of this need and receptive to making the necessary adjustments. A formal proposal will

Membership Meeting Aug. 27 in Marina del Rey

The next general membership meeting will be Saturday, Aug. 27, at 10:30 a.m. at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The meeting is open to all members.

Important topics are the election of officers and an increase in dues. Please read commodore's report for details.

Mapquest link is [here](#).

Officer Nominations

Fairwinders step forward for next year's board of directors.
Page 2.

Weekend Cruises

Ken Murray offers suggestions to free up boats on weekends.
Page 3.

Fire Ports

Safety devices will aid in case of fire aboard cruising boats.
Page 5.

come out from the Board not later than Aug. 17, but it seems likely we will be recommending that Dues move from \$115 per quarter at Small, \$225 at Medium and \$310 at Large, to \$120 at Small, \$240 at Medium and \$360 at Large.

In Marina Del Rey, we have been working on improving access to the docks and meeting the new requirements of the County as they relate to parking. We finally have individual dock key cards that members can sign up for at a deposit of \$50. We have also started to issue individual Parking Passes, also at a \$50 deposit. It is much more convenient for frequent users to have their own key cards and passes.

For members whom use the boats less often, there will still be dock keys available in the Mail Boxes, as in the past. We are also working on a process to issue temporary parking passes for members whom elect not to sign up for their own but these will have to be processed in advance, except for Work Days and Open Houses. This will not be ideal but we will work through it as best we can.

Work is also under way on preparation for our 50th anniversary celebration on October 1, 2016. This will be a dinner event at Santa Monica Windjammers Yacht Club. Please hold this date as you will not want to miss this.

Fairwinders Throw Hats In Ring For Club Office

By Michael Delaney
Election Committee

Fairwind will be holding the annual election of Officers and Directors this August for the 2016-2017 Club year via electronic voting as set out in the Bylaws. This year, we have new Harbor Committee positions as well as Secretary and Treasurer which support both Harbors.

The following list of members who have either been nominated or volunteered to serve is submitted as the slate of candidates required by the Bylaws:

MDR Port Captain - Richard Windebank
MDR Rear Commodore - Lenox Grasso
MDR Fleet Captain - Sean Comstock
MDR Membership Secretary - Bruce Gale
CIH Port Captain - Scott Kelly
CIH Rear Commodore - Harry Kane
CIH Fleet Captain - Alan MacGovern
CIH Membership Secretary - Michael Mariani, Lynn Erickson
FYC Treasurer - Adrienne O'Donnell
FYC Secretary - Michael Freed.

The Candidates Statements may be found at: <http://www.fairwind.org/officers.shtml>

Further nominations or volunteers for any office may be submitted to the Secretary or Election Committee (Marv Brown, Kevin Newell, and Michael Delaney) in writing until August 13. If sending nominations to the Secretary please email to: mhb@markhboykin.com. If emailing to the Election Committee, please email to me at: delaneyofto@msn.com.

The schedule for the election per the By-Laws is provided below:

July 27 Slate Sent to Membership by Board - Completed
August 13 Nominations Close at Midnight
August 19 Final Slate Sent to Membership
August 20 E-Voting Starts
August 26 E-Voting Ends at Midnight
August 27 Membership Meeting: Election Results

The E-Voting will use the clubs Survey Monkey software tool which was very successfully implemented for the election last year. On August 20 you will receive an Invitation to E-Vote from Survey Monkey. If you do not receive an Invitation to E-Vote please contact the election committee and we will work to correct the situation. Only members in Good Standing will be eligible to vote. E-Voting will close on August 26 and the results will be announced to the membership at the General Membership meeting in MDR on Saturday August 27.

For any financial year that commences on October 1 of an even numbered year (e.g. 2016, 2018), the CIH Port Captain shall also serve as the Commodore and the MDR Port Captain shall serve as the Vice Commodore. For any financial year that commences on October 1 of an odd numbered year (e.g. 2017, 2019), the MDR Port Captain shall also serve as the Commodore and the CIH Port Captain shall serve as the Vice Commodore.

Why It's Tough To Schedule A Weekend Cruise

By Ken Murray
Staff Commodore

Commodore Richard had asked me to write a note about some conflicts that have arisen regarding Cruising that he thought worthy of Club-wide discussion.

The issue relates to availability of cruising boats.

Various Club activities remove the availability of cruising boats from the people who have paid dues to have access to them, and this is particularly problematic on weekends.

We lose one weekend per month for maintenance days. That leaves 3 weekends

This last year, we've lost one weekend per month to Club Cruises (both harbors), during the summer cruising season. That leaves two weekends.

We lose the boats to ASA 104 classes during the summer, perhaps every 2-3 months.

That leaves one weekend.

Some months, we reserve boats the afternoon of meetings, for Club benefit. The boats are then not available for cruising for that weekend, either. Such is the case for this past year's (and in the past) installation, where four MDR cruising boats were unavailable for member use. That leaves zero weekends.

On those months in which all are operative, only one or no weekend is free for reservations. For a working person, for whom access on weekends is generally what they have, they are in competition with up to 40 other

skippers for a boat. During the summer, weekend cruise reservations got as far out as 2 months (sometimes longer), and sometimes on these boats, for daysails.

This lack of access to the boats for which checked-out skippers have paid is frustrating many.

I don't see an easy solution for the Saturday workday or 104 situations. However, the Club cruises present a problem that can be adjusted. Club cruises are supposed to be for the purpose of "exposing" people to cruising that they could not otherwise experience. Fair enough.

However, those people (who in fact include non-member guests, appropriately) are members who are generally not paying dues for those boats. (skippers obviously are).

Could we look at discussing some limitations? Here's some ideas:

--No Club cruises on three-day weekends? These are premium time for working people who've paid to have access to cruising boats.

--Limits to Club Cruises during the busy season?

--Limits to how often a member (or non-member) might participate? Some people apparently participate nearly monthly, which seems beyond the goal of "exposure", and ends up being more access than most people who are at that level, checked out, and have paid for the usage of the boats. There is also competition for these Club Cruising Slots, so some members lose out. "Repeaters" prevent other members from being able to go. One time per year seems reasonable. If people want to cruise, let them become cruise checked out.

--Apply some "traffic control" so that Club activities, like meetings, are not scheduled on the same day that a Club Cruise is taking place. It is hard enough to get people to meetings without the conflict.

Fire Ports Added To MDR Boats To Aid In Firefighting; Learn How They Operate

By Ron Sasiela
MDR Safety Officer

One of the emergencies skippers hope never to tackle is a fire on board.

Safety of the crew is first on the skipper's mind, followed by the extinguishing of the fire and prevention of destruction of the vessel. Being in a confined space, escape often restricted to jumping overboard. The loss of documents and personal gear, and possible crew panic add to that fear.

Diesel fuel engines dramatically reduce explosive-vapor



Betsy Lindsley demonstrates how to use fire ports aboard Osprey.

dangers compared to much more volatile gasoline engines. Nevertheless, fires occurring in engine rooms/ compartments are first aboard boats ahead of a galley fire. Hot surfaces, ample electrical wiring that could short out, fatigued/cracked fuel hoses and other factors all combine to raise the risk of a fire.

According to BoatUS claims files, about half of all boat fires start in the engine compartment where the fuel and a source of ignition can both be found.

Once a fire is found on board, conventional wisdom calls for the crew to don PFDs, go upwind of the blaze/ smoke, use the VHF to issue a MAYDAY and, if safe to do so, try to extinguish the fire. USCG regulations call for fire extinguishers to be aboard vessels with engines. However, a fire in the engine compartment represents a unique secondary danger. Being in a confined space, the fire will quickly consume much of the room's oxygen. If the compartment is then opened to extinguish the fire, air/oxygen will immediately rush in and an explosive incident could occur. Firefighters are trained to cope with this unique danger as they search for victims in house fires.

On board our Fairwind Mdr inboard engine boats Fire Ports are being installed that will allow a person to fight any engine fire without exposing themselves to the danger of abruptly opening the compartment to air. If a fire is detected, turn off the battery switch, remove the closest hand-held fire extinguisher from its mounting bracket, remove the red clip so the trigger can be activated, insert the nozzle through the Fire Port's opening and press the handle to discharge the extinguisher. If the fire has not been extinguished, then a second extinguisher should be used. Use your judgement if that first extinguisher has substantially extinguished the fire and if it is safe to crack open the engine compartment to focus that second extinguisher at the base of the fire.

Tardis and Imagine already have manufacturer-installed Fire Port plugs which must be pulled out before inserting the nozzle in the 2" hole.

Practice an emergency drill using this Lloyds-of-London safety feature

Fire Port when you are aboard each of the Mdr fleet.

Safe boating!

Vic Smith Finds His Final Resting Place

By Ron Sasiela

A procession of Fairwind Yacht Club boats, with friend Charity Winters leading in Generosity, followed by Osprey, Calypso and four others exited the breakwater on early July 9, Saturday morning, for the due West “T” three-mile marker. One of the crew was destined not to make the return trip. This would be Vic Smith’s final passage in very familiar waters.

With hardly a whisper of wind to stir the sea, its uncommon, sudden flatness took on an unusual tranquility.

Charity had Vic’s ashes divided into a half-dozen biodegradable pouches that were ceremonially lowered to the water’s surface. The sailors of the seven boats stood fixed motionless as they all watched the current slowly take Vic into its waiting arms. Charity read Vic’s eulogy over the VHF for all to hear. It did not take very long before the emotion of those moments caused eyes to water at the passing of Vic to his requested final resting place.

As each pouch slowly disappeared, sinking from sight, each person present reflected on Charity’s words and perhaps their own mortality. As if on cue, a somewhat lower-than-usual jumbo jet leaving LAX passed overhead, paying further tribute, with a roar, to Vic’s contributions to Fairwind and other groups that he selflessly volunteered his time.

The ride back to G-1400 was a solemn one, not to be forgotten by those who witnessed the ceremony and Charity’s orchestration of it. I am sure it brought a smile to Vic’s face as he watched it all!



Vic Smith’s ashes are scattered on a motionless Santa Monica Bay.

CIH Workday Heroes for July 17

John Staples
Carl Friedlander
Dave Payn
Curt Allison
Joe Fay
Eric Morrow
Brian Johnson
Geoff Warner
Bob Chatenever
Jim Cooke
Talaat Elwan
Corey Chase
Michael Ross
Jesse Lumsden
Tom Dotz
Rick Martyn

Lecapitaine Christophe
Paul Githens
Gerri Chabot
Peter Davidson
Sigmund Sales
Paul Kennedy
Jim Marr
Scott Hickman
Jim Greer
Jason Scott
Bob Hamerslough
Irina Inova
Tom Kelleher
Paul McMenamin
Dennis Derley
Colin Pullan

Doug Kreuzberger
Randi Kreuzberger
Rick Luckey
Kurt Stepke
Preben Klug
Ev Anderson
Scott Strutner
Vlad Paciulia
Tom Colp
Mal Usher
Sheila Walters
Robert Denise
Paul Aist
Kari Aist
Mark LaFevers
Scott Kelly

Once again a great showing, and lots of work was accomplished. Thanks to all of you!

Harry Kane
CIH Rear Commodore

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)

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 Subscribe link

Updates to Website: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/fairwindyc

September Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 MDR Cruise	2 MDR Cruise	3 MDR Cruise
4 MDR Cruise	5 Labor Day MDR Cruise	6 MDR Workday	7	8	9 CIH Cruise	10 CIH Cruise
11 CIH Cruise	12	13 MDR Workday	14	15	16	17
18 CIH Open House	19	20 MDR Workday	21	22 Autumnal equinox	23	24
25	26	27 MDR Workday	28 MDR Cruise	29 MDR Cruise	30 MDR Cruise	