



**Fairwind
Yacht Club**

marina del rey · channel islands



July 2016

Editor: Ken Hoover

Volume 44, No. 7

Safety Is No Accident

Commodore's Log

Board Contemplates Dues Increase

By Richard Windebank
Commodore

It has been a busy month, which culminated in Members meetings in each Harbor, which took place on July 16 in MDR and July 17 in CIH.

High on the Agenda for both meetings was the question of what Dues we need to charge for the coming year. They have not changed for at least two years and currently stand at \$115 for Small, \$225 for Medium and \$310 for Large. But our expenses are under pressure and most of us realize that some increase is unavoidable.

We have considered multiple options, one of which is \$120 for Small, \$240 for medium and \$360 for large. It is hard to argue that the cost of owning and maintaining a Medium size boat is not at least twice that of a small boat and a large boat costs at least three times as much. Probably a lot more than that. So, the question we are now asking is: "Would \$120 / \$240 / \$360 be enough?"

The Board will be pouring over the numbers over the next few weeks and come up with a recommendation in advance of the next Members meeting, now scheduled for August 27.

The other big issue is the upcoming election for Directors and Officers. We do have a full slate but there is still time for additional nominations, before we come to vote.

**Next Members Meeting On
August 27 in Marina del Rey**

The next membership meeting will be Saturday, August 27, at the Santa Monica Windjammers Yacht Club, 13589 Mindanao Way, Marina del Rey.

The meeting begins at 10:30 a.m. and is open to all members.

A Google Map link is [here](#).

Club Finances

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Make for big problems. Bob Hoffman explains.

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Shiny Anchors

MDR volunteers make things shipshape.

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In Marina Del Rey, we finally have a limited number of Dock Keys available to members who want to have their own, for a refundable deposit of \$50. But, we will still keep dock keys in the Mail Boxes, so it may only make sense for the more frequent users of our boats.

Another challenge we are facing in MDR is the new requirement to display parking passes in the windshields of our cars. So far, we only have 50 Temporary passes available and they are valid until July 31. We are working with the Department of Beaches and Harbors to find a longer-term solution. In the meantime, you need to display one of the temporary passes or park in one of the Public parking facilities near by.

The Boys & Girls Club summer program is now in full swing, under the skillful leadership of Fran Weber. We had some hiccups that threatened the program this year but those have now been resolved, thanks to the entry of the Boys & Girls Clubs of San Gabriel Valley, who are now sharing the program with B&G Club of Venice. We are delighted to have their involvement and expect this to continue in the years to come.

Let me comment on a couple of issues that I hear about frequently. I get a lot of creative suggestions as to how we might allow more members into the Club. All of these suggestions are good but they tend to overlook the more fundamental question: "Do we want to admit more members to the Club?"

We brainstorm this a lot but usually come to the same conclusion. That conclusion is that we don't want to grow too big. Rather, we prefer the size the Club is now and we are probably close to the limit of what we can support with our volunteers.

The other issue that I hear, almost on a weekly basis, is: "Can we have more accountability (and possibly a cost differential), between those members who volunteer their time and those who do not?" My personal view is "No". I think it would require too much record keeping, and too many disputes as to what does and what does not constitute the volunteering of time. So, I am happy with the status quo, even though I may volunteer more hours than most.

There will always be these issues as we all strive to make the Club even better than it already is. And that's a good thing. It's worked pretty well in the past and most of us are pretty happy with the way the Club is today.

Volunteers Needed In Marina del Rey

We are still in need of some help in the following areas:

WORK DAY SET UP: We miss Paul and Carol Legge who set up our tables for Work Day/ Open Houses on the first Saturday of every month. They moved to San Francisco for a year or so and we need to fill that role. This involves setting up the tables, managing the sign up sheets, handing out the Maintenance sheets for each boat etc.

CLEANING SUPPLIES: Would love for someone to take charge of the Cleaning Supplies, make sure they are adequate and replace as necessary, at Fairwind's expense. Probably needs to be checked once a month.

INFLATABLE DINGHY REPAIRS: Mike McKinsey heads this effort but would welcome an Assistant to help him keep them all in good shape.

Please contact Richard at richard@windebank.com if you can help with any of these functions.

--Richard Windebank

This Is How Club Finances Really Work

Ken Murray
Staff Commodore

I had a conversation with another Fairwind member today about the financial structure of the Club, whereby we keep the finances of the two harbors totally separate. It appears there is some confusion as to why this is, and perhaps this article can clear that up.

It's been this way since CIH was started, and there were two overt reasons. The first had to do with a promise made to the members of MDR that no money would be diverted to CIH to the detriment of MDR. It was feared that CIH would suck MDR dry.

There was no contemplation that we would have the situation today where CIH is actually a little bigger than MDR, but I would advocate that the opposite would also be true.

The second reason had to do with the business arrangement with D.R. Horton, the builder, who gave CIH \$80,000, along with other considerations. That contract required accounting for income related only to CIH, not intermixed with MDR income. That contract has a life of 50 years. By far the simplest way to track all the money was to maintain the two harbors as separate financial entities.

There were two additional, less obvious, reasons. The first has to do with maintaining the fiscal responsibility of both business units. This allows the managers of Fairwind to recognize a serious emerging problem in one harbor, and to then respond to it early, and with vigor. For example, one of the harbors has had some recent problems with the money available for operational expenses, to the point that there was apparently concern that checks would clear. This is now being addressed, but it would never have been caught if the finances (and bank accounts) of the two harbors were combined.

The last reason is a sad commentary: In the past, our Club has been filled with factionalism, where "interest groups" have pushed through things that personally benefited the members of that group, to the detriment of others. For example, once we'd bought Angelsea (Catalina 400), there was talk of simply moving it to MDR, with no compensation to CIH, and it could be done by the MDR members simply outvoting the CIH members to do that. It died because of the compensation issue, which would have been required under the current system. I'm sorry to say, but my observation is that the separate financial arrangement has prevented mischief.

So the current system of separate financials seems to have maintained careful spending in both harbors, while maximizing visibility of trends enabling management of problems.

A Small Mistake, A Large Repair And A Lesson Learned The Hard Way

By Robert Hoffman
Slingshot Boat Chief

As Will Rogers said, "Good judgment comes from experience, and a lot of that comes from bad judgment." I learned that lesson the hard way June 21 when I skippered a day sail with Slingshot, MDR's F-28 trimaran, with crew members Jan Huntzicker and her boyfriend Michael.

The wrong cotter pin in the wrong place caused a costly and time-consuming repair, and it could have been worse.

We were about 200 yards west northwest of the Santa Monica Pier when a round cotter key on the starboard float gave way and the rig fell to the port side. Fortunately, no one was hurt. The rig fell into the drink in slow motion. I immediately called Vessel Assist on channel 16. Within a few minutes, L.A. County lifeguards responded.

We couldn't motor effectively with the mast and mainsail in the water. I took the jib off the forestay and stowed it in the cabin. I removed the halyards that had been attached to the bow pulpit. A lifeguard put on a red wetsuit and a pair of swim fins before diving in.

After a brief discussion, the lifeguard took the battens out of our mainsail and handed them to me. A second Baywatch boat arrived, and a second lifeguard jumped into the ocean to help with the removal of the battens.

I gave the lifeguards some short pieces of line to tie the sail to the mast. I removed the boom from the mast and stowed it below. Mike, one of the lifeguards, helped me lift the mast onto Slingshot and tied it to the bow pulpit and the traveler.

We motored to the marina and tied up at the guest dock at Burton Chase Park. To get the mast onto our deck, I had to cut the halyards where they came out of the bottom of the mast. My West Marine serrated knife came in handy. I tied figure-8 knots to these halyards where they exited the base of the mast.

I had to pay the county \$32.50 each day rent for the use of the slip. We were there for two days.

The following day Lenox Grasso and I went to West Marine to buy new halyards. I sewed the new halyards to the old ones and pulled them through. Sean Comstock helped with the raising of the mast along with moving it off of the boat and back on. Mike Leneman of Multimarine met us the following day to help us to raise the mast safely. Sean and I then reattached the boom and secured everything. We then motored back to our slip.

The bow pulpit was pretty, shall we say, "tweaked" as a result of the dismasting. I took the bow pulpit to a small welding shop in Venice, where they straightened the bow pulpit and welded one of the footpads.

John Bakunin helped to rewire the light on the pulpit and we then reinstalled the bow pulpit. Lenox helped me to take the mainsail into the UK loft for repair. The sail suffered three punctures in the dismasting. John and I picked up the repaired main and put it on the boom.

From this experience, I have learned to use straight cotter pins instead of the round ones and the visual inspection of cotter pins is not sufficient to insure that the cotter pins will not be compromised by rust and prone to breakage. I will now change the cotter pins at least once each year.

I want to thank Lenox Grasso, John Bakunin, Sean Comstock, and Mike Leneman for their assistance. I also want to thank the L.A. county lifeguards who were in the scene quickly and did a terrific job.

Slingshot is now back in service.

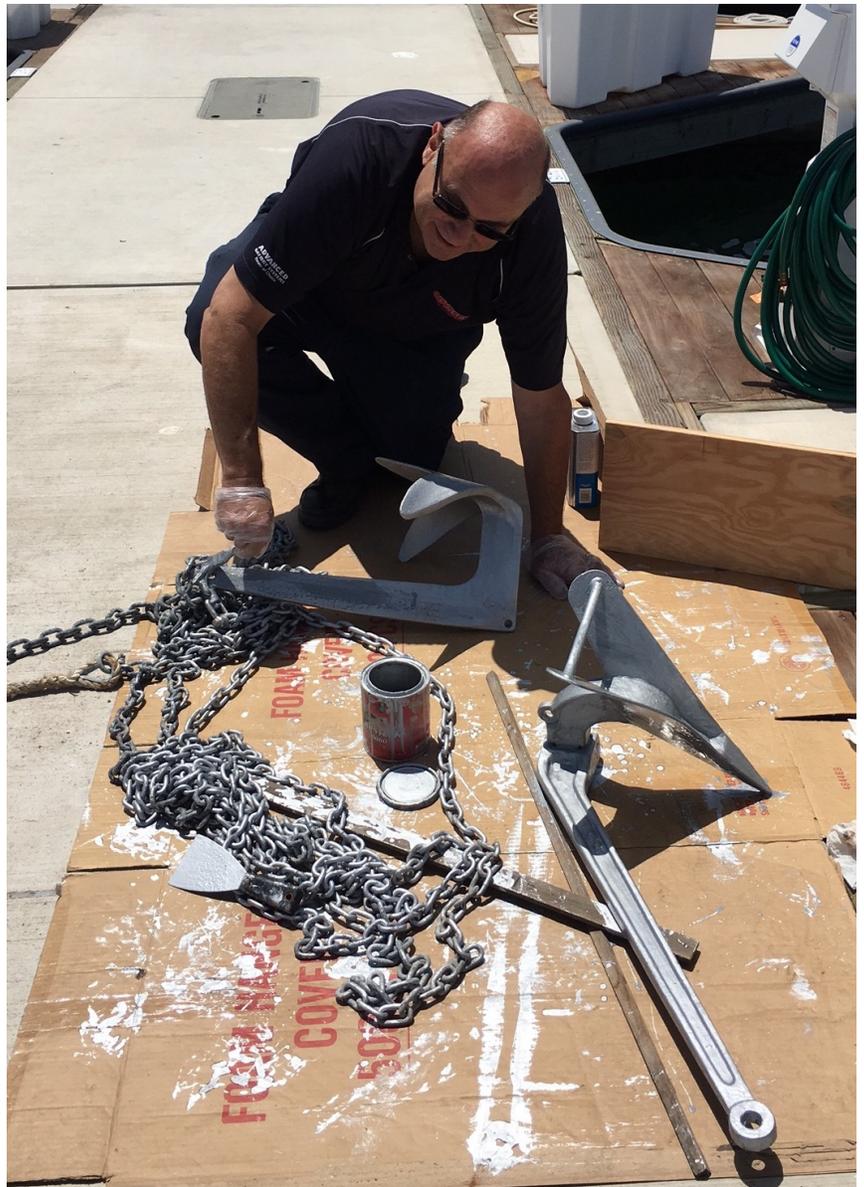
Fairwinders Make Rusty Anchors Shipshape And Bristol Fashion

By Ron Sasiela
MDR Safety Officer

With our MDR fleet newly nestled side-by-side at the marina's G-1400 dock, one item was glaringly evident as you walked down that finger pier. With their bows at the front of each slip, the condition of some anchors, in a somewhat rusty condition, became an eyesore. They are a USCG piece of recommended safety equipment. Prospective member might get an negative impression of Fairwind from viewing the rusty pulpit accessory.

Admittedly, use of anchors for overnight cruising stays are much less frequent in MdR vs. CIH. Nevertheless, several members decided to attack the issue. With their wire brushes, electric drills fitted with a wire brush wheel and special Petit "Rustlok" paint, they came to the anchors' rescue. Along with that old-fashioned elbow grease and the recommended timed-spacing of at least three coats of bonding paint, a transformation took place which resulted in a hard, shiny, impervious coating on the fleets' anchors. During the painting, some of the rusted shackles were also replaced. However, we discovered that links of the galvanized chain had succumbed to time in their moist, dark locker, showing rust and thus likely had a loss of the chain's diameter and corresponding strength. Some was removed and the rest given several dips in the convenient paint can, so completed coverage was assured.

Thanks go to volunteers Mark Salkin and Steve Fenster for helping to tackle the anchor work and make that part a fine example of Fairwind's pride.



Steve Fenster shines up a Fairwind anchor.

CIH Workday Heroes for June 18

Geoff Warner
Pierre Escaron
Mike Delaney
Miles Detrixhe
Steve Alnwick
Bob Chatenever
Corey Chase
Jason Scott
Mark LaFevers
Elizabeth Berg
Carl Friedlander
Wayne Tolmachoff
Brian Johnson
Dennis Derley
Paul McMenamin
Paul White
Talaat Elwan
Irina Ionova
Eric Morrow
Jim Greer

Rick Martyn
Norm Harney
Abi Convery
John Roussel
Bart Conroy
Jesse Lumsden
Paul Kennedy
Frank Thomsen
Charlie Garcia
Paul Aist
Jeff Harwood
Alan MacGovern
Timothy Johnson
John Mudgett
Marek Niklas
Peter Davidson
Jim Marr
Barry Klein
Brian Soden
Pawel Sobierajski

Patrick Cox
Vlad Paciulia
Bob Hamerslough
Michael Mariani
John Eliot
Michele Ackerman
Bob Rennie
Paul Githens
Gerri Chabot
Hal Cohen
Sigmund Sales
Jack Weedon
Dan Beck
Scott Kelly

- **Harry Kane**

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

August Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 MDR Workday	3	4	5 CIH Cruise	6 MDR Workday CIH Cruise
7 CIH Cruise	8	9 MDR Workday	10	11	12 MDR Cruise	13 MDR Cruise
14 MDR Cruise	15	16 MDR Workday	17	18	19	20 CIH Workday
21	22	23 MDR Workday	24	25	26	27
28	29	30 MDR Workday	31			