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Editor: Ken Hoover

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*Safety Is No Accident*

Commodore's Log

# SMWYC Changes You Need To Know

By Richard Windebank

*Commodore*

Summer is nearly upon us and we are gearing up for the busiest time of the year. As always, this will put our resources to the test because there's more demand on our boats than ever. But, we have great Volunteers in place, as Boat Chiefs, Assistant Boat Chiefs and in all aspects of running the Club. But, there are some issues which will be particularly challenging for us this year, especially in MDR.

Tardis has been out of service for about two months with some complex engine problems. We have engaged CC Marine to fix them and we expect she will be back in service by June 15.

Santa Monica Windjammers Yacht Club is going through some changes. They have outsourced the Dining Room and the Bar to a Food and Beverage Operator. So, our ability to use their Dining Room for Club Meetings may change. Those of us who are also members of SMWYC can use the new Dining Room Facilities, which offer excellent food and reasonable prices, and we can take guests. But, a Fairwind member who is not also a Member of SMWYC, cannot use the Dining facilities on their own. The License does not permit them to serve food as a Public Restaurant. And, we can no longer host our Coffee and Donut stand in the car park. So we are trying to work out an alternative option at the docks but we may have to eliminate food.

We are still struggling with Dock key cards. The Department of Beaches and Harbors is not yet prepared to issue cards to Fairwind members, even though we would be happy to pay them a \$50 deposit for each key.

As most of you know, Anchorage 47 does not have a dinghy dock. For the time being, we are storing the Boston Whaler and the WaterTender in slips with Rambaley and Seaweed and this seems to be working fine for the moment. Hopefully, this will be a long term solution. Otherwise, we will have to revert to inflatables only,

Volunteers Needed	AC Circuits	Where To Find It
<i>MDR has jobs for members looking to contribute.</i>	<i>Ron Sasiela talks about power-systems safety.</i>	<i>Contact information for everything.</i>
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which many members consider less convenient. We only have two dinghy outboards, which are assigned to the Boston Whaler and the Watertender. There are currently no Club outboards available for the inflatables in MDR.

MDR has 10 or 12 members on the waiting List to move up from Medium to Large. So, we are going to have to make a decision soon as to whether or not we should add a fourth large boat. If we do, we have a couple of options. One would be to sell a medium Boat and add a large. The other would be to simply add an additional large boat.

The Medium Boats are under constant demand. Adding an additional boat would require an increase in our Dues. Otherwise, it does not pencil out.

If we keep the fleet as it stands, we can probably keep the Dues at the current level for another year. If MDR adds another large Boat, we may have to revise the Dues to \$120 for small, \$240 for medium and \$360 for large. That would need to be a Club Wide decision, and would affect CIH as well as MDR. However, such an increase would facilitate the purchase of boats in CIH like Sorella so, in some respects, that would be helpful. But these are decisions that the membership will need to make.

By the end of June, we will need to start thinking about our elections for the upcoming year, commencing on October 1. So I ask everyone to consider if they want to step up to the plate and put their name forward for a position next year. Some Directors and Officers have already indicated that they will not be standing for re-election. I am not saying that is a bad thing. New blood, new ideas and new energy is usually a good thing for the health and prosperity of the Club. Essentially, we also want each harbor to choose their own leadership groups.

Both Harbors are making a strong effort to operate more safely with less incidents. In MDR, we still crash into too many boats. The majority of MDR incidents relate to newer members on Capri 22's. CIH has also had some challenges. I implore all Members to help us get closer to our goal of Zero incidents. You should not skipper a boat unless you are comfortable you can do so safely, in the conditions that exist at the time.

Thanks for your help. Have fun and stay safe.

# Volunteers Needed In MDR

It's not unusual that we are looking for some help and we know some members say "Please ask, if there's anything I can do". So, here are a couple of opportunities:

**WORK DAY SET UP:** Paul and Carol Legge have done yeoman's work in setting up our table for Work Day/Open Houses on the first Saturday of every month. But, without our consent, Paul's employer has asked them to move to San Francisco and we are already feeling the pain. This involves setting up the tables, managing the sign up sheets, handing out the Maintenance sheets for each boat etc. Their shoes are tough to fill but you can do it.

**LOG SHEETS:** Log Sheets are customized for each boat and kept in XL. We need a Volunteer to take over management of Log Sheets such as Editing / Updating them, printing them in advance of Saturday Monthly Work Days and bringing them to the docks and distributing them to the boats.

**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](mailto:richard@windebank.com) if you can help with any of these functions.

# How To Safely Handle Your Boat's Electrical System

By Ron Sasiela  
*MDR Safety Officer*

AC electricity can kill, especially by the water. May was National Electrical Safety Month. We'll be covering two AC-power safety issues I've observed at Fairwind. First, we'll be outside the boat and show to properly use the 30-amp or 15-amp yellow cord that attaches the boat to the dock's pedestal. Then, we will go inside to learn what the "Reverse Polarity" panel, at its main AC panel, means and how to safely interpret its signal.

In order to keep a power line from being damaged by contacting water while live, always unplug the yellow power cord completely from the dock's pedestal when the other (female) end is not securely inserted into the boat's outside stern outlet receptacle. The plug's three holes should first be visually lined up (one prong has an L-shaped end) with the boat's three metal prongs, inserted firmly on them, twisted clockwise to fasten it in place, then the threaded collar should be carefully aligned with the receptacle's entry flange and screwed on tightly. Be careful not to cross-tread the plastic collar as it will lose its waterproof seal. Keeping the treads lightly lubricated helps mate them together. Lower the cover as a further moisture shield. Now, and only now, plug in the other end to the dock pedestal outlet, again twisting to lock it from falling out. No collar is used at this end. If the circuit breaker is off, flip it to on.

The quality of marina wiring can vary greatly from place to place. That is why most boats designed to plug in to shore power have a polarity indicator. It is usually a warning light on the AC electrical panel, although it can also be an audible alarm. It is an important safety feature that few boat owners fully understand or appreciate. With a couple of exceptions, it should be standard equipment on every boat that is capable of plugging into a common 120-volt AC shore power outlet. Its purpose is to allow the boat owner to verify that the electrical outlet on the dock is wired correctly.

When polarity is incorrect or reversed, it is because the hot and neutral wires are switched. Without an indicator light you will not know when this condition exists because your electrical system still works normally. AC electrical lights and appliances don't care which direction the current is flowing; they work fine either way. The problem is that safeguards built into your boat's AC system will not function properly if the current is not flowing in the right direction.

Reversed polarity can also be deceptive. Branch electrical circuits are typically designed with a circuit breaker on the hot wire at the beginning of the circuit. Imagine turning a circuit breaker off in preparation for doing some work on the wiring. Your expectation is that the circuit is now dead and safe to touch. If the shore power polarity is reversed, you will likely be shocked and rudely surprised to find that the wiring is still hot. This can result in serious injury or death.

Once the outside power cord connections have been made, check the polarity indicator. If it indicates that everything is OK, then, and only then, turn on the main breaker on the boat. If the reverse polarity light goes on, do not flip on your main AC incoming power. Do not leave the main AC boat circuit breaker on when first plugging into shore power. If a warning light comes on, have the dock outlet checked by a qualified electrician before using any circuit.

Happy and safe sailing this summer.

*Partially adapted from Allport Marine Survey*

# 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](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@yahoogroups.com](mailto:fairwindmembers@yahoogroups.com)

Join Member's interaction group - <http://groups.yahoo.com/group/FairwindMembers/> and press the Subscribe link

Updates to Website: [webcontent@fairwind.org](mailto:webcontent@fairwind.org)

Fairwind on Facebook: [www.facebook.com/fairwindyc](http://www.facebook.com/fairwindyc)

# July Club Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 Independence Day	5 MDR Workday	6	7	8 CIH Cruise	9 MDR Workday CIH Cruise
10 CIH Cruise		12 MDR Workday	13	14	15	16
17 CIH Workday CIH Open House	18	19 MDR Workday	20	21	22	23
31						