



March 2016

Editor: Ken Hoover

Volume 44, No. 3

*Safety Is No Accident*

Commodore's Log

# Membership Vote Refines Bylaws

By Richard Windebank

*Commodore*

On Saturday, Feb. 27, we held a full membership meeting in Channel Islands, where we presented 11 Motions. Eight of them passed and three of them were tabled to the next meeting.

The Motions that passed were:

1. The bylaw permitting the Board to make decisions by a majority email vote was deleted.
2. Provisions for Reciprocal Memberships were deleted because we no longer offer Reciprocal memberships.
3. Leave of Absence and Boat Owner Members now need to pay their Dues within 30 days of the Due Date, in the same way that Regular members do. Otherwise, late payment fees will be applied.
4. The provision for charging prorata Dues for part of a quarter was deleted because we do not charge prorata dues.
5. The Table in our Standing Rules outlining Disciplinary Response was simplified.
6. Criteria for requiring a member to undergo additional Training was simplified.
7. The Definitions relating to Discipline were amended.
8. Members Financial Responsibility when skippering Tardis was set at \$2,500.

The Motions that were tabled were:

1. Reporting Incidents such as a collision within 24 hours of the incident was deferred. Members suggested this be changed to “within 24 hours or returning to their slip” because there is no cellphone coverage in the Channel Islands.
2. The proposed Code of Conduct was deferred for further review.

MDR Docks	Safety	Slingshot
<i>All boats except Tardis are now in a line in Basin G.</i>	<i>MDR's Capri 22s are outfitted with electronic distress signals.</i>	<i>MDR's trimaran is now easy to rig and dock.</i>
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3. The Motion to permit a member who moved down e.g. from Large to Small, to move back up again in less than one year, was deferred. It was suggested that the penalty should apply to all quarters, not just to one quarter's Dues.

Under the Report from Marina Del Rey, it was noted that all MDR boats are now in contiguous leeward slips at Dock G1400 with the exception of Tardis, which moves to G812 on March 12. Individual dock key card are not yet available and will not be available before June of this year. In the meantime, we keep Dock Key Cards in the two mailboxes by G1400 dock and all members should have mailbox keys to access them.

The hard-bottom dinghies in MDR will likely be eliminated within the next month or two because there is no dinghy dock in the redeveloped marina.

On Saturday, March 5, we held our official Dock Opening Ceremony in MDR, graciously administered by Marc Levine.

Items that the Board will focus on in the coming months are:

- i. Conducting a detailed review of our Budget in order to make recommendations for the Membership Dues to apply from Oct. 1.
- ii. Preparing a Boat Usage Analysis to help us evaluate the popularity of the various boats in our fleet. This information is important to any changes we may want to make in the future.
- iii. Changes that need to be made to the ByLaws and Standing Rules, as we move to greater autonomy of the two Harbors.

I will be reaching out to members who have kindly offered to help with some of the administrative and operational functions of the Club. At present, we probably have the workload too concentrated amongst a smaller number of members than would be optimal.

So, in short, there is plenty of work to do, and I look forward to our support in the coming months.



## New Docks Open For Business

MDR's new dock was officially opened at a workday ceremony Saturday, March 2. Besides having shiny new docks provided by Los Angeles County, all of our boats are in a line along one dock, except Tardis, which will be a few fingers up Basin G. That makes us a club, where we can work and sail together.

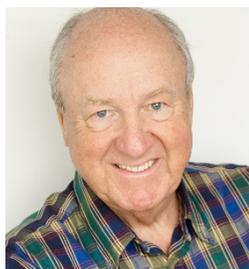
At the left, that's Marc Levine, our long-time master of ceremonies, delivering the dedication speech.

Below, Mark Zierten takes care of the ribbon cutting.



# New Electronic Distress Signals Tested On MDR's Capri 22s

By Ron Sasiela  
*MDR Safety Officer*



Just as rotary telephones gave way to cellphones and self-driving cars are making their way onto our highways, GPS is taking over the role of the navigator's sextant. So, it's inevitable the age-old pyrotechnic distress flares may be bid a fond farewell!

If your ScheduleMaster reservation finds you aboard Sundance, Generosity or Mea Ono, the three Capri 22s in MDR, you will find an "important notice" sheet at the very front of each of their Log Books. It alerts the skipper to the presence of the new USCG-approved electronic distress signal that is aboard for use in the remote possibility of use at night and its accompanying large orange flag for daytime use. These boats are

seldom, if ever, used past sunset. Reminder: Skippers still have a wide arsenal of distress signal devices to select from, e. g. VHF Chan 16 May Day, Vessel Assist, cellphone, air horns, loud calling to nearby boats, whistles, arm waving, etc.

Workshops were held at the Saturday, Feb. 13, and again at a subsequent work-Tuesday morning to instruct members about the proper use of the new distress device. Each person present experienced how the prism top can be simply twisted to turn the powerful S-O-S beacon "On". It is powered by three C-size dry cell batteries. Use and instruction, as printed on the carton, have also been reproduced and are glued to the back of the important notice page. Battery care and yearly replacement recommendations should be noted by each Boat Chief as they acquire the new device, upon the expiration of their current flares. The e-flare should be tested at each monthly maintenance check.

While the prior red flares would burn for only about three minutes, the new e-flare is rated for six hours' running time, has 10 nautical miles' visibility, is waterproof, floats, can be raised on either of its two lanyards and comes with a lifetime warranty – meaning we will never need to purchase the pyrotechnic flares again or be concerned about their environmentally-safe disposal. Also, the fire safety issue of their use around gasoline; hot sludge dripping on one's boats, shoes, body parts, etc. is gone forever.

CIH Safety Officer, Michael Adams, has some reservations about e-flares, so we are discussing the pros and cons, to try to arrive at "Best Practices" for FYC. So the three Pyrotechnic flares on Sundance, Generosity and Mea Ono have been placed there on a trial basis and we will continue to review their effectiveness before any decision is made Club wide.

You can check the ASA website for a short video ([asa.com/news/2015/11/06/marine-flares-alternative/](http://asa.com/news/2015/11/06/marine-flares-alternative/)) or the suppliers' site for further information - [siriussignal.com](http://siriussignal.com)

# Rigging And Docking Slingshot Is Now A Piece Of Cake

By Art Toye

If you're afraid of club's MDR trimaran, Slingshot, don't be. It's now easier than you think to rig and dock.

At our old location in Basin C, we had an end tie and were forced to raise the amas (that's the outrigger-style pontoons that keep the thing upright), spin the boat around at the dock, then back her into the slip next to the seawall.

When we first moved to Basin G near Burton Chase Park, it was not much better. We were still next to the seawall and had to be careful not to hit the metal studs on the wall itself. Since then, we have solved virtually all the issues regarding docking and rigging the boat.

We have solved the problem of steering and maneuvering under power by modifying the engine so that it turns with the rudder. It now turns and steers as quickly as any other medium to small boat in our fleet. Our slip is no longer an end tie, but located in the middle with all our other boats. Raising and lowering the amas takes between three and five minutes. This means that getting underway shouldn't take much more time than rigging other boats.

I just finished training two sailors on Slingshot. Their comment after we rigged was "Is that all there is to it?" Sailing Slingshot is actually easier than sailing any of the medium or large size boat. The additional time required in medium boats before moving up to Slingshot is because it's a much faster boat. This means you have less time to react if you actually get into trouble. So don't be hesitant about getting checked out on this boat.



Slingshot out on the bay.

# CIH Workday Heroes For Feb. 20

Geoff Warner  
Kim Jones  
John Staples  
Bob Chatenever  
Brian Soders  
Jim Veronica  
Larry Pussell  
Paul McMenamin  
Bob Hamerslough  
John Friedman  
Calvin Smith  
Pierre Elcaron  
Talaat Elwan  
Brian Johnson  
Steve Alnwick  
Eric Morrow  
Christoph Lecapitaine  
Corey Chase  
Kathi Motttram  
Preben Klug

Alec Hardy  
Marek Niklas  
Harry Kane  
Mal Usher  
Harv Diamond  
Paul Kennedy  
Joe Peixoto  
Fred Dougherty  
Ted Sutton  
Paul Aist  
Michael Mariani  
Alan Howell  
Carl Friedlander  
Lorelei Woerner  
Scott Kelly  
Peter Davidson  
Gerri Chabot  
Vlad Paciulia  
Tom Colp  
Tom Dotz

Ralph Beckmann  
Curl Allison  
Norm Harvey  
Robert Denise  
Barry Klein  
John Rochford  
Alan MacGovery  
Jim Guinn  
John Elliot  
Mo Elliot  
Sasha Tsapen  
Chuck Payton  
Terry Keller  
Patrick Anderson  
John Rock  
Don Reith  
Michael Delaney

--Michael Delaney

# CIH Workday Heroes For Jan. 17

Richard Canin  
Tom Kelleher  
Doug Batistic  
Tamara Thompson  
Steve Alnwick  
Preben Klug  
Kim Jones  
Scott Cohen  
Geoff Warner  
Gerri Chabot  
Mal Usher

Jon Belleville  
Jim Marr  
Brian Soden  
Alan Howell Harry Kane  
Marek Niklas  
Greg Enrich  
Colin Pullen  
Bob Hamerslough  
David Payn  
Larry Russell  
Eric Morrow

Bob Chatenever  
Christoph Lecapitaine  
Jim Cooke  
Michael Hallahan  
Dennis Derley  
Robert Denise  
Barry Klein  
Jesse Lumsden  
Alan MacGovern

--Michael Delaney

# 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 (Mark Arbing for MDR, TBD for CIH)

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

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Lenox Grasso for  
MDR; Mike Delaney 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 button to  
join

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

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

## April Club Calendar

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