



**Fairwind
Yacht Club**

marina del rey · channel islands



May 2016

Editor: Ken Hoover

Volume 44, No. 5

Safety Is No Accident

Commodore's Log

Club Approves New Organization

Each Harbor Gets More Autonomy

By Richard Windebank

Commodore

On Saturday, May 14, we held a full membership meeting in CIH and, although we did not have a quorum from members attending in person, we did for the purposes of the Motions, due to electronic votes.

All three Motions were approved overwhelmingly.

From my perspective, this was a big step forward for the Club, particularly with the revisions to the By-Laws and Standing Rules that were passed.

So, effective October 1, we will have a revised make up of the Board. It will consist of a Port Captain, Fleet Captain, Rear Commodore and membership Secretary, in each of the two harbors. In addition, there will be one Club Treasurer and one Club Secretary.

One of the Port Captains will concurrently serve as the Club Commodore and the other Port Captain as the Vice Commodore. However, the responsibilities of the Commodore and the Vice Commodore change, and most issues will be decided by the two Port Captains, the Harbor Committees and the rest of the Board.

Here are a couple of examples of how these changes will work:

1. All Committees will be appointed by the Board, not by the Commodore.
2. In the event that a Board member steps down, his or her replacement will be determined by the Board, not by the Commodore.

R.I.P. Vic Smith

Fairwind loses a dedicated member and friend.

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CIH Cruise

Island Side's able crew overcomes problems.

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Seaweed

MDR's speedy Soling brought up to date.

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3. Admittance of new members, approving a move to a higher or a lower membership level, resolving Incidents or Grievances will all be dealt with at the harbor level, not at the Board level.

Which Port Captain serves as the Commodore will change every year. In even years e.g. commencing October 1, 2016, the CIH Port Captain will serve as Commodore and the MDR Port Captain will serve as Vice Commodore. In odd numbered years e.g. commencing October 1, 2017, the MDR Port Captain will serve as Commodore.

Each Harbor will reach out to their respective members in order to “nominate” who they feel would best serve the interests of their harbor as Port Captain, Rear Commodore etc. These slates will then be presented to the total membership for formal election.

The other change we made on May 14 was to increase the discretionary spending limit of the Board from \$5,000 to \$10,000.

In addition to making these changes, Mike Delaney made a presentation of the Boat Cost Analysis, which will be used as a basis for the budgeting process. The analysis is a detailed breakdown of the projected cost of owning and maintaining each of the boats that make up our fleet together with a projected our income and other administrative expenses. Mike indicated that it might be necessary to change our Membership Dues, effective October 1, 2016 to: \$120 per quarter for Small, \$240 per quarter for Medium and \$360 per quarter for Large. However, any such change would need to be approved by the membership as a whole. More discussion is needed on this subject, before any recommendations can be made.

In the meantime, boat usage is ramping up as we approach the summer sailing season and our boats and our Club are in good shape.

Save This Date

Reminder to 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 !!

--Richard Windebank

Vic Smith, Cherished MDR Member And Builder And Fixer Of Everything, Dies

On Friday, May 13, MDR lost a dear and much loved member in Vic Smith, who has been such a key figure in our Club for many years. Vic had suffered from poor health for some time but none of that impacted his spirit or his willingness to help everyone who he came in contact with.

An excellent sailor, Boat Chief, Race organizer, woodwork artist and mechanic, Vic did more than his share of supporting Fairwind, SMWYC, the SMWYC Junior Program and community sailing in MDR. He ran the TNT race series (Tuesday Night Trials) and organized the annual BBQ Race for SMWYC. He was affectionately known as "Captain Vic."

On a daily basis, we would see Vic donating his time and skills. He loved to work, especially with wood and he never seemed to stop. He made at least 4 small boats

(Sabots) for the SMWYC Junior Program, he repaired countless outboards for Fairwind, SMWYC and friends and he made boat parts, furniture and trophies to give away.

Vic appointed his close friend Charity Winters to take charge of his affairs. A Celebration of his life and scattering of his ashes at sea, will be scheduled in early June. Details will be sent to MDR Members as they evolve.



--Richard Windebank

How Island Side's Crew Saved The Day When Things Went Terribly Wrong



Left to right, Peter Davidson, Tom Botz, Kellie Bridgeman and skipper Ben Doty. In the best Fairwind tradition, they wouldn't let a faulty electrical connection or a bit too much wind spoil their fun.

By Harry Kane
CIH Rear Commodore

The weekend of April 29 through May 1 was our second club cruise of the season in CIH, and the entire fleet was up and running.

Unfortunately, it didn't take very long for Island Side, in her usual cantankerous and persnickety way, to start causing trouble. On the way out to the islands, initially under power, the wind started to come up and the stalwart crew set sail and shut off the iron genoa.

As they approached Smugglers, the engine wouldn't start -- no cranking, no alarms, nothing. Apparently a connection to the engine panel had opened up, and with no 12V. there was no starting. Good old Island Side, here she has a brand new engine, nearly brand new main and genoa, and Mike Delaney and I had just assembled and installed her brand new boom, and now she develops an electrical connection issue! Sigh.

Well, our intrepid voyagers were not deterred; they sailed into Smugglers with only the wind, just like Joshua Slocum did it on Spray way back when. (Well, I don't think old Josh actually ever sailed into Smugglers, but you get the idea).

BTW, the weather folks were a bit conservative in their wind forecast for Friday as the wind at the island piped up to 20 knots-plus and blew all night. Our stalwart crew hunkered down and spent a less than restful

night on anchor watch, and in the morning, sailed off the anchor and all the way back to CIH with a fair breeze.

When they got outside CIH, they called for Vessel Assist to help get the boat into her slip, but Island Side seems to have an in with Neptune or whoever manages these things and just as Vessel Assist was heading out, another boat, (actually, one of our neighbors on F dock) lost power at a very inopportune time and was blown into the south jetty rocks.

Vessel Assist then called our guys, apologized and asked them to orbit under sail till they could get Vital Spark off the rocks.

At that point, Ben Doty, skipper on Island Side, elected to sail her back to the slip and with some pretty nice crew work did so perfectly, handed me a bow line and I tied her up. Perfect!

This is what good sailing is all about, it's easy to get everything right when the weather is perfect and nothing on the boat fails, but making things work when stuff breaks and the wind pipes up takes a bit of seamanship. Although they had to shorten their cruise, they brought the boat and crew back safely and expertly. Just like Josh would have done.

Seaweed Gets A Makeover

Rosalie Bostick
Seaweed Boat Chief

When I became Seaweed Boat Chief at the end of last summer, it was clear Seaweed, Marina del Rey's high-performance 27-foot Soling, was going to need a major rigging overhaul.

Some of her plates were starting to rust, a few lines needed replacement, and some parts were slated to be removed, moved or added. I had some ideas about how her performance could be enhanced in the process. Now, it was time to seek out a rigger and advance this plan.

The aphorism, "Timing is Everything" applies here. New members and professional riggers Max and his father Don Lucas had just joined the club. I had already brought Max aboard as assistant boat chief after hearing about some improvements that he suggested and later put into place for Seaweed. Soon after that, Max, Don and I met on the docks.

Both were nice guys, eager to work on Seaweed to get her ship shape and make all-around improvements. Even as professionals, they were keen to volunteer their time and experience for the betterment of the club. They were also generous and patient about my nosing around and participating in most of the activities, as well as helping to bring some of my ideas to fruition.

Seaweed was put out of service for the latter half of November, while the three of us met several times to work on her. We unstepped the mast to replace plates and lines. Clutch levers replaced small horn cleats on the mast compression post to facilitate working the halyards, two new sets of cam cleats were



Max Lucas works on a shroud.

placed near the secondary winches to make single-handing easier, and a ratchet cam cleat for the main sheet sits atop a small barney post (which can be used as a foot-rest) forward of the tiller.

In the last few months, trainers have been trained, skippers have re-trained, and new members have checked out.

Whether you're a present skipper who hasn't yet experienced Seaweed's upgrades, and who needs to come down for the required quick dock side and possible short on-the-water training, or you're interested in becoming a new skipper, call one of the following trainers: Rich van Allen, Baggy Cholakian, Mark Chapin, Dick Gross, Bill Wagner or me.

A special thanks goes to Don, Max Lucas and Baggy for his tireless work in helping to format Seaweed's Supplemental Training Guide. (photo of Baggy and me)

Seaweed's a sweet boat and the wind is up. Come and get checked out for a great sail.



Under gray skies, Don Lucas works on Seaweed's rigging.

Does Your Boat Have A Distress Button? Check Before You Sail

By Norm Perron

MDR Marine Electronics Chairman

I really like Ron Sasiela's Safety articles in the newsletter, so I'll try to publish an article about marine electronics every month.

Since many of the boats have fixed mount DSC radios and several members have purchased their own personal HX870 handheld DSC radio, distress calls will be the focus of this month's article.

Digital Selective Call (DSC) radios are designed to either have their own GPS or provide a cable to connect to the boat's GPS. These radios also have a "distress" switch, usually under a hinged red protective cover.

In the event of distress, someone would lift this cover and press the switch for about 3 seconds.

That will switch all DSC equipped radios on all boats in range to channel 16. It will transmit the distressed boat's GPS coordinates and their MMSI (Maritime Mobile Service Identity) number to all boats, including the Coast Guard.

While doing this, loud bells will ring on all above mentioned radios. This will continue until a special radio (Class A, such as the USCG or specially equipped rescue boat) acknowledges the distress. If there is no acknowledgement in 4 minutes, the distressed radio will send another similar call. This continues until an appropriate acknowledgement is heard on the distressed radio.

Another advantage of this is that the distressed operator doesn't need to keep calling Mayday on channel 16. The operator can tend to try to solve the distressed situation. Another advantage is that many boat's chart plotters will display a distress window and allow that operator to save a waypoint to the distress GPS coordinates, and actually navigate to that waypoint.

What all this means is that each time you go out on a FYC boat, you should determine if that boat has a distress button in the slightest event such an issue arises.

Whether You're Android or iPhone, There's Sailing Apps For You

By Ron Sasiela and John Goebel

One of the great advantages of the modern smartphone is its ability to accept very specific applications that provide unique information to the subscriber.

As Fairwind Yacht Club boaters, we can select from a slew of such apps, many of which enhance our safety and enjoyment of our time on the water. We canvassed members, the sailing magazines and our own assortment of apps to share with our fellow members.

Many are free while a few charge a modest fee or for extra features.

We have not "star" rated them and would consider them all at least three or greater on a scale of five in usefulness. As with many of these apps, it takes a little practice to get use to using all their features, and many require your "location" to be "on" in order to make recommendations.

Consider loading them on your cellphone and let us know what your thoughts are about them.

They have generally been listed by Safety, Weather, Navigation, Marlinespike, Sky watch.

1. **United States Coast Guard** – provides a handy summary of the major USCG Rules and most importantly allows you to pre-register every Fairwind boat that you are Checked Out on into your Profile. Then by a single press and confirmation of a red "Emergency Assistance" bar at the bottom of each page you can instantly transmit your complete "User" and "Vessel" information to the CG, as well as your exact location. This is a MUST HAVE for every "checked out" Fairwinder
2. **NOAA** – Complete coastline weather conditions 24/7
3. **NOAA News** - Plays VHF Wx weather forecasts just like you would hear it over your VHF
4. **YachtingWeather** - gives wind and wave information
5. **Buoys** - Gives buoy data (\$1.99)
6. **BoatUS** –Provides tide chart at MDR and elsewhere along with local weather conditions, wind speed and direction, SR, SS; if you are a member or not, it allows you to contact any of their emergency tow boat services
7. **SeaTow** - Gives you weather at your current location or any other that you specify, including wind, wave, swell, temperature of air and sea, current conditions, visibility, barometric pressure, etc.
8. **ShralpTide** - Gives a nice large font and directional arrow graphic of falling/rising tides and flood/ebb time
9. **iSailGPS USA NOAA** - Tracks your course progression as a magenta line on a NOAA chart. Another page gives current and average speed (\$7.99)
10. **Boat Beacon** – AIS assisted navigation of boats in traffic lanes, etc. (\$9.99)
11. **Skipperbox** – Animated nautical knots
12. **SkyGuide** – A view of the celestial stars, where to find them and other heavenly objects
13. **Planets** - Gives rise/set of the sun, moon, and all the planets, plus it displays them in 2D or 3D. It's very cool.

If you have come across any other nautical app favorites, please let us know and a follow-up article can be planned in the future.

Thanks go out to Marv Brown, and Lenox Grasso for sharing some of their favorites for this article.

Fairwind Yacht Club, May 2016 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)

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: webcontent@fairwind.org

Fairwind on Facebook: www.facebook.com/fairwindyc

June Club Calendar

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