



January 2016

Editor: Ken Hoover

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Safety Is No Accident

Commodore's Log

New MDR Docks Taking Shape

By Richard Windebank

Commodore

All is well in Fairwind

I was sad to learn that Alan Howell decided to step down from the Board in December and thank him for the valuable contribution he made. He was an asset to the Board and a conscientious CIH Rear Commodore, and I hope we will see him return to the Board at some point in the future. Meanwhile, I appreciate Mike Delaney stepping in as the Interim CIH Rear Commodore. Sorry to interfere with Mike's plans for "less work and more sailing". Hopefully, we will be able to let him off the hook soon.

The redevelopment of our docks in Marina Del Rey continue to run approximately on schedule and I anticipate we will be able to move into our new slips by mid February. I cannot wait to have all our boats in one neat line on the leeward side of G1400 dock where we can once again be settled in one place. That is all except Tardis, which is too big for the G1400 slips and will be kept on G800 dock.

Over the next few weeks we will see the G1600 dock fall into shape with a large platform on the windward side near the gangway. This incorporates a small boat ramp. I do not yet know to what extent the Marina will permit dinghies etc. to be stored on this platform but I am hoping it will remain fairly clear and that we will be able to use this platform as our meeting area on Tuesdays and Saturday Work Days.

Dock keys and key Cards continue to be an issue and I anticipate we will need to be patient with our Mail Box arrangement for another three or four months. It is still my plan to be able to distribute individual key cards to members but the Marina will not permit this until the full key card monitoring system is up and running.

Channel Islands	Let's Go Cruising	A Simple Tow
<i>Michael Delaney discusses what's going on.</i>	<i>Both harbors have settled on cruising schedules.</i>	<i>Some useful tips if you have to tow another boat.</i>
<i>Page 2.</i>	<i>Page 4.</i>	<i>Page 7.</i>

In the interim, I greatly appreciate the patience and understanding of all members, while we work through the temporary disruption of having our boats temporarily scattered around. I am confident that we will all be happy with the final outcome and that it will have been well worth the wait.

One issue that will affect us is that there will be no “dinghy dock” in the reconstructed marina. This means that we will probably have to eliminate the hard bottom dinghies, specifically the small Boston Whaler and the Watertender and we will not replace the Portabote. We will likely need to revert to using the Inflatables and, with this in mind, we have beefed up our fleet of inflatables. We now have five, all of which should be fully functional before the cruising season starts. I’m not so sure about small outboard motors. We have had two stolen and only have two left. We have a Yamaha 2.5 HP and a Tohatsu 2 HP. So we may need to make do with oars for the other inflatables.

The redevelopment of the Pier 44 Marina (adjacent to ours but closer to Admiralty Way) has run into delays and construction will not now start before July 1 at the earliest and possibly January 1 next year. That project will entail renewing all the docks in Pier 44 (similar to the work being done in our Anchorage 47) plus major redevelopment of the land surrounding that marina. The whole area along Admiralty Way will be redeveloped with new shops and restaurants. It will be a major upgrade and will include a much enlarged and relocated West Marine and a new Trader Joe’s. There will be a handful of slips available for yachtsmen to “dock and dine”, a welcome feature that has been missing from Marina Del Rey for many years.

We have some membership meetings coming up with a fairly full agenda. We plan to hold a meeting for Marina Del Rey members on Saturday, February 13 at 10.30 AM and a similar meeting for CIH Members around about the same time. At those meetings, we will have a chance to openly discuss a few proposed changes to the By Laws and Standing Rules, well in advance of formally voting on those Motions. Then there will be a full Membership Meeting on February 27, which will be held in Channel Island Harbor.

Lastly, we have already begun to think about the 50th Anniversary of Fairwind which we will celebrate on October 1, 2016. That’s a pretty big milestone in the evolution of our Club and definitely something worth celebrating. We have reserved the Dining Room (now known as the Regatta Room) at Santa Monica Windjammers for that evening and I will be forming a committee to plan the festivities.

In the meantime, there is lots of sailing to be done as we head into the Spring. I send my very best wishes to everyone within the Fairwind Community for 2016 and thank you for the camaraderie we all enjoy.

CIH Workdays Rejiggered, Rear Commodore Assignments Made

By Michael Delaney

Jr. Staff Commodore & Interim CIH Rear Commodore

With the new year brings a change in the Workday and Open House schedule in CIH. Due to popular demand we will be alternating Workday/Open House between Saturday and Sunday of the third weekend of the month. The Saturday Workday/Open House will be on even months (February, April, ...) and the Sunday Workday/Open House will be on odd months (January, March, ...). Reminder notices will be sent out.

With the resignation of Alan Howell as CIH Rear Commodore, I have been appointed interim RC for CIH. I plan to continue and expand upon the Tiger Teams that Alan developed in the fall. The teams are already doing

great work on repairing covers, refinishing teak, maintaining engines, etc. I will be adding an additional Tiger Team to address Instrumentation as separate from Electrical. I will also be sending out a monthly Boat Report that provides status, repairs, and open issues on all the boats. This will be found on the Board Member Reports section of the Documents page of the website: http://www.fairwind.org/members/board_reports/_cih_rearcommodore_reports.html. I will also be looking to appoint one or two Assistant RC's for CIH with the hope that they will take over the RC position in future years.

The Capri 14 Dolphin is back out in Bahia, but now in slip C1E; the inside tie on C-dock. Dolphin is available to members to be sailed in the harbor including in the back bay past the Channel Islands Harbor Blvd bridge. It is also available to sail in the ocean if conditions are light to moderate. Please do not go beyond one mile from the harbor entrance.

This winter we will be pulling a number of boats to have their bottoms repainted. These include Mistral, Sorella, Sand, Turning Point, all Capri 14's. We will also be getting a variety of new sails including: Main for Mistral, Genoa for Island Star, Main for Zephyr, Main and Genoa for Companionship, Genoa for Driftwood, and a Furler/Genoa for Turning Point. The sails should arrive in late January or early February. The fleet should be in great shape for the Spring and Summer sailing season.

Early January is bringing the first of the El Nino storms. Please make sure that all hatches and ports are properly secured. Report any leaks to the boat chief or myself. When motoring in the harbor be on the lookout for trash in the water; plastic bags are easily sucked into the cooling water intake of the engine.

MDR Cruise Schedule for 2016

Saturday, January 16th Whale Watching Day Sail

March 11 – 13th ASA 104 Cruise

April 29 – May 1st ASA 104 Cruise (only if March cruise rains out)

June 10 – 12th Newbie Cruise

August 12 – 14 Perseid Meteor Shower Cruise

Sept. 1 – 5th Labor Day Cruise

Sept. 28 – Oct. 2 Avalon or Two Harbors

--Arlene De Anda, MDR Cruise chair

First Cruising Event of 2016 is the Whale Watch Saturday, March 5

Our very own Channel Islands National Park and National Marine Sanctuary is one of the premier whale watching destinations on our planet. Over the past 10 years, the population of Humpbacks, Blue, and Gray whales in the Santa Barbara Channel has grown tremendously with multiple sightings common during a whale watching expedition.

This is a day sail event. We'll be sailing out of the harbor at 10 am and we'll be back well before dark. Please email me to reserve a spot for this very popular annual CIH event.

If you've got any questions, comments, or to sign up, please email me at: scottmkelly@aol.com.

Our Club cruises are in line with our By-Laws. In our Bylaws of FYC , Article II Objectives, it is specifically written that "The primary objectives of The Club shall be:to sponsor sailing related social and cruise activities for it's members and guests...". Without Club cruises and related social activities the Club ceases to be a Club and becomes a boat charter organization.

--Scott Kelly, CIH Cruise Chair

2016 Channel Islands Harbor Club Cruise Schedule

By Scott Kelly
CIH Cruise Chair

Welcome to 2016 already---and we've got a list of dates that we've reserved for Club Cruises. We are expecting a high level of participation again this year in these eagerly awaited cruises.

One of the great benefits of FYC are our Club Cruises. Club cruises are an excellent opportunity for club members to spend the weekend sailing with other club members, overnight in pristine and beautiful anchorages, and increase our sailing knowledge in a really fun social setting.

This is also a great opportunity for our newer members, particularly those who have not experienced a cruise to the islands, to cruise with an experienced skipper and crew. And for our more experienced members it is a great opportunity to start new friendships, re-kindle old friendships, and impart some of our knowledge to the less experienced--as we have been given that experience by others over the years.

Here's the schedule for the year, so please put the dates on your calendar in advance. *A month before the cruise there will be a general announcement by email and at that time please let me know if you'd like to sign up as skipper or crew.*

If you've got any questions, comments, to sign up, or just to simply say hello, please email me at: scottmkelly@aol.com.

What's better than a weekend cruising our beautiful Channel Islands!

Saturday March 5	Whale Watch
Fri-Sun April 1-3	Santa Cruz Cruise
Fri-Sun April 29-May 3	Santa Cruz Cruise
Fri-Sun June 3-5	Santa Cruz Cruise
Fri-Sun July 8-10	Santa Cruz Cruise
Fri-Sun August 5-7	Santa Cruz Cruise
Fri-Sun Sept 9-11	Santa Cruz Cruise
Fri-Sun Oct 7-9	Santa Cruz Cruise
Fri-Sun Nov 4-6	Santa Cruz Cruise
Saturday Dec 10	CIH Parade of Lights

Scott Kelly
CIH Cruise Chair
ASA 201, 203, 204, 205, 214, 218 Instructor
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805-652-6938

FYC Safety Perception Survey Provides Insight

By Ron Sasiela
MDR Safety officer

In order to take the “safety pulse” of the Club, I resorted to a tried-and-true technique – the survey. Being “old school” and wanting to get up-close to its members, I elected to use a seemingly-simple, 12-question, printed, manual form that I solely administered. It was through that survey’s result that a view of its members’ current safety perception could be hopefully gleaned and a path envisioned to achieve the desired end – an enhanced safety.

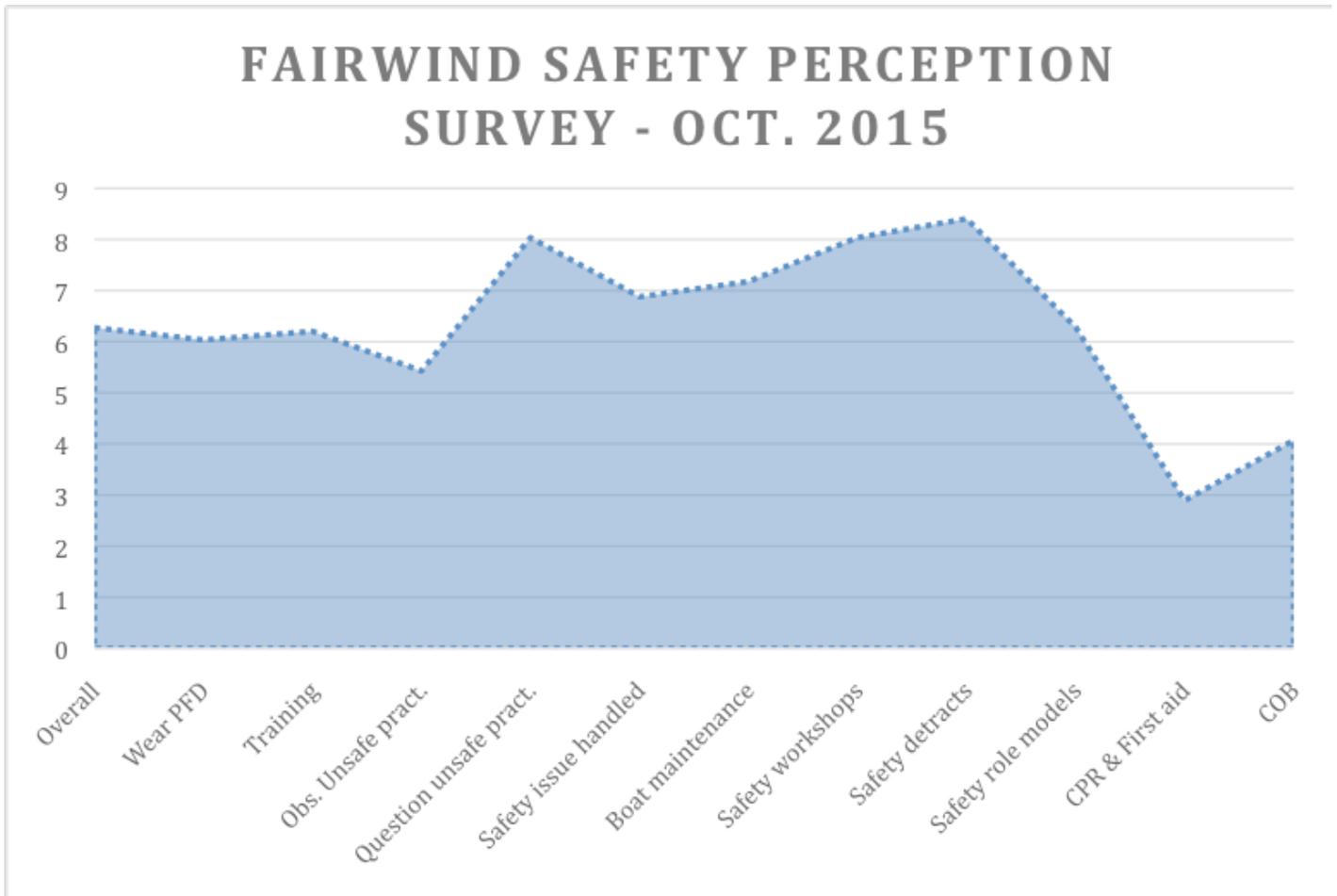
Survey respondents were sought at MDR work-Tuesdays, a MDR OPEN HOUSE and at a quarterly Board meeting at MDR. Several CIH-based members participated too. To increase truthfulness, anonymity was offered. The survey:

1. How would you gauge Fairwind’s OVERALL emphasis on safety?
2. When you use a boat at non-training occasions, do you wear a PFD?
3. Gauge the current amount of boat training received as adequate for me to safely use it.
4. How often have you observed unsafe practices at Fairwind?
5. If you see an unsafe condition or practice do I question it?
6. When you raise a safety issue, how is it handled?
7. How would you gauge the level of Fairwind’s boat maintenance?
8. How do you perceive safety-focused workshops?
9. Does a “safety” focus detract from boating’s enjoyment?
10. Do you know Club members who you regard as your “safety” role model?
11. Do you have a current certificate in CPR and First Aid?
12. Do you practice COB (Crew Over Board) when you use a non-training boat?

Each question/statement was also provided a set of descriptive words to help frame its extreme 0 to 10 score. The questions probed 1.) both members’ safety perceptions along with actual safety practices [do they stack up], and 2.) subtler content about safety culture at the Club = how do we do things around here?

Survey Analysis: 43 Club members, about 10%, completed the survey form and are herein thanked for their time and attention. It is a statistically significant fraction of our membership. Their individual numeric responses from 0 to 10 to each of the 12 questions were averaged. Those average values had considerable variability. For example, the all-important question #1, “gauge the Club’s Overall emphasis on safety”, scored an individual member low value of 3 to a high of 10. The 43-member average was 6.9 with a standard deviation of 1.8. The average of ALL the responses to all the questions was 6.5. For comparison, if one received a score of 65% in a college test, a grade of D would be awarded - - not particularly commendable. There is ample opportunity for safety improvement, notwithstanding the fact that the selected survey participants likely added a positive bias to the values, since they are active members found at the docks or meetings.

Graphic Survey Display: An insightful way to grasp the safety culture of the Club from this survey exercise is to use a spider graph. That technique sets a score of zero at the center and ten at its circumference. In this instance, I have also chosen to color in the interior of the graph so that by simply looking at the graph, and its amount of blue, one can sense “how safe” the Club is. Take a look:



If the Club’s safety perception and practices were ideal, we would see the ENTIRE graph’s interior in blue. That is not the case, with many safety indices well below what is possible. Certainly the below-the-average values for safety role models, observing unsafe practices, safety skills (CPR/First Aid) and infrequent practice of COB drills point the way for a desire to ratchet up our Club’s safety culture. Claiming to be an “Outstanding ASA Sailing Organization” demands a higher safety score – we can all do our part to that end. **THINK SAFETY!**

Answers to “A Simple Tow?”

By Ken Murray

Question 1: What is the legal obligation of a boater when they spot another boat that may be in distress?

Unlike an auto situation, boaters have a legal obligation to come to the aid of another boater in trouble. They are not required to take an action if that puts them in danger, but should otherwise try to help.

Question 2: What are the common actions to signal distress?

<http://www.boatsafe.com/nauticalknowhow/distress.htm>

Question 3: What other options other than giving gas or towing might there be?

Call “mayday, mayday, mayday” on the radio, in this situation because there was imminent danger with the breakwater. You will attract professionals with much experience in towing if you make this call. Generally, you *should* if there is a dangerous situation, even if you decide to tow. If anything goes wrong, the pros are standing by or on their way. I should probably have made this call.

Question 4: Why not just give them some gasoline?

Handing over my portable gas tank requires my engine to be turned off, losing control of my boat. Pouring gas from my tank to another container in a moving boat is problematic, then getting it over to the other boat can be quite challenging. All is time consuming.

Question 5: Why use the winch as the point of attachment? Other options?

A winch is heavily reinforced and very quick to rig, and has the advantage of instantaneous release in case of catastrophe, even with a large load. You don’t have to tie or untie a knot. The traditional method is a harness off the stern attached to two cleats or winches, to equalize strain off two points and was considered, but *this takes time to rig*, so was not used.

Question 6: What legal difficulty have they created for themselves by accepting my line? They likely have consented to a *salvage operation*, which might result in their having to pay me as much as 30% of the value of their boat in compensation!

Question 7: Was the forestay a good point of attachment for them?

You want to use a heavily reinforced point. A winch, cleat, or keel-stepped mast might be options. Former Safety Officer Marc Levine thinks attaching to the forestay cable itself is a good way to bring a mast down. The deck hardware to which the forestay is *attached* might be a good choice, but is hard to see from the towing boat. A mast which only extends to the top of the boat is not especially strong, and should not be used, as it could bring the mast down.

Question 8: Was what I did best described as a towing operation?

No. It was a salvage operation.

“If you are thrown a line, and tie it to your boat, you have probably consented to salvage.” –attorney in article, below

<https://newsfromthebow.wordpress.com/2012/04/01/salvage-or-tow-what-you-need-to-know/>

BONUS QUESTION: What is a good knot for securing a line for towing?

Many options, but you want something both secure, and easy to untie under load.

The best common knot may be a bowline, and a “slipped” bowline is even better:

http://www.theensign.org/uspscompass/compassarchive/compassv6n6/v6n6_mm_slippedbowline.htm

Have a knife available to cut the rope if anything goes wrong. Have a crew member tend the rope, so if it goes slack, it does not go into your prop. Have them stay out of the line of the rope, so if it snaps, it will not hit them.

February Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 Groundhog Day MDR Workday	3	4	5	6
7	8 Chinese New Year	9 MDR Workday	10	11	12	13 CIH, MDR Meetings
14	15 Presidents' Day	16 MDR Workday	17	18	19	20 CIH Open House
21	22	23 MDR Workday	24	25	26	27 Membership Meeting
28	29					

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/
Alan Howell 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

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 button to
join

Updates to Website: webcontent@fairwind.org

Fairwind on Facebook: www.facebook.com/fairwindyc