



March 2017

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Commodore's Report

Scott Kelly, FYC Commodore

Commodore Article FYC Newsletter Mar 2017

People often say that, in a democracy, decisions are made by a majority of the people. Of course, that is not true. Decisions are made by a majority of those who make themselves heard and who vote - a very different thing. ~Walter H. Judd

Our first quarter **2017 Membership Meeting** was held last weekend in Malibu and was a well-attended and productive success.

Our last two membership meetings have been held at the *Point Dume Club in Malibu, centrally located between the two harbors*, with the intention of increasing membership attendance and participation. By increasing membership attendance the intent is to encourage members to voice their opinions on initiatives and motions, respectfully discuss and debate, and come to a consensus vote in the most democratic method possible.

Each of our two previous membership meetings held in Malibu yielded a full quorum as required by the By-Laws to effect change by vote. Our membership meeting last weekend had a full complement of 65 members attending and voting.

The attendance broke down as follows:

45 members from CIH

20 members from MDR.

31 members were large boat members, 12 were medium, 14 were small, and 8 were NCO.

Several motions were presented by their committees, namely, the CIH Boat Selection Committee, and the FYC Voting Committee.

The **CIH Boat Selection Committee**, represented by Michael Delaney, presented motions, the first to reduce the votes required to borrow for boat purchase. Their proposal was to amend Article XXIV of the By-Laws that the Club may borrow moneys upon the recommendation of the Harbor Committee and a minimum of ten days written notice prior to

the following membership meeting, at which time a majority vote of attending eligible membership shall be required. This motion was overwhelmingly approved.

Additional motions by the CIH Boat Selection Committee resulted in overwhelming approval of its motion to accept the CIH BSC Letter of Recommendation to purchase a cruising sailboat of 36-42 ft in length at a cost not to exceed \$120,000, and to authorize the CIH BSC to borrow no-interest loans from members, of up to a total of \$40,000 for the purchase of a new large cruising boat.

We very much look forward to a new large cruising boat in CIH with a target date of early summer, in time for our popular cruising season!

Next, the **FYC Voting Committee**, represented by Marc Levine, presented a comprehensive view of the history and difficulties presented by our ambiguous voting procedures. An extensive review of our current procedure, and a variety of potential changes to that procedure were floated by Mr. Levine. The floor was then opened to all members to voice their opinions and comments. Many of our members did speak and offered a great variety of opinions and possible solutions. Much respectful debate was had on the subjects of proxies and e-voting.

Following the floor discussion, in which pains were taken to make sure that all members who wished to opine were heard, a motion was made to amend our current voting procedure to allow voting exclusively at membership meetings with only those in attendance permitted to vote.

A vote was taken and carefully counted. The vote was very close but resulted in the motion passing to allow only members attending membership meetings to vote.

With this change in voting procedure it is very much incumbent on the members to attend membership meetings, listen to proposed motions, discuss and debate in an open and respectful forum, and effect change. This democratic approach empowers the membership and demands a greater involvement in the process.

This is a very dynamic and exciting time for our Club. With a new large boat in each of our harbors, our upcoming cruising season promises to be an exceptional year.

Both harbors have organized **Club cruises** throughout the rest of the year to which all of our members are invited with participation encouraged. With weekend trips to Catalina and Santa Cruz Islands monthly at each of the harbors there is no lack of opportunity to avail yourself of such a great Club tradition.

Wishing each of you and your families a wonderful spring sailing season!

Lastly, I wish to thank you all again for the opportunity to serve our membership in the capacity of Commodore and CIH Port Captain for 2016-2017.

Sincerely,

Scott Kelly

Fairwind Yacht Club Commodore

Fairwind Yacht Club CIH Port Captain

MDR LOG

Richard Windebank: MDR Port Captain

MDR LOG – March 2017

Time flies when you are having fun, and there's not much respite here at Fairwind. There is always a lot going on.

Kestrel has now been placed in commission for "Day Sails Only, during weekdays" thru the end of March. Weekends are being reserved for Training so we can get as many members qualified as possible, before we start the cruising season. She is scheduled to go into full commission on April 1 and is already destined to be one of the most popular boats in the fleet.

Special thanks go to Marc Levine, who headed the Boat Selection Committee and has held countless Training sessions, to Boat Chief Jen Huntzicker Sorg, Dave Olson and their team for all their good work and to Norm Perron who has made an outstanding contribution to improve the finish work on the boat. Also to Ron Sasiela, who has put together a new and improved Training Syllabus that is probably more comprehensive than any we have seen before and I hope will become a model for our training standards in the future.

A new Microwave is being installed on Kestrel as we speak and will shortly be followed by an Inverter that will enable us to access 110 volt power, when we are away from the dock.

Kestrel came with it's own inflatable dinghy, which is in excellent shape and is kept in the port lazaret. A dedicated Mercury 2 HP outboard is kept on the stern pulpit.

The rest of the dinghy fleet has been challenging, and we have had to eliminate the 11 foot Boston Whaler, which has now served it's useful life. So we only have one hard bottom dinghy, being the small Watertender, with it's own outboard. We also have five inflatable dinghies, all kept in storage locker 14.

Switching subjects, we are about to commence the new and expanded programs for the Boys & Girls Clubs of Venice, in what promises to be the best year ever, for the kids. Thanks to the enthusiasm of Valentin Cuellar, the Vice President of Operations at BGCV, we expect to see a dramatic increase in activity during 2017. The "After School Program" will run for two sessions, on Tuesdays and Thursdays starting on March 14. The first session will run for 4 weeks and focus on kids aged 12 to 14. The second session will run for 6 weeks, and focus on kids 15 to 18 with the goal of completing ASA 101 certification. The Summer Program this year will involve both the Hobiecats and the Capri 22's and will run for 7 weeks commencing June 26. We are actively seeking Volunteers to help support these programs. Please contact Richard Windebank at Richard@windebank.com if you are available to assist.

With regard to parking in MDR, you should already be aware that all Parking Permits which have been issued for a \$50 deposit, now need to have the 2017 sticker applied to them. I urge your vigilance so we have no "unhappy campers" in Fairwind.

Replacing the Rigging on Turning Point

Brian Johnson, Asst. Rear Commodore

In keeping with Fairwind's renewed focus on preventive maintenance, we replaced all of the standing rigging on the Channel Islands Harbor based Catalina 22, *Turning Point*, at the February work day. According to the club's records, most or all of *Turning Point*'s standing rigging was still original equipment, installed in 1982, and at significant risk of failure due to corrosion, as we recently experienced on our Catalina 27, *Freedom Too*.

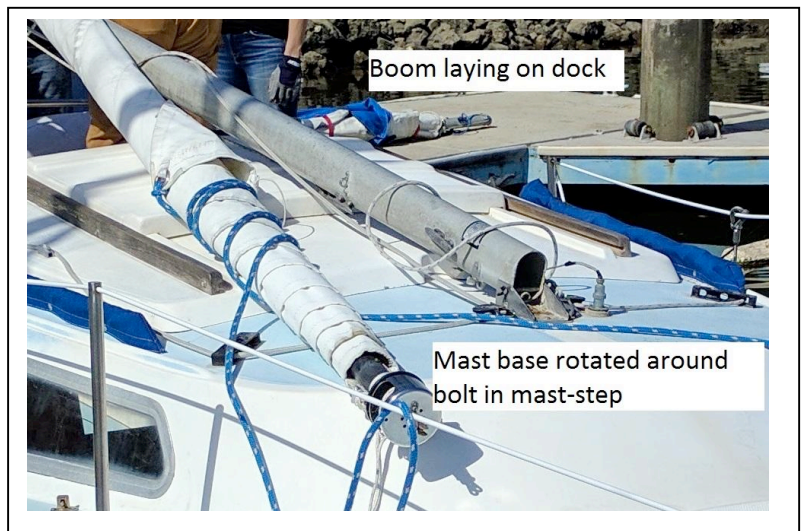
We began by turning the boat around, so that its bow faced out. Next, we removed the boom and set it aside. We then spent a lot of time removing the cotter pins from the turnbuckles securing the shrouds to the deck – not as easy as it looks! That done, we were able to release the forestay from its fitting at the bow, and drop the mast. The mast is deck-stepped and its base rotates around a bolt securing it to the deck, so once the shrouds were free, it was easy to simply lower the mast back across the cockpit and rest its head on a ladder on the dock.

We removed all of the old standing rigging and replaced it with brand-new, shiny rigging from Catalina Direct (thanks, Harry!). After a break for lunch of delicious tacos at the nearby Oxnard Farmers Market, we re-stepped the mast and began tensioning the rigging using a device called a Loos gauge. We didn't finish before the rain started, so Harry came back later in the week to finish the shroud tensioning (thanks, Harry!).

While the mast was down, we discovered that the plastic halyard sheaves at the masthead were very badly worn, so we took them off and went to West Marine to get replacements. Unfortunately, it turned out that West Marine does not have replacement sheaves in stock, so we reluctantly put the old sheaves back on the mast. We ordered new ones, and we will have to drop the mast again at the March work day to install them.



Turning Point with Her Mast Down



Membership Authorizes CIH BSC to Purchase Large Boat

CIH Boat Selection Committee

At the General Membership meeting on Sunday, March 12, the membership authorized the CIH Boat Selection Committee (BSC) to purchase a cruising boat of 36 – 42 ft in length for a maximum commissioned cost of \$120,000. The membership also authorized the CIH BSC to solicit loans of \$1,000 from the membership for a total of \$40,000 to support the purchase. The CIH BSC has sent out a global email to the membership soliciting loans. The loans should be sent to the Treasurer at:

Fairwind Yacht Club
Attn: Treasurer
PO Box 12684
Marina del Rey, CA 90295

Once the loans have been received the BSC will know their budget for the new boat. Now the hard work begins. The BSC must identify candidate boats and evaluate their merits. The goal is to replace an older Catalina 38 with a cruising boat that will take the load off of Angelsea, our Catalina 400. Another Catalina 400 is one option but it may be difficult to find one in good condition in our price range. Other options are Catalina 360's, Catalina 42's, or Jeanneau's or Beneteau's of the same class.

Once a boat has been identified, an offer will be made. If the offer is accepted, then the BSC will have to get serious with the due diligence. This will involve arranging for a boat survey (hull and interior), rigging survey, and engine survey. As the survey cost goes against the total commissioning costs, it behooves the BSC to choose wisely. If all the survey's come back positive, then the boat purchase will be finalized. IF there are any minor issues the BSC will negotiate with the owner to either repair or reduce the purchase price.

The BSC must then arrange for a slip and transport the new boat to its new home. The BSC must recommend a boat chief (BC) and assistant boat chief (ABC) to help complete the commissioning. Working with the Fleet Captain, BC, and ABC the BSC will oversee the documentation and the training of instructors. Once the commissioning and the training documentation is complete the BSC will sign off the boat for entry into the fleet.

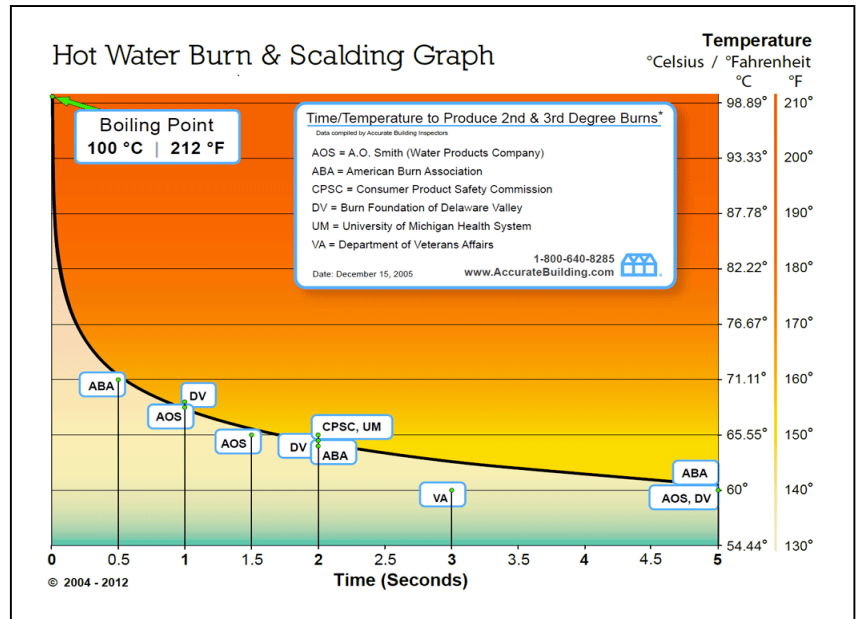
SAFETY ADVICE – Stay Out of *Hot* Water

By Ron Sasiela, MdR Safety Officer

Can there be anything more appealing than standing under a soothing shower after a day at sea, battling some rough seas – spray and all? All Fairwind cruising boats have provision for that experience. If you get to be fortunate to end up at a dockside slip that provides shore power, there's an added bonus of plugging in and your AC water tank heater can provide that thermal boost to the shower experience! If you end up "on the hook" or avoiding the dock's electric cost, you'll be relying on the heated water in that same on-board tank. However, the tank's water is then heated by a circulation system that uses the engine's heat itself to raise the temperature of the tank's water. There is one VERY IMPORTANT, detail to be aware of, should you use that tank's water soon after anchoring.

Unlike the shore-powered heated water that has a limit on the tank's maximum temperature built into its element, the engine-heated water temperature will be EXACTLY the temperature of the engine's coolant. Depending on the model of the engine, the condition of its thermostat, and how hard the engine was being driven, it's not unusual for that water temperature to reach/exceed 170°F.

According to the National Consumer Safety Commission regulations, electric and gas water heaters are required to not exceed a top water temperature of 135 F +/- 5 deg., while most are factory set to only 120°F. Diesel engines operate at significantly higher temperatures as explained above. SO, WHAT'S THE CONCERN?



According to American Burn Association data, it only takes 0.5 seconds of exposure to 160°F water to cause permanent 2nd and 3rd degree burns; 1 second at 155°F; and between 1.5 and 2 seconds at 150°F. Even at 140°F water temperature, their data indicates such skin/flesh burns only take 5 seconds to occur. Certain segments of the population, such as the elderly and children, are especially vulnerable.

SAFETY REMEDY: As skipper, crew or guest be aware of this potential hazard if using engine-heated water and you choose to shower, or wash your hands. All boat plumbing has "mixing faucets" for this important safety purpose. They allow you to FIRST open the cold-water handle and then slowly add hot water until a warm, comfortable temperature is reached. Pain is experienced at just 116°F, so always operate well below that. If you have your grandmother or children onboard, adjust the water temperature for them. If the children are mature enough, train them in



proper water-mixing procedures.

As the title of this article states – let's keep ourselves out of **hot** water!

Happy and safe sailing.

Marina del Rey Fairwind 2017 Cruise Schedule

Questions? Contact Arlene de Anda – MDR Cruise Director

Guidedcuriosity@gmail.com 949 359 1889

April 28 – 30 Cruise to Long Beach's Rainbow Harbor

Friday night Happy Hour and 4th Fridays at the Pike

<http://www.visitlongbeach.com/events/4th-fridays-at-the-pike/>

May 12-14 Cruise to Two Harbors

May 12-13th – Shipwreck Weekend

Celebrate spring break island style at our 5th annual Shipwreck Weekend, complete with live entertainment, and shipwreck themed events.

August 11-13 Cruise to Cat Harbor

Perseid Meteor Shower

Sept. 1-4 Cruise to Two Harbors and Emerald Bay

Oct. 27-29 Cruise to Long Beach Rainbow Harbor

Friday night Happy Hour and 4th Fridays at the Pike

<http://www.visitlongbeach.com/events/4th-fridays-at-the-pike/>

Dec. 9 Marina del Rey Holiday Boat Parade

Membership Guide -- Where to Go for What and Other Useful Info.

For	MdR	CIH
Dock Keys and Parking Passes	Richard Windebank	Lockbox
Update Contact Information – Membership Secretary	Bruce Gale	Lynn Erickson
Pay Dues, Mail Upgrade Applications	Fairwind Yacht Club, P.O. Box 12684, Marina del Rey, CA 90295	
Submit Checkout, Open House Training Request	Sean Comstock	Alan MacGovern
Training/Checkout - Contact directly	Trainers and Instructors	Trainers and Instructors
Cruising: Cruise Chair	Arlene de Anda	Scott Kelly
Report an Accident - Safety Officer	Ron Sasiela	Michael Adams
and Rear Commodore	Lennox Grasso	Harry Kane
Gear broken on boat - Boat Chief/ABC	Boat Chiefs	Boat Chiefs
and Rear Commodore	Lennox Grasso	Harry Kane
Submit Articles for Newsletter – Editor	editor@fairwind.org	
FYC Officers	Contact Info Page	
Membership interaction	Email group: fairwindmembers@yahoo.com	
Join Members' interaction group	http://groups.yahoo.com/group/FairwindMembers/	
Updates to Website	webteam@fairwind.org	
Fairwind on Facebook	MdR Page	CIH Page
Post Video on Youtube	FYC on Youtube	
Coast Guard – Channel 16	(310) 732-2043	(805) 985-9822
VHF Calling Channels – 9 and 12.		Activate Foghorn 5 clicks on 81A

March 2017						
◀ February 2017						April 2017 ▶
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 MDR Workday CIH Whale Watch
5	6	7 MDR Workday	8	9	10	11 MDR Opening Day
12 MDR Opening Day 10:00AM Board Meeting 11:00 AM General Meeting	13	14 MDR Workday	15	16	17	18 9:00 AM CIH Workday
19	20	21 MDR Workday	22	23	24	25
26	27	28 MDR Workday	29	30	31 CIH Santa Cruz Island Cruise	Notes:

More Calendars with US Holidays: Apr 2017, May 2017, PDF Calendar

April 2017						
◀ March 2017						May 2017 ▶
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 CIH Santa Cruz Island Cruise MDR Open House
2 CIH Santa Cruz Island Cruise	3	4 MDR Work Day	5	6	7	8
9	10	11 MDR Work Day	12	13	14	15 CIH Work Day
16	17	18 MDR Work Day	19	20	21	22
23	24	25 MDR Work Day	26	27	28	29
30	Notes:					

More Calendars with US Holidays: May 2017, Jun 2017, PDF Calendar