



FAIRWIND YACHT CLUB

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Editor: Ken Hoover

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Windebank Spells Out Procedure For Upcoming Club Elections

By Richard Windebank
Commodore

We are approaching that time of year when we need to start the process for the election of Directors and Officers for the upcoming year, which starts on Oct. 1, 2018.

There is a procedure in place that is set out in Article IX. of the By-Laws, but due to an error on my part, we failed to comply with one of the provisions in it. In the first Board meeting of the year, we agreed, as a Board, to follow the same procedure as we adopted last year. However, the bit where I dropped the ball is that we failed to get the blessing of the membership to do that. Specifically, the By-Laws state that the Board "shall propose and publish to the members a set of protocols and regulations related to electronic voting at the first membership meeting of each Club year and obtain the approval thereof before implementing same." We did not do that.

There are two ways in which we can address this error. One would be to convene a meeting of the membership now, with a quorum of at least 47 members, to (hopefully) approve the process we plan to follow. The alternative is to go ahead with the process and then propose a Motion at the Members Meeting on Sept. 15, seeking the members approval of the process. If that motion fails, then we will have to start the election process all over again.

After discussion with multiple people interested in this subject, we propose to go with the second option, since this appears to be the simpler approach and avoids the necessity of holding a special Members Meeting now, simply to address this issue.

Having said that, let me outline the process that we propose to follow:

- Board appoints Election Committee: By July 30
- Election Committee to send out notice of election to the membership requesting nominations for Board positions - By July 30
- Request Candidate Statements and photographs - By July 30
- Initial Slate of Candidates presented to the membership - By August 15.
- Nominations will be accepted until: September 1
- Final Slate of Candidates will be sent to membership: On or about September 2
- Candidates Statements posted to the website: As they are received.
- Electronic ballot sent to membership: By September 8
- Election Closes: Midnight on September 14
- Results presented to membership: September 15
- Results posted to the Web Page: September 17

In the same way that we did last year, a dedicated Election Page will be created on the Fairwind Website, where members can follow the process and understand some of the finer detail. The Web Page will contain the following sections, and will be updated as we work through the election process:

- Positions on the Board
- Duties of each Member of the Executive Board
- General Duties of Directors and Officers
- Proposed oath of office
- Election Schedule
- Elective Offices Voting Procedure
- Nominations Received

Some of these sections are new. For example, the general duties of Directors and Officers are well defined in corporate law and in Robert's Rules of Order, but may not be well known to a member of Fairwind, who are considering standing for the Board without having served on Boards in the past. The duties include a Duty of Diligence i.e. to be diligent in performing your responsibilities, a Duty of Loyalty i.e. to be loyal to Fairwind and place the interests of the Club above one's personal interests and a Duty of Obedience

i.e. to obey the laws, rules and regulations that govern our Club as a non profit corporation in the State of California. Another example is the Oath of Office. Better to let Members know now, the Oath that they will be asked to take, if they are elected.

As in prior years, the actual election will be done using the SurveyMonkey platform. It will be conducted in a confidential manner so that future users of our SurveyMonkey program, will not be able to see how individual members voted.

One interesting aspect of the voting process, that I was not previously aware of, is what happens if we have more than two nominees for any one position. If one of them gets more than 50% of the votes cast, then they are the winner. If no candidate gets more than 50% of the votes, we go into a run off election for that position. If any of the candidates wish to withdraw, they can do so but they do not have to. If they don't, then we keep re-doing the run off until one of them gets more than 50%, with all names remaining on the ballot.

The Members eligible to vote are all Regular Members in good standing. That means, all regular members who are not more than 30 days in arrears with their dues. Regular Members include Large, Medium, Small and NCO Members. They do not include Honorary, Boat Owner, Crew or Leave of Absence members.

For me, serving on the Board has, for the most part, been a pleasant and satisfying role. It is a way of volunteering one's time to try to help with the running of the Club's affairs and to make a contribution to make the Club better. It has always been my view that we are caretakers of the Club for future generations of members. Our goal should always be to hand the Club off at the end of the year, a little better off than it was at the beginning of the year. We seem to have accomplished that pretty well over the last 50 years or so, which is how the Club came to be in the excellent shape it is now.

Mark LaFevers Becomes A Sat Phone Fanboy And Opts For An Affordable Garmin Device

By Mark LaFevers

Technology keeps giving us more options to stay in touch as we venture. While we have great cell coverage at Catalina and off most of our SoCal coast, but not much further out. For instance, (for me, happily :) the Channel Islands are almost totally free of cell service.

An advance that is changing all that is one you may have heard of, the InReach Sat phone. In fact, the organizers of the Baja Ha Ha have decided that its enhanced safety and communication capabilities are so important they have made it mandatory that each boat carry one beginning with the 2018 race.

I had the chance to do a couple of real-life tests, and here's my report:

I don't have any cell phone coverage with Verizon when I'm offshore locally, and wanted to try the InReach sat phone capabilities during a Grand Canyon hike and offshore sailing adventure to enhance safety and stay in touch with friends and family.

The phone needs a little bit of open sky to send/receive, so I lost contact in the very narrow canyon slots, but recovered it as soon as the trail opened up a bit. In the offshore trial, where I crewed on a Hunter 430 coming back to San Diego from Puerto Vallarta, the phone did everything I hoped it would when we were no more than 150 miles from shore. There was a 100-ton licensed Captain aboard that was so impressed he will be getting one for himself immediately.

Of particular interest for cruisers, the most important features are real-time text and reply capability to email addresses and cell phones, and the ability to get Marine Weather forecasts both for current location or any lat/lon requested.

Importantly, the InReach also functions as a personal EPIRB with the added advantage of two-way communications. It's nice when you yell "help" and hear a response and know help is on the way. This is perhaps the key feature that led to its choice by the Baja Ha-Ha folks over the options.

It also has a tracking feature that I did not test because we had a Spot device aboard that was doing that, which shows location on a map at intervals to a designated individual or group address. That feature draws more power. With it turned off, the phone looks like it will perform checking in three times a day plus random texting for several days before needing a couple hours to recharge on a USB cable. The phone will Bluetooth sync to a cell phone to make it easy to text, but also works clumsily by itself (it isn't a touch pad, but is water resistant to spray and soaking).

While offshore, we were able to stay in touch with friends and family, the Weather Router service (Rick Shema) out of Hawaii that was watching the big picture for us (hurricanes), another boater making the same trip that also had an InReach phone aboard, and get our own detailed three-day weather forecasts powered by OCENS. What makes it particularly noteworthy is the low cost, REI just had the unit on sale for \$375, and I opted for the \$12/month annual plan, bought 1 month of

premium weather service for \$8, and \$18 worth of insurance to cover Search and Rescue costs if needed. The cheap monthly plan has overcharges of \$.50 per text, I texted freely all I cared to on the two trips and paid a total of \$117 happily for the service, next month if I don't use it much will cost \$12, very affordable.

Here is an excellent review of the Garmin In Reach Phone:

<https://hikingguy.com/hiking-gear/in-depth-garmin-inreach-explorer-review/>

Bylaws And Standing Rules Committee Starts Work

By Alan MacGovern

At the last membership meeting, a committee to review the club's ByLaws and Standing Rules was formed. The committee consists of Mike McKinsey, Ken Murray, Hal Cohen, Richard Windebank (ex-officio member) with me as chairman.

For several years, both our ByLaws and Standing Rules have been undergoing piecemeal changes that have led to some areas that are confusing and even contradictory. In addition it was felt that our processes for handling membership suspensions and terminations was unclear and, in fact, probably not conforming to state law for organizations like ours.

Our first tasks are to correct these deficiencies, but we don't plan on stopping there. Many members on several different occasions have suggested that other changes might well be made that would be beneficial for the club, and, tempered by good common sense, the committee will bring these forward to the Board as recommendations for motions to be voted on by the membership.

While we would like to accomplish as much as possible as soon as possible, the committee does not want to rush the process. We also want to make sure the changes that we do suggest will have had plenty of chance to be reviewed and commented on by the membership before there is any request that they be voted on. So as we make progress and have some definite agreed to change recommendations to report I will do my best to get them to you.

Roger That! Here's Some Stuff You Didn't Know About Your VHF Radio

By Ron Sasiela
MdR Safety Officer

Five MDR ASA-certified Instructors invested two hours attending a comprehensive training seminar held at the Del Rey Yacht Club facility on Saturday, June 24.

The Seminar was led by FYC member Norm Perron with able assistance from Dave Zinkin. Norm periodically conducts similar seminars/workshops. With the combination of changing Federal Regulations and electronic radio advancements, it is too easy to fall behind.

Norm first covered the often-overlooked important procedures:

- Do a radio check before leaving the slip. There's a free service in MDR that only requires calling Channel 27. Your message is played back to you within a minute. It also allows you to experience how voices are heard over your VHF radio. Is it clear, static-prone, too-low a volume, etc.?

- Turning on the MDR's fog horn must be done by a skipper when approaching the harbor entrance. The Coast Guard no longer flicks it on during inclement weather. Turn to Channel 81 and press the transmit button quickly five times. You'll need to be within about $\frac{3}{4}$ mile for their sensor to pick up your request. It will then sound for 30 minutes.



Ron Sasiela, Norm Perron, Patrick Mallen and John Quickly were among those to attend the seminar.

Then Norm followed with an explanation of the important AIS system that tracks all commercial and some recreational boats in real time. This is particularly important to MDR skippers who venture to Santa Catalina Island. Avoiding the shipping is vital. There are many apps for your cell phone that alert you to these fast, large vessels going to/from Long Beach Harbor.

Channel 14 is available to boaters who want to know what that traffic is like or close by if they get caught in fog. The operators will provide you that vital information once you tell them your coordinates.

One of the highlights of the Seminar was Norm's live demonstration of an actual "distress" call using his modified handheld radio. When he pressed the concealed **Red** button for its required three seconds, everyone in the room heard the distinctive alert sign and their screens lit up with the name of Norm's boat, its location, distance and bearing plus a brief description of the situation he was encountering onboard (fire, MOB, sinking, serious injury, etc.). Norm's modifications to his handheld fortunately did not allow the distress signal to travel far beyond the building we were in – lest the Coast Guard commence a "search & rescue" mission. Do not try this test yourself! We also learned how we could do a test on our radios without triggering a Coast Guard response. It's in the VHF's instruction manual.

A note of thanks goes out to Norm from the Seminar attendees!

CIH Barbecue Saturday, Aug. 25, Open To All Members

By Tom Dotz

Please join us Saturday, Aug. 25, for the Fairwind Yacht Club Barbecue at Seabridge Clubhouse, Seabridge Lane, Oxnard from 4 pm-8 pm. The later times should allow for some daysailing!

Please note later time: 4 PM-8PM.

Bring something to barbecue, a dish to share (appetizer, salad or dessert) and your own choice of adult beverages. Fairwind will provide plates, cups, utensils, barbecue tools, napkins, condiments, water, sodas, ice/cooler, coffee and tea. The Clubhouse kitchen has a fridge, microwave and ovens, but no stovetop burners.

DIRECTIONS: From northbound US 101, exit at Victoria Ave, LEFT at lights heading south on Victoria Ave to Wooley Road (about 4 miles) Turn RIGHT onto Wooley Rd. Turn LEFT onto Seabridge Lane just passed the shopping center and new mid rise apartment building (about 500 yards).

Tell the gatehouse person that you are with Fairwind. Park along the street on the Clubhouse side. NO PARKING in front of the homes. Additional parking in a small lot behind Vons, accessed by Alee Lane. Cross over pedestrian bridge to Clubhouse on your right.

Any questions?

Before Aug. 20: Mal Usher: (c) 805-300-9076, (h) 805-492-1176;
marilyn_usher@yahoo.com

After Aug. 20: Polly Tullis: 805-704-3213
pollycalifornia@gmail.com

Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Lynn Erickson for CIH, Bruce Gale for MDR

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90295

Training and checkout - Fleet Captain (Sean Comstock for MDR, Kelley Henaghan for CIH)

Report an Accident - Safety Officer/Rear Commodore (Ron Sasiela/Steve Fenster for MDR; Michael Adams/Hal Cohen for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Steve Fenster for MDR; Hal Cohen for CIH)

Cruising: Cruise Chair (Arlene de Anda for MDR; Scott Kelly for CIH)

Racing: Race Chair (Mike McKinsey for MDR, TBD 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](tel:310-732-2043)

VHF Calling Channels – Channel 16 or DSC call to group 032479463 (programmed in all club radios, should reach all boats in range)

Updates to website: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc

Next CIH Open House – Sunday, August 19

CIH BBQ – Saturday, August 25

Next MDR Open House – Saturday, August 11