



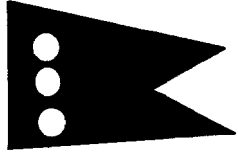
FAIRWIND YACHT CLUB

NEWSLETTER

October 2008

Editor: Robert Baron

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COMMODORE'S LOG

Ken Murray

Welcome to our new year! I think it will be exciting, with much sailing for all. There will be several changes in the club, designed to re-group and enhance the stability of the Club as a whole. The Board is already discussing the current national fiscal crisis, in terms of how it might affect our club. The primary concern has to do with the stability of our partners in MDR and CIH, with whom we have contracts for our slips. As far as we can tell, they are OK, and at this point don't anticipate any problems. We are looking at moving our first boat over to the new marina in MDR around the first of the month. There are a number of hurdles to that, and as we get this all ironed out, I'll notify everyone via email.

It appears that our meetings will be moving this year, to Pacific Mariner's Yacht Club. Their facility is located behind where our MDR docks are located, opposite the Charthouse restaurant. We will be moving our meetings to Tuesday evenings, for the whole year. Announcements will be monthly in the newsletter, as usual.

There is also going to be a change in the structure of our meetings. We've grown so much, that our Board meetings have become impossible. With all the standing reports that we schedule, at 5 minutes each, they take up the entire 90 minutes allotted to the meeting! It means that we've been having meetings running to 1am, which is good for no one. What we will do, instead, is to publish the written standing reports in the discussion forums, by the 10th of each month, covering up to the first of that month. This makes the reports accessible to the entire membership, including

those not at the meeting, allows for wider discussion of issues and problems, and reserves the time of the meeting for action items instead of the huge percentage of "for your information" items. It will also have the monthly reports end on the last day of the month, instead of strange arbitrary times in the middle of the month and different each month.

We will be making a HUGE effort to get more of our members involved, and you will be seeing this effort in more people's names in various positions of responsibility in the Club. One of the first positions will be a new position, Assistant Commodore, which will be filled by Marvin Brown, who has served on the Board, before. Marv will handle Incident Investigations, and will assist me in various projects. Thanks, Marv! He will also be filling in as Safety Officer, until we find another candidate.

We have a number of other critical positions that need to be filled, and I will be sending an email out describing them in detail. This is where you can really help your Club!

We are discussing strategies for additional boats for CIH, and I hope to have progress on that in the next few months.

YEAR END SUMMARY

By: Marc Levine, Junior Staff Commodore

As suggested in our Bylaws I am providing a summary of our accomplishments during the past year.

As stated in our October newsletter last year the goals for this board were.

- To help get our NCO members fully trained and checked out.

- To increase the number of instructors in the club.
- To set regularly scheduled sailing classes and to make instruction as accessible as possible for club members.
- To put an operational plan in place in Channel Islands Harbor with the immediate goal of getting a small boat program in place with a full and active members ship subscription.
- To complete the large boat replacement procedures that were started during the previous fiscal year.

We accomplished the above items and more.

We owe a great deal of thanks to those who served on last year's board, Michael Delaney, Paul Antico, Kenneth Murray, Susan Bonner, Fred Taylor, and David Lumian, in making a lot of our goals come to reality. This board experienced something unusual, which I have never seen happen in my 25 years of membership in this club. We had three resignations happen in a very short time period. Jensen Crawford, Marvin Brown, and Hartmut Eggert served part of the year on this board and made a lot of contributions this year as board members as well as support staff for the board positions they vacated. Your contributions are greatly appreciated.

As mentioned above we have increased the number of members checked out particularly on our small boats. Although this is an area of ongoing challenges as the NCO list continues to increase. Even though we have increased the number of instructors and trainings in the club.

C.I.H. has been an area of major accomplishment. We went from less than five, members to close to forty members. This year we brought in a Catalina 22 named Turning Point. This boat has served the new small boat members in CIH well and is contributing to the growth of the club in this area. It is accessible, a great traing boat, and fun to sail.

Osprey, a new addition to the fleet in MDR, is a 1999 model Catalina 320 which was commissioned during the spring. It will bring a lot of great large boat sailing to the club. Our Small Boat committee found a boat that fulfilled the membership vote to authorize the SBC to purchase a Capri 22 for MDR. They located a 2008 model, which we purchased for well under the 25k that was authorized for this purchase. To quote Hartmut Eggert he said "this was one of the best things that happened last year for the club." He has been training on these boats for a few years in another organization and has high regard for how well they sail as well as

providing a great training platform. John Wintrode, one of the members of the SBC, said the purchase of this Capri 22 was the most exciting thing he has experienced in this club. The last time we purchased a brand new boat was in 1995 when we purchased the Fairwind MK III, our Catalina 30.

It was a rewarding and challenging year for Fairwind. I appreciated all of the focused work, volunteerism, and enthusiasm from all of our members who made and continue to make the contributions to help make this all-volunteer organization one of the greatest sailing organizations in our community.

I am looking forward to serving on this year's board and I am enthusiastic about the future of our wonderful organization. Thank you everyone for helping to make this past year a great year for Fairwind Yacht Club.

SPECIAL COMMODORE'S RECOGNITION AWARD

I want to single out several people for recognition. You probably don't know the work that these people do, which is critical to the function of our Club!

Sheila Walters, who answers the "info@fairwind.org" emails. Shar Breitling, who seems to help out with everything that needs help! Nancy Marino, who keeps us informed about the community. Bob Baron, our Editor for years, who keeps us up-to-date. Howard Staniloff, served as Safety Officer and Incident Investigator. Steven Mandel, bringing the right tone to the proceedings Marv Brown, for herculean work handling the Bond process last year. Dave & Judy Bell, who processed those log sheets we all use. Peter Griswold, places the reservation sheets in the dockboxes EACH WEEK! Carol Walsh, MDR workday ringmistress. Dan Lin, webmaster. Nancy Martin, protecting our confidential information

These folks, and many others, make our Club work, and we'd be much less of an organization without then!

WHERE HAS ALL THE MONEY GONE?

By Michael Delaney

Fairwind has just completed the fiscal year at the end of September. During the past several months there has been a lot of discussion on the financial health of the

club. I thought at this point it would be good to tell everyone 'Where the money has gone' for the past fiscal year. I believe that in fiscal 2008 Fairwind spent more money than any other year since its inception. In fiscal 2008 Fairwind spent \$121,151 for capital acquisitions and \$145,092 for operating expenses for a grand total of \$266,243.

In the spring, our newest large boat, Osprey, a Catalina 320, was acquired. The total cost of the purchase and commissioning was \$101,310. For those of you who have skippered or sailed on her, you know that Osprey is a fabulous boat. Fairwind will get many years of sailing and cruising out of Osprey.

This past month, Fairwind purchased a Catalina Capri 22 to augment the small boat fleet in MDR. The purchase price of the Capri 22 was \$19,849. The yet unnamed Capri 22 was the hit of the October Open House in MDR.

The operating costs of Fairwind have grown with the fleet and membership. Over the past several years Fairwind has acquired larger and more expensive boats than in the past. The maintenance of our fleets in MDR and Channel Island Harbor (CIH) makes up the major element of the yearly operating costs at \$58,218. The operating costs are broken out in the table below.

Top Operating Expense Areas

Total Maintenance	58,218.26
Slip Fees	27,607.27
Insurance	14,544.00
Angelsea Lease	8,400.00
Bottom Cleaning	7,259.44
Bond paid back	4,968.00
Admin.	4,026.59
Other	20,069.09
Total	145,092.65

In 2008 the MDR small boat fleet was completely refurbished with the G22, Blue-by-You, and Seaweed all getting complete overhauls with new gel coat. This refurbishment is reflected in the maintenance costs of these boats. We did, however, get great value due to the hard work of Scott Vos and others.

The breakdown of the maintenance for the fleet is given below. These numbers include the cost of damage in several accidents that occurred in 2008 including Angelsea hull damage repair \$10,820, Osprey engine damage repair \$1143, and Zephyr furler repair \$2295.

FY2008 Maintenance

Maint. Angelsea	16,868.39
Maint. Blue-by-U	3,083.98
Maint. Catalina 22	1,243.15
Maint. Freedom Too	1,497.32
Maint. G-22	2,478.71
Maint. Happy Ours	6,944.92
Maint. Hunter 26.5	1,620.46
Maint. Island Side	1,152.18
Maint. Mark-3	3,297.40
Maint. Osprey	3,256.75
Maint. Other	4,666.63
Maint. Seaweed	5,315.68
Maint. Seawing	3,534.53
Maint. Zephyr	3,258.16
Total Maintenance	58,218.26

If the cost of incidents of major damage, \$14258, is taken out of the maintenance then the number becomes much more reasonable. We all need to be very careful with our fleet.

The next highest operating expenses after maintenance are slip fees,

insurance, Angelsea lease, bottom cleaning, bond refunds, and administration. I think that you will see that in the next several months Fairwind will be exploring a number of initiatives to reduce the operating costs. For example, the CIH slip fees will be offset (~\$12000 per year) by subleasing of a portion of the Seabridge slips.

With the capital purchases of Osprey and the Capri 22, Fairwind has exhausted the floating fund and a significant portion of the excess operating fund that had built up over the past several years. We will now need to start to rebuild these funds for a couple of years before we consider any further major acquisitions.

SAILBOAT: TIPS FOR FIRST TIMERS

Margaret Pommert, Fairwind Instructor

Perhaps you are a gourmet chef at home, invited for the first time to sail on an overnight trip to Catalina. Or perhaps (like me) your hobbies include sailing, but not cooking, yet you want to take friends out for a dinner cruise that includes more than chips-and-dip. Here's a quick overview of the basics you need to know, regardless of the level of your culinary aspirations!

Is cooking on a sailboat really that different from home? Of course, the basics are the same. We try to keep perishable food cold to keep it from spoiling until we cook it over some heat source and serve it to an appreciative audience, then address the dirty dishes. But here are some differences, and implications for cooking on a sailboat:

A first installment this month—more next month.

<i>Differences from a home kitchen</i>	<i>Implication for cooking on a sailboat</i>
<p>Stoves/ovens:</p> <ul style="list-style-type: none"> • Some Fairwind boats have a stovetop and oven. Others, like Island Side, have a 2 burner stove but no oven. • Stoves may be ‘gimbaled’ which lets them stay fairly level even when the boat heels underneath them. • While some boats may have microwaves, they are generally used only with shorepower at the dock, not underway. 	<ul style="list-style-type: none"> • If you are on an unfamiliar boat, be sure you know what is available to cook on <i>before</i> you start menu planning and provisioning. • A gimbaled stove should be in the gimbaled position when cooking while underway, locked in position when in a smooth anchorage or at the dock. Move a small lever to switch.
<p>Refrigerators/Ice boxes/Dry boxes:</p> <ul style="list-style-type: none"> • Some boats have refrigerators that run off of AC shore power at the dock, and DC battery underway. But practically speaking, many skippers don’t like draining the batteries this way, and the associated need to run the engine for an hour or two to recharge them. • Some boats may only have what is literally an ‘ice box’ cooled with ice, or portable cooler. • Obviously, if you open the ice box door a lot, it will warm up faster. 	<ul style="list-style-type: none"> • Know what refrigeration the boat has ahead of time, and the skipper’s plans. • Don’t count on ice to keep food frozen: your ice cream <u>will</u> melt and make a mess! (The exception is ‘dry ice’ which has its own issues). • Melted ice turns unwaxed cardboard containers and paper labels into soggy messes; don’t put them in the ice box. • The good news: if you make sure the ice box/refrig and <i>everything</i> you are going to put in is very cold/frozen <i>before</i> you put them in, they stay cold for days. • Try to remove everything you need for a meal at one time to use door less. A small cooler in the cockpit for drinks helps, and minimizes need to ‘go below’
<p>Cooking fuel:</p> <ul style="list-style-type: none"> • Propane gas is the most common fuel on boats, because it is cheap and efficient. But it must be used with care because it is heavier than air and very combustible. • Alcohol, found on Collective Effort, is also a common fuel. It produces a fairly cool flame. Keep a pot of water available to douse an accident alcohol fire. • Propane tanks are stored in special lockers, usually near the stern of the cockpit. Additionally, there is an electric ‘solenoid’ switch which controls the flow of propane from the tank to the stove. This switch should be near the stove, often on the electrical panel. • Some propane stoves have a built-in sparker to start them, but many need to be light with a BBQ type lighter or matches. • Propane stoves seem to ‘go out’ often when you are using them. • They may have a thermocouple in them which turns off the propane when the flame goes out and the burner cools off. • Propane ovens often have to be lit from underneath. 	<ul style="list-style-type: none"> • Again, know what you are working with, and make sure you have a way to light it. • If propane, turn the solenoid ‘on’ only when you are using the stove. You may need to press and hold in the knob on a propane stove for a while as you light it, until the thermocouple warms up enough to not turn the gas off when you release it. • Ignite the match or lighter before turning on a burner. • If something seems to be taking a long time to cook, doublecheck the burner/oven flame hasn’t gone out • When you are done cooking, turn the solenoid ‘off’ before you turn the burner off, to eliminate any propane in the line that might leak into the boat and create a fire hazard. • If you are used to electric, rather than flame burners, remember to avoid loose sleeves or clothing around them. • If you can’t light a stove, doublecheck that the tank is open and solenoid on. • The propane tank should be turned off when you are done cooking for the day, or • Whenever you leave the boat. • Lighting a propane oven from underneath can make you feel like you are trying to stand on your head; best if you are flexible and not prone to seasickness!
<p>Fire/burn danger:</p> <ul style="list-style-type: none"> • Fire on a boat is even more dangerous than at home; escape is limited, there is no fire dept, and it can cause the boat to sink. • A boat’s movements underway can send hot pots and their contents flying, risking burns. 	<ul style="list-style-type: none"> • Make sure that you know where the fire extinguishers are on board, and how to use them. Understand and follow safety requirements for whatever fuel you use. • If you have a fire in a propane stove, turn off the solenoid first. • If you intend to cook while the boat is moving, consider wearing shoes/boots and foul weather bibs to protect you from scalding. • Always keep a close eye on children around a hot stove. But a gimbaled stove is even easier for a child to pull down towards themselves and spill something hot, or set something on fire.