



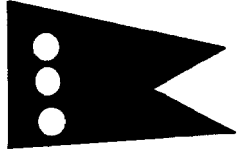
FAIRWIND YACHT CLUB

NEWSLETTER

January 2009

Editor: Robert Baron

Vol. 37 No. 1



COMMODORE'S LOG

Ken Murray

"A pessimist complains about the wind. An optimist expects the wind to change. A leader adjusts the sails."

There is a discussion going on about what kind of a club we expect to be in 5–10 years. There are serious ramifications as to what we need to do, to become what we want. For example, if we want to become a significantly larger club, especially in MDR, we will have to buy additional boats, meaning that we will not be able to replace boats, that our fleet will continue to age, and we will spend an increasing percentage of our money on repairs and full price slips. The submitted budget for maintenance and repairs for 2008 exceeds \$100,000. In the next few months, we will be soliciting your opinions as to what directions we will take, on this, and on other important aspects of our club. This is where all of the members get to demonstrate leadership, because this club belongs to ALL of us, and every opinion counts.

It makes me cry to think about the ways that we've wasted thousands upon thousands of dollars over the time I've been in the club, and I'm hoping we bring some serious fiscal discipline to the club's decisions this year. We are in somewhat scary times, nationally, and we need to be conservative in our approach to our business (don't worry, I voted for O'Bama <after all, a fine Irish name! >)

I've written several times about the seriousness of our financial situation, however some have taken that to mean that we are in trouble. We are not. We are very sound, but we need to be careful. For example, we had a significant drain of cash in Channel Islands. But a

FYC MEETING JAN. 20TH

New Location: Pacific Mariners Yacht Club
13915 Panay Way
Marina del Rey, California 90292

Parking: advise that you NOT park in the PMYC parking lot, which is limited. Better to park in our usual parking places for our docks, and walk over, or in the "Ship's Store" parking lot, and walk over. The facility is located on the other side of the street from The Chart House Restaurant.

Board Meeting: 6:30pm
General Meeting: 8pm

All members are invited to attend

major push was created in the last year to reverse that, and it is now a positive cash flow. It simply took time, planning, and effort.

We will continue to aggressively evaluate all of the operations and functions of the club. There has been "creeping" in the direction of acting more like a chartering organization. Many people, and I am one of them, believe that this is ruinous, and will lead to our demise. This will require some re-evaluation of our policies and procedures, and that is being done. I will try to continue to publish information on things on our Discussion Forums, and I'm planning to set up a special spot on our website for our membership, accounting, and other reports, so they can be posted monthly.

It appears that we will be able to significantly cut back on meeting time, which should be a great relief to all.

This is because of the excellent collaborative effort being made by your management team. All are working hard, and participating in the decisions that must be made. I'm very optimistic about the year ahead, but anticipate that we'll need to trim the sails often, to get to where we want to go!

COMMODORE'S QUIZ

Ken Murray

I've recently been reading a series of books on the history of sailing, and particularly relating to the US Navy. It is an amazing story, with many twists that one might not anticipate. Starting this month, I'll be posting a question about a particular person, boat, or battle, which was remarkable in its importance. I'll also post it in the Discussion Forums, and folks can post their best guess about the answer. About a week following the newsletter coming out, I'll post an answer, with some additional expansive information on the topic and links. I will do my best not to make them easily discoverable with Google.

January Quiz:

Russian Kontradmiraal (Rear Admiral) Pavel Ivanovich is remarkable in the history of the US Navy. At the special burial ceremony, when he was brought from his grave in France, part of the speech given by President Teddy Roosevelt said: "When the body was thus brought over, the representatives of many different cities wrote to me, each asking that it should find its last resting place in his city. But I feel that the place of all others in which the memory of the dead hero will most surely be a living force is here in Annapolis, where year by year we turn out the midshipmen who are to officer in the future the Navy, among whose founders the dead man stands first. Moreover, the future naval officers, who live within these walls, will find in the career of the man whose life we this day celebrate, not merely a subject for admiration and respect, but an object lesson to be taken into their innermost hearts. Every officer in our Navy should know by heart the deeds of _____. Every officer in our Navy should feel in each fiber of his being an eager desire to emulate the energy, the professional capacity, the indomitable determination and dauntless scorn of death which marked _____ above all his fellows.

What was this person's birth name, what is he most famous for, and where specifically is he buried?

TAKING CARE OF BOATS/ CHECKLISTS

Ken Murray

At our most recent Board meeting, there was a lengthy and considerable discussion about the abuse our boats are encountering from our membership use. If you recall the letter I'd reproduced in the last newsletter, the abuse takes the form of not following the boat log, and generally leaving the boats in unacceptable shape. The Board, and the members present at the meeting, feel that this is an unacceptable situation. It is incredibly depressing for the Boat Chiefs to feel that they are working as "maids" to clean up after the users! We will be working on a process that will result in consequences for leaving the boat in poor condition, or not taking care of the items listed on the Boat Log appropriately, and we will be rolling that out shortly. These likely will take the form of fines or suspensions, or both, with repetitive behavior meriting increasing consequences.

In the meantime, let me point out some clear problem points. 1. The Boat Log should be taken very seriously as a checkout and check-in document. Our friends in the flying industry have it right: 100% is the minimum acceptable. If you check something as done, it should only be because you actually did it, or you actually checked it. 2. The skipper is responsible for everything being done. There are several problem scenarios. One is, taking a group out sailing, and upon returning, the folks want to help out. They do a variety of things, but they don't actually know where things belong, so they attach them "wherever". They don't know how to properly apply the sailcover, so they incorrectly close it, etc. Another is a skipper getting back, but being late to go somewhere. They sign the paper, but allow their crew (who may be fine sailors) to put the boat away partially or completely, but they don't do it right. 3. This commonly happens in training scenarios, where the students, who need to be learning the boat, anyway, volunteer at the end of the sail to be responsible to put things away. OFTEN, things are not done properly!

We have to control these scenarios. We must come back to the docks in plenty of time to properly clean up and stow the boat. We need to make sure, PERSONALLY, that everything has been done, and has been done properly. If you find something amiss when you board the boat, DOCUMENT IT. If you do not, and the next person does, then YOU are going to be held responsible for what is found!

An example of what is being found: I was out last weekend on Osprey, with Howard Staniloff, previously Rear Commodore and Safety Officer. Howard, a Cardiologist by profession, truly micromanages the pre-sailing prep. For a simple daysail, I doubt that I've ever bothered to check the propane tank, as I'll never use it, although it is on the checklist, and I'm sure most others do the same. Nevermore, as you'll now read! Well, Howard checks. And what he found was that the propane was turned on! Although it was turned off at the stove and solenoid, such systems can have small leaks. We have no way of knowing how long the valve has been open. Weeks? Propane is a gas that is heavier than air, so it sinks. Any that leaks will go into the bilge, which connects with the engine. A small leak could very well make itself first known by an explosion! UNACCEPTABLE. (Especially if it is me on the boat!)

Until the new policy comes out, everyone has the opportunity to develop new habits, and take very seriously that you are putting your signature on a paper that assures that you have checked everything that you have checked off. For now, if you don't do it, you'll only get yelled at. Sadly, very soon, there will be further consequences.

PARKING IN MDR

Ken Murray

A problem was brought up to me a few days ago, about our parking at our C-2400 dock. We have an "inside" area, which requires passing through the security gate. There are a number of spots that are permanently reserved for Fairwind. Please use these preferentially. We can, however, use any other parking spots in this secure area. You should really have a FYC license plate frame if you park in this area, as that is our parking pass. I've not heard of anyone getting towed, but you don't want to be the first! Contact our Fleet Captain, Gilbert Tseng, to get a frame, or to get the code to enter the secure area.

Outside of the secure area, we also have two reserved spots. HOWEVER, and this is IMPORTANT, we CANNOT use any of the other spaces than the ones designated for Fairwind! Recently, one of our members pulled up on a weekday, and our two spots were full, and all the other outside spots were empty. So he pulled in, he was just dropping some stuff off for 10 minutes. Within that time frame, a tow truck appeared! Fortunately, he was not towed, but words were

exchanged, and it could have been an unfortunate situation. I would suggest that there are those who look for us to make such mistakes, and delight in the prospect of messing with our members. DO NOT give them the chance! Park where you should!

OVERHEATING DIESEL ENGINES

By Ken Hoover

One way to wreck a perfectly good day of sailing is to suddenly hear the sound of the high water temperature alarm! That tells you the engine is running too hot. That's bad news for a diesel engine. A gasoline engine can take a few instances of overheating, but diesels can't. Even a single instance of overheating can result in expensive repairs and shorten the engine's life.

The first line of defense against overheating is to be absolutely rigid in filling out our boat log sheets, making sure you do not check anything off that you have not positively already done.

The biggest danger is distraction from others as you are going about the boat prep. Be Vigilant!

The second line of defense is to monitor the temperature gauge while under power. Each of the club's diesel-powered boats lists the maximum acceptable temperature in the log. It's 190 degrees for each boat, except Freedom Too, which runs at a maximum of 180, according to the logs posted on the club's website. However, the engines usually run significantly cooler than that. For example the Mark III chugs along all day at 160 degrees.

It's also necessary to cast an eye over the stern at regular intervals while under power to make sure water is flowing from the engine's cooling system. In fact, skippers should make sure of the water flow as soon as they start the engine by getting off the boat and watching from the dock while the engine warms up. There is danger in doing less. A certain amount of residual water left in the system will be expelled when the engine starts. If something is wrong with the water flow, you might not notice it without a prolonged look from the sideline.

If you do have the bad luck to be at the wheel when the alarm sounds, shut off the engine immediately and don't turn it on again until the engine has thoroughly cooled. Get a sail up quickly, especially if you're in the harbor. This will allow you to control the boat. If you

CALENDAR

Tuesday, Jan. 20, 2009	Board meeting 6:30 PM General Membership meeting 8:00 PM <i>Note NEW day and location</i>	Pacific Mariners Yacht Club 13915 Panay Way Marina del Rey, California 90292
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can safely do so, it is probably best to dock the boat before beginning a diagnostic evaluation of the problem. Otherwise, think carefully about what the boat will be doing, while you are evaluating the situation. Situational awareness is critical!

The cooling system in marine diesels operates by sucking ocean water in through an intake through hull, circulating it through a heat exchanger and pumping it out above the waterline at or near the stern. Because salt water is corrosive, it doesn't circulate through the engine in many boats. Instead, it interacts in the heat exchanger with a mixture of 50% fresh water and 50% coolant. That mixture cools the engine.

Overheating can be caused by a variety of problems, but the prime suspect is the lack of water flow through the cooling system. First, make sure the cooling water through hull is in the open position with the lever

parallel to the hose that carries the water. If that's open, next check the raw water filter to make sure it is clear. There might be an obstruction some place along the line. A plastic bag or a form of sea life could have been sucked into the intake valve, for example. Try to avoid getting anything that can get sucked into the cooling system near the stern of the boat.

There could be other reasons for overheating, such as a lack of coolant. However, never remove the cap to the coolant reservoir when the engine is warm because the coolant is hot and under pressure. The reason for the overheating could be something that requires repairs at the dock. It might be cheaper to have Sea Tow get you home than to allow the engine to overheat to the point that it requires extensive repairs, or to call one of the other members of Fairwind who can tow you with one of our other boats.

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Visit our Web site: www.Fairwind.org



California Clean Boating Network

