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Editor: Ken Hoover

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Safety Is No Accident

Commodore's Log

New Board Of Directors Sworn In

By Richard Windebank
Commodore

Our first Membership Meeting was held in Marina Del Rey on November 11, and I appreciate all those who were able to attend and participate.

After presenting recognition awards to last year's Board and thanking them for their excellent work, our new Board was installed with the Oath of Office being presented by Ken Murray. As is his custom, Ken gave a lot of thought to the words that describe the responsibilities we were taking on, and we embraced them with a commitment to perform our responsibilities diligently and to pursue the interests of the Club above any individual interests we may have.

For my Commodore's Report, I stressed that I do not have plans to change much because I think the Club is in excellent shape, thanks to the hard work of our predecessors over the last 51 years. There are always minor improvements we can make here and there, but the Club is on a solid footing and I believe is as well positioned as we have ever been.

The By Laws and Standing Rules can always benefit from some "fine tuning" and we should anticipate minor updates along similar lines to the three motions presented at this meeting. All three motions passed, with only one slight amendment to one of them.

Some of the biggest challenges we face arise from the geographical distribution of our Membership and the minor differences between one Harbor and the other.

It has been difficult to achieve a Quorum at Membership Meetings, but Scott Kelly did an excellent job in finding us the Point Dume location, and in achieving a quorum at each of our Membership meetings last year.

Jury Rig	Who To Go To	December Calendar
<i>Mark LeFevers fixes a sick diesel during cruise.</i>	<i>Email addresses members need to know.</i>	<i>Club activities for the coming months.</i>
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However, it's still not easy to get 50 odd people to a meeting, when most Members join the Club to go sailing and "meetings" are not high on their priority list. Even Board meetings can be difficult, with some Board members having to travel 30 miles or more.

But the only alternative to our current structure, would be to create separate legal entities for the two Harbors. If we were ever to do this, we would have to ensure that we maintain the ability to sail boats in both harbors and to participate in Club Cruises from both locations.

The biggest challenge facing Marina Del Rey, is the probability of losing our free slips, when they expire in March of 2021. That could add more than \$30,000 to our annual expenses in MDR, and require a meaningful increase in our dues. We must be mindful of the impact this could have on CIH, assuming dues must always remain the same for both harbors, which they probably have to, certainly under the current structure.

For the current year, we can all be confident that the Club is in excellent hands, with strong Port Captains and Harbor Committees in place and a strong spirit of cooperation from the many volunteers throughout the Club who give so generously of their time.



New directors were sworn in during Nov. 11 meeting in Marina del Rey. Former Commodore Ken Murray, far right, conducts the swearing in.

Mark LaFevers Saves The Day When Trouble Strikes

By Harry Kane
CIH Rear Commodore

Fairwinders, allow me to preface this tome with the announcement that we have a true McGuyver among our ranks, and his name is Mark LaFevers, large boat assistant rear commodore in CIH.

Our story begins when Lynn Erickson invited Mark and I to cruise to Santa Cruz Island for the Peninsula Yacht Marina Prisoners Rendezvous on her Catalina 42 Crazy Diamond. Lynn wanted to make it an extended cruise since she had a few days free that she may not have again for a while and so it was decided to stretch it out and leave Wednesday morning, planning on Coches Prietos Wednesday night, up to Forneys Thursday night and then sail around the west end, past Painted Cave and down to prisoners on Friday for the rendezvous Saturday.

The sail started with a light breeze, which began to pick up after a short time, although it was a bit more southerly than usual. Therefore, we decided to go past Arch Rock, behind Anacapa, and then tack up to Coches. It was a pleasant sail and we anchored in the late afternoon.

After a nice quiet evening anchored in Coches, on Thursday morning, heading out toward Forneys, Lynn noted a strange sound from below and investigation showed it to be a wildly vibrating alternator. Mark attempted to tighten the pivot bolt to calm the thing down, but if tightened too much the alternator bound up and wouldn't turn. We weren't far out from Coches yet, and although very light, there was enough breeze to sail slowly and let Mark tinker with the engine. He was able to get the alternator to calm down a wee bit, but by this time we decided against proceeding to Forneys since the winds were forecast to be big out there Thursday and Friday, and with everything not quite right on the engine, it seemed prudent to change plans. We therefore turned toward the east end and with a bit of breeze sailed down and around Smugglers, a nice sail. However, as we rounded San Pedro Point, we were slammed with 24+knot winds, larger gusts and big seas.

After about an hour and a half of being pounded, soaked, and not making much headway towards Prisoners, Lynn suggested we tuck into Little Scorpion, which was flat, calm and quiet and where we spent Thursday night.

In the morning, the plan was, of course, to head out to Prisoners for the PYM shindig, but when the engine was started prior to raising anchors, a visual glance showed the alternator wildly flailing again, sigh. We were now stuck in Little Scorpion since the wind was fairly light but put us on a lee shore and with the bow anchor tucked up toward the two large rocks, it would have been very dicey to sail off anchor. We either had to get power going, or call for help so Mark once again dove into the engine room and started working and thinking. First, he attempted to tighten the belt adjuster arm, but just putting a wrench on the bolt caused it to break off in his hand! Argh!

For the next three hours, Mark attacked the problem. First, he removed the alternator from the engine, (wouldn't you?) and we could see that the hole for the pivot bolt in the cast boss on the engine was elongated severely and this caused the bolt to allow the alternator to wobble even when tightened.

Mark then dug into his tool bags, which, by the way bear an uncanny resemblance to Santa's magic sack in which he always has the exact toy the child wanted, hmm. In his bag of tricks, Mark had some JB Weld epoxy and he surmised we could fill the elongated gaps in the casting to center the bolt and stop the wobble by filling the spaces around the bolt with epoxy and then letting it cure. He then came up with using Chapstick as a release agent to keep the epoxy from sticking to the bolt and went to work. After letting the epoxy cure for

about 45 minutes, the bolt slid out easily thanks to the Chapstick, the alternator could now be bolted back on, and we were off.

Well, not exactly. We still had that broken bolt in the adjuster strap without which we can't tighten the belt and therefore cannot run the engine.

On these diesels, this belt not only drives the alternator, but also drives the fresh water (coolant) pump like the one in your car, so without the alternator in place you can't tension the belt, and without belt tension the coolant pump won't turn. So while we could do without the alternator's electrical contribution, as the engine would still run without charging the batteries, and the small current needed to power the lift pump could be supplied by the boats batteries for a week without discharging them much, we still needed to turn that dratted coolant pump or the engine will overheat quickly.

Once again into his magic tool bag goes our valiant McGuyver and what does he come up with? Duct tape, bailing wire and a crescent wrench! Yeah, that'll do it for sure.

It turns out by some inconceivably remote chance that particular crescent wrench had the exact span between it's jaw and the hole in the end of its handle as the distance between the boss in which our broken off bolt resides and the tensioning hole in the alternator with the belt at proper tension! Check it out.

To finish things up, our McGuyver used the red duct tape to immobilize the knurled knob so the wrench wouldn't loosen through vibration, and the bailing wire to secure it to the base of the temperature sensor to prevent it from coming off the front of the boss and there you have it, the perfect jury rig. And he didn't even use his Swiss army knife.

Our voyage continued out to Prisoners and we enjoyed a great party at the PYM rendezvous. On Sunday, we had no wind and so motored all the way back in 4 hours and 15 minutes with no further problems. While permanent fixes for the crescent wrench and epoxy are forthcoming, these have secured the alternator so well; Mark may have lost his crescent wrench.

This cruise could have been a bust, we could have just ended up calling Vessel Assist and gotten towed home and missed the party. Due to Mark's wonderful mechanical skills, magic tool bags and unflappable tenacity he was able to repair the engine to the point of running better than when we left the harbor on Wednesday morning, with duct tape and bailing wire no less.

While Crazy Diamond isn't a Fairwind boat, it's very similar to all our cruising diesel boats, and as everyone who sails knows, stuff can fail on these complicated vessels and can ruin a cruise. Having spares of every part, every bolt, nut and tool you could possibly need is impossible, so being resourceful like this can sometime save the day, but very seldom quite this miraculously! Thanks Mark.

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:3107322043)

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: webteam@fairwind.org

Fairwind on Facebook: www.facebook.com/Fairwindyc

December 2017

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2 MDR Workday
3	4	5 MDR Workday	6	7	8	9 MDR Boat Parade
10	11	12 MDR Workday	13 Chanukah (first day)	14	15	16
17	18	19 MDR Workday	20 Last Day of Chanukah	21	22	23
24 Christm as Eve	25 Christma s Day	26 MDR Workday	27	28	29	30
31 New Year's Eve					Notes	