

Port Tacks

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

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Corrections

If you notice any newsletter or web site errors, please contact the editor. Your feedback is appreciated!

editor@FLYC.US

Good Advice

In the latest issue of *Loft Lines* from Haarstick Sailmakers, Kris Werner provided some excellent advice:

I never lose. I win or I learn.

Kris goes on to explain this very well:

"It really hit home with me and I think it makes a lot of sense. The truth really is you should be learning in victory too. In competitive sailboat racing, the margin between winning and finishing near the top is typically very, very, small. Never let the victory get you too complacent, nor should you walk away depressed after a lesser result."

The same applies not just to racing, but to all aspects of sailing or any skill-based activity. Kris continues:

"I know for me personally it took a while to get to this level of maturity, where I could take a poor result and walk away with a lesson or lessons learned rather than wasting energy being upset or angry. Try to make it all about learning and improving; eventually a win will come your way!"

Couldn't have said it better myself. Thanks, Kris!

- Editor

Vice-Commodore's Comments

By Barry Lewis, S/V Kestrel



DON'T PANIC!

This is the best advice I can give another boater, whether sailor or motor-boater...DON'T PANIC!

I had an incident a while ago this summer where *Kestrel* would not shift into forward gear. Rebecca, Rolf, and I had been out sailing that day. We were already in the marina and near our slip

when the problem began: I could not get the boat to go into forward. While trying to quickly figure out the problem, we started drifting closer to other boats and I forgot my own advice. I panicked.

I panicked, and in my panic I forgot what I was trying to do. I forgot that we were trying to dock the boat at the slip very near us. Instead, I drove the boat out of the marina in reverse to attempt to fix the problem in the open water. At the time, my thought was to get away from other boats while I figured this out and fixed it. No matter what else happened, I didn't want to run into someone else's boat. I spent enough time trying to figure out the problem and fix it that many of you checked on us via VHF or sailing by our boat. Two FLYC members even came out to check on us in a dingy and eventually towed us into the marina again, still no forward gear.

If I hadn't panicked – If I had thought about what we were trying to do and where we were, I would have realized we were floating in the immediate vicinity of our slip. I would have noticed the other sailors around and yelled for some help from

the docks. I would have put out a couple extra fenders and let the boat float close enough for us to throw a line to the dock. I would have used reverse gear and backed the boat close enough to our slip to get a line to the dock and manually pulled her into the slip.

We needed to be rescued that day; not because our shifter cable bent and we didn't have forward gear, but because I PANICKED! Take my advice....DON'T PANIC!

- Barry



From the Rear Commodore

by Jim McGinnis, SV Brewster

We had a forecast of 5 to 10 knots, S to SW for most of the day and that brought out the boats for the Commodore's Cup Race on July 26th. We had a record 14 entrants and no DNF's! That was the largest number of boats in a couple seasons and bodes well for the racing aspect of the Finger Lakes Yacht Club.



Our first boats crossed our starting line just outside the marina at 11:15 AM on a beautiful Saturday morning. The course headed straight downwind for the first leg to the Salt Plant and the around the west race mark to starboard. *Midnight Star* and



Dry White sported colorful spinnakers while *Harmony* and *Obsession* kept pace going wing and wing or broad reach. Several boats later headed into the west race mark four boats wide. (*Brewster*, *Amazing Grace*, *Tomfoolery* and *Freebird*). These skippers, being on their best behavior, achieved a smooth turn and then a sprint on a beam reach to the east mark. As soon as the fleet all headed north on a port turn to Peach Orchard we had an awesome sight and resulted in some great photos. No Whitecaps in these pictures. As forecast 5 to 10 knots.



While *Midnight Star* led the race pretty much wire to wire, *Harmony* corrected to first and *Obsession* second with *Dry White* coming in third. *Obsession* had not raced in a few sea-



sons but she sure shook the dust off and made an excellent showing.

The official results are at the bottom of the lake (as you may have heard) but now are miraculously posted on the FLYC website. I really appreciate everyone's patience and understanding with the "oops" from the Race Committee.

- Jim

From the Treasurer

We are solvent.

by Dennis Kingsley, S/V Tark

- Dennis



Socially Speaking

Hello to you and August, too! It has been lots of fun getting this far and there is still so much time to enjoy the rest of summer. July really did fly by rather quickly. We started it off with the celebration of the 4th of July at our annual All-American Picnic and the Annual Commodores Dinner was a great way to wrap it up. A huge thank you goes out to Charlie for taking the time preparing, buying, and cooking all that fantastic food. Another thank you goes out to our Commodore, Dawn Dowdle, for hosting such a wonderful event.

Those events weren't the only things to celebrate though. Some of you may not know, but there was a small impromptu celebration in honor of the first "Beginning Skippers Race". Over the summer, several FLYC youth members have been learning the ropes and broadening their knowledge of sailing. On Sunday July 20, 2014, some of our experienced Skippers of the FLYC took to the water; sharing the love and excitement of racing with these young FLYC members, they raced well and had fun. Congratulations to Katie Alley, Rolf Lewis, and Maggie MacBlane. And finally, another notable mention of celebration goes out to Dennis Kingsley, who celebrated the Christening of his boat Tark on Sunday, July 27. Congratulations Dennis, "May your anchor be tight, your cork be loose, your rum be spiced, and your compass be true."

Now that August is here it doesn't mean there's nothing left to do. Remember that NASCAR at the Glen takes place August 7-11 for those of you who love NASCAR. Our Coffee Klatch will still take place every Saturday morning and (the event I have been waiting for) the "Old Salt's Sea-Fest Dinner" takes place on August 16th.

I'll be there and I look forward to seeing you.

Stay up to date with FLYC at several locations where you can check on events.

Website	www.FLYC.us
Facebook	www.facebook.com/fingerlakesyachtclub
Twitter	@FLYachtCLub

If you do not use these social media outlets please check the bulletin board at the Marina Bar and Grill for notices and signup sheets, or stop by and see me at slip #339.

Happy sailing to you! Rebecca

- Rebecca

About FLYC Racing

All times indicate the beginning of the skippers' meeting prior to the race. This meeting is mandatory for anyone wishing to compete. Each boat must have at least one representative at this meeting.

Early Bird Race

Also known as the "Rig Tuner's Regatta," this race is held in the pre-season to allow skippers to blow the cobwebs out of their boats and crew and tune up for the coming season.

FLYC Summer Series

This is a series of eight races held on weekends in June through September and is used to determine the club champion each year. Scoring is done per USSA PHRF handicapping with some slight modifications to allow for "golf-style" adjustments to keep things competitive.

FLYC Commodore's Cup

The club's signature event held in late July or early August. It consists of a one-way race of approximately 14 nautical miles from Watkins Glen to Lodi State Marine Park. A beach party usually follows.

Grape Harvest Race

A way to enjoy the fall foliage and get one last race in before the long winter.

Handicapping & Scoring

Handicaps are assigned using the PHRF system with some local adjustments. Scoring is done using the time-on-distance calculations.

Additional Information

For additional information on the FLYC racing program and for the most current schedule and scoring results, please refer to the club web site and click on the "Racing" link.

Other FLYC Fleet Events

Not into racing? Join the FLYC fleet for some cruises to various points on the lake! Contact either the Cruise Director, Vice-Commodore, or the club web site for additional details.



2014 FLYC Commodores Dinner



Rebecca Lewis 2014

Boat Picture Day



Thank you Tim and Kathy for taking me along!

Rebecca Lewis 2014



Boat Picture Day



Rebecca Lewis 2014



Congratulations Dennis

*"May your anchor be tight,
your cork be loose,
your rum be spiced,
and your compass be true."*



Rebecca Lewis 2014



First
Beginning Skippers
Post Race Social



The end of a great day of sailing.....



Rebecca Lewis - 2014

Smith Park

A Study in Details: Repowering A Good Old Boat – Part I

by Tom Alley, SV Tomfoolery

About an hour into a trip where the wind conditions found us having to rely on the motor, our trusty Atomic Four engine that had served our vessel for 49 years started to make odd noises and lose power. After a few minutes, it became apparent that there was a serious problem developing, so we shut the engine down. Fortunately, we were heading home with some friends who towed us the few remaining miles to port.

After engaging some more friends who are well-versed with the vagaries of internal combustion engines, we arrived at the unwelcome conclusion that #3 cylinder was having issues with either a connecting rod or a connecting pin. At this point any more specificity would not have mattered, as the treatment for either is the same: Remove, rebuild, and replace. So now what?



Identifying Options

What's a sailor to do? Do we fix the Atomic Four or do we look into replacing it? Well, without first identifying the options and what each one entails, it will be impossible to make a rational decision.

Option 0: Do Nothing

There is always the option of “doing nothing.” In this case it would be following the advice of many “experts” that will tell you there is absolutely no economic justification for replacing a motor or repowering a sailboat. Financially speaking, they are sound arguments. While a diesel will increase the value of a boat, it will only add pennies for every Dollar that is spent, if anything.

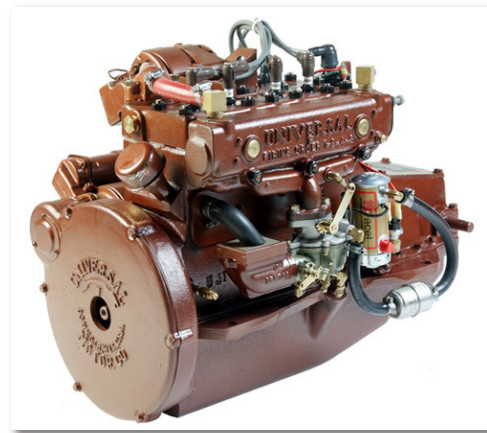
A brief search on the Internet confirmed that it was cheaper to buy another boat with a similar engine (about \$3500) than it would be to address the issue more surgically. Even if an engine transplant is done, the question remains: What to do with the non-powered boat when finished? Even giving it away could be nearly impossible.

What this argument fails to take into account is emotional capital. The fact is that I like my boat. A lot. OK, I love my boat. I have sufficient emotional investment in this vessel that the odds are extremely remote that I will voluntarily trade or sell her.

Looking at the situation more objectively, this means that I intend to keep *Tomfoolery* for more than five years. This takes the expense of any remediation and dilutes it over a number of years. Financially, one could look at the expense to have the characteristics of the purchase of, say, a time share, where the up front expense pays for future enjoyment.

Option 1: Rebuild the Existing Motor

The most straightforward way to fix the engine would be to remove it from the boat, take it to a shop, and then overhaul it and replace any parts that looked to be broken or past their service life. There is



lots of information available for the Atomic Four on the web and even more is available from Moyer Marine in Delaware (<http://www.moyermarine.com>). Since I was past the point of being a casual shopper, I started looking into what it would take to rebuild the engine myself.

Rebuild kits start around \$4200¹, but this assumes that you can re-use many of the existing parts of the engine being serviced. In my case, I wasn't so sure that this was a valid assumption, and I already knew that there were several “optional” components that had corroded to the point that they would need to be replaced. What made me most uncomfortable was that I would not know with any degree of certainty which parts would need to be replaced or refurbished prior to taking the engine apart and checking each one out. This could introduce all sorts of delays in the rebuilding process. Since we were at the beginning of the sailing season, the prospect of not having a motor at all for much of it was less than appealing.

Option 2: Swap for a Rebuilt Motor

A second option was to take advantage of Moyer's trade-in program where one's motor is swapped out with one that has been rebuilt by Moyer Marine. The “new” motor would come with some enhancements and would be guaranteed to run. While this option was certainly the most convenient and easiest to implement, the cost was relatively high (about \$5000² after rebates for return of the non-running engine). In the end, I would still have a “vintage” motor and all of the issues that come with it.

Option 3: Replace with a New Diesel

For years I've pined after a diesel. Is it time? I had looked into this option about 10 years ago and found the cost of new diesels to be far in excess of what I could justify to replace a working engine. Now, however, there was some added justification since some major engine work was no longer optional.

I logged onto the Internet to see what diesel motors would qualify as replacements for an Atomic Four. The two most

A Study in Details (con'd)

popular that were mentioned: Phazor and Beta Marine. Both are based on a Kubota tractor motor and are advertised as drop-in replacements for the Atomic Four. A dealer for Beta Marine engines was located within a reasonable distance, so I contacted him for a quote. An hour later I had a quote for \$8100³ for the 25 HP model. Mind you, this was just the engine. Some subsequent research suggested additional costs of \$1500 to \$2000 to convert and adapt the fuel, cooling and exhaust systems in the boat to be compatible with the new engine, making the total cost closer to \$10,000.



Putting this into perspective, the cost of a new diesel motor would represent an investment of nearly half the market value of my Alberg 35. While a diesel does boost the market value of a boat a bit, one would be extremely lucky to recoup 20¢ on the Dollar.

While chatting with the shop owner about the new diesel, I asked him if he was aware of any used Atomic Four's or used diesels that might fit my boat. "Actually," he said, "I do know of one!"

Option 4: Replace with a Used Diesel

While chatting with the shop owner about the new diesel, I asked him if he was aware of any used Atomic Four's or used diesels that might fit my boat. "Actually," he said, "I do know of one!"



Turns out he had a diesel with low hours that had been used as a trade-in on a recent transaction that would fit the Atomic Four engine bed with relatively minor modifications. Asking price was just under \$4,000⁴. With the peripheral conversions that would be needed, the total was looking to be around \$6,000. At this point, the conversation started to get interesting.

Comparing and Ranking the Options

With the options identified, a decision was now required. This involved looking at the problem from several different viewpoints. Table 1 shows a high-level comparison of the various options. Let's talk through this a bit and see if an option presents itself as a favorite.

The Pros and Cons

"Option Zero" is essentially a non-starter, at least for me, so it didn't even make it into the table. The thought of abandoning my vessel in favor of one with a running motor also brings with it the thoughts of giving up all of the upgrades, modifications and personalizations I've made over the past 18 years I've owned my boat. Even if I were to buy another boat and simply transplant the engines, I would have a motor of unknown vintage with its own problems (along with the probability that this situation will repeat itself in a few years) and I would be passing along all of my headaches to someone else. Sorry, not my style.

Rebuilding the existing motor is the most cost-effective option considered above. However, I've never rebuilt an engine myself before and it is likely that I wouldn't have all of the tools necessary to complete the task properly, which would have an impact on the cost. There is also the high likelihood that additional parts would be needed as additional wear and tear is discovered during the overhaul. Engine rebuilding is also time consuming, meaning that my boat would be unpowered for an extended period, 6-8 weeks, if not even longer. If the calendar said "October" on it, this would not be much of an issue, but since it was early June...

Table 1: Comparison of Options

	Rebuild Existing Atomic 4	Swap for a Re-built Atomic 4	Replace with New Diesel	Replace with Used Diesel
Total Estimated Cost	\$4,500	\$5,000	\$10,000	\$6,000
Relative Time to Implement	Long	Short	Moderate	Moderate
Relative Effort to Implement	High	Low	Moderate	Moderate
Fuel Type	Gasoline	Gasoline	Diesel	Diesel
Spare Parts Availability	Low	Low	Very High	High
Spare Parts Cost	High	High	Low	Moderate
Relative Risk	Highest	Moderately Low	Lowest	Moderate

A Study in Details (con'd)

For just a few hundred Dollars more (and that assumes we don't need too many extra parts in the prior option), swapping the engine for one that has been professionally rebuilt is really attractive. All I need to do is send someone a wheelbarrow full of money, wait for an engine to show up, swap it for the one in my boat and then ship back the old motor. I have what is essentially a new engine that is guaranteed to fit into the existing mechanical space and will require no modifications to other boat systems. On the down side, I still have to deal with issues that are part and parcel of the Atomic Four. It's a motor that hasn't been manufactured in almost 35 years and there are very few places to get parts. Where parts are available, they are priced the way single-sourced, low-volume goods are priced (i.e., high). Then there is the issue of gasoline with its known risks and hazards. On the intangible side, is my long-standing wish for a diesel engine.

A new diesel motor would definitely be classed as the best, "cost-is-no-object" option. It addresses all of the shortcomings of the gasoline-fueled Atomic Four while providing the ability to purchase a motor with a "drop in replacement" footprint. While there would be a fair amount of effort involved to convert other parts of the boat to accommodate the change in fuel, these upgrades would add value to the vessel and the motor would come with a 5-year warranty. In addition, cruising range of the boat could be almost doubled due to the increased fuel efficiency inherent to diesels compared to vintage (low compression) gasoline motors. The down side is the fact that this would take not one, but at least two wheelbarrow loads of money to implement and the increase in value of the boat would be nowhere near enough to offset the investment required.

If a used motor with the appropriate footprint could be found, this would have a very positive impact on the diesel option.

Fortunately, such an option exists. A Westerbeke 30B Three motor that had replaced an Atomic Four in a Tartan 34 just happened to be available. While the engine bed may need some minor modifications, no major structural surgery would be required. With slightly over 400 hours, this motor was basically just broken in and sported an asking price of less than half that of a new diesel. In the end, the difference between a rebuilt Atomic Four and a "gently used" diesel motor should be around \$1,000. Looking at the various options this way, who wouldn't go for a diesel motor for \$1,000?

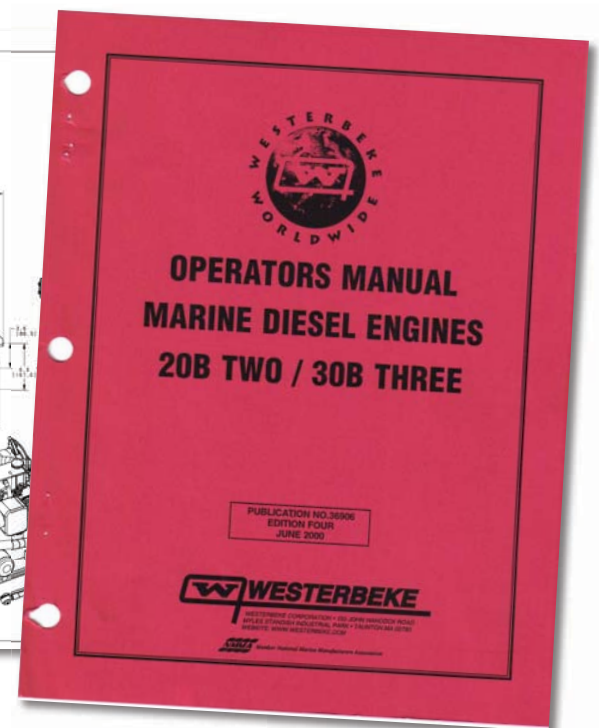
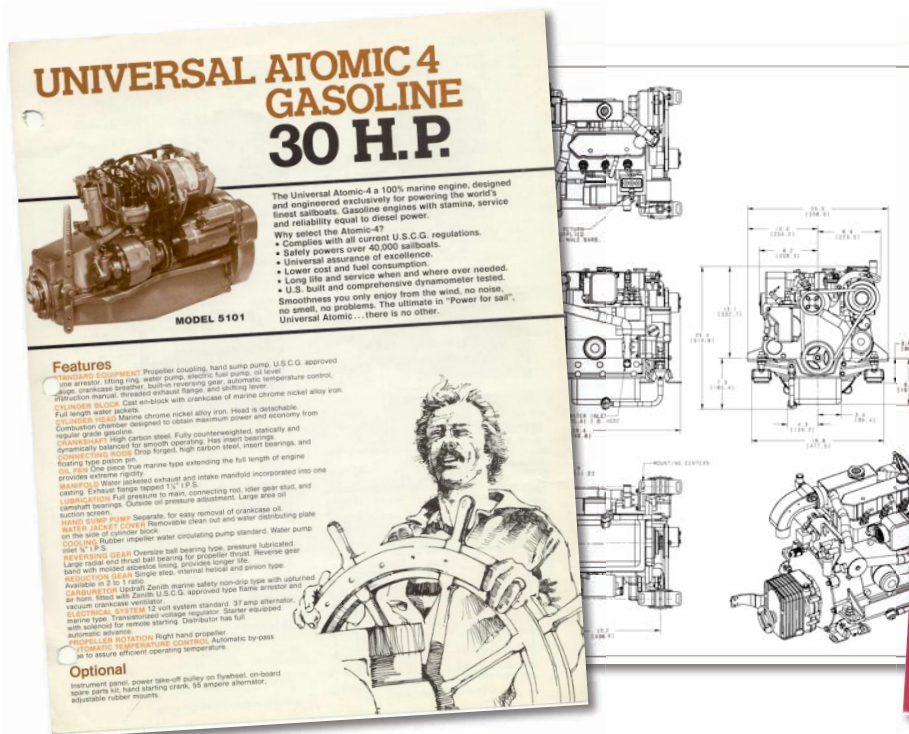
Sounds like I've talked myself into a solution. Tune in for the next installment to see how the "installments" are going!

- Tom

References

- 1 Moyer Marine web site, <http://www.moyermarine.com/rebuild.htm>
- 2 Moyer Marine
- 3 Joe DeMers, owner, Sound Diesel Marine, Inc.
- 4 Sound Diesel Marine, Inc.

Subsequent installments of this article will cover the various phases of repowering and will touch on the various issues and challenges posed. Stay tuned!



FLYC 2014 Event Calendar

by FLYC Board of Directors

FLYC Events & Activities Calendar for 2014

Coffee Klatch every Saturday morning at 8:00 a.m.

April 15th - Boats go in the water!

May

Saturday, May 17th –

- **Pizza Tailgate Party at 1:00p.m.**
- **Nautical Flea Market and Swap Shop**

Saturday, May 24th – **Memorial Day Weekend Picnic** –
Bring a dish to pass 6:00 p.m. Social Time, 6:30 p.m. Dinner

Friday, May 30th - **Christening of Boats & Summer Birth-
day Celebration.** Cake provided - 7:00 p.m.

June

Friday, June 13th - **Waterfront Festival and Lighting of the
fleet.** Prizes to be awarded for best decoration and most origi-
nal.

Saturday, June 14th – **Cardboard Boat Regatta at 12:00 p.m.**

Sunday, June 15th – **Father's Day Brunch at 11a.m.**

July

Friday, July 4th – **ALL AMERICAN PICNIC – Burgers,
Hot dogs, and Rolls Supplied. Bring a dish to pass** –Social
time 6:30; Dinner 7:00

Saturday, July 6th – **Boat Picture Day.** Noon.

Saturday, July 26th – **Commodore's Cup Race - TBD by
Commodore**

August

August 1st-3rd – **Watkins Glen Italian Festival.**

August 7th-10th - **NASCAR at the Glen.**

Saturday, August 16th – **Old Salt's Sea-Fest Dinner** – Crab
Boil Dinner Bring a dish to pass - 6:00 p.m. Social Time; 6:30
Dinner

Saturday, August 30th – **Farewell to Summer - Labor Day
Weekend** – Bring a dish to pass – 6:00p.m. Social Time: 6:30
Dinner

September

Friday, September 5th – **Watkins Glen Vintage Race week-
end**

Saturday, September 6th – **Homemade Soup/Chili Cook-off
and Chocolate Dessert Contest** – Start time 5:00 p.m.

Saturday, September 20th – **Progressive Dinner TBD**

October

Saturday, October 4th - **Grape Harvest Race and Social** -
Grape themed menu

November

Saturday, November 1st, **Annual Meeting and Banquet**

FLYC Race Calendar for 2014

*Times listed are for the pre-race Skippers' Meeting. Each
competing boat must send a representative to this meeting to
register for the race and receive race instructions. After each
Saturday race there will be a post-race social mixer at 17:00.
Scores will be announced at these gatherings. BYOB/snack.*

May

Sa-31st 13:00 Early Bird/Rig Tuning Race.
Handicaps published.

June

Sa-7th 13:00 Summer Series Race #1

Sa-21st 13:00 Summer Series Race #2

Sa-28th 13:00 Tentative – Seneca Yacht Club Invitational at
Watkins Glen

July

Sa-12th 13:00 Summer Series Race #3

Sa-19th 13:00 Summer Series Race #4

Su-20th 13:00 Beginning Skippers' Race

Sa-26th 10:00 Commodore's Cup Race to Lodi
Mid-Summer race with Seneca Yacht Club at Lodi

August

Sa-2nd Watkins Glen Italian Festival

Sa-9th 13:00 Summer Series Race #5

Sa-23rd 13:00 Summer Series Race #6

September

Sa-6th 13:00 Summer Series Race #7

Sa-13th 10:00 Seneca Yacht Club Barge Race in Geneva, NY

Sa-20th 13:00 Summer Series Race #8

October

Sa-4th 11:00 Grape Harvest Race

*Summer Series standings will be determined by the best 6 of 8
race scores for each competitor.*

All other races are scored as stand-alone events.

Finger Lakes Yacht Club

Membership Application

Membership renewals are due by May 1st each year. Send this completed application with your \$40 check to:

Finger Lakes Yacht Club, Inc.
c/o Marcia Taylor, Secretary
32 Robie St.
Bath, NY 14810

Are you also a member of the U.S. Power Squadron? If so, please check this box.

Application: New member Renewal

Important: Please be sure to include the names of all of your "dependent" family members. This will ensure that membership privileges are awarded properly.

Name(s): _____

Please indicate which areas interest you:

- Racing
- Cruising
- Social activities
- Newsletter
- Web site
- Sailing classes
- Other _____

Address: _____

Phone: Home: (____) _____ Work (____) _____
Cell: (____) _____

E-mail: _____

Boat Name _____ Type: Sail Power

Make/Model _____ Length _____

Boat Year _____ Location/Slip# _____

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc. and to comply with its rules and regulations.

Signature(s) _____ Date _____