

December 2014  
Volume 10, Issue 5

# 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

## Changing Seasons

We're back in the season of changes again. Our schedules and routines are changing from boating to non-boating modes. Instead of scraping bottom paint, we're scraping windshields and sidewalks. Our clubs change over from recognizing accomplishments of the prior season to electing leadership for the season to come. It is indeed a season of change.

In this issue we welcome a new Commodore, Vice-Commodore, Secretary and a couple of new Directors. We also welcome back all of the Officers, Directors and Committee Chairs that are returning for another year of service to our club.

In just a few weeks, our club leadership will gather to begin making plans for the 2015 boating season. If you have an idea

or a suggestion for a club activity, please let one (or all) of them know. By the same token, if you have a favorite activity that you want to see maintained, let members of the Board and their chairs know about it.

It's always difficult to guess at what people like and what people want. Please don't be bashful – let them know! The Board is always seeking input and is grateful to receive it.

Stay warm! See you in the spring, if not before!

- Editor

## Commodore's Comments

By Barry Lewis, SV Kestrel



What an incredible season we have had this year.... Whether you are a racer, cruiser, or a social butterfly, 2014 was a good year to be a member of the Finger Lakes Yacht Club. 2015 will be another great year. We will enjoy another wonderful year of racing. Several members are already discussing another cruise to the Great Lakes. We will also enjoy the camaraderie and stories that accompa-

ny our many social events.... Who knows, you might even hear a story that's mostly true.

We should also see the first round of mooring balls installed in 2015. I will be working with Mike Crouse to push this process forward and get the first group installed as early as possible. With all the balls being individually owned, we have a list of interested parties already to support a good sized initial group. We will keep everyone updated as progress is made.

My heartfelt thanks go out to all of you who have stepped up to give FLYC direction and support over the years. Most of our members have been club officers, directors, or volunteers over the years - We would not be the club we are today without all that you have done. Thank you.

- Barry



## From the Vice Commodore

by Steve Howard, SV Horseplay



As the incoming Vice Commodore I would like to expand upon any earlier introduction to the membership.

My wife, Nancy, and I joined the club after purchasing our O'Day 23, *Horseplay*, mid-season 2010. The sloop's name comes from the reality that while we have upwards of 13 horses (at the instant of this writing, more to come?) those horse-horses are for Nancy's play. My horseplay needed to be on the water.

While not my first sailboat, *Horseplay* is the first you can sail in, rather than on. There is a Force 5 dinghy on a trailer at home as well as two kayaks and a canoe for additional water-sports. I have day-sailed on the New England coast, cruised with friends from Western Long Island Sound to Portland, ME and done what I named the NASCAR (North Atlantic Sailing Cruise And Retreat) of Long Island (one complete lap around, just keep turning left).

I have worked in the marine field at many levels for the past

30 years. Not counting scraping wood and steel commercial fishing boat bottoms of their accumulated growth (and absorbing enough red lead to either kill me in the next few minutes or keep me alive forever), I have been a boat salesman, general manager of a boat dealership, manager of one of the (if not the) largest marine stores in New England, salesman for several marine distributors and now manufacturers' rep covering NY, PA, New England and Eastern Canada. What I have always told my customers (and it holds true for the members of the club), if I don't know the answer I have a real good Rolodex (I'm old, what can I say) that I am not afraid to dive into to get that answer.

You can catch me at Slip 221, send me an email at [vc@flyc.us](mailto:vc@flyc.us) or call my cell (814-450-5235) anytime.

- Steve

## Wintertime Sailing

by Tom Taylor, SV Windfall III

Judging by the crowds at the marina these days, there is not a great deal of interest in the form of sailing known as "frostbiting". In fact, it would probably be safe to assert that the "white stuff" flying outside of our windows these days makes us pine for the warm summer afternoons on the decks of our boats.

For some of us, migrating south to escape some of the less civilized portions of the winter boating season prove to be feasible. Others turn to non-boating hobbies or, in extreme cases, to boating voyeurism.

If you fall into this class of vicarious boaters depending upon the experiences of others to get your boating "fix" while your boat hibernates, there is a treat available for you this year: The Volvo Ocean Race.

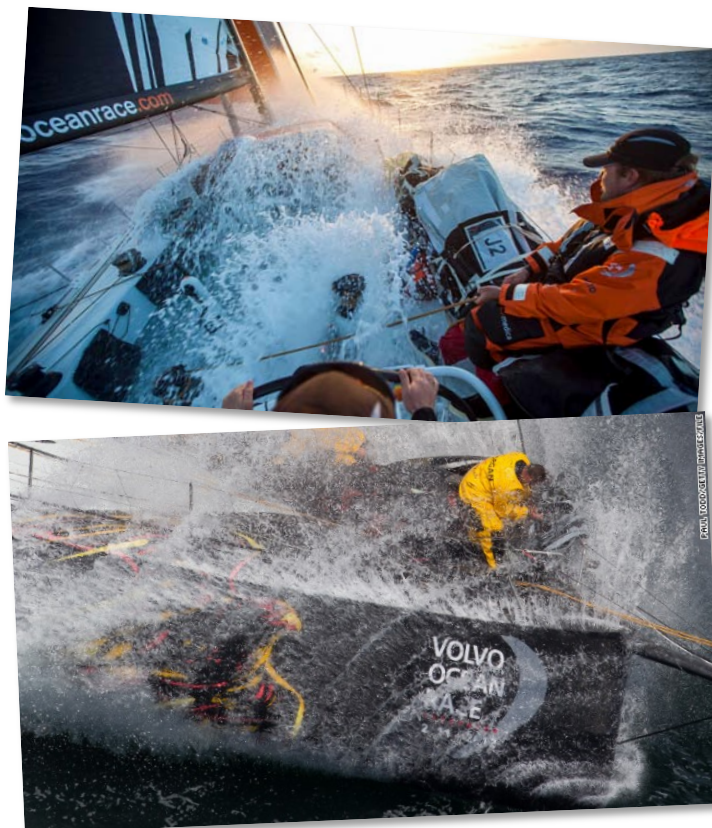
The web site can be found here:

<http://www.volvooceanrace.com>

The Volvo Ocean Race, held every three years, is an around-the-world race sailed in nine legs, with the last two considered to be "sprints" since they are less than 1,000 nautical miles.

You'll have all sorts of options to follow the race crews as they dash around the world. There are daily posts to their web site, updates on Facebook and Twitter, video from the boats on YouTube, and apps for your iPhone or Android smartphone. If you're a little more old-fashioned, you can even watch them on television (NBC Sports, Univision, The Weather Channel). See their web site for details.

- Tom



## From the Treasurer

by Dennis Kingsley, SV Tark

We closed out the 2014 season with our net cash flow being very slightly negative. For all practical purposes, we “broke even.”

In other words, we are solvent.

- Dennis



## Socially Speaking

by Rebecca Lewis, SV Kestrel

Thank you for giving me the opportunity to have a wonderful first-year experience as your social activity coordinator. It was so much fun and I can hardly wait to get busy again. I am definitely looking forward to next season!

Our final event to close out the season took place on November 1<sup>st</sup>, 2014. The 2014 FLYC Annual Dinner and Banquet was held at the Harbor Hotel in Watkins Glen and it was the perfect ending to a fun and interesting season. I enjoyed getting to visit with all of you and I want to say congratulations again to all of the award recipients. This year we were very fortunate to have Phil Smock, Bob Rubin, and Robert Sementilli join us. Together they make up the instrumental group “Take 3”. Their performance was exceptional and what an impressive selection of music they played. They were a great addition to the event. Thank you guys!

Check out their website to learn more - <http://take3music.net>

As always, please contact me with any questions or comments you have. I will be posting updates to the Facebook page as well as Google+ throughout the winter if you want to keep in touch, see what might be going on at the marina, or just see the lake area during the winter months. Wishes to you all for a Happy Thanksgiving, Merry Christmas, and Happy New Year!!!!

- Becky, FLYC Social Committee Chair



## From the Secretary

by Sue Morris, SV Sails Call

Happy Holidays to all!

Summer is over but there are many things that can be done over the winter to help get excited for boating season! Some suggestions may be as small as cleaning up all the boat things that are packed up and quickly stored in your basement to spending time at the winter boat shows! The one in Toronto is in January and the Miami boat show is in February! Sign up for educational classes with the Power Squadron if you have extra time as well.

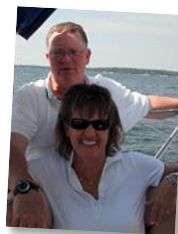
Are you wondering what to buy those sailing and boating partners for Christmas? Some suggestions: Subscription to sailing magazine for the gift lasting all year long! A submersible flashlight! New personalized tote bags! Rigging knife! A new pair of Sperry's! Nautical wine glasses! These are a few ideas!

Time passes by quickly but if you get bummed about the cold get out the summer photos from boating season and make a slide show. This will help warm you up quickly!

I'm happy to be back on the Board with the FLYC newsletter. I will keep you updated as more information comes. Don't forget to download the FLYC membership application. Completed forms and checks can be mailed to me (Sue Morris) at P. O. Box 14, Pine Valley, NY 14872

Stay warm and cozy!

- Sue



## 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 longer race of 8 to 15 miles. A beach party usually follows where contestants and cruisers anchor out overnight.

## 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.

## Winter Downtime

by Steve Howard, SV Horseplay

Winter presents us with sailing “downtime”.

Yes, there’s the possibility of a charter trip south, visits to the various boat shows near and far (see the calendar section), frostbiting (for the very hardy), ice boating (for the truly insane). But winter also affords us time to settle into that comfortable chair with those books we just never get that chance to read during the other seasons when we are actually spending time on or with our boats.

When starting to think about this subject I stepped into the next room and counted those books in my library which either directly or indirectly had sailing as their subject matter. It was pretty scary as the count passed 200 books and I hadn’t gotten to the sections including Boatbuilding, etc.

Directly sail related could be how-to -sail books. If you pick up only one trick or technique it has been worth the purchase price and finding these at used book stores and library sales lowers the price even more. Cruising guides. Books on Navigation, Weather, Sail Trim, Racing Tactics.

There are memoirs of cruises or races around the globe, or through historical storms. On the shelves are biographies of admirals, midshipmen, common sailors, or of the great designers and builders of those beautiful creations that catch your eye and then take your breath away.

Indirectly, most likely due to my fondness for (near addiction to) late-18<sup>th</sup> and early-19<sup>th</sup> century naval history, both fiction

and non-fiction (see Patrick O’Byran’s Jack Aubrey and Stephen Maturin, C.S. Forester’s Horatio Hornblower, and Dudley Pope’s Lord Ramage series, each 20 volumes or more).

But my two favorites (okay, full disclosure of my New England seacoast roots) are L. Francis Herreshoff’s “The Compleat Cruiser: The Art, Practice and Enjoyment of Boating”, written in 1956 and Llewellyn Howland’s “Sou’West and By West of Cape Cod”, written in 1946. Each evoking a time and place gone by, peopled by mentors rarely seen today.

L.Francis was the son of Nathaniel Herreshoff, the “Wizard of Bristol”, one of the most influential designers of all time; Llewellyn Howland, the founder of Concordia Yachts.

If you’re interested in any of these topics and want a suggestion or to borrow a book or two to get you through the cold and dark, give me a call.

Also, the daily website, SailingScuttlebutt.com has a library section where readers send in their own suggestions. [www.sailingscuttlebutt.com/about-scuttlebutt/scuttlebutt-sailing-club-library](http://www.sailingscuttlebutt.com/about-scuttlebutt/scuttlebutt-sailing-club-library)

But what I want to know is...

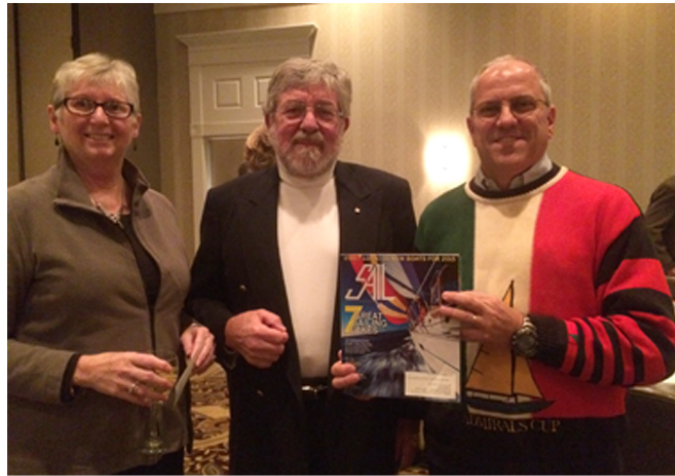
What’s in your library? Which are your favorites? Why?

Steve Howard [vc@flyc.us](mailto:vc@flyc.us) or 814-450-5235



The 2014 FLYC Annual Dinner and Awards Ceremony





Congratulations and thank you for a wonderful sailing season.

Looking forward to seeing everyone next year!



## Knock, Knock. Who's There? Opportunity!

by Rolf Lewis, SV Kestrel

I have been presented with an opportunity to participate in an amazing trip through an organization called "People to People". This opportunity involves travels through England, Wales, Ireland, and France over the course of 19 days. The trip boasts many opportunities that the average tourist would never be able to participate in, and many more that many people never get to do.

These include:

- Rappelling down a castle tower in Bangor, Wales
- A two day home stay with locals in England
- Witnessing the Changing of the Guard at Buckingham Palace
- Walking the beaches of Normandy
- Climbing the Eiffel Tower
- Riding the London Eye
- Visiting the Louvre
- Community service for the elderly in Killarney, Ireland
- A scavenger hunt in Dublin, Ireland

And last but not least:

- Two days at the United Kingdom Sailing Academy (<http://www.uksa.org>)

Sailing in the North Atlantic is not a chance many around here get, and I am very excited about the opportunity.

As a little bit of background, Noel and Sylvia Lister purchased the first location for the Academy in 1987, and invested £4 million. Beginning with 60 beds, lots of dinghies, and 1,500 youth students a year, the Academy was fast on its way to success. To this day, the Academy is still a charity organization, now with large yachts, it's own hotel across the street, a swimming pool, and 9,000 annual youth students.

Teaching every one from young children to experienced adults to sail has earned to UKSA the title of an official school for the America's Cup.

Along with these opportunities for great fun and hands on learning comes another, different opportunity. The Washington School of World Studies offers credit equal to 120 hours of classroom instruction. To receive this credit, a list of requirements must be completed, including multiple essays, online lessons, quizzes and worksheets, journal entries, poster projects, and a cumulative final project.

Please help support me on this amazing trip by visiting the link below and donating what you can, as any little bit helps.

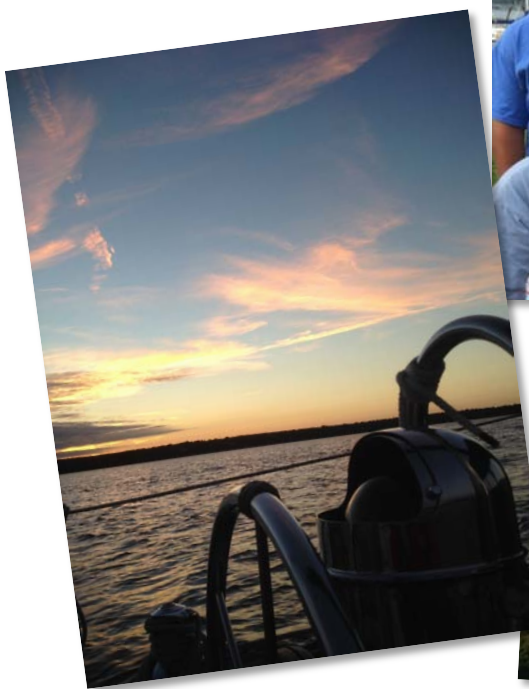
<http://www.gofundme.com/rolflewis>

Thank you for your support,

- Rolf

## Summer 2014 Snapshots

It certainly was a great boating season. Can't wait for the next one to start!



## A Study in Details: Repowering A Good Old Boat – Part III

by Tom Alley, SV Tomfoolery

*In the first installment, we focused on analyzing our situation and making a (reasonably) logical decision on whether or not to repower our good old boat. In the second installment, we concentrated on removing auxiliary propulsion system and those peripheral subsystems that will need to be modified or replaced to handle the change in fuel type. In this installment, we reinstall the peripheral systems that were removed for up-grading earlier.*

Up until this point, repowering was more of a concept and not much of anything substantial. This all changed on the day we picked up the “new” motor from the vendor in Connecticut. With a Westerbeke 30B Three in the back of the van, everything started to get very real.



This is also the point where the project became an endless pile of never-ending details. What was once a simple concept (swap motors) was now a confusing sea of mismatched plumbing fittings, electrical connectors, lines to be

plumbed, and hardware that needed a space to be mounted. This was the point at which I began to question whether rebuilding would have been a better answer than repowering.

### Installing The New Instrument Panel

The instruments for the Atomic Four engine were a mix of electrical and mechanical gauges of varying vintages that had been collected over the life of the boat and installed where there had been room. Some still functioned, and some hadn't since I acquired the vessel 18 years ago. The new engine came with its own prepackaged instrument panel with all electric gauges in a reasonably weather-resistant package.



Placement of the new panel was straightforward. All too often, one sees instrument panels located in the foot well of the cockpit where they are difficult to read. *Tomfoolery* has a dedicated area for instrumentation beside the companionway that is easy to see from nearly all locations in the cockpit. Since the old tachometer was not compatible with the new engine, it was

removed and the autopilot was relocated to make room for the new instrument cluster.

A cardboard template was made to ensure the hole in the “dashboard” would only have to be cut once and would be in a suitable location. The autopilot controller and the old tachometer were then removed and a jigsaw was used to create the necessary opening. The new panel was inserted into the hole and secured with four screws and the wiring harness was snaked down into the engine compartment.

The autopilot controller was relocated next to the depth sounder/knot meter and then wiring on the backside of the panel was tidied up to present a neat installation.

As you can see, the teak paneling for the instruments was added to cover up holes left by a prior generation of instruments when they were replaced and upgraded a couple of decades ago.



### New Raw Water Intake

The new motor is, fortunately, not raw-water cooled. This provides several advantages, but also requires a much larger water intake in order to function properly. (At maximum RPM, this



motor will draw in over 11 gallons of water each minute – a gallon every 5½ seconds!) Since the boat was in the water at the time of installation, the through-hull could not be easily replaced, so a temporary adapter was put into place. Being up north, the water is cool or cold most of the year and this particular year (2014) we were experiencing a cooler than normal summer, so the flow was assumed be adequate as long as the skipper didn't

## A Study in Details (con'd)

elect to try to take his crew water-skiing. In the end, this strategy worked out.

### Remote Engine Oil Filter

The oil filter on the new motor is mounted horizontally to the side of the engine block. To me, that is just begging for a spill of substantial quantities of oil into the bilge every time the filter has to be changed. While reading various manuals for the motor, mention was made of a kit that would allow the oil filter to be mounted remotely. This made a lot of sense, because if changing the oil and filter is difficult or messy, it won't get done as often as it should.



As you can see, the remote mount holds the filter vertically, making it easy to keep oil in the filter while it is being changed. There's also enough room to put a can or jar to catch the inevitable drips that happen during the process. One word of advice from the vendor: Fill the new filter with oil before screwing it on. This will minimize the time the engine runs "dry" as the air gets purged out of the filter and holder.

A second "lesson learned" when commissioning the motor was to be extremely generous with Teflon tape when installing all of the fittings. When the motor was first fired up, everything looked good, but eventually the oil pressure reading became sporadic. A peek into the engine compartment revealed multiple oil leaks from every metal fitting of both brackets. (The one on the bulkhead and the one mounted to the side of the engine.) Applying Teflon tape – lots of it – to all of the fittings and torquing down the oil filter itself solved all of the problems. Cleaning three quarts of oil out of the 42-inch deep bilge in the boat, however, was an adventure I don't wish to repeat.

### Fuel Filter & Water Separator



One significant difference between diesel and gasoline power plants is that the diesel is much fussier about having clean, dry fuel. Many tomes have been written about the religious devotion and vigilance that must be paid to keeping the diesel clean, so the fuel filter and water separator receive as much attention as the oil filter. As such, it needs to be mounted in an easily accessible place so

that it can be checked, drained and changed whenever needed.

To meet these needs, we elected to mount the fuel filter/separator (a Racor 500) next to the oil filter in the engine space. A small shut-off valve can be seen on the inlet to the filter so that the canister will not overflow when filters are being changed. (The filter is actually at the same level as the fuel tank, so if the tank is full, the canister will overflow if the top is opened for filter removal.)

A potentially useful option to the Racor filter shown above is the addition of a fuel pressure gauge that measures the pressure drop across the filter element. This would be useful to determine when it is appropriate to change the filter. The gauge replaces the T-handle at the top of the filter housing.

### Installing New Engine Controls

Another "perk" of an engine that is 40 years newer is that the old, mechanical transmission of the Atomic Four is replaced with one that requires significantly less effort to shift. The large, unsightly shift lever sticking out perpendicularly to the pedestal could now be replaced with one that was much smaller and matches the styling of the throttle. As with most upgrades, it first involves disassembly of another major vessel component: The steering pedestal.

In order to swap out the control levers, the larger shift cable for the Atomic Four had to be removed and replaced with a more standard type 3300 Teleflex cable. This involved disconnecting the rudder cables, then unbolting the pedestal from the cockpit sole so that the old control cables could be pulled out. The new cables were then snaked up the column and secured with a screw to hold the cable clamp to the inside of the column.



Once the control cables were secured, the pedestal was reattached to the cockpit sole (with new bedding compound) and the rudder cables were reattached and tensioned. The control cables were then attached to the control arms and a rain shield was installed between the pedestal and the compass base. The final steps were to reinstall the compass and its protective shroud and to reattach the wheel. Because a fair amount of "metal" had been moved around in the pedestal (not to mention the amount of iron that has been swapped out in the engine compartment below), the compass will have to be swung and adjusted at a later date to ensure that it still reads accurately.

Having the boat in the water while this is done made it difficult



## A Study in Details (con'd)

to ensure that the rudder was centered. A strong recommendation is to use a permanent marker to mark the position of the steering quadrant with the rudder centered to assist with aligning components when the rudder cables are re-threaded and tensioned. Marking the quadrant did allow us to get close with rudder alignment, but it was still off a bit and will have to be fine-tuned during the off-season.

### Modifying the Fuel Tank



Gasoline and diesel engines have different requirements, and the stock fuel tank on the Alberg 35 is pretty basic, so some upgrades and modifications were in order, especially given the effort that was required to remove

the tank for cleaning. Hopefully, this tank will not have to be removed again during the author's lifetime!

After cleaning out the tank and letting it dry, some sediment could be heard rattling around in the tank when it was rocked back and forth. Because the fill tube extended nearly to the bottom of the tank, it was decided to cut an access/clean-out port into the top of the tank. This was done with a Dremel® Tool and an abrasive cut-off wheel.

Upon opening up the tank, a baffle was discovered. This was a bit of a surprise, as there were no visible signs of spot welding on the outside of the tank. Fortunately, the baffle is offset from the center a bit and the cut-out for our port just missed it!



Once the port was opened and the interior of the tank could be visually inspected, it was observed that there was almost a cup of "sand" that had accumulated during its five decades of use. A shop vacuum cleaner made quick work of removing the sediment.

A piece of stainless steel was then trimmed to form a cover for the new port. This cover was later drilled so it could be secured with stainless steel screws. A sheet of rubber was used to form a gasket.

Another upgrade to the tank was the addition of a fuel gauge. Up to this point, the only way to check the fuel level was to

either inspect the level visually or to use a dipstick if greater accuracy was required. The fuel gauge will be a welcome addition and will eliminate the necessity to open the fill tube and allow the opportunity for water (or other debris) to get into the tank. A gauge matching the style of the new instrument panel was ordered along with a sending unit and this was installed and calibrated. Calibration was deliberately biased to a slightly pessimistic value. (The gauge will read "E" when there is still about 1.5 inches of fuel in the tank. The sender was positioned in the tank such that the float was near the center so as to minimize the effects of heeling on its reading. The gauge was calibrated further once the tank was back in the boat and known quantities of fuel were added as the gauge readings were logged.

The original fuel pickup, made of copper tubing, was replaced with a stainless steel tube that extended all the way to the bottom of the tank. While one school of thought says that pickup tubes should be raised off the bottom so as not to pick up sediment, a competing school of thought recommends that the tube extend all the way to the bottom to prevent sediment from accumulating and causing a problem when the tank is agitated. I decided to apply this latter school of thought having been in the situation where I once had an engine stall during rough conditions at an inopportune moment.

Part of the conversion from the Atomic Four engine is that the new motor has fuel injection instead of carburation. A common practice with injectors is to pump more fuel than is needed and to use the excess fuel to cool the injectors. This necessitated the installation of



another line to take fuel not used by the engine and return it to the fuel tank. A local welder was employed to fabricate a fitting that would allow the old vent line perform double duty. He welded up a very nice stainless steel fitting that fit perfectly and fulfills this purpose precisely. Not seen in the picture is a tube that extends to within an inch of the bottom of the tank so as to minimize foaming of the fuel as it is pumped back into the tank.



As long as the tank was out of the boat, I could not resist the temptation of putting a small Scotch-Brite pad on a buffer and checking out its effects on

## A Study in Details (con'd)

the tank. "Wow" is probably an adequate description. Hard to believe that this tank is half a century old.

Reinstalling the tank in the boat went a lot easier than removing it. This was partly due to the fact that we were not reinventing the process but simply reversing it. The tank slid back into the port cockpit locker easily and then into its cradle from there. All fittings had to be removed for this maneuver, but once the tank was in its cradle, they were easily reinstalled and tightened down.

Original plans called for the tank fill to be relocated from the cockpit sole to a side deck in order to minimize the chances of water intrusion into the tank. This plan was put on hold because it would raise the fill above the height of the vent, increasing the chance of a spill during fueling. The tank vent first needs to be relocated to a point higher than the fill before the fill can be moved.

## In With The New

### Putting the Engine Into the Boat

Up to this point we've been rather neglectful of the star of the show, our "new" Westerbeke 30B Three motor. Indeed, all of the work so far has only been preparatory in nature.

The first step is to actually get the engine into the boat. Simple concept, but a little more complex in practice.

As with the engine removal, the lift was done in several stages so as to minimize the chances of either damaging the motor, damaging the boat, or damaging one of the volunteers helping move it.

While four people could lift the engine on its pallet on dry land, doing so to transfer it to a boat floating in a slip was not practical, so step one was to place the motor on the dock where it could be picked up from the boat. The slip used by our marina travel lift was chosen because it had steel runways for the travel lift tires. A secondary reason was that the wooden docks and slips in the regular marina were old enough that they were being replaced, and confidence in their ability to support the 300 lb. weight of the motor, plus the weight of the



installation crew, was lacking.

With the motor on the dock, the first stage of the lift was to pick up the motor, lift it over the lifelines, and place it in the cockpit of the boat. The boat's boom and mast were used as a derrick to accomplish this. Note: The boat will heel as it takes the weight of the motor from the dock, so be sure to have the boom high enough to accommodate for this during the swing.

From the cockpit the next step was to reposition the lifting tackle and then lower the engine down into the main cabin. Because the Westerbeke has a fitting in the bottom of the oil pan through which used oil can be removed, the engine cannot be set down onto a surface without risking damage to this (very expensive) fitting. Therefore, the engine was mounted to some shoring that would serve as feet to keep the oil pan off the cabin sole.

### Fitting and Aligning the New Engine

With the motor aboard and just a few feet from its future home, it was now much easier to take detailed measurements of both to ensure a proper fit.

Those familiar with the Alberg 35 know that its companionway is offset somewhat to starboard, so the companionway ladder and access to the engine space also share this offset. The Westerbeke is also a couple of inches longer than the Atomic Four, and including a flex coupling in the drive train increased this difference by a little over 3 inches. Also worth noting (as it becomes significant in the next paragraph), is that the alternator is located on the port side of the motor, opposite that of the Atomic Four.



The initial test fit of the motor confirmed that the height of the engine bed was correct for the new motor and that it would not have to be shimmed or shaved to make things fit. It also confirmed that a portion of the cabinet under the galley sink was occupying the same space required for the alternator, so some cabinetwork would need to be done. For the short term, the support post for the cabinet door was removed with a saw so the motor could be set on its bed. Once in its proper place, we could begin a more precise fitting of the motor in order to properly locate the position of the isolation pads.

## A Study in Details (con'd)

The second engine fitting allowed coarse adjustments to be made to the rear isolation pads to align the coupling of the motor with the propeller shaft coupling and to move the motor fairly close to its operating position. The engine was positioned such that all four bolts from the motor coupling fit into the shaft coupling. Alignment was accomplished "by feel" to get things close. This determined the approximate elevation on the isolation pads and also highlighted that the front of the motor had to be dropped to the point where one of the isolation pad screws would interfere with the raw water pump on the engine. With the measurements obtained during this second fit, the proper amount of the bolt that needed to be trimmed off was determined.



The second fitting also confirmed that the companionway ladder would have to be moved forward several inches due to the new motor's increased length.

With the engine bed marked, reinforcing "backers" were then epoxied into place. Given the geometry of the hull, it would be impossible to use regular machine bolts to secure the engine mounts, so a synthetic wood-like material (i.e., Trex<sup>®</sup>) was epoxied into place to serve as anchors for regular lag screws. The next photo shows one of the finished backers with the necessary extension to handle the new engine's slightly longer length.

With the epoxy cured and the engine bed trimmed to the correct size, the engine was once again lifted into position and the mounts were adjusted to provide a coarse alignment to the propeller shaft. With the engine aligned, the outlines of the engine mounts were traced onto the bed and then the engine was removed again in order to drill holes for the lag screws that would hold the mounts in position.



With the holes drilled, the isolation mounts were loosely bolted to the bed and the engine was lifted into position one last time and set into place. The

shaft coupling was attached and a feeler gauge was put to use as everything was tapped, pushed, and coerced into place to provide a suitable alignment. Alignment is definitely a tedious step!

Below is a photo of the engine output flange, flexible coupler, and shaft coupling. While a full keel and wine glass cross section make for a very seakindly boat, these same features make for a very constrained engine space. The two hoses next to the shaft are for the electric and manual bilge pumps. These will later be held out of the way of the shaft with restraints so as to avoid any chafing against it or the coupling.



*With the engine set in place we are all queued up for the next installment of Tomfoolery's repowering adventure. Tune in next time where we deal with the issues of connecting all of the various systems together to create a running engine.*

*Member Bill Boychuck thought other FLYC members might be interested in this. He has had a good experience with them.*

### Captains License Course in Rochester, NY

US Captain's Training is a family run business with home base in Traverse City, Michigan. In 2004 we made a commitment to provide mariners with a straightforward captains license course that works.

- We prepare you for the exams, administer the exams, and correct the exams in class.
- We help you prepare your US Coast Guard Application Packet for your license.
- We provide a free online classroom for all students to use before, during, and after class.

For more information visit our website (<http://uscaptainstraining.com>), give us a call (866-293-9308), or shoot us an e-mail ([info@uscaptain.us](mailto:info@uscaptain.us)).

*-Capt. Neil Smith*

## 2015 Winter Boat Show Schedule

compiled by Steve Howard, SV Horseplay

The 2014 FLYC event calendar has been “used up” and the 2015 calendar has yet to be written by the Board of Directors, so in the mean time, here is a handy reference for the boat shows in our region with which we can distract ourselves during the non-boating months.

### January

10<sup>th</sup>-18<sup>th</sup> Toronto International Boat Show

Exhibition Place Toronto, ONT

[www.torontoboatshow.com](http://www.torontoboatshow.com)

(A fun show. Canadians don't take things too seriously.)

14<sup>th</sup>-18<sup>th</sup> Progressive Chicago Boat, RV and Strictly Sail Show  
McCormick Place, Chicago, IL

[www.chicagoboatshow.com](http://www.chicagoboatshow.com)

(One of the few remaining Strictly Sail Shows. Now a separate part of this show.)

20<sup>th</sup>-25<sup>th</sup> New York Boat Show

Javits Center, New York, NY

[www.nyboatshow.com](http://www.nyboatshow.com)

TBA Greater Rochester Boat Show

Riverside Convention Center, Rochester, NY

[www.rochesterboatshow.com](http://www.rochesterboatshow.com)

(Was Late Jan – Early Feb 2014)

### February

11<sup>th</sup>-15<sup>th</sup> Central NY

NY State Fairgrounds, Syracuse, NY

[www.cnyboatshow.com](http://www.cnyboatshow.com)

12<sup>th</sup>-16<sup>th</sup> Strictly Sail at Progressive Miami International Boat Show

Miami Beach Convention Center, Sea Isle Marina,

Miamarina at Bayside

[www.miamiboatshow.com](http://www.miamiboatshow.com)

(“An event so big it spans 3 locations”)

14<sup>th</sup>-22<sup>nd</sup> Progressive New England Boat Show

Boston Convention and Exhibitor Center, Boston, MA

[www.newenglandboatshow.com](http://www.newenglandboatshow.com)

TBA Western NY Boat Show

Buffalo Bills Healthy Zone Fieldhouse, Orchard Park, NY

(Was Late Feb- Early Mar 2014)

### March

20<sup>th</sup>-22<sup>nd</sup> Maine Boat Builders Show

58 Fore St., Portland, ME

[www.portlandcompany.com/boatShow](http://www.portlandcompany.com/boatShow)

(One of my favorite shows. Different than any show you've ever attended. Held in a former locomotive foundry)

24<sup>th</sup>-26<sup>th</sup> Annapolis Spring Sailboat Show

City Dock and Harbor, Ego Alley, Annapolis, MD

[www.annapolisboatshows.com/annapolis-spring-sailboat-show](http://www.annapolisboatshows.com/annapolis-spring-sailboat-show)

If this list isn't enough, go to:

[www.marinesource.com/Boat\\_Shows/index.cfm](http://www.marinesource.com/Boat_Shows/index.cfm)

## More Sailing Things To Do This Winter

### Obersheimer Winter Seminar Series Seminars

Start at 7pm.

Obersheimer Sailor Supply

1884 Niagara St

Buffalo, NY

Dec 03 Buying / Selling a Boat (Client Edition); Finding the Right Boat for You

Jan 07 Upgrades: The Good, The Bad, and The Ugly; How to Improve Your Boat

Feb 04 Sailing Gear; Cruise Destinations; Shorthanded Sailing

Mar 04 Racing Part 1: Sail Trim; Rig Tune; Boat Handling; How to Improve\*

Apr 01 Racing Part 2: Starts; Upwind and Downwind Tactics and Strategy\*

May 06 Weather Forecasting\*\*; General Discussion; BBQ Hot Dogs and Hamburgers Provided

\*Guest Speakers: Greg Koski and Dan Eliot (Ullman Sails), John Tracy (ISAF Judge)

\*\* Guest Speaker Todd Santos (WIVB)

### Buffalo Harbor Sailing Club

Mar 01 **North U Racing Tactics Seminar** with Bill Gladstone, author of the course. The All-Day Seminar will be held at the University of Buffalo. Price is \$115 per person. More registration info will be coming soon. North U Racing Tactics CD is included in the cost.

1/18-23 **Key West (FL) Race Week**

4/16-19 **Charleston (SC) Race Week**

# Finger Lakes Yacht Club

## Membership Application

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

Finger Lakes Yacht Club, Inc.  
 c/o Sue Morris, Secretary  
 P. O. Box 14  
 Pine Valley, NY 14872

Are you also a member of the U.S. Power Squadron? If so, please check this box. <input type="checkbox"/>
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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:	
<input type="checkbox"/> Racing	<input type="checkbox"/> Web site
<input type="checkbox"/> Cruising	<input type="checkbox"/> Sailing classes
<input type="checkbox"/> Social activities	<input type="checkbox"/> Other _____
<input type="checkbox"/> Newsletter	_____

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 \_\_\_\_\_