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Commodore's Comments

by Barry Lewis

I don't like to write. I talk so much that there is little left for me to share via the newsletter by the time these articles are due. More times than not, I am the holdup for publishing the newsletters. The editor is very persistent; this time he has suggested renting out my article space. I am writing this as my final deadline approaches to be sure the Commodore still has an article in the newsletter.



SV Kestrel

[He's not kidding. I had the "For Rent" sign all prepared to put into his space! –Ed.]

We have had a good season so far. Participation at club events has been fairly consistent. We did see a brief storm after the "Old Salt's Sea-Fest Dinner" that came up expectedly catching us with tent, tables, and chairs all still standing. Everything took a good lashing, but nothing was damaged.



The Commodore's Cup was held yesterday, with eleven boats taking part in the race. Tom Keebler on *Dry White* took 1st place. Unfortunately, Tom wasn't able to be at the dinner to receive his trophy. Several other sailors have offered to hold onto it until they can get it to Tom.... I think I will hold onto it until I can get it to him.

Charlie and Kathy outdid themselves again this year making the dinner even better than last year. I would like to thank them both for all they do for the club.

- Barry

Vice Commodore's Comments

by Steve Howard



Technology is an amazing thing! This is from someone who is older and a non-techy (though, not quite being a Luddite).

Nowadays your phone can do in the blink of an eye what it used to take hours (and thousands of Dollars worth of equipment) to accomplish, uses so much less power and weighs next to nothing.

The apps that are available for marine use run the gamut from Navigation, to Tactics, to Safety, to Security and beyond.

Navigation apps for iPhones and iPads come from Garmin (Garmin Blue chart Mobile Free), Navmatics Charts and Tides Free, Navionics Free, SeaiQ Free and so many others. Android folks can get apps from Navionics, Boat Beacon, Fugawi PathAway GPS Express, and MX Mariner.

TackTick can Bluetooth your boat's performance and tacking angles to your phone's nav apps, so you don't have to have that multi-thousand dollar 12-inch multifunction display (MFD) at the helm.

A deLorme inReach and Spot Personal Tracker can each mark your location every few seconds and send along an "I'm safe and having a ball", or "Having a Problem and need a hand", or "HELP" message to preprogrammed emails giving your location in lat/lon (and position on Google maps) and the "HELP" message is picked up and forwarded along to the proper authorities, initiating a search (and rescue).

SV Horseplay

You can have a message sent to you if your bilge pump goes on when you're away, if your GPS notices that the boat has left the slip (without you) or if, God forbid, there's a fire on board.

All of these goodies, and soooo much more, can be followed on a near-daily blog written by Ben Ellison who is the Electronics editor for Bonnier Publications (Sailing World, Cruising World, Salt Water Sportsman, Field & Stream, Outdoor Life, Flying, et al). Ben's trawler, so very appropriately named, Gizmo, has the greatest collection of antennae for radios, GPS's, Sat phones, mid-ocean capable email. The helm station looks like the bridge of an aircraft carrier. Get online and follow Ben's toys at www.panbo.com.

To see whatever might be showing up new in the near future, the fall boat shows are fast approaching:

- The Newport International Boat Show is September 17th-20th.
- The Progressive Insurance, Norwalk (CT) International Boat Show is September 24th-27th.
- The US Sailboat Show in Annapolis opens on October 8th, until the 12th.
- The US Powerboat Show (also in Annapolis) is October 15th-18th.

See you there.

- Steve

Rear Commodore's Comments

by Jim McGinnis

SV Brewster



Finger Lakes Yacht Club Racing

This year on Seneca Lake we have had a variety of wind for the Summer Race Series. Two races have been right down to the wire if a boat would make it to the first mark in time to make the race official. By 3PM though, the wind gods have smiled and sent us a good north breeze to push the pack together. So far, *No*

Worries, *Cetacea* and *Brewster* have won races and several other boats are always in the mix. By the way, boats are always looking for crew at the race meetings at 1PM. Stop by and sign on if you'd like to join us.

Three new captains took to the lake on Sunday, July 12th, for the Beginning Skipper's Race for our club. Steve Howard on *Horseplay*, John Cheeseborough on *Sacre Bleu* and Bruce Kendall on *Cetacea*. All these sailors have experience on a variety of boats and took advantage of the "no points race" to try out their skipper skills. They all made a clean start and headed up the lake to the first mark. The wind was light and really forced the crews to work on sail trimming and looking for the "cat's paws" on the water.

The Commodore's Race is coming up on August 8th. It's also a "no points" race so everyone should think about joining in the with race crews headed to Smith Park for the big party that night.

See you there!

-Jim



Brewster kicking in "the passing gear" for Race #2 on July 11th. Brewster has an asymmetric spinnaker that is launched from a sock with a fiberglass ring at the bottom that makes launching and dousing much easier.

Secretary's Column

by Sue Morris

SV Sails Call



What can I say? Thanks to all the renewing and new members to FLYC 2015! Amazing and wonderful for all. Hope to see you at the upcoming events.

Enjoy your summer, as it is going fast. Thank you!

- Sue

From the Treasurer

by Denis Kingsley

SV Tark



Price-Waterhouse has conducted a stress audit on the FLYC books and has determined that with all invoices (basically store receipts) paid we have slightly over \$3,000 in our checking account.

- Denis

Socially Speaking

by Rebecca Lewis

SV Kestrel



Hi everybody - It sure has been an active schedule since the last issue! If you are like me, life has been particularly busy and unpredictable this summer. It seems as there have been more obligations and activities than time but each week. I know that come Friday, there is always a promise of fun and great company and it helps me get through.

Since the June 2015 issue came out, there have been celebrations of all sorts. The Cardboard Boat Regatta took place with the lighting of the boats and marina the evening before. We had great participation in the FLYC lighting of the boats contest. Ted and Jan Makoske took 1st place for the second year in a row and won a \$25 gift certificate for the Village Marina Bar and Grill. New yacht club members Richard and Kim Hoover-Hawley took 2nd place, and Cliff and Nancy Geer took 3rd.

Our 2nd Annual Father's Day brunch was held on a beautiful Sunday morning. Everyone enjoyed great food and mimosas too! The All-American Picnic took place July 4th and the threat of rain couldn't dampen spirits as everybody feasted on burgers and hot dogs and sampled the oh so many great dishes shared. Thank you Charlie for the corn on the cob, it was a big hit with everyone.

The "Old Salt Seafood Fest" took place this past weekend. What an amazing turnout we had. I personally want to thank all the guys who helped set the tent up before the event and

everybody who helped with prepping the food for cooking. If you were there you already know (or may have heard) that we couldn't have timed the event any better as the marina was hit by a wondrous storm that came after most had gone for the evening. Those of us who stayed under the tent ended up running for cover in the Marina Bar and Grill; completely drenched to our underpinnings, just as the tent started to lift and tables and chairs started to get tossed about. Half expecting to find the tent in the parking lot, it managed to stay on the ground and in one piece. A big thank you goes to Barry, Rolf, and Joe for getting everything picked up in the rain and loaded into the truck. That night will certainly be another exciting memory to add to the books.

As exciting as it was though, lets hope that our next event is less "eventful." Saturday, August 8th, the Commodores Race and Dinner takes place at Smith Park. It is always great fun and I'm excited to see who will win this year's race! The Commodore has given the RSVP count to Charlie for ordering the food. The only things you will need to bring are your racing skills, your appetite, a beverage of your choice, and an appetizer or dessert to share.

Please keep up-to-date with more events by checking out the website at www.flyc.us or on Facebook. A big thank you to all, for everything you do and for making every day at the marina fun and memorable.

- Rebecca

FLYC Scrapbook

Photos by Rebecca Lewis

Here are some snapshots from the Lighting of the Boats (Watkins Glen Waterfront Festival, June 19th) and of the Old Salt's Dinner (July 25th).

SV Kestrel

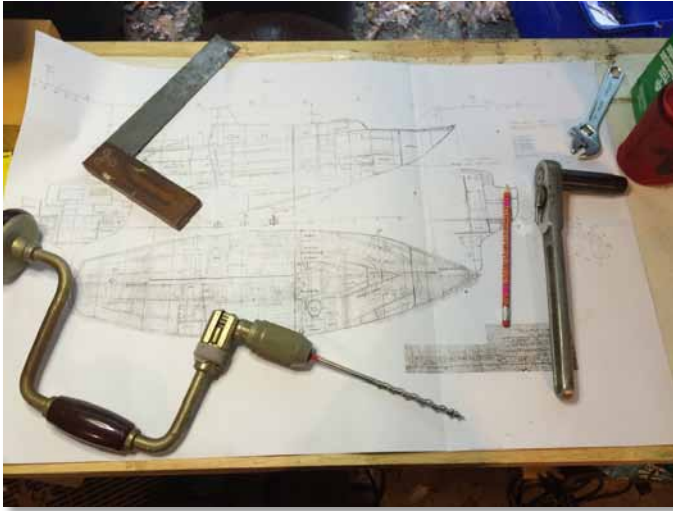




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The Best Laid Plans

by Tom Alley



By the time this issue gets out, I'm sure everyone in the marina will have heard about our Not-Quite-Lake-Ontario Cruise from their dock neighbor, but I'll re-tell the story nonetheless.

Our original plans, which we had been scheming since mid-winter, were to leave Watkins Glen on the weekend of June 27th and head north to Lake Ontario via the NY Canal system. We had planned approximately two days to transit the canals, a day to re-step the mast, and then a cruise that would include Sodus Bay, Heart Island (near Alexandria Bay), Chaumont Bay, and then a return to the Finger Lakes via the canals once more. All in all, a two-week exercise. Mike Crouse was to have joined us with his crew aboard *Seek Ye 1st* and we were actively seeking any other boats that wanted to come with us. We also had plans to include some of the more advanced participants from the Seneca Junior Sailing program to give them an opportunity to experience some "big water" sailing and navigation.

As was quickly reinforced (...then emphasized, and then pounded into our thick skulls), the two biggest enemies for cruisers are:

- Schedules
- Itineraries

Mike and I both got involved in projects aboard our boats. Unfortunately, while I was crossing things off of my to-do list, Mike's was getting longer. It's the age-old nightmare of scope creep when you find yourself saying, "As long as I'm doing A, I might as well do B (...and C, and D, and E...) while I have everything taken apart." As it happened, a week before our scheduled departure Mike's boat was still on the hard in a profoundly disassembled state. Two days before our departure, it was apparent we were going to make the trip alone.

SV Tomfoolery

At the same time, the new prop we had installed on *Tomfoolery* was giving us fits. After upgrading from a 2-bladed prop to a 3-bladed model, the extra torque required to turn it kept causing failures with our shaft coupler. We eventually got things figured out, but it was only a matter of days before our planned departure before we had sufficient confidence in the repairs to proceed with our cruising plans.

Throughout the weeks leading up to our departure date, it rained. And rained. And then rained some more. All in all, nearly 10 inches of rain fell during June. (The average in this area is 3.1 inches.) Normally, this precipitation will drain through the Oswego River watershed. Unfortunately, the geography of this area is relatively flat, meaning that the water tends to accumulate and then drain off very slowly. On June 10th, closures began in sections of the canal system we needed to traverse.

I started to follow the various Internet sites that track water levels and tried to correlate precipitation and the rate at which water levels were receding. It appeared the canals would re-open a few days before our departure if we got less than ½ to 1 inch of rain in days prior. Our preparations continued.

On Thursday, June 25th, I called the offices of the New York Canal Corporation and was told that all of the canals were open. On Saturday, June 27th, we got another 2 inches of rain. Thinking the worst, I called the offices again on Monday morning, June 29th, and the cheerful canal representative told me everything was open and that there were no restrictions on travel, though water levels were still on the high side in places.



Katie and Maggie help with securing the mast and other items in preparation for departure.

By 15:30 that afternoon, the boat was provisioned, our crew of three had their gear stowed, and our mast was down. Everything was secured for a long voyage and we departed Watkins Glen around 18:00 for Geneva.

Accompanying me aboard *Tomfoolery* were my daughter, Katie, and her good friend, Maggie, both second-year participants in Seneca Junior Sailing and veterans of several Geneva Barge Race trips. (All of them in challenging weather!)

We cooked dinner while underway, enjoyed a beautiful red sunset (sailor's delight, right?), and then arrived in Geneva shortly before midnight. Given the cloudy skies, we elected to stay at the Seneca Yacht Club dock and get up when there was sufficient light to navigate the canal so that we could arrive at the first lock by the time they opened at 07:00. (The girls want me to point out that getting up that early was my idea and not theirs!)



Red sky at night, sailor's delight. Sunset on Seneca Lake as we head toward Geneva, NY.

We roused ourselves at 05:30, were underway by 06:00, and tied up along the wall at Cayuga-Seneca Lock 4 by 06:50. Skies were overcast and getting lower. The lockmaster arrived at 07:00 and, after giving him a few minutes to get settled, we went ashore to purchase our pass for the canal. At this point we were informed that water levels were again too high, but that all boats already on the canal would be allowed to lock through to their destination and that the canals north of Lock CS-1 would close that evening for a minimum of two weeks. In other words, we could probably get to Lake Ontario, but we would not be able to come home within our vacation window.

While pondering what to do, some further encouragement came in the form of a soaking downpour that lasted nearly 2 hours. At that time, I made the command decision that we would proceed to Cayuga Lake and we would explore our nearest eastern neighbor for a few days before coming back home. It was very disappointing. Shortly after making that decision, the rain stopped and the skies began to lighten somewhat, as if to tell us we had made the correct choice.

Rationalizing things a bit, the Seneca Squadron has been asked to host the 2016 USPS District 6 Rendezvous. A

possible activity of this event would be to duplicate a cruise from Watkins Glen to Ithaca as we had done in 2001. Being on Cayuga Lake would provide *Tomfoolery's* crew with some first hand experience that would allow us to make recommendations for the event should we elect to organize it. Suddenly, our voyage had a purpose again.

Lock CS-4 dropped us about 15 feet into the middle third of the Cayuga-Seneca canal. About 5 miles further east, we arrived in Seneca Falls where we went through Locks CS-3 and CS-2 to drop approximately 50 feet to the level of Cayuga Lake.



Down-bound in Lock CS-3 at Seneca Falls, NY.

Less than an hour later we were in the northern end of Cayuga Lake and were navigating a narrow (and shallow) channel. A little over 30 minutes later we found ourselves in deeper (12 ft) waters that extended more than just a couple boat lengths in either direction.

Consulting the chart books we had aboard, we tried to find a marina where we could get our mast stepped and once more behave as a proper sailboat. Hibiscus Harbor claimed to have a crane of sufficient size as well as "20 feet of water at the dock." Finding the harbor entrance, however, eluded us we wound up pulling into Frontinac Marina a mile or so south of where the chart said Hibiscus was located.

While Frontinac did have a gin pole for stepping masts, it was far too small for ours. We got directions from the dock master and headed back for Hibiscus, where we promptly ran aground in the very shallow harbor entrance. After a phone call with some suggestions from the marina operator on where the deepest part of the entrance could be found, we again ran aground in about the same location. We rocked ourselves out

of the mud and retreated to deeper waters where we anchored for lunch.

With no protected anchorage available to us in the north, we elected to proceed south to Ithaca around 15:00.

One of this spring's projects was to replace the corroding stove in the galley with an upgraded model that included an oven. The crew, knowing about the new oven, had brought along cookie dough to try it out. The scent of fresh chocolate chip cookies filled the cabin on the way down the lake. Unfortunately, only six cookies were baked. The rest of the dough was eaten raw by the cooks during preparation.

About five miles north of Ithaca the sky turned incredibly dark and thunder could be heard in the distance. Any light winds that had been wafting around earlier had disappeared and the air was very still. A quick check of the weather radar app on the ship's smartphone confirmed that a fairly substantial thunderstorm cell was heading our way. We broke out foul weather gear, started to batten down hatches and switched on our running lights as the day got darker and darker.

At 20:00 a wind line was observed on the surface of the water a short distance to the south of us. Moments later a 30-knot blast of air rolled over us from the south-southwest. This was soon followed by a wall of heavy rain that reduced visibility to about a quarter of a mile. More thunder followed, but fortunately we couldn't see the lightning causing it.

After a thorough power-washing for about 15 minutes, the storm passed and we were back in the clear. At 21:00 we pulled into Treman State Marina after navigating the narrow channel through the shallows at the southern end of Cayuga Lake. We cooked ourselves a hearty dinner of baked ziti, turned in, and allowed ourselves the luxury of sleeping in the next day.

Wednesday, July 1st, was warm and sunny and the crew and I loitered around the boat, taking it easy. With the mast down I attended to a few projects that included fixing the spreader lights (which hadn't worked since the mast had been stepped in 2011) and re-running the wiring for the horn I had installed on the spreaders at about the same time. (I had to cut the wires when the mast was last stepped because they did not fit through the opening in the bottom of the mast with the existing wiring harness.)

We cooked ourselves another nice dinner that night since we weren't underway and had a stable platform on which to work, took a short trip (about 50 yards) to the pumpout dock to empty our holding tank, and then noticed that there was a lot of activity in the marina. Turns out that Ithaca was having a fireworks show that evening and we had front row seats from our slip. I'm pleased to report that the show was very well done and that we thoroughly enjoyed it before turning in for the night.

The next day (Thursday, July 2nd) was when we had planned to begin our return trip home. Katie and Maggie had been given instructions that they would be responsible for running the boat, so we spent some time figuring out when we would have to leave in order to make Geneva by a reasonable hour. Without any drama, we figured the trip would take about 10 hours, so we added a couple more hours for contingencies, potential foul currents in the canal, and planned stops (fuel and canal pass) and planned to leave around 08:00 so as to arrive in Geneva by 20:00 (while it was still light).

After a quick breakfast we got out of the marina around 08:15 and into the channel heading north. Just after we passed the inner marker to the channel approach, there was a loud "bump" and the vessel lifted a couple of inches beneath us. Despite being in the channel with a charted depth of 12 feet (and the depth sounder registering 9 ft), we had managed to find some sort of obstruction. Fortunately, it was relatively soft (i.e., not mud, but also not a rock) and did not cause any damage. With our full keel and some pretty good forward momentum at the time, we rode right over the obstruction and kept on going.

And to think, this was during "high water" on the Finger Lakes. Makes me wonder if we can even get into this marina during a "normal" year.

Once out of the channel, I turned the boat over to the girls and let them take it from there. The sun did come out and the temperatures eventually warmed and it turned into a nice day for a boat ride. The girls did utilize the autopilot and spelled each other periodically in order to maintain a deck watch. For lunch Maggie made some pizza for the crew, again utilizing the ship's new oven.



Left: Maggie on galley duty preparing pizza from the ship's (new) oven. Right: Gotta include at least one selfie!

Around 13:00 we were once again navigating through the channel at the north end of the lake. The difference today was that there was considerably more boat traffic on account of the impending holiday weekend. We stopped at Lock CS-1 to purchase our canal pass and then proceeded west on the canal toward Seneca Falls.



Katie at the helm heading north on Cayuga Lake.

We had some more excitement in Seneca Falls when the shift linkage became detached just as we were attempting to leave Lock CS-3. With Katie at the helm, I went below to shift gears from the engine compartment as she steered the boat out of the lock. We stopped at the public docks in Seneca Falls where we used some spare parts on board to secure the linkage in place and then proceed on our way.

Currents in the canal were not as strong as we had expected, so we made better time than anticipated and arrived at Stiver's Marina in Geneva around 18:45 and secured a place on their gas dock. There we were treated to some live music at the small Tiki Bar at the marina as we prepared our dinner on board.

On Friday morning we stepped our mast once more so that we would look like a proper sailboat for our homecoming. The

weather was cooperative (at least for mast-stepping; no wind or waves) and we were able to complete the task in under 30 minutes. At this point we confirmed that the horn and spreader lights all worked, and I even remembered to put the replacement Windex on the masthead prior to raising the mast! (...after sailing without one for several years. That's a story for another article.)

Once the sails were back on and all of the lines were back in their proper place, we set out for Watkins Glen on a beautiful, warm day. The only thing lacking was wind, but by then the diesel engine I installed last year had earned our trust. Along the way we stopped at Maggie's parents' lake cabin for a brief visit and then arrived in Watkins Glen around 17:20.

While it was disappointing to miss out on some Great Lakes sailing and cruising, we still had an adventure and were able to prove out some of the improvements and upgrades made to our sloop over the past 18 months. If anything, our crew now has an increased confidence level for another attempt at navigating Lake Ontario at some future date.

The important lesson? Cruisers need to come to terms with the fact that itineraries and schedules are guidelines and one must stay open to alternatives.

References:

New York Canal Corporation: <http://canals.ny.gov>

Seneca Yacht Club: <http://www.SenecaYC.org>

Stiver's Seneca Marine: <http://www.StiversSenecaMarine.com>

Oh, Dear! That's Going To Leave A Mark...

by Tom Alley

One advantage of missing a publication deadline is that you get to include all of the latest news into whatever you're publishing. This issue of *Port Tacks* is no exception.

If you were in the marina during the early afternoon on Saturday, August 1st, you may have heard a loud bang as two powerboats collided at Dock 5. A larger cabin cruiser (35 ft?) was attempting to leave the dock when a gust of wind started to push it sideways toward the boat in the next slip. Not realizing he was in reverse, the skipper of the vessel applied more throttle and proceeded to back into the neighboring vessel. As the two vessels made contact, the shouting from a number of "helpful" boaters increased in volume, further rattling the skipper, who responded by applying even more throttle. At this point, the large power boat sheared off one of the pilings and pushed the other boat into the air as it rode up on the swim platform of the cruiser. (No small feat, as the other boat was another cabin cruiser in the mid-20-foot range.)

SV Tomfoolery

As you can imagine, by this time there was quite a bit of yelling going on. After a second or two, though I'm sure it seemed much longer to those directly involved, the skipper regained his situational awareness and cut throttle, shifted into the correct gear, and moved his boat out of the slip and into the fairway.

Fortunately, there were no injuries with this incident, though there certainly could have been, particularly with the owner of the smaller vessel attempting to fend off the larger one with his arms and legs.

Neither vessel sank, but both sustained significant damage.

This incident serves as a reminder that a fun and relaxing day with friends on the water can turn into a really bad day really quickly. Some lessons from this incident we should keep in mind:

- Maintain situational awareness at all times. Know the state of your vessel and stay one step ahead of what it's trying to do.
- When in doubt, STOP & reassess. (If stopping your vessel will put you into more danger, then at least slow down.)
- Have a plan along with a backup plan (and sometimes even a backup your backup plan) in case your original idea doesn't work out.
- Communicate. Before leaving the dock, tell everyone your plan and assign duties to your crew and passengers. Talk through the plan and make sure everyone understands before executing. Do the same with your backup plan.
- **Under no circumstances do you ever use a body part to fend off!** It's an excellent way to get seriously hurt.

When you see someone sailing into their slip after a day on the water, they're not showing off. They're making sure they can take care of themselves on the day when their motor won't start.

If you're not sure where to start or how to learn some of these things, talk to your neighbors in the marina. There are plenty of experienced folks that can help you or put you in touch with the folks who can. Both the yacht club and the Seneca Sail & Power Squadron have a number of resources and services that can help you avoid becoming the subject of the next "lessons learned" article in a newsletter, and possibly even help you to be the "helping hand" that was there to keep a teachable moment from becoming a tragedy.

-Tom

Finally: prepare. When was the last time you checked all of your life jackets, emergency signals, and fire extinguishers? When did you last perform a crew-overboard drill? Have you ever practiced sailing into your slip? Or practice being towed or towing someone else?

A Study in Details – Part V: Wrapping Up

by Tom Alley

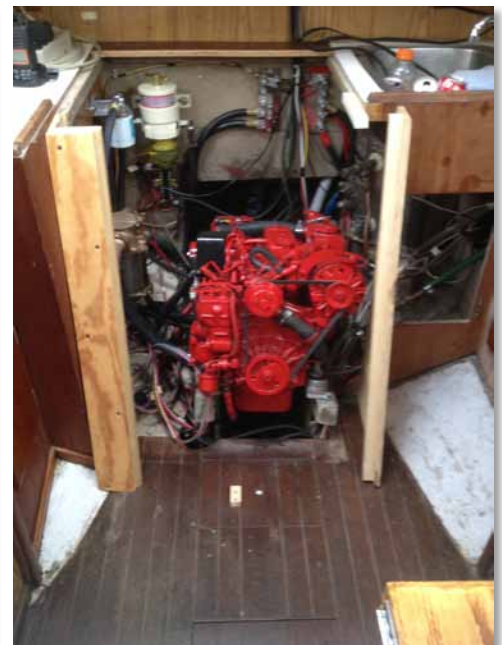
SV Tomfoolery

With the motor installed and functional, it was now time to, as some might say, "put a bow on it." In this section, we deal with those systems not immediately essential to making the boat move and to the cosmetic details of putting the boat back together and making her comfortable and livable once more. There were a few tasks that were put off for various reasons that did not get tackled until the boat was hauled out for winter storage.

Cabinetry Modifications

As mentioned earlier, the new engine is longer and has peripherals that stick out in different places, requiring some modifications to the cabinetry in the main cabin. This effectively destroyed the supporting structure for the companionway ladder. Measurements were taken and plywood was used to rough in the new supports for the companionway ladder. Once the pieces had been properly fitted, they were removed and veneered with mahogany so as to match the interior of the boat.

The hole in the countertop between the ladder and the galley sink that resulted from the relocation of the companionway ladder has been utilized as a trash receptacle by mounting a small trash can below it. This proved to be very convenient when underway or when preparing meals.



Cabinetry modifications to accommodate the new moter, which is slightly larger and has accessories in different locations.

Another modification being made is that, as sections of the interior of the boat get updated, the ubiquitous faux-wood Formica is getting sanded down and veneered with mahogany. You can see the unvarnished mahogany above the cabinet door to the right of the companionway ladder in the photos to the right. Once varnished, they will look like the wood behind the companionway ladder.



Cabinetry modifications after application of mahogany veneer and varnish.

Water Heater Hookups



Location of new coolant accumulator and expansion tank.

The water heater aboard *Tomfoolery* uses either shore power or engine heat to make domestic hot water. As with the other systems, there's more than just hooking up the engine coolant lines to the water heater to make it work. Because the water heater sits higher than the coolant fill point on the engine, an external accumulator had to be installed above the level of the heater core in the water heater to avoid an air lock situation that could cause the engine to overheat.

A bracket was constructed of wood that would hold the remote coolant tank and overflow catch tank at the proper level. At

the same time, this bracket would form a protective “guard” around the main DC bus in the boat, which is mounted to the bulkhead above the motor. For once, the plumbing to and from the water heater was straightforward. The hardest part was loosening the fittings on the water heater to replace them with hose barbs. A can of Liquid Wrench proved to be the best tool for this.

After getting everything hooked up and the antifreeze topped off, we naturally had to fire things up to make sure they worked. It was very reassuring to know that we could now take hot showers aboard our vessel after running the engine for about 20 minutes!

Raw Water Through Hull Replacement

Because the engine was installed while the boat was afloat, upsizing the raw water through hull had to be postponed until we were on the hard for winter storage.

The original raw water intake for the Atomic 4 engine was a 3/8-inch fitting, far smaller than the 1-inch diameter fitting recommended by Westerbeke. The old fitting was removed, the hole was enlarged for a proper through-hull and seacock, and then a new raw water supply line was installed.

Note: Supply lines should be made of wire-wound hose to minimize the chances of the hose collapsing under the suction from the engine raw water pump.

During 2014, the engine ran at a consistent 180°F (per the temperature gauge on the instrument panel) when pushing the boat at 5 knots for extended periods. With the new raw water

intake, the engine temperature was observed to be a full 20° lower (160°F), even with the additional loading of a larger propeller. Obviously, the smaller intake line was insufficient.

Exhaust Through Hull Modifications

Like the raw water intake, the exhaust through hull needed to be upsized and it was simply easier to tackle this with the boat in her cradle instead of floating in her slip. While up-sizing the exhaust opening, it was discovered that the hull was over an inch thick in this area, requiring an extra-deep hole saw to complete the job.

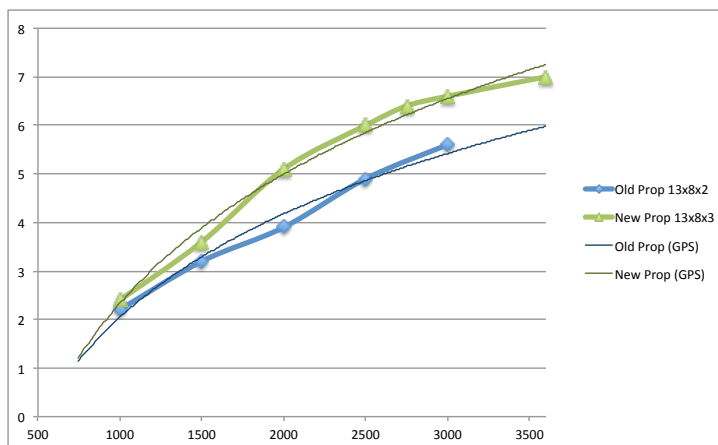
The new opening has significantly reduced the back pressure on the motor. This can be seen by the fact that the water exiting the boat is now more of a “flow” and less of a “jet”.

Drive Train Modifications

Because of the different gearing ratio in the transmission of the new motor, the propeller was spinning much slower than with the old, direct-drive propulsion system. A great deal of thought went into replacement of the propeller and is detailed in a separate article.

The “proper” choice for a new prop would have been a 3-bladed, feathering model that could be adjusted to an optimal pitch while minimizing drag under sail. Budgetary constraints, however, ruled out this choice and a fixed-pitch propeller was chosen. (>\$3,500 vs ~\$500) In the end, a 3-bladed, 13 x 8 inch propeller was chosen. While the pitch of the new prop is the same as the old, the increased blade area reduced slippage enough to be able to exceed theoretical hull speed at wide-open throttle.

A speed curve of both the old and new propellers is shown below. The vertical axis represents the speed of the boat in knots and the horizontal axis is the engine RPM.



With the propeller and its shaft removed, the opportunity was taken to also replace the cutlass bearing that had served our sloop for the past 20 years. Also, the packing in the stuffing box was refreshed to ensure continued smooth operation.



The cutlass bearing is held in place by a couple of Allen screws in a bronze collar around the stern tube. Removing the Allen screws allowed the collar to be removed and then the old cutlass bearing slid out rather easily.



New and old cutlass bearings in a side-by-side comparison. You can see the wear in the rubber flutes in the old bearing.





Installing the new cutlass bearing was the reverse of removing the old. The new bearing was first positioned in the stern tube, then the collar was replaced and the Allen screws were tightened down to hold everything in place. Care must be taken to tighten the Allen screws enough to be snug and not vibrate out, but not so much that they deform the cutlass bearing.

At the other end of the stern tube, the stuffing box needed some fresh packing. This was easily accomplished by removing the cap nut and tapping new packing into place using the prop shaft as a guide and a pipe to tap things into place pending final assembly. The old packing can be seen next to the cap nut and shaft.



The hole in the rear bumper of my van happened to be the correct diameter to support the shaft and hold the packing nut in place while the stuffing was pressed into place. If you notice, the pipe I was using is slotted for use as a tool to install or remove 1½-inch thru-hull fittings.

Stay tuned for the final installment of this article in the next issue. By then, we will have sailed a full season with the new power plant in our boat and will be able to make a (hopefully) objective analysis of the question, "Was it worth it?"

Editor's Corner

by Tom Alley



You've probably noticed a new "look" to the FLYC newsletter. I've had to change around the format of the template I use to generate each issue. In September Microsoft will release Microsoft Office 2016. I was fortunate enough to be able to test a beta version of this software and discovered

that the new version no longer supports the "publishing" layout used for our old newsletter. While a utility exists to translate the format, the resulting file is nearly impossible to edit, so I decided to update the template to something that would be more compatible with future versions of Microsoft Word.

SV Tomfoolery

I'd like to hear your feedback on the new format. While it makes assembling and editing a newsletter a bit easier than the old format, I'm curious if you find the new format any easier (or harder) to peruse and read.

Expanding on this question a bit, how do you like the club newsletter in general? Is the content interesting to you or not? What do you like to see? What would you like to see more of? Please let me know!

E-mail me at: editor@flyc.us

I look forward to hearing from you!

- Tom

FLYC Calendar

August

- 1-2 Watkins Glen Italian-American Festival*
- 1 08:30 Saturday Morning Kaffee Klatch
- 6-9 NASCAR at the Glen*
- 8 08:30 Saturday Morning Kaffee Klatch
10:00 Commodore's Cup Race Skippers' Meeting
11:00 Commodore's Cup Race Start
17:00 Commodore's Cup Post Race Celebration, Smith Park
- 15 08:30 Saturday Morning Kaffee Klatch
13:00 Race #5
17:00 Post-Race Social Hour
- 22 08:30 Saturday Morning Kaffee Klatch
- 29 08:30 Saturday Morning Kaffee Klatch
13:00 Race #6
17:00 Summer Siesta. Chicken fajitas provided by FLYC. Bring a dish to pass. 17:00 Social, 17:30 Dinner.

September

- 5 08:30 Saturday Morning Kaffee Klatch
17:30 Homemade Soup/Chili & Chocolate Dessert Cook-Off Contest

- 11 Vintage Grand Prix* (road rally through town)
- 12 Seneca Yacht Club Barge Race.* Geneva, NY.
Possible FLYC club cruise to Geneva for tailgate party & cheering section.
- 19 08:30 Saturday Morning Kaffee Klatch
13:00 Race #7
17:00 Post-Race Social Hour
- 26 13:00 Race #8
17:00 Post-Race Social Hour

October

- 3 13:00 The Grape Race
17:00 Post-Race Social Hour with grape-themed menu.
- 8-12 Annapolis Sailboat Show*
- 15-18 Annapolis Powerboat Show*
- 31 Last date for haul-out.

November

- 7 FLYC Awards Banquet, Annual Meeting & Election of Officers.

* Non-FLYC events.

Classified Ads

Boat For Sale: Fox 18

Take your sailing skills beyond a Sunfish! This is one of 38 built, Bruce Kirby designed, Fox 18 sailboats. Basically what some would consider a Lazer on steroids. Location: Seneca Lake, Watkins Glen. Price: \$1300 includes trailer.

Contact: Meg Reed, megreedlg@gmail.com, 607.215.4513

Need a Scuba Diver?

Did you lose that favorite winch handle in your slip this summer? Or perhaps you need to see if your prop nut is tight or if your knotmeter has been fouled? Or perhaps there's another task that you simply can't hold your breath for that long? Get in touch with me and we'll talk about it.

Contact: Tom Alley – alley@alberg35.org or 607.377.6262