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Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

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Commodore's Comments

by Barry Lewis

SV Kestrel

The 2015 season is quickly coming to a close. As the season ends and we are all scheduling our haulouts, make sure your calendar includes the FLYC annual meeting on November 1st at the Harbor Hotel. We will have a great dinner, listen to some terrific music, and begin the process of setting up the club for the 2016 season. We look forward to seeing you all at the meeting. Come with your ideas and suggestions for next season: What did you like about the 2015 season? What would you like to see change for next year? How could we make the club even better?



We will also be electing officers and directors to lead our club forward during the 2016 season and beyond. Be sure you come to the meeting and make your voice heard about our club and where you want to see it going. The current officers and directors are listed on the next page, along with the positions we will be voting on during the annual meeting. Any suggestions you may have for nominations to fill the open positions should be shared with Rebecca Lewis, the chair of the nominating committee, or brought to the annual meeting. We are always looking for those willing to help guide the club forward.

The annual dinner details are listed on the following pages. Contact Rebecca Lewis or me to confirm your reservations for the dinner. We hope to see you all there.

- Barry

Notice of Annual Meeting

Pursuant to Article III, Section 2 of the FLYC Bylaws, notice is hereby given for the Annual Meeting of the Members of the Finger Lakes Yacht Club. Where: Harbor Hotel, Watkins Glen, NY When: Sunday, November 1st, 2015 at 6:00 p.m. Details of the meeting logistics can be found on page 4. Please note the due date for RSVPs. Agenda items include, but are not limited to, the annual club banquet, presentation of club awards, nominations from the floor to club offices, and elections.

See below for offices that are up for election. Terms of office

begin immediately following elections by the membership. Following the elections, the new Board will appoint the club Secretary and Treasurer, as specified by the Bylaws. At that point, the floor will be opened for new business. Please note: Per the club bylaws, each membership (i.e., family) has a single vote in club elections.

- Sue Morris, Club Secretary

FLYC 2015 Election Details

The Board of Directors consists of three flag officers and six other members who are elected by and from the membership. Each Director must be at least 21 years of age.

Elected Flag Officers

- Commodore (1-year term). Must have served at least 1 year on the Board prior to election. The Commodore “runs the club.”
- Vice-Commodore (1-year term). Traditionally, this office coordinates the social aspects of the club.
- Rear-Commodore (1-year term). Traditionally, this office coordinates on-the-water activities such as racing and cruising.

Directors

The Board includes six Directors, each serving a 2-year term. Terms are staggered such that three directors are elected each year. Nominations for people to fill these offices may be made at any time up until elections are held at the Annual Meeting. For a nomination to be valid, it must be seconded and agreed to by the nominee. Voting may be done in person, or by written proxy submitted to the club Secretary prior to the election. Each membership (family) may cast a single vote for each office.

- Current Directors with one year remaining of their term: Ray Margeson, Rich Follette, and Tom Vedder
- Current Directors at the end of their current term: Tom Alley, Andrea Johnson, and Mike Crouse

Nominations to date

- Commodore: Barry Lewis (*incumbent*)
- Vice-Commodore: Steve Howard(*incumbent*)
- Rear Commodore: *Open*
- Director: Tom Alley (*incumbent*)
- Director: *Open*
- Director: *Open*

Appointed Club Positions

The FLYC has multiple ways to get involved, and encourages its members to do so. (It’s fun! Really!) Please consider helping with the following:

- Club Secretary
- Social Committee Members
- Race Committee Members
- Cruising Committee Chairman & Members
- Newsletter Editor & Contributors

Vice Commodore's Comments

by Steve Howard



Have you checked the expiration date of your flares recently?

Do you hate the cost of buying new flares (whether aerial or handheld), knowing that they expire only 42 months after they are manufactured?

Would you like to not have to do this anymore?

Sirius Signal now has the only USCG-approved electric distress signal light, replacing the night signal pyrotechnics currently required on any vessel over 16 feet in Great Lakes, coastal, offshore and including New York and most other states' waters. I mention New York specifically because I lost this battle with one of my Pennsylvania dealers. I learned, to my chagrin, that flares are only required on Lake Erie there, (though I think I presented a strong argument for safety equipment beyond any specific requirement).

For the cost of about \$100, the **Sirius Signal SOS C-1001 LED "flare"** kit can permanently replace those roughly \$25-35 every 3½ years flare kits. Plus this light is waterproof, it floats, is visible for 10+ nautical miles at night (for over 6+ hours), uses 3 regular C-cell alkaline batteries, and very importantly, is much safer than those flares which, under even ideal conditions, can melt your boat and/or bodily appendages at a moment's inattention.

The kit also includes the 36" x 36" orange flag sporting the black square over black circle, therefore complying with the

SV Horseplay

required night and day signal. The light also has a Morse Code SOS setting (...- - -...).

Currently this light is not yet available from the company I, and my co-workers, represent to dealers throughout the country (though new products are being taken on at this time of year, to be introduced at our Dealer Show in November). It is available from Defender Industries (www.defender.com), Fisheries Supply (www.fisheriessupply.com), Downwind Marine (www.downwindmarine.com) and even through Amazon.com, though there have been some periods of product shortages.

For more information about the **Sirius Signal SOS C-1001 LED** kit, as well as other electric distress lights (though currently not approved to replace pyrotechnics) go to www.panbo.com, Practical Sailor magazine, and/or the Boat/US Foundation.

When this issue of *Port Tacks* is published, we'll be in the middle of the Fall Boat Show season. In the December issue I'll do my best to let you know about all the new "toys", just in time for your list to Santa.

Keep sailing!!

The water has just gotten to a temperature you can enjoy for more than just a dip, there are fewer other boats out there creating wake-slop, and there is NO better way to see the colors of Fall than from the middle of a lake.

- Steve

Rear Commodore's Comments

by Jim McGinnis



The official Finger Lakes Yacht Club season has come to a close and the final season race results have been tallied. A solid year for Bruce Kendall and his crew on *Cetacea* as they close out the season with a win in Race #8.

The season was a typical one with swirling winds to confound the sail trimmers to a little rough weather which forced a race cancellation and to

some windless days that tried our patience on the course. All in all, a great season with some tremendous racing and new boats entering the fray. The winds of September have

SV Brewster

been the best and will likely be strong for the Grape Harvest Race on October 3rd.

The Grape Harvest Race is a fun race that everyone can join. We stagger the start times based on handicap so all boats should theoretically cross the finish line together! Afterwards there is an FLYC club dinner with grapes as the featured ingredient in every recipe.

See you there!

-Jim

Secretary's Column

by Sue Morris



Ahoy to all!

Fall is fast approaching. What happened to summer just beginning? Such a great time as it went too fast. Enjoying the last of it by going to Newport boat show 2015 to find out new and fun things about sailing or power boats. Great experience if you have never been to one!

The season is ending so don't forget the last details of putting the boat away for the winter! Thanks!

-Sue

SV Sails Call



Is Jim considering the 'dark side' and going to a powerboat?



From the Treasurer

by Denis Kingsley

The Club's funds have been taken out of Wall Street due to market volatility and invested in a sure winner at Tioga Downs, Sunny Boy Nick in the third. A guy at the rail told me that's a sure

bet.

SV Tark

I'll keep you posted. As of now, with all bills paid, the treasury contains a positive balance.

- Denis

Socially Speaking

by Rebecca Lewis



Hello everybody!

I am coming back into reality after having been sick for a week and I found myself looking at the calendar this last Monday feeling a bit overwhelmed. The summer sailing season has come to an end. Hot, sunny days are giving way to shorter days with cooler temperatures and

there is still so much to do. We are now faced with packing things up in preparation for the storage of the boats. And while this is all taking place, we still have a couple of events to enjoy.

October 3rd we will be having our Annual Grape Harvest Race and Social. The social will start around 17:00 when all the racers gather to hear the race results. Bring your favorite Grape-themed food as a dish to pass and congratulate the racers.

SV Kestrel

The FLYC Annual Meeting and Dinner Banquet will be held Sunday, November 1st, 2015 from 6 pm - 9 pm. The cost of the dinner is \$29.00/person. Social hour starts at 6 pm with a cash bar. Dinner will start around 7 pm.

Menu selections are as follows:

- 8 oz. Strip Steak
- Pork Loin Caribbean
- Cavatappi Primavera

Please contact Rebecca Lewis in person, by phone, or via e-mail with your dinner selections. Confirmation and payment for your dinner must be made by October 18th. There will be no substitutions and no refunds.

Phone: 607-368-3367

E-mail: social@flyc.us

- Rebecca

FLYC Race Fleet Final Standings

FLYC Season Race Scores - 2015

			Throw-Outs										
			Date ->		6/6	7/11	7/18	8/8	8/15	8/29	9/19	9/26	
			# Boats ->		6	7	6	10	9	10	9	9	8.3
Boat	Owner	Type	Race	Race	Race	Race	Race	Race	Race	Race	Race	Race	Total
			#1	#2	#3	#4	#5	#6	#7	#8			
Cetacea	Bruce Kendall	Hunter 25.5 SD	2	1	4	2	1	3	6	1			10
No Worries	Ray Montondo	Hunter 30 SD	1	3	7	1	10	5	10	2			19
Brewster	Jim McGinnis	Hunter 336	4	4	1	5	4	2	8	5			20
Tomfoolery	Tom Alley	Alberg 35	6	5	2	3	6	4	2	4			20
Freebird	Randy Barnes	Erikson 25+	5	7	6	4	3	9	5	3			26
Harmony	Tom Hall	Pearson 28	7	2	7	6	7	1	10	10			30
Dry White	Tom Keebler	Pearson 28-2	7	8	3	11	2	11	4	10			34
Seek Ye First	Mike Crouse	Islander 36	7	8	7	11	10	11	1	6			39
Tark	Dennis Kingsley	Hunter 33	7	8	7	8	9	10	3	8			41
Spirit	Andrea Johnson	Catalina 22SK	3	8	7	7	10	11	7	10			42
Sails Call	Jim Morris	Bavaria 34	7	6	7	11	5	8	10	10			43
Sacre Bleu	John Cheeseborough	O'Day 27	7	8	7	9	8	7	9	9			46
Obsession	Ted Manske	Hunter 34	7	8	7	11	10	6	10	10			48
Presque Isle	Josh Burczynski	Hunter 28.5 SD	7	8	7	11	10	11	10	7			49
Moonlight Lady	Cliff Geer	Hunter 34	7	8	5	11	10	11	10	10			50
Sharman	Dan Sharman	Newport 30 Mk II	7	8	7	10	10	11	10	10			52

FLYC Scrapbook

Photos by JimMcGinnis

SV Brewster



FLYC Pirate Party on 9/26/2015.



Happy Birthday to our Pirates!



True Love enjoying perfect winds for a charter.



Seek Ye 1st on a tear to the finish line.

Fall Haulout Reminders

[This piece is based on an article published in the September 5th issue of the RCR Yachts newsletter and has been edited so as to be applicable to sailors on Seneca Lake and, particularly, tenants of the Watkins Glen Village Marina. –Ed.]

Fall is fast approaching – please take note of these special considerations regarding the safety of your boat and your preparations for Haul-out.

If you are not planning on sailing any more this season, the best place for your boat is out of the water – safe from the storms that become more frequent in the fall. Early haul-out is easier on your yard crew, too – it's not much fun out on the water in the cold! So please, don't postpone your haul-out if your boat is not going to be used.

Keep an eye on the calendar. For Village Marina tenants, your slip contract requires that your boat must be hauled by the end of October unless you have made alternate arrangements with the marina office. Also keep in mind that it is not possible to haul everyone out on the last day of the season.

Fall sailing... if you are planning to enjoy fall sailing this year, please:

- If you are on a mooring, tie your helm securely in the proper direction when moored (wheel brakes are not to be trusted.) Your steering system can be damaged if the rudder is allowed to flop back and forth in a chop kicked up by a storm.
- Roll your furling jib tightly – wrap the sheets at least twice around the sail. This will minimize the chances of your sail

coming unfurled in a blow. A flogging sail will self-destruct in a surprisingly short time.

- Check for wear on your mooring pennant or dock lines. Doubling up these lines is cheap insurance for your boat.
- Fold down and secure (better yet, remove) your dodger and Bimini. On windy days your canvas acts just like a sail. (And a flogging bimini will suffer the same fate as a flogging sail.)
- Your boat must stay in your present slip which was selected to suit the size and weight of your boat. Do not take another mooring or slip without first consulting with your local harbormaster.
- Never leave your boat unattended without making sure it is properly secured. Storms come up quickly and violently.

Prior to Haul-out:

- Pump out your holding tank – it must be emptied prior to winter storage or you will have a smelly mess to clean up in the spring. Remember that the pump-out dock will close a couple weeks before the marina does!
- Unload your boat. It is much easier to unload the boat at the dock than it will be after the boat is on its cradle or jack stands.
- Top off the fuel tank and add fuel stabilizer. This will minimize the accumulation of condensation in your fuel tank over the winter. This applies to both gasoline and diesel tanks.
- Check your cradle or jack stands. Your cradle and stands are key to the safe storage of your boat. If you are not sure about their condition, have someone take a look at it.

Boat Maintenance Seminars Available

by Tom Alley

SV Tomfoolery

As announced at the club's Chili & Chocolate Cook-Off, the Seneca Sail & Power Squadron will be offering a series of seminars this fall and early winter on boat maintenance. These seminars are open to anyone in the FLYC and you do NOT need to be a Squadron member to participate.

Some of the topics we will be covering include:

- Hull cleaning, fairing, and painting.
- Structural fiberglass work.
- Deck cleaning, restoration and painting (including non-skid application).
- Restoring tired woodwork.
- Re-rigging the sail plan.
- Proper techniques for installing deck fittings and access ports.

Other topics may be added as the project progresses, but I think this is a good start. As you can see, it will be a fairly comprehensive program!

Best of all, you won't have to "practice" on your own boat!

Seminar details are as follows:

- When: October-January
- Where: Kennedy Family Barn, Horseheads, NY
- Lead Instructors: Mike Crouse, John Read, Tom Alley, and others.
- Cost: TBA – but it will be reasonable. Promise!

Seminar fees will be used to offset the cost of materials used to refurbish our class boat.

At the conclusion of the boat restoration, the boat will be auctioned off at a fundraiser where the proceeds will be split between St. Mary Our Mother Elementary School and the Seneca Sail & Power Squadron Junior Sailing program.

If you think you might be interested one or more of the sessions, please sign up now so we can hold a place for you. To register, contact:

Tom Alley
E-mail: alley@flyc.us
Phone: 607-377-6262

Boat Show Etiquette & Tips

by Tim Finkle

RCR Yachts, Inc.

[As the boating season ends and the boat show season begins, it would do well for us to review some common-sense manners if you plan to attend one of the boat shows in our region. The following article appeared in a recent newsletter published by RCR Yachts of Buffalo, NY. –Ed.]

As we come up on boatshows, it seems appropriate to mention some etiquette for those who may be new to this. Most of these may seem obvious, but you would be amazed at what we see at shows. Keep in mind that every boat on display at a show either already belongs to a customer or will soon, and must be treated with care to minimize wear and tear.

- Shoes should have soft non-marking soles and be able to be removed quickly and easily. Most boats are "please remove shoes", some have slip-on booties to go over your shoes, and a few will allow you to keep your shoes on if they are the proper type.
- Do not carry items on your belt that can mar the finish as you rub against it, such things as uncovered cell phones and PDAs are frowned upon, same goes for big heavy belt buckles.
- Camera bags, purses and other carry-ons should be left above deck or at the very least should be free of any metal clasps that could scratch

- Heavy dangly jewelry such as big metal bracelets are to be avoided
- Wait above deck until the crowd below thins out to the point that people can comfortably move about the interior
- No food or drink aboard
- If you are wet from standing in the rain be careful where you sit below
- Unless you are seriously interested in the boat you are looking at, refrain from opening every single locker and door on the boat. This not only results in excess wear, it also takes time and clogs traffic flow.
- Study the weather before going to the show. Normally the morning is cool and it gets hot later, so dress so you can adjust accordingly.
- Please control your children! Kids jumping on cushions, slamming doors or running around the deck don't impress others with your parenting.
- If you have a real interest in a boat you will find out much more by telling the salesperson on board of your interest. 99% of the people going through any boat are just lookers, and if you want to learn more you should say so.

-Tim

Fuel Storage Tips for Sailors

by Darrell Nicholson & Drew Frye



Practical Sailor contributor Drew Frye prepares fuel samples for testing.

Practical Sailor contributor, [Chesapeake Bay sailing blogger](#), and chemistry guru Drew Frye is back in the lab with his beakers, test tubes, and mason jars investigating fuel additives, this time fuel storage additives. Frye has covered a range of fuel additives before, beginning [back in 2008](#) with an article focusing on the effects of ethanol in gasoline. Our current test involves both gasoline and ultra-low sulphur diesel.

The fuel storage additive study is proving to be a tricky one, partly because treated gas is capable of being stored for very long time in the right conditions. Samples in our accelerated lab testing were still within the recommended octane specifications after the equivalent of two years of storage. Diesel, [in the right conditions](#), can be stored even longer and still stay within specification.

Sometimes it is not what has been added to your fuel that matters, but what is missing. The most obvious difference between gasoline and diesel during our vented aging tests is that gasoline samples evaporated and required replenishment at the

from Practical Sailor Magazine

mid-way point. Studies by BoatUS and the EPA have shown that anywhere between 5 to 20 percent of the contents of a portable or installed polyethylene tank can vanish during the course of a year, the result of breathing losses and permeation. The remaining fuel is lower in octane, contains fewer of the volatiles that are so essential for easy starting, and has reduced solvency for gum and varnish. It often looks perfectly good—most of our samples did—but is perfectly rotten and potentially harmful as fuel.

There are several things you can do to ensure that fuel doesn't go bad over the off-season, or during periods of long-term storage.

- Reduce permeation. New EPA requirements for low permeation jerry cans, plastic tanks, and hoses are a blessing. The loss of vital volatile material is reduced and odors are reduced. However, our experience with the new jerry cans and portable tanks has been disappointing. Most of the designs we've tried have serious flaws; we can only hope the market place will sort that out. Metal tanks have zero permeation.
- Store in a cool place. Keep jerry cans out of the sun whenever possible.
- Vent filters. The EPA mandated carbon filters on new boats and aftermarket silica gel filters reduce water absorption and reduce breathing losses. Over a typical 10-years life, these filters can pay for themselves in saved fuel alone (we checked the calculations—depending on the boat you can expect to save 1-3 gallons per year), before factoring in reduced engine problems caused by corrosion and varnish. (See [Practical Sailor January 2013](#) and, for diesel fuel, [January 2014](#).)
- Keep the tank full. A full tank does not breath, and fresh fuel renews the volatile content.
- Keep the vent closed when not in use (dinghy engines only). Water absorption and evaporation affect small tanks more quickly.
- Run the engine often. The silence of wind power is nice, but gas does not keep.

For more on fuel additives, check out my post two weeks ago, "[Fuel Additives: Snake Oil or Good Science](#)," which has some additional links. Diesel engine owners will want to read the article in our January 2014 issue "[Diesel Fuel System Maintenance Best Practices](#)."

Geneva Cruise 2015

by Katie Alley

As many of you have heard, for the past couple of years, the Seneca Yacht Club's annual Navy Barge Race has always been an exciting event. This 24-mile regatta – from Geneva, around the Navy Barge, and back – is an interesting adventure with the weather conditions early September presents for us. In 2013, *Tomfoolery* took first place thanks to the powerful wind. Last fall, *Tomfoolery* lost her mail sail from it's track on the mast – while she was sailing – but still managed to take 3rd place, soaring over two knots above her hull speed at one point. Though our 2015 Geneva trip wasn't quite as..., testing, three of Seneca Sail and Power Squadron's Junior sailors were able to gain even more cruising experience.



This year's Junior Sailing crew for the Geneva Barge Race. L to R: Maggie, Katie & Isaac.

On Friday, September 11th, Captain Tom on *Tomfoolery*, along with Mike Crouse and crew on *Seek Ye First*, arrived at Seneca Yacht Club, after motoring up from Watkins Glen. Junior sailors Maggie MacBlane, Isaac Thomas, and myself arrived later by car, after our very depressing and painful first day of school. Both vessels spent the night tied up at the yacht club's dock, ready to race the following day.

We woke up to a steady rain, cool temperatures, and oddly enough, absolutely no wind. The rain and cold were a part of typical "Barge Race weather", but definitely not the lack of wind. The yacht club decided to postpone the race a day, in hopes of better sailing weather.

SV Tomfoolery



The FLYC contingent of Seek Ye 1st and Tomfoolery at the SYC docks.

Both crews ended up having a rather slow day. Captain practically gave us Junior sailors permission to be lazy – we watched movies, read books, took advantage of our wireless hotspot, and slept. We enjoyed the luxuries of free docking, shore power, and access to onshore bathrooms and showers at Seneca Yacht Club. (FYI: The bathroom there is very scary at night when you are alone.)

Both vessel's provisions and galleys were certainly utilized. Two grills were used to cook delicious steaks. *Tomfoolery's* stove was used for heating up coffee, soup, and vegetables. Her camping oven was also used to bake a delectable garlic pizza. *Seek Ye First's* refrigeration kept an exquisite cheesecake cold until we ate it all. Our dock neighbor, who was a member of the Seneca Yacht Club, generously gave us some fruit to share. And of course, the Junior sailors had their favorite food – Oreos. Needless to say, I ate better on this trip than I do at home. (Also we made Isaac do most of the dishes, since he is the newest crewmember.)



The ultimate cheesecake!

We planned to spend another night at the yacht club then race down to the Navy Barge and continue on to Watkins Glen the next day.

We definitely woke up to better sailing weather..., at 2 a.m. I awoke to the v-berth rocking back and forth considerably. Outside I heard halyards clanging against masts and voices. I crawled out of the cabin to find Isaac and Captain on deck, placing fenders between *Tomfoolery* and the dock. A strong west wind had built and our vessel was hitting the dock – an easy fix. I noticed *Seek Ye First's* entire crew was on her deck fixing something as well – later I learned that *Seek Ye First* had only been tied up with two lines. The next morning, I counted three new spring lines, in addition to the original bow and stern lines.

The west wind held through the rest of the night and in fact, all day Sunday as well. We and *Seek Ye First* both departed Seneca Yacht Club before the rescheduled Barge Race skipper's meeting in order to ensure we would arrive in Watkins at a reasonable time. Though it was certainly much better sailing weather in our opinion, we are assuming that the yacht club cancelled the race all together because we saw no sailboats behind us on our way back down the lake. Captain declared *Tomfoolery* and *Seek Ye First's* victories by forfeit, since we were the only enthusiastic racers present and ready to start!

Our sail southward fulfilled our Geneva expectations. Thanks to the west wind, we sailed the entire length of Seneca Lake on one tack in about 6 hours. Much of that time was spent with the port deck reaching the water, while we cruised along at 6 knots or faster. Isaac was able to experience some heavier sailing, rather than the stale, hot days where the sails hang like sheets, as we've had quite a few of those days this summer. (This cruise was not nearly as warm though.)



Tomfoolery and Seek Ye 1st head south on the lake toward the Barge in brisk westerly winds.

On the way back, Captain decided we would have the first annual Geneva to Watkins Glen race, founded by *Tomfoolery* and *Seek Ye First*. *Tomfoolery* made some strategic course alterations and at one point, *Seek Ye First* decided to backtrack in order to sail beside *Spirit*. We really thought we would beat *Seek Ye First* to the marina until Maggie dropped one of my sailing gloves overboard. If you saw *Tomfoolery* doing three-sixties about two miles away from the marina that afternoon, it was us trying to retrieve my glove. Applying some of our man-overboard drill tactics, we were able to capture my glove with a boat hook, but not before *Seek Ye First* passed us. Unfortunately, we weren't so victorious in that race. (Thanks Maggie!)

Overall, our Geneva Trip was a nice getaway and we all took pleasure in it. Maybe Mother Nature decided to go a little easy on us after the past two years. You know, no sails flying off masts this year. However, if you were at the marina for the last club race of the season, you would know that Mike and I ripped a 42-year-old drifter sail during the race. A combination of a building north wind and pulling the sail in too tight led to it tearing right across the middle. We managed to replace it with Mike's usual headsail and catch up with most of the fleet, but *Tomfoolery* claimed her victory over *Seek Ye First* that time.

Stay tuned for more on the *Tomfoolery* vs. *Seek Ye First* rivalry. Who will win the Grape Harvest Race? Who will the winds show favor to next summer? What does the 2016 Geneva Barge Race have in store for these two boats? Find out in future newsletters.

- Katie

A Study in Details – Part VI: In Retrospect

by Tom Alley

SV Tomfoolery

It's been a two-year odyssey to repower my 1965 Alberg 35 sloop, but we're finally there. The motor is in, all of the peripheral systems have been installed and tuned, and we have had some serious run-time on the new motor with a 5-day trip through the New York Canal system and Cayuga Lake. Now it's time to look back at what we've done and evaluate the experience.

Analysis: Was It Worth It?

After the elation of hearing a motor spring to life that was purchased sight unseen, on the word of the seller that it “ran well”, and after all the tools had been put away and the cabin had been cleaned up, it was time to step back and evaluate the experience. Like most boat projects, this one exceeded expectations in many ways: It exceeded the expected time frame; it exceeded the expected budget; it exceeded the expected effort required.

About four weeks into the retrofit, I was beginning to seriously question whether I had bitten off a larger project than I was capable of handling. Everything seemed to take much longer than I thought it should, parts didn't quite fit right, or the space where I thought I could mount a piece of hardware turned out to be either too small, in the wrong location, or just downright unworkable. “How do the professionals do this?” I kept asking myself. A call to a boatyard to inquire into the costs of repowering a sailboat answered my question. According to the person I spoke with, “typical” labor charges for repowering a sailboat ran between \$6,000 and \$8,000. I guess it takes the pros almost as long as it was taking me to do this! Two long weeks later, the motor was running and we were conducting sea trials and commissioning tests.

Timeline Expectations

Originally I had planned on a 4-week timeframe to swap out the motors, knowing that some of the tasks would have to wait until after the sailing season so that I could get at things below the waterline. In the end, the refit took about six weeks before the new engine could be fired the first time and about 8 weeks before all of the peripheral systems were hooked up. From a chronological perspective, being employed full-time, being married, and having a family all contributed to compromise the project timeline. Since I also teach sailing lessons through the local Power Squadron, there were also a number of days where I was out on the lake when I could have been furthering along the project. In hind sight, the timeline was probably realistic if I weren't multitasking so much. (Read: If I didn't have a life.)

Financial Expectations

The original budget for the project, as outlined in the first part of this series, was around \$6,000. After some more in-depth number-crunching, this figure rose to around \$6,500. Some assumptions that were baked into this estimate included free labor and the sale of the old engine. Not considered in the estimate was the cost of food and beer to the many friends that helped with the exercise. (It's probably best not to do so!) Also not factored into this figure was the cost of transporting the new

motor 300 miles from Connecticut to the boat's home port in central New York.

In the end, the total project wound up costing close to \$8,100 and the old Atomic Four was sold to a nearby sailor who wanted to rebuild it for his Pearson Triton for \$350, making the net cost of the project approximately \$7,750. Of this cost, half (\$4,000) was for the motor itself. The remainder was for peripheral equipment, hardware and miscellaneous supplies.

Because the repowering was not a like-for-like exchange of power plants, all of the peripheral systems to the old motor had to be upgraded or replaced. This included the exhaust system (from a dry to a wet system), the cooling system (change from direct raw-water cooling to an indirect system), the fuel storage and delivery system (convert from gasoline to diesel), modifications to the drive train (new prop, shaft and coupling) and a total replacement of all engine instrumentation. Further adaptations had to be made to the engine space to accommodate the additional filters, hoses, linkages and electrical connections. The existing fuel tank was able to be re-used, saving approximately \$350 to \$400 along with the time that would have been needed to build new tank supports.

In addition to the hardware purchased, some labor had to be hired out. A local welder was contracted to make modifications to the fuel tank and to fabricate a new fuel pickup, fuel return and vent line fitting out of stainless steel. This investment was well worth it, as the fittings he produced for me were orders of magnitude better than the ones I attempted to fabricate myself out of standard plumbing components.

Tying all of these components together were dozens of feet of hoses, pipes, and wires. Holding them all together were buckets of hose clamps, fasteners, and connectors. These all added to the bottom line and I'm sure I lost count given all of the trips I made to various stores to fetch the appropriate adapter or to restock the size of clamps I had just run out of.

Effort Expectations

No one in their right mind would expect repowering to be an easy task. What was interesting, though, was which tasks turned out to require the greatest effort.

One would think that lifting the motors in and out of the boat would be the hardest when, in fact, these tasks were the most straightforward. Yes, the motors were heavy and it was hard work to lift and guide them, but the experience was brief, the logistics were uncomplicated, and the task was completed quickly.

What was greatly underestimated (probably because I don't remember reading about it in other repowering articles), were the sustained hours of "boat yoga" spent inside compartments that were never designed for human habitation and the resulting days afterwards with sore muscles, cuts, bruises, and creaky joints. Being 30 years younger might have helped in this area, but we won't go there. Also not considered in the financial implications of the project were the subsequent visits to a physical therapist to treat various boat-induced (and age-exacerbated) aches and injuries.

Unexpected Paybacks

After replacing the Atomic Four with a diesel, I contacted my insurance company to make sure that they were aware of the new motor in the boat to ensure that I had the proper coverage. I was delighted to find out that my premium was reduced by 5% because of the removal of gasoline and its associated risks from the boat. While this will not come close to paying back the investment in the motor, it might pay for a pizza for the crew once a year.

Not entirely unexpected, but nonetheless pleasing, was the improvement in fuel economy. With the old gasoline motor, all of our cruise planning was based on a consumption rate of 1 gallon per hour. With the Westerbeke 30B Three powering our fair sloop, new consumption data means we can plan on a burn rate of just under 0.6 gallons per hour. It doesn't quite double our cruising range, but it's a substantial improvement.

Having an engine that is not directly cooled by raw water also produced the benefit of having substantially warmer hot water on board. Before, raw water (including that which was bypassed by the engine thermostat) was used by the hot water tank. Even though the old engine had a thermostat set for 160°F, the cooling water being pumped from the engine was usually considerably cooler than this because the bypass water was mixed with it before it could be pumped through the hot water

heater. With the new engine, the engine coolant is used directly by the hot water tank, meaning that the hot water tank consistently sees 180°F temperatures in its heater core. The result is hotter water, and longer hot showers from a 4 gallon hot water tank! (Useful when soothing the effects of extended periods of 'boat yoga'.)

Finally, the biggest payback of the project was the knowledge gained from tackling such a substantial project as this. There is no way to describe the confidence that it can build because it forces one to become not just familiar with, but also educated in, many of the boat's mechanical systems that one usually takes for granted. This knowledge provides the ability to troubleshoot quickly and effectively if (when) something doesn't behave properly, and by virtue of having installed everything the first time, this knowledge provides the experience and confidence that one can affect repairs (temporary and permanent) on board when needed.

The Final Verdict

Did I make any mistakes in this project? Absolutely! In fact, there are probably more than a few that I haven't realized, yet.

Do I have any regrets? Absolutely not! Repowering was, at least in my case, the right thing to do.

Would I do it again? Ask me after I've had some time to go sailing for a while!

Thanks for taking the time to follow my adventure. I hope you found the information in this series of articles useful. (...or at least, mildly entertaining!)

-Tom

Editor's Corner

by Tom Alley

A few (OK, more than a few) years ago, a group called the Byrds made the following song lyrics popular:

[Refrain]

To everything (turn, turn, turn)

There is a season (turn, turn, turn)

And a time to every purpose, under heaven

A time to be born, a time to die

A time to plant, a time to reap

A time to kill, a time to heal

A time to laugh, a time to weep

Etc...

You get the idea. (Half of you are probably humming the song in your head by now. Sorry.)

SV Tomfoolery

My point is that for us, it's now time to start physically and mentally "decommissioning" our boating season. We have to put away our boats and winterize them. We need to store all of paraphenelia that has accumulated on our vessels over the warmer months. Most difficult, however, we need to change our frame of mind from the expectations of a warm afternoon spent lakeside to that of cold, dark mornings spent clearing a path so that we can get to work, to the store, or in some cases, simply get to the mailbox.

As part of this turning of seasons, I would encourage all of you to consider looking beyond the lack of winter boating activities and to think about what comes next. In a few weeks we will be electing new officers and directors for our club. Soon after that we will be planning events for the next boating season and setting course for another year on and around our beautiful lake. If you have ideas or suggestions (no matter how hairbrained they may seem to you at the time), **PLEASE** share them. The

Board is always looking for new and different things to try out so that we don't let ourselves get into a rut.

E-mail me at: editor@flyc.us

If you're bashful and don't want to announce your ideas at a meeting or publically, send them to me in an e-mail and I'll forward them on anonymously. In my experience, it's often the "dumb" idea that inspired the idea that really worked out well.

I look forward to hearing from you!

- Tom

You can send your ideas to:

FLYC Calendar

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

- 1 FLYC Awards Banquet, Annual Meeting & Election of Officers. Harbor Hotel, Watkins Glen, NY

Winter 2016

- TBD Board of Directors 2016 Planning Meeting.

* *Non-FLYC events.*

Classified Ads

For FLYC Members

Just a reminder that members can place non-commercial ads in our newsletter to buy, sell or trade boating-related "stuff".