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Please send any comments, questions or corrections to:
editor@flyc.us

Commodore's Comments

by Howard Cabezas

SV Ruthie

Happy warm weather everyone!!

The boating season has officially begun this weekend with our first social activity this past weekend. It was also the first non-points race of the season. The race markers are in new areas this year, so the course is slightly longer than last year. We also



will have a boat available for races to allow temporary markers to be put out if Race Committee decides to. If you plan to race this year you will want to get Steve Howard your cell phone number so that he can text everyone if the race on Saturday is postponed until Sunday, this is something new we are going to try this year. Check out our past newsletters to see all the new race regulations for this season or reach out to Steve Howard or myself for more details.

Happy Sails,

-Howard

Rear Commodore's Comments

by Steve Howard



I'm sure this isn't coming as any kind of surprise to anyone, but Mother Nature has not been on our side this Spring. Just this past week have boats started tugging on their docklines throughout Upstate NY.

Just last week I watched the Hobie 14 North American Championships up on Oneida Lake. Colorful sails are still the order of the day for these beach cats. There were boats from all over the country, including from Puerto Rico. I never saw the final standings, but as I was leaving I did see the ultimate race... the entire fleet on a downwind run to the beach and the beer taps. A reminder, Hobie Fleet 204, on Oneida Lake is starting their Newby Tuesdays on June 9th at 1800. If you're looking for something a bit different than a keelboat and also some midweek racing (on Thursday evenings) here's an option to be investigated. More information is available on their website (www.fleet204.com).

As I write this, Memorial Day weekend is just ahead and we're hoping to have our Rig Tuning Race on Saturday, the 26th. Remember, this race is not part of the Summer Series, just a warm-up for the skippers and the crews. We'll gather at the flagpole at 1300, go over some changes that the Race Committee (RC) has made to the scoring, and we'll try to answer any questions that may come up.

The Series will start on June 9th with a standard triangular course. The RC will do its best to provide varied and fun courses throughout the summer. We expect to have additional marks anchored out on the Lake, both "permanently" and on an individual race basis.

We have had discussions with the Social Committee about adding more combined Racing and Social activities, such as the Commodore's Cup and the Grape Harvest Race.

Requests / Suggestions for courses are actively sought. We want to increase the number of boats out on the course and making it as fun and fair as we can is of paramount importance to us. We aren't doing this for our health. If you want the racing to be enjoyable, help us. Please.

If you're not yet in the water, I hope you will be soon. If you still haven't made it by Race Day, sign on somewhere as Crew. You never know what you might learn, or be able to teach.

See you at the flagpole.

- Steve

Port Tacks

Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.

Club Web Site <http://www.flyc.us>

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Secretary's Column

by Sue Morris

SV Sails Call



Welcome to all new and renewed FLYC members for 2018 season! Thank you to all who joined for another exciting season of boating! There is a lot on the calendar so enjoy every moment.

Sue Morris
FLYC Secretary
P.O. Box 14
Pine valley, NY 14872

See you soon!

Application for FLYC members can be found on the website or find one of the officers or board members.

- Sue, FLYC Secretary

Mail membership forms to following address:

From the Treasurer

by Denis Kingsley

SV Tark



All, but one outstanding bill, have been paid and our coffers have been replenished with the annual dues. We remain solvent.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis

SV Sacre Bleu & SV Brewster

The Racing and social season is underway and by the time you read this we will have had our first picnic on Memorial weekend. We are happy to welcome some new members this year and will be using nametags to get to know each other at our social events. We always appreciate everyone pitching in to help at these events- meet @ 4:30 at the flagpole and help to carry tables and supplies. The picnic begins at 5 with social time, and dinner at 5:30. Cooking and clean up help is also needed. Thank you all in advance!



lakes come to sell and shop. Clean out your lockers and trade up.

An event this year we are looking forward to is The Miles Winery Cruise/Wine Tasting & Food Pairing. This will be held for us on the night of the full moon on August 26. You can sail in and dock, anchor or drive up to the winery @ 18 miles from Watkins Glen. It is on the Western shore of Seneca Lake on Randall Crossing Road in Himrod. It is a gorgeous setting for one of the most beautiful wineries in the area. More details will follow concerning price, time, etc. but the date is firm.

We hope you plan to come to all the events this summer. See you around the docks!

- Maggie & Lynne

As we provide food at many of our events, we need you to sign up in advance.

E-mail: Maggie social@flyc.us or 607-621-7247
Lynne social2@flyc.us or 607-426-7914

On June 2nd we are having a nautical swap meet at the Marina on the lawn or tailgate. It starts at 9:30 til noon. There will be a notice on the website. In the past we have had sailors from area

Keeping Your Fuel Dry

By Tom Alley

Introduction

We've all listened to the stories of the bad things that happen when water gets into our fuel tanks. Boating magazines and chandleries capitalize on this by advertising a multitude of products to keep the water out, or to deal with it once it's already in the fuel.

Outside of a breach to the tank or lines, there are only four ways into your typical diesel fuel tank: The fill pipe, the fuel line to the motor, the return line from the motor, and the tank vent. Most of the time, the first three on this list are sealed up pretty well. The vent line, by its very nature, must be left open to allow air to enter as fuel is consumed.

The air going into the tank can be a problem because it carries water, particularly during humid or rainy days. Combine this with large temperature swings, and your tank will literally "breathe" air in and out through its vent. On warm days when the fuel is still cooler than the air, this can form condensation inside the tank, where the water can precipitate into the fuel and sink to the bottom of the tank until it is pumped out. (...usually by the fuel pump on the engine!)

Most diesel installations have a fuel/water separator in the supply line going to the engine to deal with water that accumulates this way. My own boat is no exception. When I hauled out last fall, I checked the separator and did not see any tell-tale meniscus in the sight bowl – that is, I didn't see it until I started draining out a sample of the fluid. Turns out that the separator had so much water in it that the water was above top of the sight bowl. Time to do something!

Basic Design

I remembered reading an article about building a moisture trap for fuel tank vent lines a couple years ago in *Good Old Boat* magazine. A search through my old copies quickly yielded the issue and after looking things over, it looked like a relatively simple project. A quick search online produced a commercially available moisture trap, but it was a single-use device that would have to be replaced at regular intervals. In addition, the cost of each disposable cartridge was about as much as it cost me to build the reusable filter described in the *GOB* article.

The design of this moisture trap is simple. It consists of a container holding a desiccant that is inserted into the vent line of the fuel tank. Any moisture in the air is removed by the desiccant before the air can get into the tank, preventing (or at least significantly reducing) any condensation that can take place.

What makes this dryer somewhat special is that it is reusable. As the desiccant absorbs water, it turns from a deep blue to a pale pink, indicating that it has become saturated with moisture and needs to be recharged. To recharge the desiccant, the moisture is driven off with heat – it gets poured onto a baking

SV Tomfoolery

sheet and put into an oven that's between 200 – 250°F for an hour or so. Once the desiccant has cooled off, it's a deep blue again and can be put back into the trap assembly again.

Construction

Materials for construction can all be found online, though I did purchase some locally so that I could ensure a good fit during assembly.

In order to be able to visually check the desiccant, its container needed to be clear, so I built it out of 2-inch clear acrylic tubing. The tubing came in 6-foot lengths, so I cut it into sections just slightly under 1-foot in length to give me more options on where I can mount it. When cutting acrylic, it will produce a large quantity of burrs on the cut edge. These can be removed using a sharp scraper.



Photo 1: 2-inch acrylic tubing used as a container for the desiccant. It was cut on a table saw. This shot shows the edges after being deburred.

End caps for each section of tubing were obtained from the plumbing department of a local home improvement store. Adapters were purchased that would fit into the end of the tubing and then work down to the proper diameter and thread used for the hose barb that would get installed. In my case, I had to have a friend with a lathe turn down the PVC adapter to exactly match the inside diameter of the acrylic tubing. If I were to do this again, I would purchase clear tubing of a size that had precisely matching adapters.



Photo 2: Assembling the end caps for the acrylic tubing. This picture shows the components used to reduce down from the 2-inch tubing to a 5/8-inch hose barb.



Photo 3: Assembled end cap for the acrylic tubing.

Holes were then (carefully!) drilled into the acrylic tubing for set screws that would prevent the end caps from falling out. I say “carefully” because acrylic will crack easily if you get too aggressive with it.



Photo 4: Drilling and countersinking holes in the acrylic tubing for screws that will hold the end caps in place. Care must be taken as acrylic cracks easily.



Photo 5: Attaching small screws to hold the end caps in place. Care must be taken as acrylic will crack easily.

Because the desiccant comes in a granular form, some sort of a screen is needed at each end to keep the pellets from falling out. A plastic sink drain proved to be the perfect fit!

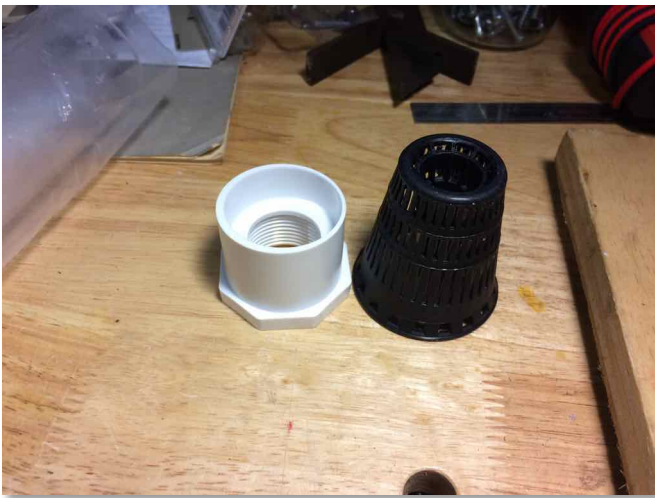


Photo 6: Sequence of photos showing how a sink drain strainer was trimmed to fit in each end cap. the strainer keeps the desiccant beads captive within the acrylic tube while allowing air to flow through the unit.

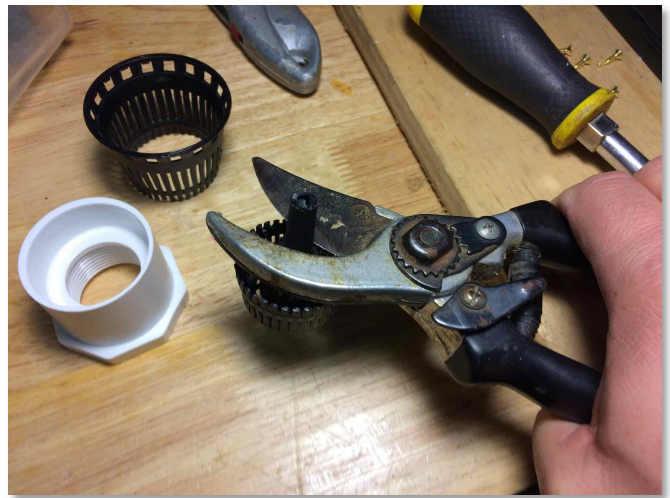


Photo 8: Trimming the center column of the strainer so it will not block the hose barb opening.



Photo 7: Strainer trimmed to the correct diameter to fit into the end cap.



Photo 9: The strainer is simply press-fit into the end cap. Desiccant beads will hold it in place.

End caps were now mounted to the end of the tubes and the desiccant pellets were poured in. Tape was placed over the open fittings so that the desiccant didn't start immediately trying to absorb water from the air in my workshop.



Photo 10: Completed moisture trap tubes filled with desiccant beads. Ends are taped off to minimize air exchange in order to keep the desiccant fresh until it is installed in the boat.

A plastic cutting board of a suitable size was purchased at WalMart and then a pair of clips were screwed to it to hold each of the tubes. The cutting board could then be mounted to a bulkhead and the clips will allow for the removal of desiccant holders to take home when recharging is needed.

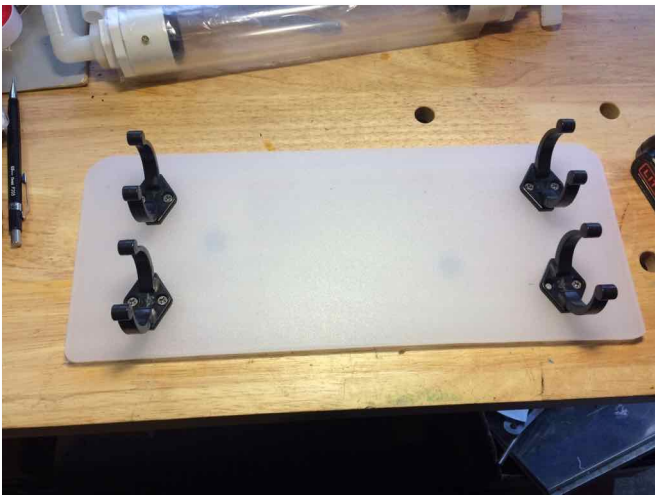


Photo 11: Backer board with clips to hold the desiccant-filled tubes. The board will be mounted to a bulkhead in the boat.

The filled cartridges were then clipped into place and some fuel vent line was attached to place the two traps in series. This arrangement was used so that one cartridge could be removed for recharging without leaving the fuel tank “unprotected”.



Photo 12: Completely assembled fuel vent moisture trap. The two containers are plumbed in series so that one can be removed at a time for recharging. The plastic wrap is there to protect the acrylic tubing during installation as acrylic scratches easily.

Installation and Use

The moisture trap needs to be mounted in a location that satisfies two important criteria:

- Must be in a location where it can be easily viewed and accessed.
- Must be high enough that fuel or water cannot flow into the trap when the boat is heeled.

The location of the trap must be where the color of the desiccant is easily checked so that it can be renewed when needed. Similarly, the location must be where one can easily remove and replace each cartridge in order to recharge the desiccant. At the same time, the unit must be located such that heeling of the boat will not result in having fuel flow into the desiccant, because it will render the desiccant ineffective for drying purposes.

To satisfy both criteria, I decided to mount my moisture trap high up in the port cockpit locker. This decision was driven partly by the location of the vent line and also by the fact that there were no other alternatives that would not involve extensive reconstruction. Also, with fuel vent tubing going for

about \$5 per foot, I did not want to make the existing vent line much longer than it already was!



Photo 13: Final mounting location in the port cockpit locker.

In theory, there should be enough desiccant in this device to last most of a boating season. Unfortunately, we'll have to see how things go this summer. Hopefully I sized the desiccant charge correctly. More importantly, I hope there will be less water in the fuel after this season!

o o o o o

References:

Keeping Diesel Dry, by Gary Wilson, *Good Old Boat Magazine*, Nov/Dec 2013, page 50

Editor's Corner

by Tom Alley



I confess, I thought it would never get here. I'm talking about warmer weather and the boating season, of course. After the cool winter and downright frigid "spring" it is a great relief to finally have some nice weather!

The cold weather has, of course, delayed many of us in our boat-prepping activities, your humble editor included. As I write this, I'm in a mad cycle of checking to-do lists and using every spare minute to try to make up for lost time in the spring when I would normally be doing my commissioning work on *Tomfoolery*. As we stand now, I'm almost a full two weeks later than I would like to be in terms of

SV Tomfoolery

getting launched. To put it another way – even *Seek Ye 1st* got launched before I did this year! (That's saying something!)

On the bright side, our family's fair sloop should be afloat by the time you read this column. Circumstances permitting, we should be splashing into the lake over the Memorial Day weekend. While we won't make the first practice race (Rust Removal Race on May 26th), I'm hoping everything will be fully commissioned and tested by the time the scoring gets underway.

With that said, I need to go varnish something... See you on the water!

- Tom

Boat Show/Event Calendar

A listing of boat shows, seminars, and regattas (in locations with non-solidified water) to get you through the off-season! Compiled by Steve Howard.

Events & Boat Shows

August

- 01-03 USPS District 6 Rendezvous in Clayton, NY
04 Antique Boat Show & Auction, Clayton, NY
-

Road Trip Regatta Calendar

June

- 2-3 Susan Hood Race, PCYC
3 LOSHRS Race 1, PCYC
3-4 Cedar Point One Design, CPYC
9-10 Chicago NOODS, Chicago YC
9-11 NOODs, Chicago, IL
10 Niagara Hospice Regatta, YYC / NOLSC
15 Newport to Bermuda Race (start date), Newport, RI
16-18 Cleveland Race Week 1-Design, EYC
17-18 LOSHRS to YYC and Return, PCYC / YYC
22-25 Cleveland Race Week Offshore, EYC
22-24 Scotch Bonnet Light Race, GYC

- 24-25 Thistle Great Lakes Championship, EYC
24-25 Toronto Hospice Regatta, PCYC
24-25 J70 Canadian Championship, PCYC

July

- 13-14 Lake Ontario 300 Challenge, PCYC
21 Chicago to Mackinac Race (start date)
21-22 J Fest Great Lakes in Toronto
27-29 CanAm Challenge, YYC
27-30 NOODs in Marblehead, MA
30-8/5 LYRA in Rochester, NY

Key

- CPYC Cedar Point Yacht Club
EYE Edgewater Yacht Club
GYC Genesee Yacht Club
NOLSC Niagara-on-the-Lake Sailing Club
PCYC Port Credit Yacht Club
YYC Youngstown Yacht Club

2018 FLYC Calendar

This is the club calendar as discussed at the Board meeting in early February. Some dates are subject to change as plans firm up and get finalized. Please check the club web site (<http://www.FLYC.US>) to see the most current information.

Regular/Repeating Events

Saturday Morning Kaffee Klatch. Every Saturday at 0900 from Memorial Day Weekend through mid-September under the awning on Dock 5 at the Marina Bar & Grill.

Post-Mortem Racing Social. After every club race at 1700 on the lawn by the marina flagpole. BYOB/Snack to share. Open to racers and non-racers alike.

February

- 03 **Planning Meeting.** Board of Directors.
- 07 **February Newsletter Publication Date.**

March

- 20 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date.**

May

- 20 **Deadline for newsletter articles.**
- 26 **Seneca Junior Sailing Dockside Orientation. (1030)*
- 26 **Rust Removal Race.** Practice race. (1300)
- 27 **Memorial Day Picnic.** (1700)

June

- 01 **June Newsletter Publication Date.**
- 02 **Nautical Swap Meet.** (0930)
- 09 **Summer Series Race #1.** (1300)
- 15-16 **Watkins Glen Waterfront Festival*
- 17 **Sunday Fathers' Day Brunch.** (1100)
- 23 **Summer Series Race #2.** (1300)

July

- 04 **All American Picnic.** (1700)
- 07 **Summer Series Race #3.** (1300)
- 14 **Summer Series Race #4.** (1300)
- 20 **Deadline for newsletter articles.**
- 21 **Commodore's Cup Race.** (1000)
- 21 **Commodore's Cup Dinner.** (1700)
- 28 **FLYC Cruise #1: Lake Ontario.** Departure date.

August

- 01 **August Newsletter Publication Date.**

- 01-03 **USPS D/6 Rendezvous, Clayton, NY.*
- 02-05 **NASCAR at the Glen*
- 04 **Hawaiian Beach Party & Luau.** (1700)
- 10-12 **Watkins Glen Italian Festival*
- 11 **Lake Ontario Cruise.** Anticipated return date.
- 18 **Summer Series Race #5.** (1300)
- 25 **Summer Series Race #6.** (1300)
- 25 **FLYC "Sailgate" Party.** (1700)

September

- 01 **Summer Series Race #7.** (1300)
- 02 **Labor Day Picnic.** (1700)
- 07-09 **Glenora Wine Cellars Vintage Grand Prix.*
- 08 **FLYC Cruise #2: Geneva.** Fleet departure.
- 08 **Seneca Yacht Club Barge Race, Geneva, NY*
- 09 **Cock of the Walk Competition.** Special skipper's competition during the return trip from Geneva.
- 15 **Summer Series Race #8.** (1300)
- 21 **Deadline for newsletter articles.**
- 22 **Make-Up Race.** (1300)
- 29 **Grape Harvest Race.** (1300) Special scoring. Details to be announced.
- 29 **Grape Harvest Festival.** (1700)

October

- 01 **October Newsletter Publication Date.**
- 04-08 **Annapolis Sailboat Show*
- 07 **Soup/Chili/Chocolate Festival.** (1700)
- 13 **Gear Buster Race.** (1300) Special scoring.
- 31 **Marina Haulout Deadline** (per slip contract).

November

- TBA **Member Banquet & Annual Meeting.**
- 16 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

** Non-FLYC events.*

Finger Lakes Yacht Club

Membership Application

Membership renewals are due by May 1st. **Annual dues are \$45.**
Please send this form and a 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.

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"/> Junior Sailing |
| <input type="checkbox"/> Newsletter | <input type="checkbox"/> _____ |

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 _____