



Lorain Sailing and Yacht Club

E – Newsletter

February 2017

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Coming UP

March 22nd: Earth day and the Club's first cleanup day
Spring cleanup and wakeup of club. Getting ready for the season.

May 6th & 7th: Black River Cleanup

LSYC will be a launch and dumpster site and we'll be looking for volunteers.

Commodore's Corner – Ryan Pinter

I hope everyone's year is off to a great start. With roughly 15 weeks to the start of the 2017 boating season, progress continues around the club with many great and some unexpected changes ahead of us. First, we have implemented a social membership for those who don't have a boat but would like to join in all the fun and events at the club. A Social membership is \$40 per person or \$60 per couple, we have many great events planned for this year and hope this helps make the events even better. Next, we are going to be helping in the Black River Clean up May 6th and 7th and we'll be a launch and dumpster site during the cleanup and we'll be hosting the lunch for the volunteers on Sunday. We are looking for people to volunteer to help in the cleanup so if you're interested please contact myself or the Vice Commodore for more information. Finally, we have received a resignation from our fleet captain Wes Scott who unfortunately must step down due to some personal health reasons, while we wish him well and for a speedy recovery, I like to thank him for all his hard work in 2016 and his start on the 2017 season. We all hope to see him return healthy and in time to enjoy some if not all of the 2017 season.



Soon we will be racing!!
Sad to learn that our Fleet Captain will be leaving his post – you have done a great, I mean GREAT, job Wes! We all hope things go well for you! The “Shamrock” suffered damage over the winter, our RC boat may be out of commission too!



Spring clean-up is coming up - plan on being there!

Rear Commodore’s Notes – Karen Pleban

As of this writing, I am still in Florida running away from the nasty snow, ice and cold. I will be heading back at the end of this month. Nothing has been accomplished by me due to the fact that I was gone since November 1st, however I am planning on being quite active with our organization as soon as I return home.

It saddens me that our Fleet Captain had resigned due to health conditions and even sadder that his health has been compromised. I wish him well and have hopes he will not be a stranger to us all.

In the meantime please keep updated by checking our calendar periodically for activities. I am hoping for another attempt to some fishing tournaments, a couple fish fry’s and much more. Of course, I am open to ideas so please do not hesitate to contact me if you have any ideas.

Fleet Captain Article – Wes Scott

New Racing Rules

The New Year also brought a new release of the Racing Rules of Sailing (RRS). The new rules will be good for 2017 through 2020. If you are a US Sailing member you should have gotten a new paper copy of the rules. If you aren't a member, join and they will send you a copy. The club maintains a “Golden Anchor” membership in US Sailing which entitles the club's members to qualify for a \$10 discount on an individual membership.

I thought I'd take a moment to give you a broad review of what's new in the RRS. A lot of the changes have to do with protests, redress, and appeals. Great for lawyers, but what does it really have to do with sailing.

On the practical side, the rules of the road, there are a few changes to report:

18.3 If you tack from Port to Starboard inside “the zone” at a mark any boat that was already on starboard tack before you tacked is not obligated to give you room if it means sailing above close-hauled.

19.1 Obstruction room has new restrictions when the obstruction is a mark or a boat already overlapped with the two boats that are negotiating room to avoid the obstruction.

20.1 Further limits on when a boat must change course to avoid

- you at an obstruction.
- 21.0 New causes for Exoneration have been added. For instance no penalty if you touch a mark because another boat was required to give you room and did not.
- 22.0 Boats moving astern or sideways must avoid boats that are moving forward.
- 24.2 As long as your start signal has not yet been made you are expected to stay clear of a boat required to take a penalty spin. After you start this obligation does not apply if you are sailing your “proper course.”
- 25.3 There are changes regarding alternate visual signals the RC can use as long as the objects reasonably resemble the expected signals.
- 30.3 A new preparatory flag has been added. In addition to the I, Z and Black flag, the RRS now recognizes the “U” flag. You may have noticed the use of the “U” flag during the Brazilian Olympics. It's like the Black flag except that its penalties can be

voided if the race is restarted or re-sailed.

- 32.1 The reasons for allowing a shorten course have been expanded to include saving time to get another race in for a series and races may be abandoned due to a starting error.
- 32.2 Shortened Course finishes now includes “a [navigation] line the boats are required to cross” as a valid finish line when shortening course.
- 33.0 A change in course may show either/both a new compass setting or a red/green signal.
- 36.0 There are some new distinctions on when a boat remains disqualified.

Changes in Fuel Blends

Ethanol is an alcohol formed in the US mostly from fermenting corn, so its a great favorite of the corn belt as it assures sales and has usually gotten additional federal subsidies to make it more economical – corn is not the most economical feed stock but we grow a lot of it here.

Gas marked E10 means it's 10% ethanol by volume, E15 is of course 15%. Recently the EPA has been pushing fuel producers to increase ethanol content and offer it in the boating industry. This has become a problem for gas-powered boats, especially those produced before 2001 or also smaller engines, like outboards.

Ethanol does raise the octane level of gas and is exploited to sell cheaper, lower-octane gasoline by adding ethanol to boost performance. But Ethanol, as an alcohol, is also dangerous for boat engines not meant to use it. Ethanol causes the fuel to burn hotter which can be damaging especially to smaller displacement engines. It also causes built-up “gunk” in your fuel system to dissolve into the fuel introducing dirt into the engine. It can eat away at fiberglass fuel tanks eventually causing holes. Finally, older engines or smaller ones (like lawnmowers) are typically not designed to burn fuel with ethanol because ethanol can also dissolve rubber seals which are more commonly found in older engines and outboards.



Proposed logo for the
Interlake Nationals this
summer

With all this bad news there are some myths about Ethanol that need to be debunked.

1. E10/15 fuels lose their octane faster than without ethanol. Not true, no change recorded.
2. Ethanol “attracts” water. Ethanol naturally absorbs water to .5% by volume. But a more significant aspect than absorption is leaving your tank partially full in the off-season allowing for condensation to drop water into the mix. Water in the fuel is still bad with or without ethanol and condensation is a bigger source than using an E10/15 fuel.
3. Old E10/15 fuel will eventually go through a phase change releasing water into the blend. Obviously water in fuel is bad. But really old fuel is bad anyway and additives promoted to stop this phase change have been found to not actually work. Old fuel is bad regardless.

Autos older than 2001 should not use blended fuel unless marked as allowing “flexfuels.” Boating motors are often older or even the newer ones are not as advanced as autos so negative effects from burning E10/15 fuels are more likely.



The newsletter is produced
by Paul Burik – enjoy and be
active!

Interlake Nationals Housing

The Interlake planning committee is looking for members who might be willing to offer a bed to competitors who will attend the Interlake Nationals being hosted by LSYC during the last week of July. Consider offering a bed at home or maybe a berth on your boat at the club. Please let the Fleet Captain know if you're willing to provide a place to sleep – it will help the competitors and likely be rewarding to you too.