



RELATIVE BEARINGS

Latitude 29.28



Longitude 81.08

Official Publication Of The Flagler Beach Yacht Club, Inc.

July 2017

Commodore's Corner — John Green

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We are continuing to explore the possibility of having the next Commodore's Ball at the Channel Side venue. The Channel Side was the home of the Palm Coast

Yacht Club and is now being operated primarily as a wedding reception venue. We continue to look date and catering options. I polled the member who attended this year's ball about the impact of

moving the ball to a Thursday evening to gain better dates. Everyone I spoke with felt it would not be a problem. I'll keep you posted.

If you were not at the June meeting you may not have heard that the Board selected Jeanne Meyer as Rear Commodore for the remainder of the 2017 calendar year following Pete Russo's resignation. Jeanne had previously served on the board as a director. Jeanne will be in charge of membership and maintaining the clubs membership data base.

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PAST COMMODORES



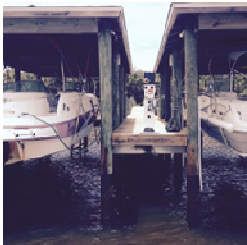
1992-1993	Tom McBride	2003	Pat Slattery	2011	Rich Franco
1994	Ed Finney	2004	George Barnett	2012	Greg Hansen
1995-1996	Tom Johns	2005	Pete Poole	2013	Randy Meyer
1997-1998	Denis Thornton	2006-2007	Mike Cocchiola	2014	Len Dignard
1999-2000	John Darrow	2008	Claudia Towne	2015	Bob Jaeger
2001	Paul Van Buren	2009	Jane Gaulding	2016	Joe Lindholm
2002	Howard Graves	2010	Dee Cocchiola		

Commodore's Corner — John Green - Cont.

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Denise and I had a great time at the Treasurer Hunt and Steak Bake. There must have been 80 people at Hershel King Park for the cookout. Bob Jaeger and I teamed up on the corn hole contest. We won our first two matches but were eliminated by Michelle and Jim Kelly. I also did not fare well in the Treasurer Hunt missing three of the questions.



Ray and Nancy did a great job on the Treasure Hunt questions. Denise did get a tough one by spying a Snowman between two docks.

June's meeting was our Hot Diggity Dog dinner. The guys did a great job on the hot dogs again this year. Thanks to Jack Cohen and his crew for a truly American favorite.



Another American favorite is ice cream and July will be our Ice Cream Social. Please join Lead Ray Oakes for a scoop.

We'll hear more from the Rear Commodore but we are again at full membership. This will be short lived as dues are due and we know some members have decided not to renew.



I am the lead for our golf outing and social at the Pine Lakes Club. There will be a sign-up sheet at the July meeting if you missed it last month.

This month we begin our search for the 2018 Board of Directors. If you are interested in serving on the board, please contact one on the Nominating Committee members. The Nominating Committee will be announced at the July meeting.

Continued on next Page



Commodore's Corner — John Green - Cont.

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Remember there is no general meeting in August. We will be having the Sock Hop on the third Thursday at the church hall. Jeanne Meyer and Lyn Uribe are the leads for this event

Happy Boating,

John

**Vice Commodore — Cindy Franco**

cwindybrae@aol.com 386-986-3358



FBYC Social News

Hola to all FBYC members. Rich and I are back from our adventures of deep sea fishing in Madeira and traveling through the south of Spain, working our way through oceans of olive groves. It was a wonderful trip but we are happy to be home in our favorite Flagler County.



The 4th of July is right around the corner. Rich has contacted our participants and Ken Miller is all set with his boat. He has some great decorations and shipmates from history gone by. I will forward information with our line-up position and times as soon as I receive it. Look for a blast a day or two before the parade. Don't forget to stop by the Beach Front Grill following the parade to join your fellow members and celebrate our nations

birthday.

A big thank you to Jack Cohen and his volunteers for all their hard work with Hot Dignity Dog and thank you to Nancy Epstein and volunteers for their special decorating skills for our special 25th celebration meeting. Rich and I are sorry we missed it.



Our July meeting is the annual Ice Cream Social lead by Ray and Nancy Oakes. Be sure to bring your sweet tooth. You'll have a chance to make your own sundaes with all the fixings.

Our next Commodore's Social will be **Tuesday, July 25th** at

The Brass Tap, 250 Palm Coast Pkwy NE, Palm Coast. They have an extensive beer list along with full bar and great food. Management is looking forward to hosting FBYC. I will have more information to follow with a sign up sheet at the July general meeting. If you are unable to attend the next meeting send me an email or call and I'll put you on the list.



Vice Commodore — Cindy Franco — Continued

cwindybrae@aol.com 386-986-3358

Save the date for upcoming events:

August 17, 2017, 5:30 p.m. Santa Maria del Mar,

Sock Hop

Leads Jeanne Meyer and Lynn Uribe

Cost: \$30 per person, BYOB

Deadline for reservations August 4th.

Please mail checks to Jeanne Meyer, 2 Collinson Court,

Palm Coast, FL 32137.

Music by Tim Rippey

Catering by Mezzaluna

September 14th FBYC Golf Outing, Pine Lakes, start time 2p.m.

Social at 4p.m. in Pine Lakes dining room.

John Green lead.

Look for upcoming events for our boating events in the Maritime article and remember our website calendar for all information on events.

See you on July 4th, Cindy



Rear Commodore - Jeanne Meyer

meyerpalmcoast@cfl.rr.com



Rear Commodore

I would just like to thank the members of FBYC and the board for giving me the opportunity to serve as a Rear Commodore. As your Rear Commodore, my primary job is to ensure the club membership roster is up to date, and inform all members of planned activities. I am available to answer any questions and help make your FBYC a fun and rewarding experience.

The boat member list is up to date as of June, except for the master membership list, due to members that did not renew their membership. I promised that this will be updated by the end of the month of

July.

I would like to welcome our newly inducted members Joel and Doris Houslander, Daniel and Karen Basany, and Mike and Lidia Torres to our club, if you see them please introduce yourself. If there are any corrections to any of our information on any list please contact me @ 386-864-7916.

The board has also approved the application of Frank and Helena Boone. The Boone's will be inducted into the club at our July General meeting. They are boat owners residing in Canopy Walk. John and Lydia Manoni are both their neighbors and sponsors for FBYC.



Maritime Moments

Alan Hendry and Marsha Barry, *Fleet Captains*

The Treasure Hunt & Steak Bake was Wednesday June 21 at Hershel King Park. Although the weather reports threatened rain, it turned out to be a good weather day. There were approximately 82 in attendance. Between the steaks, corn on the cob and all the side dishes the food was great.

Nine boats participated in the Treasure Hunt this year. All of us that competed had fun searching the Intracoastal Waterway for the answers. First Place went to Bob and Linda Jaeger with second place going to Randy and Jeanne Meyer.

There was also a Corn Hole competition with 26 participants. There were some good teams and plenty of fun. The winning teams were, Randy Meyers and his granddaughter Jordan, and Jim and Michelle Kelly.

We would like to thank all the volunteers who helped this event be a success including setup, cleanup, setting up and judging events and more. This event had too many volunteers to mention them all. We would like to offer a special thanks to our cooks who braved the extra heat from the grills, Jack Cohen, Ed Caisse and Bob Thousand.

Ray Oakes was the lead and Toni Mincin the co-lead for what is a very challenging but successful event. Thank you both for a job well done.

The following is a list of Maritime events we have planned for the next three months.

Subs on the Beach at Mantanzas, Friday July 14th, 11:00 am - 2:00 PM (high tide is at 1:18 PM). Bob Jaeger is the lead for the event. This will be at the same location on Rattlesnake Island as the Steak Bake has been for the past couple of years. The cost will be \$6.00 for members and \$10.00 for guests. Subs and side salads will be provided. Please bring a snacks/munchies to share. As always, bring your own beverages. This site is on Federal Parkland and consumption of alcohol is not permitted. Please be discrete in you choice of containers and store any extra on a boat.

Yacht Harbor Marina, Hammock Beach, August 11-13th. Fred Ciaburri is the lead. Marina guests have access to a pool at the marina, a very nice boater's lounge and the pools and restaurants at the main Hammock Resort. There is a free shuttle service to the Hammock Beach Resort from the marina. Although this marina is very close to home, those of us that attended last year had a great time.

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There will also be a FBYC get together on Friday August 11th at 5:00 PM in the boaters lounge with access to the swimming pool which is right next to the lounge. Please bring a dish to share and your own beverages and your bathing suit if you would like to use the pool.

Friday Sept. 29 is the Astor Pontoon boat trip. John Yetter is the lead for the event. There will be 10 members per boat, price is \$15.00 each. We will be departing the rental facility at 11:00 am and returning at 3:00 pm, followed by a get together at the Blackwater Inn. The rental facility has reduced their number of boats to six this year so if we are limited to sixty participants.

Boat Location, Castaways on the River 25131 Blackwater Lane, Astor, FL 32102.

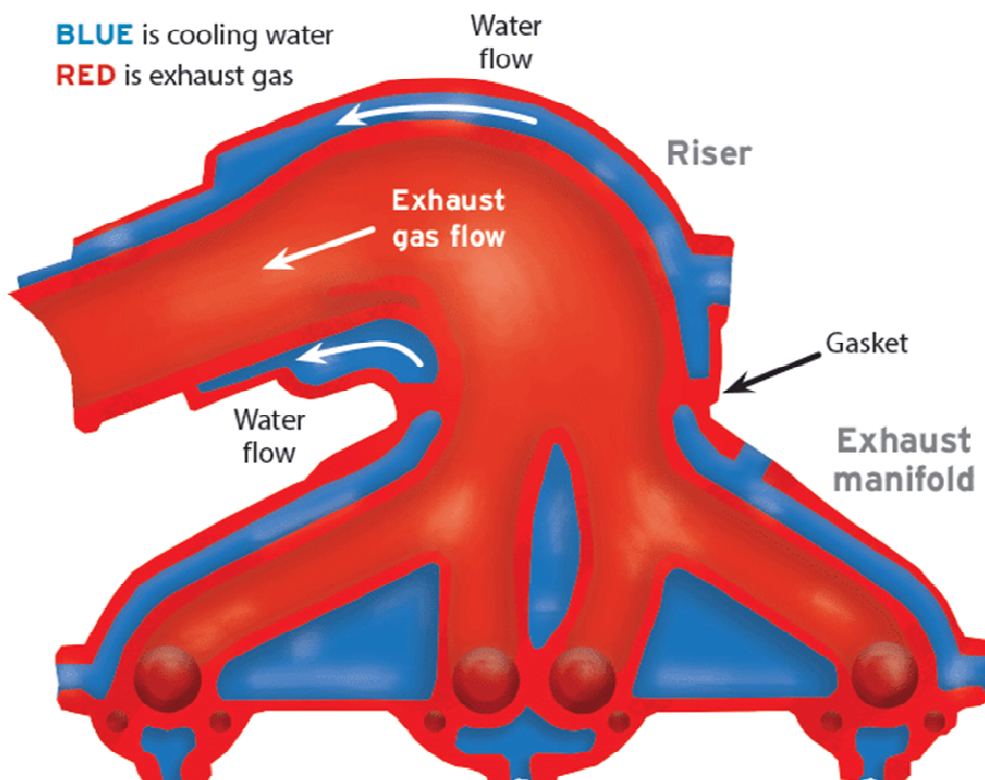
Restaurant Location, Blackwater Inn 55716 Front St., Astor, FL 32102.



Inspecting Exhaust Manifolds And Risers

This is a reprint from Boat U.S. Magazine February 2017

Manifolds and risers are some of the less-discussed "consumables" on your boat. But when they corrode internally, they often destroy the engine.



Nearly every inboard and inboard/outboard (I/O) engine has exhaust manifolds and risers. But ask most people about the life span of these essential components, and you're likely to get responses ranging from "a few years" to "forever."

Ponder for a moment that something made of iron on your boat is exposed to hot, acidic exhaust gas and seawater, and you begin to realize that even "a few years" may be too long. In reality, boats operating in Florida may get only two or three years out of risers and not much more from manifolds, while those in Maine may get five or six years. Boats in freshwater areas can get a few years more — maybe.

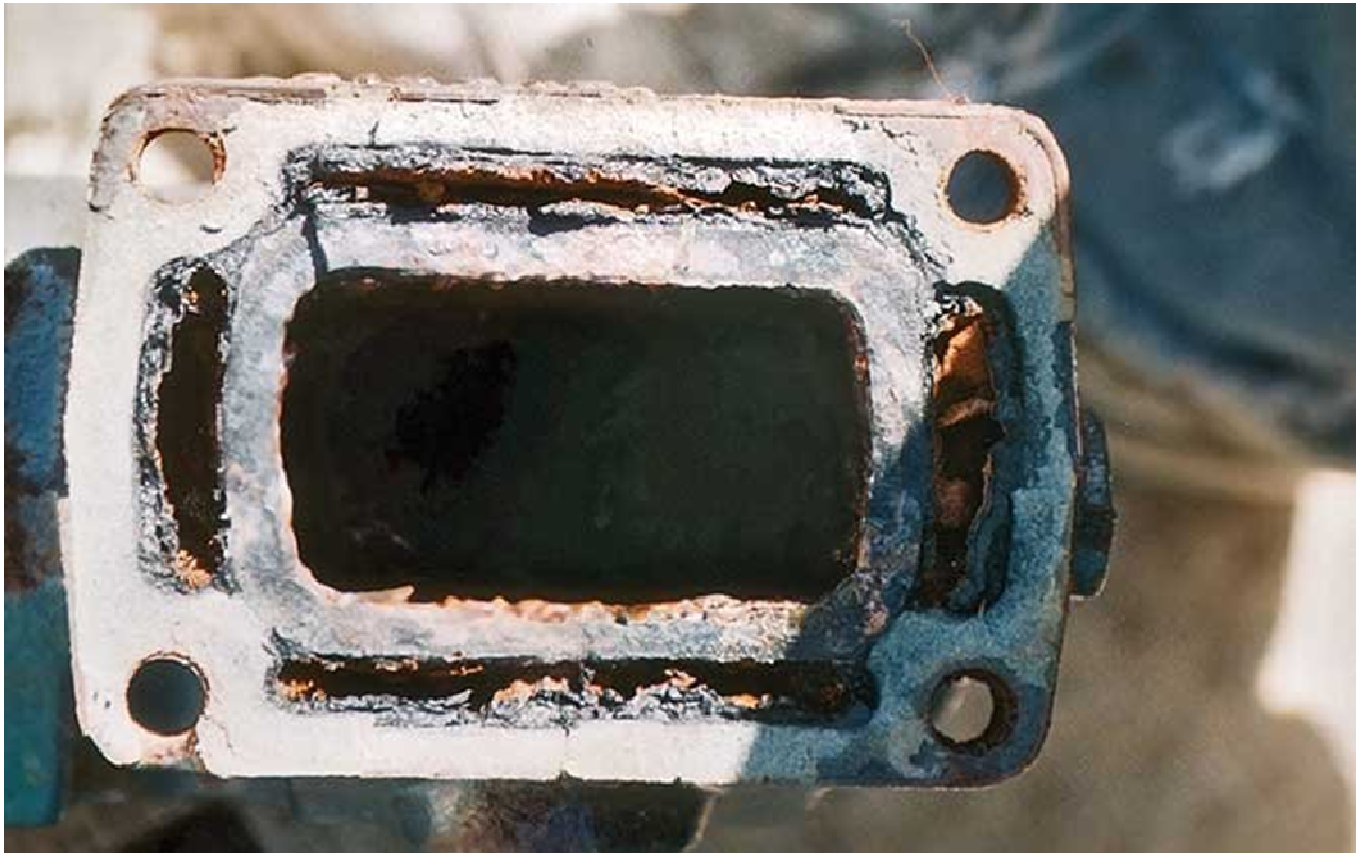
It's the "maybe" part that's a problem because manifolds and risers don't have an expiration date or a warning light to tell you when they're failing. And when they fail, they can destroy the engine. Damage to gas engines is far more common, so that's the focus of this article.

Continued on next Page

What They Do

Exhaust manifolds and risers are large metal castings that carry hot exhaust gases away from the engine on inboard engines. All V-8 and V-6 engines, for instance, have a separate exhaust manifold along the side of each cylinder bank. The riser, which is often shaped like an inverted U, is located at the aft end or centered on top of the manifold. Sometimes the riser slopes down from the end of the manifold, if the engine sits high enough above the waterline, in which case it's often called an elbow. The exhaust hose is then attached to the aft end of the riser or elbow.

What makes these cast-iron parts unique is that they're pipes within another pipe. This double-wall arrangement allows hot exhaust gases in the internal pipe to be surrounded by water in the external pipe, called a water jacket, which should remain cool enough to touch. At the aft end of the riser, water from the water jacket combines with and cools the hot exhaust gases before continuing out the exhaust overboard discharge. Without the cooling effect of the water, the exhaust gas would overheat the manifold and risers, then burn through the exhaust hose in short order.



Corrosion between the water and gas passages may let water into the engine, which can destroy it. (Photo: BoatUS Insurance Files)

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Keeping the water and exhaust gases separated until they exit the riser is crucial. If water finds its way into the gas-only chamber before the end of the riser because of a leak in the water jacket, it can seep into the cylinders when the engine is at rest and either seize the pistons with rust or create a "hydrolock" condition. This happens because water cannot be compressed in the cylinders, so the engine suffers massive and sometimes irreparable damage when you try to start it. Both result in the premature death of your engine.

Why do these heavy iron castings fail? Manifolds and risers live in a harsh environment. They must endure very hot gas containing corrosive acids traveling at high velocity. They are exposed to saltwater and vibration, then left idle for long periods while rust and corrosion eat away at the metal and clog water passages. It's a wonder they last as long as they do.

Reducing The Odds Of Failure

The warning signs of a potential manifold or riser failure are elusive. Hard starting and an unfamiliar knocking sound on starting are two signs of a leak, but by then the damage is usually done. When the water jacket of a manifold or riser becomes clogged with scale and corrosion, a leak is usually close behind because the internal walls are deteriorating. Suspect this if the engine overheats at high speed or under a load, though overheating may also be caused by a damaged impeller, clogged raw-water filter, or restricted raw-water intake screen, for example.

Sometimes it's possible to detect hot spots by comparing the temperature of two risers by putting your hand close to the metal. If one seems relatively hot, it may be an indication that the water passages on that side are clogged. If each side has an independent exhaust hose, you may also notice less water exiting the exhaust discharge. Note that the engine-temperature gauge may not indicate overheating when idling at low speed. However, all things being fairly equal on V-block engines, if one side becomes clogged, the other is usually not far behind. A more scientific approach is to hire an engine surveyor, who can use an infrared pyrometer to determine temperature variation in cast-iron exhaust parts. Plus, you profit from the surveyor's experience.

Another more visible sign of trouble is corrosion at the joint between the manifold and riser, which means the gasket between them has failed. If water is seeping outside the joint, there's a high probability it will soon leak along the inside joint to the gas-only chamber, if it hasn't already. Don't wait for confirmation on this. In fact, the best policy is to not wait for any warning sign at all, but to periodically remove and inspect the risers, and possibly the manifold, depending on what you find. A rough guide for inspection is annually, after three to five years in saltwater, and biannually in freshwater. If you see signs of corrosion on the outside, it's past time.



What To Look For

The good news is that a riser is usually not that difficult to remove for those inclined to do it themselves. Only a few bolts hold it to the manifold, and the exhaust hose is held on by a few hose clamps. Once off, you'll be able to see if all the water passages are open or clogged.

Take a large flat-head screwdriver and dig around for corroded metal that's easily removed. If you hit solid metal right away, it's probably OK, but if large chunks flake off, replace it. There should be no evidence of rust in the gas-only chamber on the side that connects to the manifold (expect to see black carbon). If there's rust, water is probably leaking in through a hole in the water jacket at the upper loop of the riser.

Also look carefully at the metal faces where the manifold and riser join together. Because the walls of these faces are fairly thin to accommodate the water passages, the gaskets tend to deteriorate and develop leaks at the narrowest sections. Sometimes water seepage can be seen outside the joint, as noted above. If the metal face is pitted on either the manifold or riser, replace it or have the surface machined smooth again; otherwise, it will probably leak again, perhaps inside the gas-only chamber.

If you replace the risers (always replace both at the same time), you need to decide whether to also replace the manifolds, which are both more costly and a bit more difficult to remove. Replacing a riser or manifold typically costs several hundred dollars each, but failure to replace them when needed could cost thousands in engine damage. Any sign of rust in the gas-only chamber indicates a leak, which obviously warrants replacement, but it's more difficult to inspect the interior of a manifold.

Risers tend to fail before manifolds because the water is hotter when it reaches them. This accelerates corrosion and causes the salt to separate and stick to the walls more readily. Also, the top and aft sides of the riser are exposed to both saltwater and air where the two combine — a perfect environment for corrosion.

Unfortunately, there's no practical, conclusive method to evaluate the internal condition of manifolds. They can be removed, cleaned, and even pressure checked, but there's no guarantee they won't develop a leak soon after. In the end, you may have to weigh the cost of replacing an aging manifold against the cost of a replacing the engine if it fails.

Another option, possible on some engines, is to convert your raw-watercooled engine and manifold with a freshwater cooling-system conversion kit. This will increase overall engine life, and you won't have to worry about raw-water corrosion in the manifold. Risers, however, are always raw-water cooled, so they will still need to be inspected regularly.

A word of caution: Exhaust hoses disconnected from the riser provide an open path to the outside. They must be plugged and tied securely above the waterline to prevent water from flooding the boat.



FBYC Calendar of Events

July 2017 Calendar of Events

July 4th Parade at 10AM followed by a Social at the Beach Front

July 14th Subs on the Beach at Matanzas Inlet

July 18th Board of Directors Meeting @ 6:30

July 20th General Meeting & Ice Cream Social @ 6:30

For more information including directions, visit the Events section of the FBYC website. Click on Calendar and then the event you wish to access



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Bob	Mincin	10-Jul
Kal	Kalameja	13-Jul
Russ	Jones	16-Jul
Dale	Anderson	17-Jul
Mark	Pierro	20-Jul
Joey	Passiglia	21-Jul
Bob	Thousand	27-Jul
Dorothy	Cohen	29-Jul
Dennis	Willerth	29-Jul
Carol	Caso	31-Jul

AARRGG





FBYC SHIP'S STORE

Thank you to all for supporting the Ship's Store. Anyone interested in ordering FBYC T-shirts, we have true swatch color selector of 77 new colors. Ladies Anvil Tank tops available in Caribbean blue, yellow, haze violet, azalea, hot pink, heather grey, key lime and white: \$13 ea., XXL \$15 ea.

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Any questions, please contact:

Contact: Liz Caisse @ 203-558-4275 or svttrk@gmail.com

See any Board member for more information

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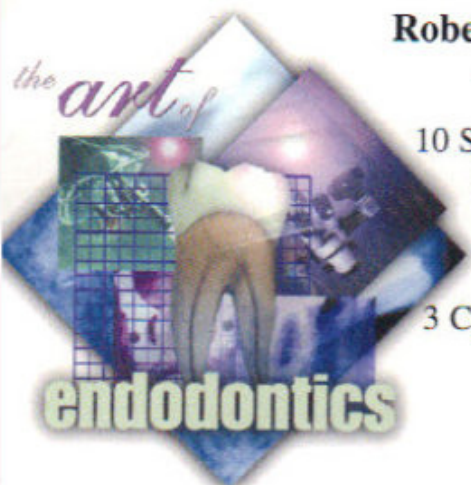
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