

## **Hey!! SBYC's Whaler has a New Motor**

### Background:

The whaler has been experiencing continuing reliability issues for the past three seasons. Due to the scarcity of good outboard motor mechanics, there is a probability that existing issues will continue to plague the operation of the motor even with more trips to a repair mechanic.

The whaler was purchased in 2010 used from northern Michigan for \$15,000. A little more than \$10,000 came from the club's Alberta Sailing Association casino participation, and it was labelled a 'safety boat'. The boat needed some small work on it, and the motor was a Yamaha oil injected two stroke. These motors stopped being built in the mid-nineties, and were giving people trouble as early as the early two thousand. Our motor could have created in 1996 (end of production) but put into an ie 2008 unit. The main problem at the time was the oiling system, particularly the oil pump. The recommended fix that people were doing was blocking off the oil injection system and just mixing gas, and oil at 50 to 1 like a regular 2 stroke.

USA outboard motor emissions legislation enacted in 2000 mandated the industry to transition to 4 stroke technology. The 4 stroke will help support our environmental mandate for Wabamun Lake.

### Liability:

The Whaler is also considered a safety/emergency boat, and in this vein, it must be able to start and run reliably. There have been a number of incidents in recent years where the Whaler was required to help rescue boats (aground or de-masted) and injured (accidental gybe - dropped off to waiting Ambulance at EYC) or critically ill boaters. There as been a significant incident every one to two years.

Having a reliable whaler is essential to the safe and smooth running of a racing programming and particularly the Pursuit racing on Wednesday nights when a responsible member has less than one hour to set a course and start line and then recover the marks 1 hour later.

### Consideration by the Board was:

The issue of whether to repair or replace is a classic age-old decision. The Board's decision was to purchase a new replacement 4 stroke motor of similar displacement and horsepower.

### Sunshine Bay Yacht Club – Environmental Contribution

Emissions & fuel efficiency: While a 2-stroke motor package is about 25% lighter than a comparable 4 stroke motor, the 4 stroke motors have significantly higher fuel efficiency and emit far lower emissions. Unburned hydrocarbons due to the mixing of lubricating oil for a 2-stroke motor even when oil injected would be drastically reduced and be much better for the closed watershed lake which is Wabamun.

### Motor size and pricing:

Research demonstrated that a 4 stroke 40-hp. would more than cover our needs. Due to improvements in motor efficiency and manufacturing a 40 hp motor is considered to be almost as powerful as an old 50 hp.

Pricing: Competitive pricing was obtained from Mercury, Yamaha, Suzuki and Honda. With the exception of Yamaha which had a motor in stock, the others had up to a 6-week back log or shipping from another supplier. Another consideration to support the Yamaha purchase, the existing controls on the Whaler would be compatible.

### Purchase and Next Steps:

The motor is now installed on the Whaler and working well.

In process at the moment is the creation of an Operators Manual. As well, a Basic Orientation Manual which will be used to train our members. Group training dates to be announced shortly.

Respectfully submitted,

Bonnie Reib

Fleet Captain

