



*From the Desk of the Service Department at Yarmouth Boat Yard...*

I have been getting a lot of questions regarding fuel storage for this winter and the effects of the **E-10 aka Ethanol**. I have been talking with the technical reps at the outboard manufactures for the brands we sell and service. I do not claim to have the final answer on this topic nor do I think that there is one correct answer for every boat.

**Full or Empty?**

Traditional thinking was to store the tank full to minimize the water collection from condensation. While I understand the process and its effects, the reality is that I have yet to see this process actually build enough water to overwhelm proper filtration systems in boats. Over the last five years I have drifted from this practice because the fuels have become less and less stable. The addition of 10% ethanol to our fuel supply has me recommending the opposite at this time. I am being told that the fuels we are buying at the pumps now show signs of breaking down in as little as two weeks. Small amounts of water as a general rule will be less costly to remove and dispose of than a large quantity of waste gas. Waste gas disposal is running in the range of \$7-\$13/gallon at this time. Please refer to your boat builder's handbooks for their recommendations on this as well.

YBY will treat your fuel with what we consider to be the best preservative available to us based on the information we have at the time we winterize your boat. If you would like to take another protective step let us know before you make your last trip out. We will either provide you with the stabilizer ahead of time or if the boat is with us we will treat the fuel for you. This will ensure the treated fuel has made its way throughout the boats entire fuel system taking best advantage of the corrosion inhibitors that are in the additives.

**Filters, Filters, and more Filters**

**If your boat does not have a fuel filter/water separator on it prior to the engine, get one now!** In addition, make sure it is a 10-micron filter that will also be capable of providing the needed fuel flow when partially plugged. Almost all of the boats we are servicing currently have one in place. The majority of the filters are the ones that look like a spin on oil filter. We will continue to replace those filters with the same. However, for most applications we can now get replacement filters with a clear bowl that will retrofit to your existing filter housing. This is a great advantage for two reasons: you can see the water in the bowl as it begins to collect alerting you to a problem if you check it periodically and secondly, you can drain the water off from the clear bowl with the provided bowl drain and continue to use the filter without removal. **The new winter storage contracts will have a box to check if you would like us to add or upgrade the boats filter this winter.**

**The manufacturer's interval for fuel filter replacements is way up.** The most notable change to our group is going to be to those of you with fuel injected outboards. These engines are equipped with fuel filters on the high-pressure side of the fuel system. Our practice was to alert customers that we felt were in need of replacing these filters due to engine hours at standard intervals or due to a high volume of debris found during replacement of the preceding filters during winterization. It is my understanding at this time that the intervals being recommended by the outboard manufacturer's as a general rule is to replace high pressure filters every 100 hours or annually.

**The new winter storage contract will have a box to check if you would like us to take care of this during winterization.** Please keep in mind that the odds are, unless you have had this conversation in recent years with Karen or Shawn in service, the high-pressure filters on your engine are likely to be the originals. Engine dependant, I estimate the cost to be approximately \$50-200.

Those of you that have serviced with us in the past will also notice a 40% increase in the cost of the fuel stabilizer. This is reflective of the change in the type of product we will be using. If you have any questions call Shawn or Karen in the Service Department.