



## Before Throwing In the (Electrical) Towels, Give It A Go (part 2)

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Last week, we wrote about various techniques you could try before throwing the towel and calling for help, whether that be the towing services or your brother-in-law. (See SSP, "Before You Throw In The Towel, Give It a Go!") Mechanical issues are one thing. Electrical are another. This column is about that.

### For 1,000 years, Safety at Sea starts at the Dock

So said Admiral Halsey a half century+ ago. It was true then, true before and true forever. And a key to safety of life at sea is a reliable boat under you. And, with the ever increasing reliance on electronics and computers aboard, we need to be sure that our electrical system is ready to go. This starts with preventative maintenance (PM.) I'll admit that I hate PM; as I'm working on something, I'm saying to myself, "the odds on this being a problem are million-to-one!" But I keep working on it because a little voice in my head keeps says, "wanna be that millionth guy...?"

I start PM where the boat starts - with the ignition system. For most boats, it is simply a key and a safety-lanyard cut-off key. That is the lanyard that you are supposed to attach to yourself so if you fall overboard, the boat doesn't keep going down the bay or, worse, spin around until it runs you over. Most boaters don't attach that lanyard to themselves for reasons



that become self-evident if you've ever put it on. You reach over to help somebody with something 2' away and the boat stops. (There are electronic ones now that are wireless and let you walk around the boat to your heart's content.)

But what about the guy with an enclosed engine space. Quite likely, there is a solenoid switch down there which is an integral part of the starter system. It is mounted low on the engine, not too far from the bilge. Take a good look at it. If you see any salt on it, it is likely from evaporated seawater that has splashed on it. Think about putting a splash plate under it, to keep the bilge water from

giving it a bath in heavy seas. Also, check to see that the terminal nuts are properly tightened. You don't want them working loose. My mechanics will tell you that faulty wiring connections are the most common reason for failure. Take a look at every wiring connection. Nothing wrong with removing them, checking them, then cleaning and refastening. Visually check the cable looms and look for signs of chafe or damage.

Next, take a look at the battery or batteries. Are the cables clean and securely fastened to the battery terminals? They shouldn't have any "white powder" on them (leaking solution from the battery itself is likely the

problem and that means it may be time for a new battery.) The cables shouldn't move at all when prodded, even with a good rap with a hammer. If they do move, this can set up a condition of poor connectivity, high resistance and poor starting power.

Any good mechanic will check the battery for voltage. But, even if it reads 12 volts, it may not be giving out the proper voltage under starting load, which is the greatest time of energy drain on the batteries. Under start-up, a battery should never drop below 9.5 to 10 volts. If it does, go back and check those terminal connections noted above. And don't forget the negative post too. It is just as important as the positive connection. A bad or loose negative connection can stop an engine as surely as no power at all.

If the engine doesn't get enough starting power to reach starting RPM, it just won't start. Most of us think, "Ugh! The battery is dead" and move to get a new battery. There are over a dozen places where connections can work loose, almost imperceptively to the human eye - but not to the electronic components.

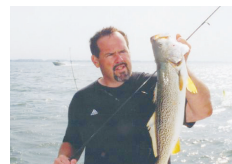
BTW, if you are interested in being part of USCG Forces, email me at [JoinUSCGAux@aol.com](mailto:JoinUSCGAux@aol.com) or go direct to the D1SR Human Resources department, who are in charge of new members matters, at DSO-HR and we will help you "get in this thing..."

### Tides for Moriches Inlet starting with August 28, 2013

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 28	High	12:55 AM	2.7	6:14 AM	Set 2:05 PM	55
28	Low	6:40 AM	0.6	7:29 PM		
28	High	1:18 PM	3.0			
28	Low	7:48 PM	0.7			
Thur. 29	High	1:48 AM	2.6	6:15 AM	Rise 12:04 AM	45
29	Low	7:42 AM	0.7	7:28 PM	Set 2:55 PM	
29	High	2:09 PM	2.9			
29	Low	8:48 PM	0.7			
Fri. 30	High	2:43 AM	2.5	6:16 AM	Rise 12:51 AM	36
30	Low	8:43 AM	0.7	7:26 PM	Set 3:41 PM	
30	High	3:03 PM	2.9			
30	Low	9:42 PM	0.6			
Sat. 31	High	3:40 AM	2.5	6:17 AM	Rise 1:43 AM	27
31	Low	9:37 AM	0.7	7:25 PM	Set 4:22 PM	
31	High	3:59 PM	2.9			
31	Low	10:29 PM	0.5			
Sun. 1	High	4:36 AM	2.7	6:18 AM	Rise 2:37 AM	19
1	Low	10:27 AM	0.5	7:23 PM	Set 4:59 PM	
1	High	4:52 PM	3.0			
1	Low	11:13 PM	0.4			
Mon. 2	High	5:26 AM	2.9	6:19 AM	Rise 3:33 AM	12
2	Low	11:14 AM	0.4	7:21 PM	Set 5:34 PM	
2	High	5:38 PM	3.2			
2	Low	11:54 PM	0.2			
Tues. 3	High	6:10 AM	3.0	6:20 AM	Rise 4:31 AM	6
3	Low	11:59 AM	0.3	7:20 PM	Set 6:06 PM	
3	High	6:20 PM	3.3			
Wed. 4	Low	12:35 AM	0.2	6:21 AM	Rise 5:30 AM	2
4	High	6:50 AM	3.1	7:18 PM	Set 6:36 PM	
4	Low	12:43 PM	0.2			
4	High	6:58 PM	3.3			

### Weather Forecast

Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Aug 28	Aug 29	Aug 30	Aug 31	Sep 1	Sep 2	Sep 3	Sep 4
Partly Cloudy	Partly Cloudy	Partly Cloudy	Mostly Sunny	Partly Cloudy	Isolated T-Storms	Partly Cloudy	Mostly Sunny
79°F	77°F	79°F	79°F	79°F	79°F	76°F	74°F
66°F	64°F	65°F	67°F	67°F	66°F	62°F	62°F



by TONY SALERNO

## FISHING WITH TONY

### READY OR NOT, IT'S DOORMAT TIME

Well, as summer slowly begins to crawl its way into the autumn season, the annual migratory run of jumbo fluke is underway outside of all the south shore inlets. In fact, it's been going strong for the past couple of weeks for the Shinnecock based open boat the Hampton Lady. When conditions permit, Captain Jim Foley has been taking patrons of the Hampton Lady east of Shinnecock past the 100-foot depths and to the Jurassic Park of giant fluke.



Mickey Belle with a 11-pound fluke

According to Captain Jim, "It's a grind, but by days end anglers are walking off the boat with hefty bags of fluke fillets as most fish range between 6 to 11-pounds in size. This past Tuesday, the boat had only two shorts for the day as anglers had a day dreams are made of as 30 fish went past 6-pounds all the way to 11.45-pounds." The captain states that these trips are mainly trophy hunting and that if you like to keep your rod bending all day with shorts and an occasional keeper, the trip is not for you. The captain advises to give a call the day before heading out to find out what's plan for the next trip. When Jim is forced to fish inshore due to rough conditions, the action has been good with plenty of action and where sharpies are finding their limit of quality fluke. As an added bonus, the captain is making a few drops on jumbo sea bass and doing quite well with biscuits to 6-pounds. This past Monday saw my pals Bob Hicks and Editor in Chief of Nor'east Saltwater Magazine Sal Amendolia having a blast on jumbo sea bass and jumbo fluke with Bob leading the way with a fluke of 10.25-pounds. If quality fish is what you desire, then a trip aboard the Hampton Lady will bring your odds greater to slamming some doormat fluke. However don't wait; the time is now to cash in on the action. For further info of the Hampton Lady, you can give Captain Jim a call at (631) 521-3366 or visit them at [thehamptonlady.com](http://thehamptonlady.com).

As for the rest of the south shore, catches have been exceptional along the south side of Montauk Point where the local fleet has been hammering away at the fluke population. Although there aren't as many doormats as of yet, the fish are of quality size and anglers fishing from private, charter or open boats are easily catching their limits. Outside of Moriches and Fire Island Inlets, the fluke are moving into the 75 to 90-foot depths with fish to 12-pounds being reported. This action should take us right to the end of September providing we are not hit with any major storm.