



Winterizing - Now or Later, It Has To Be Done

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UNITED STATES COAST GUARD AUXILIARY



Usually, as soon as I write a column on de-commissioning the boat for the winter season, Indian Summer arrives to bathe us in the last warmth of the year. And here we are. As I write this, it is 75+ degrees Out East. This is but a reminder that many months of kindly weather are behind us and many months of dark, cold and dreary weather are ahead of us. So, here we go - Indian Summer or not! Even if you hand off your boat to your dockmaster and say, "see you in the Spring", there are some tips in here that you will want to be aware of. This column is about that.

"On the Hard" or In The Water

Clearly, there are some basic steps to de-commissioning and one of them is to get the boat safely "onto the hard", as the old-timers call dry-dock. Storing your winterized boat in the water can only be done in a very controlled environment with, generally, professional and near-constant attention. Even with signs of global-heating all around us, (I think "global warming" sounds too benign), the creeks and coves of "Out East" freeze up for much of the winter. Even Moriches Bay itself has frozen across over the years and I am talking about recent years. The only upside to storing your winterized boat in the water is that you don't have to pay to haul the boat and return it to the water in the Spring. I still believe that that can be penny-wise and pound-foolish if this watery winter berth isn't a very controlled environment... Recall that 80% of boat's that do sink do so at the dock (see, "The Dangerous Dock!"). So, let's focus this column on spending the winter "on the hard"...

Making a List and Checking It Twice

If you are going to hand the boat over to the dockmaster and say, "see you in the Spring", do so with a written checklist, especially if you intend to do some of the work yourself. As you'll see, the advice below is



not 100% extensive. I'd need most of the newspaper to give you a check list that could be used by every boat. (BTW, if you want a copy of the Boat-US/Seaworthy article on winterization, email me below and I will email a copy to you.) So, work with your dock master in signing off on what will be done by the yard and, if you desire to be involved, by you. Some ideas/categories:

1. Change the oil and oil filters
2. Change the lubricant in engine transmission or the outboard lower unit
3. Apply fogging if called for by manufacturer
4. Fill the boat's fuel tanks completely full
5. Add biocide and/or stabilizing agents to fuel
6. Change the fuel filters
7. Add antifreeze to the engine's cooling system
8. Add distilled water to batteries, charge completely and disconnect
9. Charge batteries to capacity

Before thinking about covering the boat with shrink-wrap or canvas, inspect the hull. Any blisters in the gelcoat? If so, that has to be addressed sooner rather than later as that will lead to water infiltrating the hull, making the boat less sea-worthy. Stress cracks, which often develop at the bow, need professional attention. Just putting a patch over it and sand-

ing, a la the gelcoat blister, won't fix that one. It's structural. As to washing and waxing the hull, I opt for cleaning now and waxing in the Spring.

Does the boat have a cabin of any kind? Get the "moisture-soaker-uppers", i.e., desiccants, in there. Inexpensive and they inhibit the build-up of moisture that leads to mold. And don't forget the hatches, closets and lazarettes.

Other than covering the boat, the "mechanical system" is the most obvious place to start. Your mechanical system may only be your gasoline-powered 90-HP Johnson outboard. If so, you are going to flush the engine with fresh water (attached a garden hose to the intake and let it flush - engine OFF!), "fog" the engine with lubricating oil (be sure the fuel system is disconnected from the engine when you start the process), clean/replace the spark plugs and fuel filter, lube the carburetor and anything else that moves - choke, cam, starter linkage etc. Don't forget the lower unit (what the prop comes out of). Replace the lube oil. BTW, if you open the drain plug and water comes out first (oil floats), you need to replace the seal. Inspect the prop(s). Any dings? Get a professional to look at that. A bad "wheel" can shake your engine apart...

So that's your outboard. Did I ask if you had a diesel engine or an I/O? Does the boat have a transmission? In-board water system (sink/shower)? Air-conditioner? Electronics going to stay aboard or come home with the owner? So, as you can see, the list is far more extensive than the short list above.

But have fun! She's your boat!

BTW, if you are interested in being part of USCG Forces, email me at 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 October 2, 2013

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 2	High	5:34 AM	3.1	6:49 AM	Rise 4:18 AM	10
2	Low	11:31 AM	0.3	6:31 PM	Set 5:06 PM	
2	High	5:45 PM	3.2			
2	Low	11:56 PM	0.1			
Thur. 3	High	6:15 AM	3.3	6:50 AM	Rise 5:20 AM	5
3	Low	12:16 PM	0.1	6:30 PM	Set 5:37 PM	
3	High	6:26 PM	3.2			
Fri. 4	Low	12:37 AM	0.0	6:51 AM	Rise 6:23 AM	1
4	High	6:53 AM	3.5	6:28 PM	Set 6:08 PM	
4	Low	1:01 PM	0.0			
4	High	7:05 PM	3.3			
Sat. 5	Low	1:17 AM	-0.1	6:52 AM	Rise 7:29 AM	0
5	High	7:31 AM	3.6	6:26 PM	Set 6:43 PM	
5	Low	1:46 PM	-0.1			
5	High	7:45 PM	3.3			
Sun. 6	Low	1:57 AM	-0.1	6:53 AM	Rise 8:35 AM	0
6	High	8:09 AM	3.7	6:25 PM	Set 7:21 PM	
6	Low	2:31 PM	-0.1			
6	High	8:26 PM	3.2			
Mon. 7	Low	2:38 AM	-0.1	6:54 AM	Rise 9:42 AM	4
7	High	8:52 AM	3.7	6:23 PM	Set 8:04 PM	
7	Low	3:16 PM	-0.1			
7	High	9:13 PM	3.2			
Tues. 8	Low	3:20 AM	0.0	6:55 AM	Rise 10:48 AM	9
8	High	9:40 AM	3.6	6:21 PM	Set 8:54 PM	
8	Low	4:03 PM	0.0			
8	High	10:07 PM	3.0			
Wed. 9	Low	4:06 AM	0.1	6:56 AM	Rise 11:50 AM	17
9	High	10:35 AM	3.5	6:20 PM	Set 9:50 PM	
9	Low	4:55 PM	0.1			
9	High	11:07 PM	2.9			
Thur. 10	Low	4:58 AM	0.2	6:57 AM	Rise 12:48 PM	26
10	High	11:35 AM	3.4	6:18 PM	Set 10:52 PM	
10	Low	5:55 PM	0.2			

Weather Forecast	Wed Oct 2	Thu Oct 3	Fri Oct 4	Sat Oct 5	Sun Oct 6	Mon Oct 7	Tue Oct 8	Wed Oct 9
E Moriches, NY (11940)	Sunny 80°F 57°F	Mostly Cloudy 75°F 55°F	Partly Cloudy 73°F 60°F	Partly Cloudy 75°F 59°F	Partly Cloudy 72°F 54°F	Few Showers 68°F 56°F	Mostly Cloudy 68°F 55°F	Partly Cloudy 67°F 51°F



by TONY SALERNO

FISHING WITH TONY

NRC Supports "Flexibility"

An independent, peer-reviewed panel of scientific experts has found that "the benefits and costs of introducing more flexibility in determining the time to rebuild should be considered" by Congress when reauthorizing the Magnuson Stevens Fisheries Conservation and Management Act (Magnuson-Stevens).

The new study from the National Research Council (NRC) of the National Academies entitled Evaluating the Effectiveness of Fish Stock Rebuilding Plans in the United States examines the ability of U.S. fisheries management to reduce overfishing in coastal fisheries, and officially finds that current stock rebuilding plans are not flexible enough to account for uncertainties in scientific data and environmental factors that are outside the control of fishermen and fisheries managers.

The comprehensive findings by NRC says strict rebuilding deadlines as written into Magnuson-Stevens sound good in highly charged political settings, but found they're not entirely sensible, nor are they practical. "Fish stock rebuilding plans are designed to achieve rapid rebuilding of biomass and spawning stocks consistent with the biological characteristics of the resource," the NRC report states, adding "however, the requirement to rebuild within ten years, if biologically possible, eliminates certain management options from consideration that could lead to greater social and economic benefits while still supporting stock recovery in the long run." In other words, adhering to a strict 10-year rebuilding timeframe for reaching rebuilding targets in fish stocks like cod or summer flounder may lead to vibrant fish populations, but it may also have serious negative impacts on the positive 'socioeconomic' impacts of fishing. NOAA Fisheries is still compiling angler data by calling phone numbers at random from coastal phone books, and they're still ignoring volumes of VTR data required of many federally permitted charter and head boat operators. An angler contact sheet and VTR data are items one might call 'best available science,' yet our federal government continues to ignore its very existence.

The 2006 Magnuson-Stevens reauthorization made American fishermen "accountable" to the point of economic collapse, but when a law is upheld in this country it makes our government accountable for their role in a broken system. NRC found the government data to be flawed; now they've reported that inflexible deadlines are destroying our coastal fishing industry. What more does Congress need to help us make a stand against ideologues, bureaucrats and a broken law?"

Correction: Two weeks ago, I reported that the Ridge Fire Department's second annual big game dinner was set at the Ridge FD at 7 p.m. on October 1st. Please note that the dinner will take place in February 2014 and that the Big Buck Contest was what starts on October 1st. For info on the contest, you can contact Jeremy at (631) 924-5550.