



# Gentlemen (and Ladies)! Start Your Engines!

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Back in the fall, we talked about how to get the boat ready for a long, cold and dank winter (see SSP - "Winterizing Your Boat", 10/18/06). Time and tide is now on our side. The un-official start of summer, Memorial Day weekend, is just a couple of weeks away. So, BEFORE you start your engines, ready the boat!

## Getting Started

As with any project, starting at the beginning is the best place to start and for "commissioning," getting the boat ready for service, the beginning is the front of the boat. For those that trailer their boats, the front of the boat is the trailer. Who wants to go flying down Rt. 27 and see their boat doing somersaults along the side of the road? How do you prevent that? Well, start with the strap that comes out of the winch. Connected to the bow eye, it is the first line of defense. Pay out a few feet and make sure that there aren't any frayed or torn segments. If there are, you will need to cut out that entire segment and re-attach the strap. If you aren't sure how, and you need to be since this strap IS the first line of defense, get help from a competent mechanic or dock master.

While you're at it, why not spray the winch and all the moving parts with some penetrating oil. Pay out the entire strap if need be and re-coil it up so that you are sure you get a good covering of the moving parts with penetrating oil. Take a walk around the boat and be sure the binding straps are all equally in good shape. If not, replace them.

As to the boat itself now, open the anchor locker and flake out the anchor rode (the line and chain attaching the anchor to the "eye" in the bottom of your anchor locker/your boat) and lay the anchor "on the

hard." Again, check the shackles for excessive wear as well as the rode itself. Replace or repair, as needed. No sense having the boat float away one day because the anchor rode wore through or a shackle pin gave out.

Be sure that the navigation lights (red and green) are working. If not, take the bulb with you to the marine hardware store and replace it - plus spares. The gas is more expensive than a few extra bulbs...

Your storage area(s) might be forward so open them up and ensure that PFDs, tools, etc, etc are all in good condition. Check that there is no standing water in the compartment. If so, the "limber holes" are clogged and the water can't get to the bilge to be pumped overboard. Every ounce of weight that wasn't on the boat when the boat was manufactured changes its centers of buoyancy and gravity. In heavy seas, that just might matter a whole lot.

Next is the cockpit and the electronics. Disconnect them, spray them with some "white grease", re-connect and test the gear. If a connector is corroded, replace it. This all will keep salt in the air from penetrating your electronics.

If you haven't checked the PFDs yet, do it now. Check your whistle, your horn, your flares - any and all safety equipment. Don't forget your fire extinguisher(s). If it isn't "in the green", chuck it. Also, gently shake it side to side, head over end. If you hear a "thunk", the dry chemical has solidified. It is now a good door stopper but not much else. You should hear a low "shh..." sound as the suppressant moves back and forth.

Check the fuel tank. Is the "sender wire" (wire that runs from the top of the tank (usually) to the fuel gauge) in good condition? How about the filter?

And check the fuel lines too. Weak or cracked hoses must be replaced, along with rusted hose clamps. Stainless steel.

How is the battery - and how are the clamps that attach to the posts? Just like a car, all this has to be in good condition.

The engine is the most obvious component to ready for service. Change the oil - all the oil - including the oil down in the foot of the engine. You'll need a large straight-slot screw driver for the two screws (high and low) that have to be backed out, a bucket and a quart of oil. Find all the grease fittings and gently pump new grease in until it comes out somewhere else. Don't forget the steering cable fitting. Be sure that the oil dipstick is properly seated.

BTW, if you do have a trailer, check the tires and the lube the bearings. As with the engine grease, pump it in gently. Who wants to push out a seal?

Reset the spark plug(s) in the engine before you put the cover back on - unless you are going to work on the prop. Some old models might start up when you turn the prop - and that will definitely ruin your Saturday. Once ready to start the boat, be sure it is in water! You need the coolant! It will smoke at first from the fogging oil you laid in the fall but that will quickly pass.

OK, there are surely more things to do but you are well on your way to heading out to the high seas - or at least Moriches Bay!

BTW, if you are interested in being part of USCG Forces, email me at USCGAUX2007@aol.com or go direct to MaryJo Cruickshank, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."

Moriches Inlet Tide Table					
May					
40.7650°N, 72.7533° W					
Date	Day	Time/Ht	Time/Ht	Time/Ht	Time/Ht
1-May	Tue		05:43/0.03	11:37/0.51	23:55/0.60
2-May	Wed		06:24/0.02	12:14/0.50	
3-May	Thu	00:28/0.60	07:03/0.01	12:50/0.49	
4-May	Fri	01:00/0.59	07:41/0.02	13:26/0.47	
5-May	Sat	01:33/0.58	08:19/0.03	14:03/0.46	
6-May	Sun	02:08/0.57	08:56/0.04	14:45/0.44	
7-May	Mon	02:50/0.55	09:36/0.06	15:34/0.44	
8-May	Tue	03:40/0.54	10:22/0.07	16:28/0.44	
9-May	Wed	04:37/0.54	11:19/0.07	17:24/0.46	
10-May	Thu	05:36/0.53	12:24/0.06	18:22/0.49	
11-May	Fri		00:47/0.12	06:37/0.53	19:22/0.52
12-May	Sat		01:59/0.08	07:41/0.54	20:22/0.57
13-May	Sun		03:00/0.04	08:46/0.55	21:20/0.62
14-May	Mon		03:57/-0.00	09:47/0.56	22:14/0.67
15-May	Tue		04:53/-0.04	10:43/0.57	23:05/0.70
16-May	Wed		05:48/-0.06	11:37/0.58	23:55/0.71
17-May	Thu		06:41/-0.08	12:29/0.57	
18-May	Fri	00:45/0.71	07:33/-0.07	13:22/0.56	
19-May	Sat	01:36/0.68	08:23/-0.05	14:18/0.54	
20-May	Sun	02:30/0.64	09:13/-0.02	15:16/0.52	
21-May	Mon	03:26/0.60	10:04/0.01	16:14/0.50	
22-May	Tue	04:22/0.56	10:59/0.04	17:09/0.49	
23-May	Wed	05:16/0.53	11:56/0.07	18:03/0.49	
24-May	Thu		00:08/0.14	06:08/0.50	18:54/0.49
25-May	Fri		01:12/0.14	07:00/0.48	19:46/0.51
26-May	Sat		02:09/0.12	07:53/0.46	20:36/0.52
27-May	Sun		02:59/0.10	08:46/0.46	21:23/0.55
28-May	Mon		03:46/0.08	09:38/0.46	22:06/0.57
29-May	Tue		04:31/0.06	10:25/0.47	22:47/0.59
30-May	Wed		05:15/0.04	11:08/0.47	23:24/0.

## Cleaning Up Mold - How to Get Rid of it

Steps can be taken to combat mold growth and its potential to cause serious health problems as well as structural damage to homes, according to officials from the Federal Emergency Management Agency and the New York State Emergency Management Office.

Some items must be removed; others can be cleaned. Here are some tips:

Control the moisture problem. The source of the water must be identified and corrected.

Porous materials with extensive mold growth should be discarded (e.g., drywall, carpeting, paper, and ceiling tiles). For heirloom rugs and hardwood furniture, contact a professional cleaner. Most furniture today is made of composite materials, which must be discarded.

Water can wick up higher than the visible water line. The best practice is to remove the wall board at least two feet above the water line. Check local building codes for specific guidance.

Appliances such as refrigerators, freezers, cooking stoves, dishwashers, hot water heaters, washing machines and driers contain insulation, which may harbor mold spores without visible evidence and should be discarded.

Heating and air conditioning filters need to be changed and the system ductwork should be inspected by a professional. Unless the system is away from the flooded area and hasn't been operated, it may have to be replaced.

Non-porous surfaces, including glass, ceramic, metal and plastic, may

be cleaned. A combination of household bleach and soap or detergent may be used to wash down walls, floors and other mold-contaminated areas. Follow directions on containers and take particular note of warnings. Wear rubber gloves, protective clothing and a tight-fitting face mask when working around mold. **Never mix chlorine liquids and ammonia.**

Mold growing on hard surfaces (such as wood and concrete) can be cleaned. Small areas can be scrubbed with a cleaning rag wetted with diluted detergent. Rubber gloves and a dust mask are recommended for jobs other than routine cleaning. For a large mold problem, or if you are highly sensitive to mold, an experienced professional should do the work.

In areas where it is impractical to eliminate the moisture source, a 10 percent bleach solution can be used to keep mold growth under control. In areas that can be kept dry, bleach is not necessary, as mold cannot grow in the absence of moisture. When using bleach, ensure that enough fresh air is available because bleach may cause eye, nose, or throat irritation.

Continue to monitor the area for new mold growth and signs of moisture. This may indicate the need for further repairs or material removal.

Technical questions can be directed also to the New York State Department of Health Bureau of Toxic Substance Assessment, 547 River St., Flanigan Square, Troy, NY 12180 or 1-800-458-1158 (Option 1, Option 4, ext. 27800) or (518) 402-7800.