



"Limey" to our friends!

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The Commodore's Log

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Wish you were here!

Launch 2005 is upon us at last!

A lot of you have questions about preparing your boat for launch, so we're adding this extra newsletter to help you prepare for the big, much anticipated event. Most of this advice is serious, some just plain fun, but all contains invaluable information.

FIRST SOME FUN ... !

As usual Gillians Christmas stocking contained nautical trivia books. We should all practice this piece of advice;

THE FIRST RULE OF POWERBOATING

Never look back! Because if we powerboat skippers would look back we would be appalled at what we do to other boats!

A CURSE ON POWERBOATS LEAVING LARGE WAKES

Woe to you, thou beslubbering speedhog!

May your filters choke & your injectors freeze.

May every ill befalling a boat bring you to your knees.

May you run out of whiskey & ice cubes too.

May there be no more pleasure for you & your crew.

May all your bronze tarnish and your varnish all flake.

May your batteries die and your propellers shake.

May your anchor drag and your bilges overflow.

May you rot in hell where they make you go slow.

Curse you ... Curse you

My curse be upon you wherever you go!

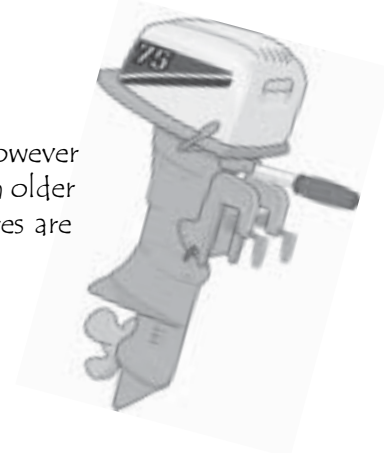
(These words are accredited on the back page of this newsletter).

NOW... LET'S GET SERIOUS!

BOATS & BOAT ENGINES OVER WINTER

Every boat owner wants their boat ready & running for the beginning of the summer season. However our long, severe winters can be responsible for many system failures, especially and particularly in older and/or poorly maintained boats or engines: Though not a complete list, the following failures are typical:

- Battery, starter, alternator or bilge pump failures
- Fuel, oils & other fluids deterioration or contamination
- Canvas deterioration
- Seal, impeller or gasket deterioration resulting in oil or water leaks
- Steering & multiple other failures due to corrosion



The Long Island Marine crew also wants commissioning & launch to go smoothly, and will do their utmost to make it so. However *we cannot be responsible for such failures*, nor is it fair that your inoperable boat delays another's launch. Ours, and most marina's standard launch procedure is to bring the boat to the workshop and check the critical systems on land before launching. We then check for hull leaks and coolants as soon as the boat is in the water but still on the launch vehicle. If your boat will not start, is leaking oil, taking on water or is in any way inoperable or unsafe, we will put it back in dryland storage and call you for your instructions. This may incur extra charges to you for handling the boat between its storage location, the workshop and the water.

You can avoid this delay & expense by fixing known or suspected problems over winter (taking advantage of our lower winter workshop rates), thoroughly checking out your boat yourself prior to launch (if you feel comfortable and capable with the procedures), or by asking Long Island Marine to commission the boat for you. This usually incurs only a few hours labour plus the cost & installation time required to replace any failed parts.

Please feel free to discuss this with our Service Department if you have any concerns.

Long Island Marine wants to see you ALL launched on schedule

SPRING COMMISSIONING

If Long Island Marine winterized your boat last fall, Spring Commissioning of the systems we winterized was included in your winterizing price, and if any problems arise from that process they will be corrected at no cost to you.

If you winterized any systems yourself we will Spring Commission for you at our posted rates. However, we cannot be liable for the state of those systems in spring. Typically problems can have developed with batteries, starters, alternators, fuel, bilge pumps, fluids etc. (see the list on the front page.)

*Prepare your boat carefully ...
We all want a long & trouble free summer!*

ANTI-FOULING (Bottom paint or wax)

We can't stress enough the need for boaters to coat the 'below waterline' areas of their hull and the outdrive with antifouling paint or a wax designed to keep algae & zebra mussels to a minimum. Some boaters won't antifoul because they 'don't like the look'! Well firstly the bottom paint is mostly underwater & secondly the damage your hull can suffer will be expensive!

If you're having the job done by the marina paint is cheaper because it's much quicker to apply. And in our opinion it's more effective than waxes.

Whether you're in the Rideau River, The St. Lawrence, the Caribbean or most other world-wide waters there's all sorts of ugly stuff & uglier critters that want to cling to your boat's bottom. They eat away at it's material (fiberglass, steel or aluminum), slow you down, cost you more in gas consumption and more again at pressure wash time ... Let alone the damage & depreciation caused by a pitted hull surface!

Antifouling paints work by releasing toxins at their surface which poison the critters and the algae, making them fall off ... dead!

The toxin is mixed with a coloured 'binder', becoming what we then call 'paint.'

The more ... and I mean MUCH more expensive paints release the toxin as the binder dissolves and disappears from the bottom of your boat. The huge benefit is that as long as you can see the colour, you still have active antifouling. Annually you only have to patch the spots where the colour is missing, or wait till it's all gone before you re-coat.

The more normal priced paints which we use in this area also have toxins in the binder. However, the coloured binder itself doesn't dissolve, but instead relies on the toxins working their way to the surface to make a poisonous meal for the critters *et al.* Hence with this paint ... and it's almost certainly the type you'll use ... you cannot apply it until less than two weeks before launch (so that the surface doesn't get too hard & prevent the toxins from getting out). And of course, the evidence of coloured binder left on the hull at the end of the season is no measure of remaining toxin. Then, after the boat sits out of the water for the winter, the paint REALLY hardens so, even if there's any toxin left it cannot get to the surface to kill anything! With these paints you must thoroughly sand the existing binder or re-coat every season.

By the way, many brand name antifouling paints are compatible with each other, so you can just apply one brand over another without having to remove the original paint.

Rather than use paint, you should spray your out-drive with 'outdrive spray' to keep the algae & mussels adhering to those surfaces. It isn't unusual for mussels attached to the drive to actually cut your bellows ... expensive!!

DON'T paint or wax the shaft or the anodes.

DO run your boat at hull speed for at least one half hour per week to further discourage fouling

DO become familiar with all the thru-hulls on your boat & check them regularly for build-up. A clogged water intake will cook your engine and cost you BIG bucks!

Our Chandlery has antifouling paint, waxes, outdrive spray & all the rollers, & brushes you'll need if you choose to do the job yourself.

Whether it's YOU or Us Just do it!

ZEBRA SOLUTIONS

These practices will reduce Zebra Mussel build-up



1. Try to run your boat twice a week at high speed for ten to fifteen minutes. Mussels can be washed off at five knots, so any young mussels should be flushed from inside the motor systems.
2. For outdrives and intake units, run the engine at operation temperature for a half-hour each week. Watch your gauges each time – any temperature increase warrants disassembly and inspection of the cooling system.
3. After returning to the dock, flush any mussels out of the intake by running tap water through the system.
4. Mussels can also accumulate around propeller shafts and cause increased wear & possible damage to drive shafts and seals. Tip the drive units up & out of the water when docked.

5. Frequently inspect the rubber boot that surrounds the I/O unit at the hull, because mussel shells can tear the boot, letting water enter the hull. Check the water pump impeller

for damage from shell fragments if adults (3/8" & larger) are found near the intake systems.

6. Keep your hull covered with a high quality antifouling paint, which releases toxins that mussels are sensitive to. The new antifouling sprays can help protect engines.

BOAT TRAILERS

Summer is the time to service your trailer when the boat can be off it & in the water. Tires, axles lights & bearings all need to be inspected & serviced before you take trailer and boat on the road, or haul and store your boat for winter.

DON'T BE A VICTIM!

There be thieves among us!
(not right here at Limi of course)...

Dastardly denizens, too close to us for comfort, find stealing stern drives to be temptingly profitable.

Boat in the water? No problem!
They don't care that it sinks!

Limi has stern drive locks to help protect your baby in the water or on land

Lock Price \$35.49, (\$54.95 Installed)

SAD, SAD DAYS

Gary Kouk's wife Sandra passed away in January. Our sincerest sympathies to Gary & Ryan

Gerry Hancock's wife Lynn was hospitalized in January and is recovering surely but slowly. Our hopes & prayers are for a fast recovery and to see them both at the docks this summer.

NEED CANVAS REPAIR?

Denise & Lionel Cyr
(boatless right now, previous owners of 'Bear's Den')

have now formally launched their canvas repair business. They're offering a

FREE SPECIAL DEAL
for Limi boaters.

Have three snaps* replaced absolutely **FREE** and/or enjoy a consultation with them about the condition of your canvas and any cost to repair

Scheduled for Saturday May 14th.

You **MUST** book an appointment through our office at 489-2747.

Denise & Lionel can also be reached at (819) 663-4643

** snaps installed on canvas only*

'TIS THE SEASON' ... For a safety check-up

At least once a year you should perform a safety check on your boat & correct any deficiencies. The Canadian Coastguard's 'Safe Boating Guide' is available free from our Chandlery & lists all the equipment you're required to have on board.

Lifejackets: You must have a lifejacket on board for everyone on the boat, including guests. Have good quality, comfortable lifejackets on board for each of the regular users of the boat because if you ever need them, the basic keyhole types are not very wearable. Try them on & inspect for damage. As children grow & adults gain or lose weight (!) check that the jacket still fits & adjust the straps or replace it if necessary.

Heaving Line: uncoil the rope & recoil in a way that it will run out easily if thrown to a person overboard.

Stanchions (properly called 'lifelines'): Make sure they're firmly secured to the boat so that if anyone falls against them they will not give way.

Fire Extinguishers: Check that they are fully charged

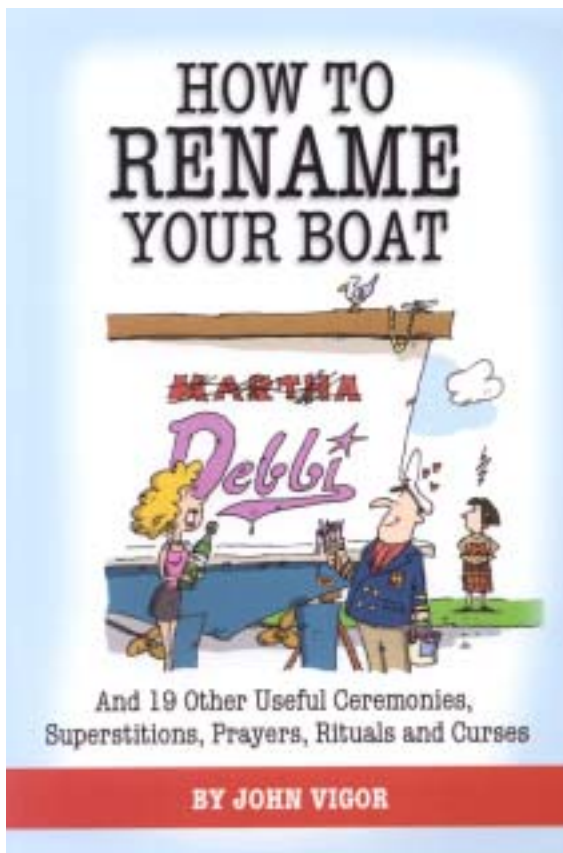
Horn: Make sure it works!

Flashlights: Change the batteries or make sure a spare set is on board.

First-aid kit: Empty & re-pack it checking for any damage and the expiry date on any pharmaceuticals. Make sure the First-aid manual is right there!

This is far from a complete list but should get you started!

LASTLY, MORE FUN!



Courtesy of John Vigor and from his book 'How to rename your boat and 19 other useful Ceremonies, Superstitions, Prayers, Rituals & Curses'

An old superstition says that changing a boat's name will bring bad luck., and superstition plays an important role in maritime affairs. If you're going to change her name and not incur the wrath of the gods of the sea, first you need to perform a de-naming ceremony.

A de-naming ceremony consists of five parts: an invocation, an expression of gratitude, a supplication, a re-dedication and, of course, a libation!

First you must remove all the physical traces of the old name. If the name is painted on the hull use Easy Off oven cleaner to dissolve it. (yes, really. Ignore the warnings on the can, just wear gloves & eye protection). If the name is in vinyl, pull it off after heating it with a hair dryer or a heat gun.

You can make up your own ceremony as long as you follow the rules: Here is an example:

The invocation:

"Mighty Neptune, king of all that moves on the waves, and mighty Aeolus, guardian of the winds, we ask that, in the name of all who have sailed aboard this boat in the past, and in the name of all who may sail aboard her in the future, we invoke your favour with these blessings today".

The expression of gratitude:

"We offer you our thanks for the protection you have afforded this vessel in the past"

The supplication:

"That the name whereby this vessel has hitherto been known (speak the old name here) be struck & removed from your records".

The re-dedication:

"We re-dedicate this vessel to your domain in full knowledge that she will be subject, as always, to the immutable laws of the ancient gods of the wind and the sea. I name this boat" (insert the name here) "May she bring fair winds, safe passages and good fortune to all who sail on her"

And the moment you've been waiting for:

The Libation

"We seal this pact with a libation offered according to the ritual of the sea".

Now the champagne! Smash the bottle over the bow (put it in a fine net bag first so no-one cuts their feet on the glass shards in the water), or pour the champagne over the bow. It's important that you use the whole bottle... no cheating & tasting a little. The **WHOLE** bottle!

A note from Gillian's experience:

It's surprisingly difficult to break a regular bottle of champagne on a boat without damaging the boat! Order a pre-scored bottle from the LLBO. Don't try scoring it yourself ...we blew up five bottles in the attempt before we gave up!

Fortunate enough to have a previously un-named boat?

Go straight to the re-dedication' exercise, THEN smash the champagne!



THE NAME GAME

Boat owners have been racking their brains for centuries ever since the Egyptians began the practice ... to select just the right name. In fact, most will confess that they spent far more time thinking about a perfect name for their boat than for their children. That makes sense; children don't go around with their names emblazoned in six-inch letters on their rear ends!

When choosing a name for your boat ask yourself these few questions;

- Is the name disgusting or an insult? At Limi we've seen some awful ones, including 'Slick As Snot'!
- How easily can the name be repeated the three times required over the VHF radio? Try saying 'Inevitability Two' quickly three times without blowing it!
- Can anyone reading it pronounce it? 'Ceildih' is an often-used classic example of this problem.
- 'Cute' usually doesn't work. Puns, childhood names & 'in jokes' usually fail.
- Anagrams can work and may invite conversation with other boaters as to the name's meaning. Our favourite is 'Aftica', acronym for 'Another F.....g Toy I Can't Afford!'
- Tempting fate, Murphy (or the gods of the sea) can be vindictive! Naming your boat 'Money Pit' one day may mean you'll need a new engine the next!

Need help? Check out www.BoatUS.com/names, giving you over 1500 suggestions & ranking the most popular.