

Wildoats Marine Service, LLC
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The Hammock

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From the Editor

By the time you read this, spring will have officially started, at least by the calendar. Here in New England we are always subject to a late snow, so I delay taking the cover off the boat and starting many of my outdoor projects until late April, which turns into May before I know it. Lately, I have been pondering the state of boating and the economy. Have we hit a point where there will be more boats left on the hard this year because of increased fuel costs and dockage fees? We've discussed this here in the "tree house" since we just bought a downeast power boat with a motor so big you can't even imagine. Our decision was to launch and have fun, even if it means staying on our mooring. It's just so nice to sit and watch the world go by and if I close my eyes, I can think of one of the many other harbors we've visited. So stay warm, be safe, but most of all HAVE FUN!

Quick Alert!!!!

Groco has issued a recall on some of their seacocks. Seems the stems have been failing. Please check the following website if you have recently purchased a new seacock or a boat manufactured during the recall period.

<http://www.groco.net/svc-bltn/cat-svc-bltn-2-08.htm>

Safety Talk

I recently shared a conversation with some fellow sailors about safety equipment. We all spoke of the need for safety equipment and agreed that it seemed like once they are purchased and placed in a locker they are never to be seen again. Safety equipment should be checked on a regular basis. On Wildoats we had a "go bag" filled with all the necessary items (flares, mirror, flag, PFDs etc) should the need arise to abandon ship. I always kept the bag in the same location which was readily accessible. Other safety equipment was also accessible and labeled. It was checked three times a year; beginning, middle and end of the season. Flares should be checked for signs of moisture damage and fire extinguishers for pressure and given a good shake. I learned the shake part from a fireman; it's to ensure the powder inside is not caked. One of the most over looked pieces of safety equipment onboard is a Carbon Monoxide detector. (con't)

QUIZ TIME

1. What does a white over red light configuration represent?
2. What does a day shape of a conical shape apex down indicate?
3. When passing an approaching vessel and you intend to keep that vessel on your port side how many whistles do you sound?

Safety continued:

Most of us know that diesel powered vessels do not emit dangerous levels of CO. However, we forget about the possible danger from the boat in the next slip. Some skippers run their gas engines for twenty minutes before taking off for a morning of fishing. These fumes can easily enter our boats and become dangerous!! It is vital that we include checking the CO detectors on a regular schedule. If you don't have one I would recommend the installation of a unit in your berthing areas.

Spring Commissioning Tips

I have attached a spring commissioning sheet that is a combination of several I've read over the years. Early inspection of the shaft and propeller can speed up your launch date. If they need repair now is the time, in a few weeks the machine shops will be working full speed and it may take weeks to get your equipment back.

Bottom Preparation - When sanding your bottom one easy way to avoid making a mess is to attach a shopvac to your sander. You would be amazed at how much dust is collected in the vacuum and not your lungs or the environment.

One Particular Harbor

Spa Creek, Maryland. For some of you just the name brings back memories. Spa Creek is a tiny body of water that divides Annapolis from Eastport. It is surrounded by residential homes and wonderful sights. Anchoring is permitted but fills quickly, especially during boat show time which is the unofficial start of the snowbirds traveling south. Annapolis is a wonderful city that has combined old charm with modern convenience. It is also extremely boater friendly. Where else could you find docks at the end of streets waiting for you to tie up. The dockmaster's office offers showers for just a dime and the main dingy dock is in the center of town just a few short

steps from everything you could need (including Starbucks). For the frugal of us the hospital cafeteria has surprisingly excellent meals for just a couple dollars and is only a few yards away from the anchorage.

New Website

Our website is now up and running. We look forward to your comments and recommendations.

www.wildoatsmarine.com

Quiz Answers:

1. White over Red - a vessel engaged in pilotage.
2. A sailboat underway with its engine running (motorsailing).
3. One short blast. Rule 34 Inland Rules

Philosophy

Our philosophy is that yacht ownership should be fun! It is often the little things that can make the difference between fun and another "dreaded weekend" on the boat. We offer a range of services at reasonable rates. We provide pre & post purchase consulting, documentation/registration services, seamanship lessons and general maintenance. *Wildoats Marine Service LLC* is fully insured and ready to provide you with the finest service. With our contacts in the marine industry we can provide you with a reference to a reliable expert/technician whom we trust to meet your needs.

ABYC Certification Received

I recently attended an intense four day course by the American Boat & Yacht Council and received my Marine Systems Certification. The course included overall review of several onboard systems including potable water, sanitation, LPG and fire protection.

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