

Wildoats Marine Service, LLC  
4 Smith Pond Way  
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# The Hammock

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## *From the Shade*

We just returned from a trip to Abaco, Bahamas with our good friends Joyce and Alan Bartlett, owners of S/V Island Girl. It's always fun to sail a catamaran even with 20-25kts of wind. The weather was cool (65-70 degrees) and we had lots of wind for most of the trip. I must admit it still felt good even though I had to wear a sweatshirt most of the time. Alan is a marine surveyor and Joyce makes tote bags out of handcrafted Bahamian fabric (see our website for links) so the conversations generally stays on boats and bags. The Bahamas offer two depths of water, shallow and really deep. It's fun sailing along with 12ft under the keel and then suddenly see 6000ft on the depthsounder in the matter of minutes. It can be a little scary going the other way unless you are expecting it. All in all, I would highly recommend a trip to the Bahamas, either the Abacos or Exumas for a fun sailing vacation. Both offer plenty to do, with beautiful beaches and quaint little towns. Hope you enjoy the winter newsletter; spring will soon be upon us so start making the lists. Remember, be safe, stay warm, but most of all HAVE FUN!

## *Alerts!!*

Effective February 1, 2009 the Coast Guard will only receive DIGITAL broadcasts from

**MEMBER**  
**ABYC**<sup>®</sup>  
**Setting Standards for Safer Boating**  
406mhz EPIRBs. The older 121.5 and 243.0

ERIPBs will no longer be monitored. If you have a 406mhz unit be sure it is registered with the USCG with all your current data.

ACR has issued a recall on its Globalfix IPRO EPIRBs. They are most concerned with serial numbers 1000 to 1699 in both Category I & II models. ACR can be reached at (954)-862-2110.

Sounds like it might be a good time to check your EPIRB for inspection date and give the manufacturer a call to see what upgrades, inspections, etc can be performed before the season starts. It may only be replacing the battery, but better safe than sorry.

## *Quiz Time*

1. What lights does a vessel (less than 50 meters) fishing (not underway) at night display?
2. What symbol is used to designate the ICW?
3. What is the recommend time interval for changing marine engine oil & filter?

## *One Particular Harbor*

Motor up the Mystic River just north of the Seaport for a great anchorage. I have to tell you, this spot is a well kept secret. It offers good protection, great views of the tall ships at the seaport and easy access by dingy to downtown Mystic, and most importantly the

Drawbridge Ice Cream Shop. It provides excellent sunsets and did I mention it's free. Head north of the seaport and just before the last channel marker drop the hook. DON'T go past the marker!

### ***Quiz Answers:***

1. Green over white (both 360deg).
2. Small yellow triangles on the navaid.
3. Each engine manufacturer has a recommended time. Most mechanics will tell you that sailboat engines are the most abused things alive. We generally use them for short periods, never allow them to heat up and almost never put a real load on them. Mechanics that I have spoken with recommend changing oil at the 100 – 120 hour range or at a minimum each spring and fall. I recommend changing the filter and heat exchanger zinc. Checking the engine for leaks, new rust spots etc. Black soot can be a sign the alternator belt is misaligned or loose. My thoughts are if you do this all at the same time twice a year you never have to remember what was done when.

### ***Line Facts***

Nylon line, which most of us use for anchor rodes, docklines and mooring pennants has both good and bad attributes. The good is its elasticity, the bad is its lack of resistance to abrasion. When new it will stretch up to 25% without significant damage to the line. This elasticity will decrease over time and more importantly with lack of proper care. The line will absorb salt and dirt between strands of line which can actually cut the line while it is working. It is recommended that you wash your lines in a tub with fabric softener and warm water. When the line is working the stretching around chokes and over the anchor roller produces heat which causes the line to break down from the inside out. If you anticipate high winds or excessive chafing use chafe protection. I keep Wildoats on a mooring, so I use a nylon line with an eye splice, coupled with a Dacron line with an eye splice. The Dacron line is less prone to chafing and heat, so it runs over the bow pulpit with less chance of failure. Here in New England, I use a combination of chain (60' 3/8)

and nylon line (150' 3/4). The chain provides a great deal of weight ensuring the anchor stays put should the wind pick up or a careless boater wakes me. Speaking of waking me, I like to sleep at night and not worry about the anchor so I slide a sentinel (15lb mushroom anchor) down the rode until it hits bottom. This adds additional weight to the anchoring system and helps prevent dragging should the wind shift.

Remember, knots in lines will decrease its breaking strength to 60% of rating. Whenever possible, lines should be spliced, reducing breaking strength to 85% of rating. The higher the rating the better.

### ***Cost of Living & Referrals***

It is unfortunate but we have had to raise our basic labor rates to \$50.00 per hour. This will be the first increase in over five years. Please refer to our website for new rates or give me a call for a quote on a particular job. To help you offset this increase we are offering a referral discount if a new client tells us you recommended Wildoats Marine, we will reduce your next job by 10% on the labor. We appreciate your business and your referrals!

***Wildoats Marine Service, LLC*** provides a wide range of services including pre & post purchase consulting, documentation 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.

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