

For those who have suggested that I write a book based on my internet postings I have compiled a number of my responses to various queries into the following. They are in no particular order—just as they were propounded to the net or directly to me. I hope that you will find them of interest.

CCC

Is it possible to do the loop single handed?

And Miss river

Harry

Harry,

Bob DeGroot gave you good advice.

I have done the entire Miss. River from Cairo to the Gulf.

Turn out at the Tenn. River or if you wish to do the Miss. Continue down it past Memphis and Greenville, Ms---the only two marinas on the river!

There are precious few stops on this reach. We rather enjoyed it as we are not marina and services types. Had a good trip. See it and the possible anchorages on our web site. Also an article on the Atchafalaya river.

DEFINITELY turn out of the Ms. At the Old River Lock above Baton Rouge into the Atchafalaya river down to the ICW. Then go east to New Orleans. Between Old River and New Orleans there is zip and no safe places to even anchor for the night. NO docks at all and no services.

CCC

Lift an Engine

Craig,

I used a 4x4 from one side of the cabin to the other, in other words not just over the hatch.

This must be raised enough to do the work. I used 2x6 and 6x6 cribbing to come up abt one ft.

You must brace the cabin sole fr the hull using 2x4 is fine. A horizontal under the sole and one on the bottom and one vertical, this on each side of the hatch.

Suspend the eng fr this with chain. I used a small two ton hydraulic jack ON THE BELL HOUSING NOT THE PAN to do the lift.

Place a piece of 4x4 under the eng just in case it slips.

CCC

Pumps and Indicator Lamps

One should always have an indicator light and/or buzzer that is enterized when the pump is running. I use a second switch (float type) mounted higher to provide a warning that the primary pump is not keeping up with the demands. While the secondary pump is cutting in, it is time to pull out the gasoline powered pump

Float Switches

the standard RULE float switches have worked well for me on this boat for 24 yrs. Yes I have had failures, two or three in the time frame on a total of 3 pumps. I think not a bad experience. As always YMMV.

Now to the point, one should have a lamp that comes on with any bilge, sewer or water pump. Particularly if it is out of sight or hearing.

My "emergency" bilge pump has its float switch mounted just above the top of the working pump and level with the emergency pump (Rule 3,700 per hour plastic). There is a loud alarm on that switch as well as the pump.

One thing that I learned the hard way.

Have a separate fuse to the alarm that will burn and silence the alarm after ten to twenty seconds. If you have not heard it by then it is doing no good.

Reason for this is if it continues to sound it will eventually get hot and blow the fuse-----also killing the pump.

This is not rocket science, an off the shelf switch a pump and a lamp is all that it takes. Just a few dollars and no expensive set up.

CCC

Docking Safety and Methods That WORK

We keep a large scabbard knife mounted in the pilot house for that purpose.

Pat, THE WIFE came up with another good locking practice. We both use 1/2 inch lines with four foot DIAMETER eyes in them.

These are easier and faster to handle in the locks. So much easier than using our 5/8 dock lines.

Place the eye over the bollard, floating or otherwise or around the cable in Canadian locks.

Only a single turn is taken on the cleat on the boat so that there is no chance of jamming.

Our experience over the last 24 yrs on this boat, as always YMMV

CCC

STAND OFF STYLE FENDER BOARD picture is now on our web site.
charlesculotta.com

They are made of 2x6 brds. The top ends are padded the vertical stand offs as this is all that touches your boat.

The flat side, the bottom as you look at the graphic above is what rides on the lock wall or piling or whatever you are tied to.

One end has two ropes so that it can be hung horizontally or vertical. The other end has one rope.

Hope this helps.

Local Knowledge Brochure

That is a great idea and will be of tremendous help to transients.

Along the same lines, many years ago, I compiled a list of all Marine Services that are available in our area. I then made a listing of them with addresses and phone numbers. The list was by type of service offered. I made copies and gave them to the Tourist Commission, various City Hall receptionist, Chamber of Commerce and the like.

Headings such as: DIESEL ENG REPAIR, CLUTCH REPAIR, REPAIR, SHAFT STRAIGHTENING, PUMPS, HYDRAULIC EQUIPMENT AND REPAIR, STARTER AND ALTERNATOR SERVICE, MARINE ELECTRONICS AND REPAIR, HEAT EXCHANGERS, OUTBOARD MOTOR REPAIR,

DIESEL FUEL FILTERS, MARINE HARDWARE, BOAT CANVAS, MARINE REFRIGERATION AND REPAIR,ELECTRICAL SUPPLIES, ALUMINUM AND STEEL WELDERS,DIVERS, SHIPYARDS.....

And the list goes on. Scour the phone book for services in your area that a transient boater may need. It came out to about 5 typed pages and I placed them in a binder, the clear plastic type, cheap and easy. Over the yrs I have updated it 3 times or so.

CCC

Charts for Grt Circle

I got on line and pur a fairly full set of charts and attendant cruise guides used, abt \$800.

I assume you will leave fr the Chessy.

My main suggestion is to not try and do the Circle in one yr. It is absolutely impossible if you want to see the best places.

In one yr you cannot do the Champlain canal, St Lawrence to Ottawa , the Rideau, Erie , Trent Severn to name what is rt there.

As for guides we had them for the whole trip all waterways, that is a lot!!!! You cannot do without them.

I do not recall them all as they are on the boat. Skipper Bob for the south, Fred Myers for the Tenn Tom and those rivers.

In all honesty to do the trip rt it is 4-5 seasons. We have 4 seasons and 8,000 miles and are abt 2/3 of the way thru.

Breaking it up into seasons is easy , real easy and cost effective.

Season one; La, Fla to Key west and Dry Tortugas and up to Baltimore, 7 mos.

Second: Baltimore to NY and up Champlain to St Lawrence, Montreal, Ottawa and Rideau , Thousand Is. Geneva,NY

Third: Geneva to Trent Severn, Georgian Bay, N Channel to Mich, Lake Huron, Detroit to Lk. Erie and back to Geneva.

We already did the Mobile to Tenn-Tom, to Chattanooga, Knoxville, and Cumberland R to Nashville and then dwn the Miss to Memphis

And west on Arkansas to Tulsa, Ok. Then dwn to the Gulf on Miss and Atchafalaya rivers.

Oh, did the Ala river to Montgomery, something not to miss.

Plan was this yr , Erie Canal to Champlain to St Lawrence to Nova Scotia and dwn to Maine to Fla in Dec and Bahamas for next winter.

A good doable plan.

CCC

Tenn Tom

We will be heading up to Tenn-Tom from Mobile in very early March

The "Nitty Gritty cruising guide" is by far the best. Look on one of the used book sites if someone does not offer to loan you one.

Someone mentioned Quimbys, look at it and since you have been on the waterway you will see that it is mostly ads for businesses on the numerous rivers covered, whereas Fred Myers details all that you need to know and not who advertises in his book.

We have made that that trip 3 times and swear by his book. There is an old cruise guide out on the area but I do not recall the name, lots of history and stuff but we used Fred's book to plan and cruise.

This is our experience and as always YMMV.

CCC

There are several articles on our web site about the trips.

Leaks, Water

Here is a compilation of e mails on this topic.
See also my web site click on Repairs.
Charlesculotta.com

Since TEAK DECKS are such an issue

(continuing) on our boats and I have been involved with them for so many years I have compiled quite an inventory of experiences on the subject. The following is a representative sample of them. I do suggest that one reads my article in conjunction with these experiences as the article will answer many questions about PREPARATION, CORE WETNESS and FINISHED APPEARANCE. The article was published in the PASSAGEMAKER and the MTOA magazine and is therefore on the CD and is also on my web site.

<http://www.charlesculotta.com>

Maintenance of it---aint none at all. Period.

Those who know me are aware that I never comment on something that I have not PERSONALLY done, so I make no pronouncement on the many do it yourself products---- except that, today, I would, do it myself!!

CCC

> I've checked the Durabak, Tufflex and Ultratuff websites.
> Quite a difference in product cost and application schedules.

>

> *****

(Here I was answering some questions abt the process.)

> I could not be more pleased.

> They used big equip. to spray it on.

> Now you can do it yourself.

> Much cheaper .

> Hard to get someone to come out and spray.

> Paint on yourself.

>

was wondering how the truck bed
liners

> were holding up. I've checked the Durabak, Tufflex and Ultratuff websites.

> Quite a difference in product cost and application schedules. I've also
read

> the archived info on TWL as well as the Passagemaker articles. Any

> additional and/or updated info would be appreciated.

>> I've had Tufflex deck coating on my decks now for over 5 years. This
>> was applied over real 3/4" teak decks with 3/4" marine plywood substructure.

>> Unfortunately on my 33 year old completely wood DeFever trawler's

>> previous owners had done very little to maintain the foredeck area.

>>

>> I elected to do the necessary repairs and then coat with Tufflex to

>> insure an absolutely watertight deck. I feel the results have been

>> excellent, no leakage or problems

>> the second the deck started looking great.. third only made it better..

>> another hint if you use masking tape or whatever to protect what you

>> use

to

>>tape off what you dont what painted is you have to use a razor to

>>get it off because the dried durabk sticks to it and forms a bond to

>>it.so be

very

>>careful when removing it..i give this product a thumbs up... we will

>>see

how

>>it holds up and i am sure it will.. the people at durabak could not

>>have been more helpful. answered all my questions and concerns. if you

>>would

like

>>oceanides 35 chb

>>new bern n.c.

>>=====

>Professionally sprayed on polyurethane (truckbed liner).

> How awful was it?

>Not bad at all!

>

> Are you happy you did it?

>Unquestionably.

>

>Do you like how it looks?

>Yep.

>

> Did it solve the leaks

>>> problem?

>Yep.

>

>What do you do about those places where the tank fillers rise up

>>> above the decks?

>Not a problem, I have posted on my web page, see below, the article

>that I wrote and was published in PASSAGEMAKER magazine in 1999 that

>gives all the details on such..

>What about the

>>> aft lazarette?

>

>I did not cover the lazerette as that area was not leaking, it would

>have been treated the same as the flying bridge and the main deck.

>

>If you wish to do it yourself see DURABAK at this web site.

>

><http://216.239.41.104/search?q=cache:cZCQycgxep0J:www.nonslipcoating.co>

>m/+d

urabak&hl=en&ie=UTF-8

>

>For pictures of my deck click on Pictures of CCRIDER on my web page.

>No one and I mean no one who comes on board thinks the decks are

>anything but Fiberglass with nonskid.

>
>CCC

>>> One of the members of the Richland Yacht Club in Richland
>>> Washington,
has
>had
>>> the bottom of his steel hulled 40 foot River Queen houseboat sprayed
with
>>> pickup bed liner material. The boat has been in the water for two
>>> years
now
>>> with no problems.

>Russ, et al,
>
>In 1999 when I had the teak decks of my trawler style sprayed a friend
>had just had the bottom of his 40 ft steel hull sprayed. This to not
>only seal the hull but to fill a no. of pinhole leaks!!! It was towed
>to the swamp and docked for use as a hunting camp and is still afloat
>and is doing just fine.
>Experience not conjecture!!
>As I said a few days ago. My decks are great. No delaminating, fading
>nor wear. How could there be wear with bare feet and deck shoes and
>this stuff is used in warehouses with fork lifts running all over it!!
> Look at the web site of the distributors ; decks of barges , bottoms
>of swimming pools, tiger cage floors etc.
>Here it is used on the stern rollers of offshore survey boats and their
>decks.
>=====

I REALLY LIKE THIS NOTE TO ME!!!!

>Charles,
>
>I work in the technical department for Rhino Linings USA. As part of
>my
job
>I take tech support phone calls and emails about applying Rhino Linings
>to various substrates. Today I got an interesting email from a guy in
>Washington who wants to cover his teak decks on his boat. What is
>interesting about this is that I too live on a boat with (paper thin)
>teak decks and I'm considering doing this too. He said he 1st heard
>about in an article written by you. I found the back issue (spring
>99), but the
company
>wants me to buy the whole magazine. I hunted around a little more (for
>the
>author) and found your website. How fortunate!
>
>Is it possible for me to get a softcopy of your article? It would
>greatly help me and this guy I am trying to support. Thanks!!
>
>Best regards,
>

>Jeff Van Dam
>Rhino Linings USA
>Technical Department
>San Diego, CA

>-----

>Peter Sever at Cape Horn spoke of a product called Marine Deck 2000. He said

>it looked like teak and was used on cruise ships in their heavy traffic areas. Has any one used this product?-

>

>Thanks Charles. I talked to Mike @ Durabek in NJ who was very helpful, sounds

>like something we'll go with. FYI mail order only, UV stabilized

>white/offwhites \$148 gallon covers 60 sqft (this is 2 coats over the >60'), darker non UV stab. \$111.

>I'll let you know how this comes out.

>We used to run crew boats out of Morgan City and Head of the Passes

>(Empire,LA) Miss the food and great folks!

>Good luck and thanks again. Rich

>-----

>Do contact Danniello corp for a product that you can apply .

>888 370 4333

>Truck bed liner must be sprayed on with commercial equipt.

> If you wish to ask any questions call me 985 395 3442 at home or office

>985 395 3504.

> Or e mail at your convenience.

>

>The following are some comments that I have kept abt other products

>that can be user applied.

>>> I have just applied Ultra-Tuff, a water based non-skid and

>>> waterproof coating on my side and Flybridge decks. Application was

>>> easy with a

> roller and water clean-up. It costs about \$50/Gallon and the coverage

> is

about

> 50 sq ft (2 coats) per gallon. I'll report next year how it has held up.

>>> This is from their web site: <http://www.ultratuff.net/> "Ultra TUFF

>>> is created through a unique process of cross-linking

> urethanes,

>>> acrylics, and co-polymers and utilizes recycled rubber crumb as an

>>> aggregate. These coatings are designed to provide an attractive,

>>> highly durable, impact resistant non-slip surface"

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(Empire,LA) Miss the food and great folks!
Good luck and thanks again. Rich

Keith,

A friend of mine just had his decks done with RHINOLINER another brand of the same type material.(
only a Rhinoliner dealer was avail where he
lives)

He learned from my 'LEARNING EXPERIENCE' .If you use a product such as that or SPEEDLINER ,
what I used, and you have a gutter along the edge of the teak where the teak approaches the inside of
the gunnel (gunwall) you might consider filling that gutter with a strip of wood for the entire lenght of the
deck. This is a hard place to spray into and get good coverage. If you are brushing the material it is not
a problem.

Richard Reichert at SPEEDLINER in Houston is very helpfull.

A solid 3/16 thick coat is recommended. Blasting sand may be added if you brush on the product, sand
is NOT needed if you have it sprayed on as it will naturally be non skid. It is comfortable to walk on ,
when sprayed but you dont want to crawl around it on your knees!

Make sure that you carry the material several inches up the sideof the cabin and gunwall.

The teak on CCRIDER was put on with so much mastic that in trying to remove it to find the leaks the
first layer of glass would come up. One reader on the list suggested that I should have removed the
screws first, and he was not being funny- just didnt approveof the process.

Bet he didnt have leaking teak decks--yet.

CCC--

We had the leak problem on our 34 CHB and looked around to see what we could

afford to do. short of pulling up the teal and fibreglassing or removing it .

Somebody reccomended pickup bed liner. I found Dynaliner and Herculiner on the local market. I went
with Herculiner as it comes in a kit. Material , rollers, brushes and scratch pads. I cleaned up the teak
decks, sanded and roughed up , masked off to 1/4 inch above deck on inbd side and into middle of
scupper on outbd side. First coat was fine, black and really was hot in sun. Even tho i thought the decks
were dry i got some little blisters from between boards. let dry another 3 weeks and put second coat on.
I then got a

light grey poyuathane enamel, off the shelf from west marine and put that on.

At our Poulsbo get together several people looked at it and said they were going to do the same. So far
no leaks even tho wev'e had some pretty good rain storms. Hope this info will help you decide which
way to go. By the way

the total cost was around \$250. Plus my labor. Regards Stan Magnuson, Juanderer

Charles,

I have finally found a polyurethane/rubber granule coating that can be easily rolled onto the teak decks,
fiberglass, steel, aluminum and rubber.

Prep sounds key to a successful project as the material requires a clean, oil-free surface. I chose white
but they have a very light gray as well as many other colors. I am heeding your advise and running the
coating at least 6 inches up the side walls.

The material costs between \$79 and \$119 per gallon...covers 60 sq feet, two coats.

I was unable to find a commercial applicator willing to spray the material in a boatyard or marina (and as
the local Harbormaster I should not have considered it!)

Bill Chase

Welcome back. I followed the rivers on my map and have to believe you really like to turn corners! The
scenery must be incredible and the absence of marinas is refreshing.

We now have both the flybridge and boat deck covered with Durabak. We are getting better at application as we go along. By the time we finish the boat we should have it pretty well figured out. The boat deck looks much more uniform than does the fly bridge. We used more material than the literature suggested but the total amount is still acceptable. We used 5 gallons on a 10.5 X 13 ft area plus "baseboards and trim. and we used 6 gallons on a 15.5 X 16.5 deck plus bases, etc. At \$120/gal it is still much more sensible than removing teak, etc. We love the appearance, color and surface texture. The floor sander we used on the boat deck left the rubber a bit "proud" and the finished effect is very nice. We now are re-bedding the stanchions and putting everything back together. We are ready for the rainy season now!

Thanks for the insight you originally provided; we couldn't find an applicator brave enough to spray material in California but the roll on works just fine.

Bill Chase

Charles,

I decided to use a treatment that one of my customers makes called All Deck.

It is primarily used as decorative concrete coatings. It consists of one layer fiberglass mat , and four coats of different types of resin, including one with silica and glass beads for the non - skid. I am happy with it, it only cost \$200 for materials. However , that said in hind -sight I probably would have spent the extra \$ and done a spray on liner.

Steve Price

Costa Mesa, CA 92627

Abt Sampson post leaks.

Look around the edges at deck level.

If it is leaking there it just may be that there is too much give in the deck. That is no bracing thus the deck flexes ever so little. Remember the stress put on the Sampson post and deck during anchoring. That stress is multiplied by the height of the post.

I also installed 2x4 horizontal bracing under the deck, this made a huge difference. See my web site on how I did it. This was an easy fix.

I made sure that the qtr round at the base was tight, in fact I removed it and caulked well under and replaced.

Eventually I covered the deck in polyurethane, and that ended that.(Truck bed liner to the uninitiated)

See the full article on it on my web site. Did it in 1998 and it is just as good today.

CCC

It cost me about \$500 to purchase enough of the coating, special rollers, UV additive and masking to coat my 34 footer's decks (I have no teak on the fly bridge).

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You can check out Grizzlygrip at <http://www.grizzlygrip.com>

Thats the straight poop folks.

ANCHOR SNUBBER

During our preparations for our multiyear GREAT CIRCLE CRUISE I did a lot of research particularly in the anchor/rode dept.

I knew that the modest length of chain that I had used on the Gulf Of Mexico coast (for over 25 yrs) would not be sufficient for all the anchoring that We intended to do and actually did. Changed from a huge manual winch to an electric as well.

Having weighed all of the advice and suggestions I determined that from the experience of many, including sev who had thousands of blue water miles under their, keels. I made up my rode with a 45 lb CQR and a100 ft of 3/8 chain.

I already knew from experience, it is a hard teacher, that a swivel was necessary. I use one much over size for the chain (gives me a large margin for safety) and carry a spare. Have not needed the spare.

This set up negates the necessity of rigging a snubber. No matter how shallow the depth I deploy the 100ft of chain and enough nylon rode to have the chain lay flat on the bottom. Often I have only 10 or 20 ft of nylon deployed. I try to anchor in less than 20ft if at all possible.

I do carry 5 anchors on board though only my working anchor is exactly like this.

Some experience: We have not found it necessary nor advisable to use two anchors, just too many things to go wrong.

Even rode out a tropical storm in the Chesapeake on short rode, this for over 27 hrs and 60-70 mph winds!

On occasion in rivers I have deployed a light Danforth as a stern anchor just to keep us in place.

Since I am violating what my Mother taught me, the anchor of choice as I have indicted is a CQR I do note that just about EVERY COMMERCIAL BOAT uses a NORHTHILL style anchor!!!! That is in the , for what it's worth dept.!!!

CCC

Pilot House

Boats?????????

> And, a big question, what are the pros and cons of a pilothouse layout.

You have opened a half dozen cans of worms!!!!

Talk about OPINIONS you will get some.

I can discuss two items as I have many yrs of experience with a pilot house boat and twin v. single engine boats as I have had both. Prior to this boat I had a 30 ft Luhrs single eng sedan and then a twin eng.

Wellcraft. also a 40 ft twin diesel fly bridge boat. (Among others) W

First: Pilot house. They are not popular for nothing. When I was trawler shopping 24 yrs ago you could hardly find one----in the Gulf nor East Coast. Only in the Pacific NW.

I had one NON NEGOTIABLE demand----the boat must be a Pilot House.

I found it in a CHB 45. See pictures of it on my web site below and also on the link to where it is for sale.

Now for opinion, based, in my case, on 24 yrs of experience with this boat.

The only civilized way to get on a boat is thru a transom or gunnel door. Just about all p/h boats have a large transom door and then you walk into the salon thru a full size door. Also most all p/h boats have full height doors on BOTH sides of the p/h.

This is another huge advantage. No ducking to get in.

Docking is a breeze with the two p/h doors, same with locking. I can lock and dock alone if the need arises.

Running the boat from the p/h is a dream, as so many others are fighting the elements, we are snug inside the p/h sipping hot chocolate or adult beverages.

In the summer we can avoid the bugs by opening the windows and doors and using the screens. We have screen doors!!! Of course the protection from the sun is very good.

Visibility in most p/h boats is great almost as good as being outside.

The p/h is my "den" and most guests just naturally gather there. Plenty of space and seating area. The full length day bed is a real plus. Not only for seating but on overnight passages , we do most with just THE WIFE and I, it is again very convenient. Who ever is not on watch can nap right there. Pat likes me to be close by at nt when running.

At anchor or in port that is also where I nap in the afternoons.

As I mentioned we do most of our entertaining there if not on the bridge when anchored or in port. We have been on the Great Circle Cruise for 4 seasons and have NOT run the boat from the bridge the entire trip. Used the bridge to back into some slips and that is about it.

Why you ask?

Among the reasons and by way of example only:

Two steps from the refrigerator and three from the bathroom. Need I say more.

Oh, I almost forgot a full size CHART TABLE, all charts are stored flat on it. I have quite a pile there.

All electronics are well protected and no need to get a high pixel computer monitor, a run of the mill one does just fine.

The p/h is just so darn convenient, it grows on you. After a while, why drag food and drink to the bridge when this is so easy and convenient?

I installed a table in front of the day bed that really gets a work out every day.

As I mentioned supra, I use it as my den and Pat uses the salon.

My computer set up is in the p/h so it stays there out of the way and is readily available if I need it to back up the nav computer.

A p/h makes entry into the eng room easy as if frees up space in the salon to enter the eng room and in many p/h boats there is a DOOR into the eng room.

P/h boats afford you a tremendous amount of maneuvering room in the eng room. I have a work bench with vise, large tool and spare parts storage and a 10 drawer Sears tool box in mine to name a few.

This is with a twin eng boat at that. Twins make maneuvering easy, once you learn how!!!!!!

As your mother taught you, never discuss politics, religion nor twin v single eng boats!

It is really preference with lots of reasons on both sides.

Norcold Fix

> Hmmm...our old 12VDC/120VAC Norcold refrigerator stopped working

Van,

I have many yrs experience with Norcold units both the 120v/12v units and the gas ones.

Yours cannot be recharged. I had a tech try a number of yrs ago just to see, what the heck it would not work anyway.

It did not!!!!

Of course the factory had told me that,

I finally went to the gas unit. NOte that in either you must VENTILATE, VENTILATE, VENTILATE. Did I mention, ventilate.

6 of the std 5inch by 9 inch ventilators is about a minimum. If the hot ambient air is not removed from around the coils it aint gonna cool efficiently.

Just a tip from someone who has been down the road and as always, YMMV.

By the way, for the past 5 yrs or so of cruising, using gas refrigeration, we have not purchased ice. We make it in the NORCOLD and keep it in a large zip lock bag or two. We use 4 or so plastic ice trays constantly making ice.

I have 8 of the mentioned ventilators plus two others and exhaust fans behind the refrig.

If you go with the 120v on an inverter, the ventilation still applies!!!!!! You will find that the compressor works a lot less and that translates inot fewer amps burned.

Winterizing

During discussions about winterizing, I have herd two theories that seem to be reasonable and yet contradictory.

> One theory advocates that a trawler is best to have it spend winter in the water. The travel lift is a traumatic event for the hull. Water is the gentlest form of supporting the hull.

> Are there any other factors to be considered?

I have winterized and stored my boat in the "far North" for the past two yrs. You are correct that water is the best support for the hull but in absence of that, on stands I do NOT fill the fuel tanks. In fact I run them dwn as low as possible. To NOT have all that WEIGHT in the hull.

I took the advice of Eric Glew and put desiccant in a garbage bag and with a wire tie attached it to my fuel vent so that any transfer of air in and out of the tank is into the garbage bag, thus the air is dry. On my boat this is very easy as I have only one vent per side of the boat and they are IN the eng room. Very handy and no way to spill fuel dwn the side of the boat during fueling and no fuel on the water. See the article on how to on my web site

Barges Anchor Lt

A tug towing a barge with an 1,100 ft hawser was operating in the area.

It is assumed the Bayliner hit the barge.

- > I have been on a boat this time of year, headed for Catalina under similar conditions.
- > It can be a little scary.
- > I tend to be a little paranoid under those conditions, but I treat tug boats as if they were my sworn enemy whose sole purpose was to sink me
- > and give them a VERY WIDE berth.
- > Haven't been hit yet.

You are correct in giving a barge and tow a wide berth.

For over 35 yrs I have cruised the Gulf Intra coastal Canal and more particularly the Houston to New Orleans reach. That is referred to as the Interstate 10 of waterways. On a 3-4 day trip between Patterson, La and Houston/Galveston we may see ONE or even two pleasure boats. Tugs and tows are another animal. I have had as many as 18 in site at a given time. That is unusual but you get the drift. I always mention in talks that I give on transiting the Gulf ICW that we really like being among the tug and tows as they will not surprise us with some stupid maneuver-----like many pleasure boaters often do.

We do keep in mind that they are out there earning a living and we are PLAYING.

Give them a wide berth and let them know what you would LIKE TO DO and they will treat you with utmost courtesy and try to accommodate you.

Engine Lift

I have been there.

Blew an engine many yrs ago. and no easy way to get it out of the boat to overhaul. This is what I did. Removed all the furniture in the salon and then used 2x4.s to brace the deck that surrounds the eng hatch after all the hatch covers were removed. Set each 2x4 on a horizontal one on the bottom of the boat to spread the stress, did the same with the top of the 2x4 where it touched the eng room ceiling, spread carpet on the teak deck and brt into the salon an A frame and lifted the eng and moved it back 3or 4 ft and worked on it there. I am sure you can modify this approach to fit your circumstances.

My problem is that I have had my boat for much too long and have dealt with too darn many of these problems. I often say that my boat and I "know " each other in the biblical sense!

CCC

110Volt Pig Tails --Cheaper

- > Hi Folks, need to try to get a handle on who needs what. I know that
 - > Anna's Choice has a 50amp 125 pig tail to twin 30am 125 service lines.
 - > In looking at the different electrical connections, my 50 amp 125 pig
 - > tail isn't going to work, I need a 50 amp 125/250 pigtail to match my
 - > 50amp 125 service system.
 - >
 - > In checking, there are but 12 of these
 - > pigtails in the Maryland and Virginia area ... o.k., only 11 now as I
 - > bought one for Anna's Choice. These things ain't cheap
- THERE IS A CHEAPER WAY TO DO THIS

Let's get the terminology correct or at least specified:

- 1) Pigtail is usually from ONE RECEPTACLE to ONE LINE
- 2) SPLITTER is usually from ONE RECEPTACLE that SPLITS to TWO LINES

Splitters cost a lot more than a pigtail.

IF you have a 50a/125v to two 125v splitter and the marina has 50a/220v recep. then just pur a PIGTAIL, as defined above to plug into the marina's 50a/220v receptacle to your 50a/125 splitter.

Bottom line is ONE SPLITTER and two pigtails, as I said cheaper. Use either PIGTAIL with the splitter.

I posted a day or so ago:

> I have a pigtail that plugs into a 50amp 125 v outlet that then plugs into the 50amp 220v splitter.

>

> Then I have, what we call in the South, a " crow foot" pigtail. This is a " 220volt dryer plug " that will also plug into the 50 amp 220volt splitter.

>

> It is much cheaper to do it this way than to have 3 separate splitters to the two 30 amp cords.

Here in NY many marinas have, of all things 20a TWIST LOCK receptacles. The boat behind me has a 20a twist lock SPLITTER to two 125v twist service cords. As they say in Vernon Parish, La. " I have been to two hog callins and a turkey shoot and aint never seen nothing like that>"

CCC

Exhaust Fans Refrigerator

Thank you kindly for your response and access to your experience on this. As the reefer is the biggest drain on our batteries, this is definitely something worth looking into.

I can tell you that it helps , big time.

We note it by the temp in the refrig.

You have got to get the ambient heat away from the coils on the back of the refrig. If not there is no way

for it to work efficiently. You need a lot of vents as well I have 8 5x9 vents. This is NOT too much.

I have a 12v exhaust fan and a 120v one. and a 12v coil fan that blows across the coils 24/7 these really help.

Put a thermometer in the refrig and you will see.

CCC

Boat for Great Circle

1-Go slow, we are doing it at 8 miles per hour, not knots, with twin engines, Perkins 6.354N's and burn 2.8 gph TOTAL.

2-Take (much) MORE than one year. There is no way to see the sites on the Circle in one year. Look again at Larry's list.

We are on our THIRD season on this LEG and have, as of today, 7,000 miles under the keel. It is a coincidence that as we docked at a lock on the Erie Canal that the odometer turned 7,000 miles from Patterson.

This does not include the Southern portion of the trip on the Tenn-Tom waterway which adds 1,500 miles to this total. By the way that leg includes all of the the Tenn. river and Cumberland River.

We spent almost 3 months in the Chesapeake Bay alone, we are told that most on this trip spend about a week. Also Montreal, Ottawa, and the Rideau Canal along with the Champlain Canal, Thousand Islands in Canada.

This year we left Geneva, NY in April and did the Trent-Severn, Georgian Bay, North Channel, Lakes Huron and Erie and we are now in the Erie Canal on our way back to Geneva to store the boat for the winter so that we start from there next year to go to Nova Scotia and down to Maine and then Florida to position for the Bahamas in the winter of 2010.

We also went to Key West and the Dry Tortuga's on our way to the East Coast.

3-I fully agree with Larry on the size of boat, 36 feet is just about right. Our boat a 45 CHB Pilot House is large and comfortable but not required. We do dock with no assistance from shore and handling in locks are both functions of the operators skills as opposed to the boat.

4- The boat should be as self contained as reasonably possible. Like Larry we anchor about %90 of the time or take advantage of free docks that often have no services.

Bottom line go for a reasonable size boat and definitely plan on more than one year. For us it appears that it will be 5 seasons plus.

We are doing all of the Erie, Cayuga-Seneca and Oswego Canals in addition to parts of the St Lawrence Seaway and others.

We left Patterson, La March 1, 2006 went to Fla., Key West and Dry Tortuga's and then up the East coast to Baltimore.

Second year, Baltimore to NY, Champlain Canal to Canada, St Lawrence to Montreal and Ottawa. Then down the Rideau Canal to Kingston and the Thousand Islands area to Geneva, NY.

Third year, Geneva to Trent, Georgian Bay, N Channel Lakes Huron and Erie to Erie Canal back to Geneva.

What would we do differently? Do all of the East coast and Bahamas before the other portions.

CCC

Fuel Filter Issues and Polishing

Here are some old posts of mine on the subject of fuel filtration and filter changing.

NAPA sells a metal manual fuel pump for diesel fuel.

 bypass line & valve
 / \
_from tank -> Tee Tee__to engine_
 __manual fuel pump___/
 / \
 T T

That is the pump that I use on on CCRIDER in a similar setup and it has worked fine. Cost abt. \$40. I did use a two way valve in the T from the tank and a qtr. turn valve AFTER the pump so that it is fully isolated when not in use.

By the way I installed two switches to control the pump. One is a momentary and the other turns the pump on and leaves it on. The momentary is for filling the filters or purging air.

I have a photo posted on our web page, click on "pictures of CCRIDER".

CCC

Go to CCRIDER and open that album. The pic of the whole set up is there. I used barbed fittings and fuel hose. I also have dual engines and put this in ONE fuel line just before the fuel manifold and before the filters. The manifold distributes the fuel to the two eng and the gen set. so you do not need two pumps. It was really simple and easy to do. Note there is a momentary switch that is convenient to the filters and the injector pumps to purge air.

Bleeding can be a bugger, all filters and the manifold and the injector pumps and sometimes the injectors too, though I have never had to bleed them (injectors).

To bleed the manifold there is a valve on mine to which I have attached, permanently, a short piece of plastic tubing that I run to a bucket and let the fuel flow to it until all air is out of the manifold and then move to the filters and then to the injection pump in that order. This works on my Perkins 6.354's.

CCC

A survey that I ran some time ago:

The query was: "What is your practice relative to fuel filter changes?"

The consensus appears to be a change at 200 hr. with the oil change. The observation with the change at 100-200n hr. is "The filters are always clean".

My response to that is Yippee!!!

One reported every 200 hr. and never a clogged filter in 23 yrs! I fall into that category, every 200 hr. and never a clogged filter in 17 yrs.

One does it at 100 hr. , and never a dirty filter.

3 use a vacuum gauge and change at a predetermined vacuum reading.

One owner with a vacuum gauge goes to 15 lb., 2 yrs. or 500 hr. !!

One at 250 hr. and every fall . He uses a GC jr. and it, the jr., is never dirty so the other filters CCC

Out of curiosity, what type of fuel filters do you use: single or double Racor, spin on, Fram, etc?
2 micron, 10 micron, ???

Van,

Thanks for the compliment.

After composing this I decided to go ahead and post to the list.

When I pur this boat in 1985 it had a single FRAM filter housing for each engine on the bulkhead and the standard Perkins dual filters on the engines.

I have made NO CHANGES.

Depending on what brand of filters that I pur. The bulkhead mounted are 5 or 6 micron.

The secondary is 10 micron.

Of course the foregoing is in apposite to the *speculative* wisdom of several boating lists!!

My only response is my *experience* rating of NO CLOGGED FILTERS EVER.

This is as simple and basic a system as is possible.

If it aint broke don't fix it!!

That having been said. IF, I had a single engine boat my setup would be a little different. I would have dual primaries with a valve between enabling a filter change on the fly but that is about all that I would do.

Would hooking a hose up to the bottom "spigot" of my site tube (running through strainers and filters) and then the return hose to the top "spigot" of my site tube work?

In a word yes.

In fact, if I deem it necessary to clean fuel, I use a similar portable set up.

I put fittings on the tank drains and use garden hose connections to a 120V Jabsco pump and a large sock type filter. Just dump the fuel back down the deck fills.

Both the suction and discharge hoses are SEARS best hoses that will not collapse due to suction. I have a 10 ft section for the suction side and a 50ft for the discharge. There is a short hose between the pump and filter again using garden hose connectors.

This aint rocket science!

CCC

Grt Circle Notes

Hope all is well and sorry it took so long to get back to you. We are traveling and wifi's are few. Firstly, the stuff that I write is not information, it's just observations and fluff. On a serious note however, here is what we did when we came up to Canada last year. I used several guide books, the easiest is Skipper Bob we used the ones for New York and the Rideau and Champlain Canals. These books list all of the anchorages and tie ups that we used. The other guide book is one by the New York Canal System, I

understand that this has been updated and it has info on the bridges and locks in their system complete with phone numbers. The year that we traveled the canals were free this year we paid \$100 for a season pass for the Erie, if you don't elect to get the season pass you will pay a fee for each lock and with the pass you can tie up for the night. The fees for Canada are substantially more and you'll need a transit pass not a seasonal and a mooring permit. This information is on the Parks Canada website which has lots of info but is a bit of a pain to navigate. Another resource is the internet lists, like Great Circle, etc. this year the books that we are using most are the Ports Guide for Lake Huron, which include Georgian Bay and North Channel, these books have pictures of harbors and anchorages. I could not plan a trip without guide books, it just makes it so much easier.

With reference to Ottawa and the Rideau...we chose to go down the Rideau beginning at Ottawa and ending at Kingston, most folks do it the other way. We spent 6 days tied to the wall and it was Canada Day, Jazz Fest and the 175th anniversary of the Rideau Canal, the wall is very long so it shouldn't be a problem to get a space but there is a marina outside of town and you could also tie up at a nearby lock and they would check for you to see if there's room..they can do this all the way along the Rideau. All of the Canals that we've traveled track the boats in the system and can be very helpful with space available and places to shop for food, restaurants, etc. One thing to consider when you get to Canada is fuel, there aren't a lot of places that sell diesel and it's very expensive, about 1.80 per litre and water. water is available at marinas but not at most locks or free tie ups. Sometimes the water at marinas in Ca comes from the lake and can be smelly and not taste so good. We had this problem in Campbellford where the water contained a lot of sulfur, I think it may have been well water but the smell was horrible and the taste was so bad that it was not drinkable even though it was "potable". The disappointing thing was that we were paying for our dockage so that we could get water, so sometimes the best laid plans can still go wrong. Now I put some water in a glass and look at it and smell it and taste it for awhile til it's time to fill the tank.

Hope this helps and that you and Tom are having a great summer. Good luck with the new boat.

Pat

DOCKING AND LOCKING

FloridaKeyz@aol.com wrote:

- > I am sorry, but If you have to use TWO thusters, a bow and a stern
- > thuster, damn,, why bother. Why not hire someone to dock you boat for
- > you? Where are the skills?
- > What would you do if they failed? and you would actually have to DOCK
- > your boat???
- > Capt. Sterling

I read this to Pat, THE WIFE, and her response was, " Well, OK but what are women for? I thought that was my job."

In practice we find that by getting a (quarter bit) spring line on that I can bring the boat in and lay on the piling or bulkhead without great difficulty most every time.

What we are careful to do is STOP the boat well off the dock and plan the docking maneuver.

(Surveying the dock, wind and current among other items.) That is, Pat and I decide what piling or cleat that we want the spring on and about how much slack she should leave in it before making it up. Once it is on I am able to go ahead on the eng and put the wheel hard over AWAY from the dock and the stern comes in, BINGO.

As always the FOUR FOOT DIAMETER EYES in our dock lines are a tremendous aid. Note that WE are maintaining CONTROL of our boat at all times. If someone on the dock wishes to help, Pat , very firmly, but smiling, asks the person on the dock to put the eye on the pre-determined cleat and LET GO OF IT. She takes up slack and does the same at the stern.

Makes docking (NOT a pleasure) but at least much less stressful.
By the way we use the same procedure in making up in a lock.
Pat and I observed two people trying , desperately, to tie up a 40ft sun deck in a lock last week.
Working really hard and in a serious strain.
What they did was come into the lock and made up a bow line. The captain immediately LEFT THE WHEEL and came down to hold the bow line while the mate went aft to TRY to make up a stern line. I say try because by now the wind had blown the stern off the wall. Need I say more!!
The captain should NEVER leave the wheel until the boat is fully made up.
In this case , had she stayed at the wheel, all she would have had to do was , as I stated supra, put the wheel hard over AWAY from the wall and put the eng in forward. This would have brought the stern in and held it there until the stern line was made up.

NOTE, this is not to say that we have not had difficult docking (and lockings) but it is not from a lack of planning. Occasionally wind will come up or the current will catch the boat, but we hope that we have minimized such incidents to SUDDEN OCCURRENCE and not part of our normal docking procedure!!!!

Another thing, occasionally, the configuration of the dock or bulkhead dictates a BOW line first and not a spring on the quarter bit. Once it is made up the procedure is the same as with a spring on the quarter bit.

CCC and Pat

Just our experience. By the way, Pat had as much input on this post as I.

MICHAEL LA Porte wrote:

> Greetings all, has anyone ever actually looked into the
> responsibility between the parties in a docking situation

A little dilatory in responding but we are cruising and do not have air card coverage so we are relying on sporadic wifi.

I practiced law in the marine field for more years than I care to admit. YOU are the captain of your vessel, as the plaque at the wheel on my boat says, " the buck stops here".
First, more than likely a person assisting you who is on the dock is "voluntarily" doing so, another boater, a passerby etc. If damage occurs , due to their negligence, they would raise the " Good Samaritan" defense. I am talking about damage to your vessel , the dock or another vessel.
Even if the person is an employee of the dock you will, more than likely, be responsible as he could (in litigation) easily be considered under your control but that is a very technical ball game !!!!! Suffice to say you could be held responsible for his actions-----that caused the damage to the dock or the boat next to you. After all you are throwing lines to him and requesting or telling him what " You want."
Let's face it,from my experience, the chance of him doing exactly what I want is slim to none!

To avoid all of the above YOU should maintain control of YOUR boat at all times when docking.

This is very easy to do. DO NOT hand the bitter end of a line to anyone on the dock, period. The bitter end stays on your boat under your CONTROL.

IF you give a line to a person on the dock:

- 1) Hand over the EYE OF THE LINE retaining the bitter end on the boat.
- 2) INSTRUCT the person to place the EYE on the piling or bollard SELECTED BY YOU and to " Let go of it."

By doing the above YOU MAINTAIN CONTROL OF YOUR BOAT.

For a full discussion of this, see the docking article on my web site.

By the way, I wrote the article for PASSAGEMAKER magazine and it is also in the MTOA magazine and on the CD of the magazine.

CCC

Electronic River Charts and Paper ones

The Corps of eng puts out the chart books for the rivers and they are very good. Many are regular printed charts on one page and the opposite page is the same area but an aerial photo!!!! This is a huge help.

Of course the depths are not on the charts as the depths change from season to season or even day to day. The Corps has real time current and river levels for many rivers or at least a place to call.

contact the Corps dist where you need info.

The charts are very reasonable priced.

See our web site for a lot of info on the rivers of the south and the ICW's.

Also on the web site are articles on the Gulf ICW, Mississippi River, Red river, Arkansas river, Alabama river.

Display of hailing Port

Has anyone been sighted with the hull marked properly and the dingy

> blocking some or most of the hull markings? Not just hearse but

> someone that has been sighted.

> Here in NC the Coast Guard would be busy all day every day if they

> were to enforce this as stringent as it is being stated here.

> Anyone?

excellent question my man. Yes. ME, last season. See below.

I was boarded by the CG last season. The two who came on brd were very nice and cordial and insisted that I resume cruising speed while they went thru the litany.

My dingy was on Weaver Davits on the swim step thus FULLY BLOCKING THE NAME OF THE VESSEL AND HAILING PORT.

The name and hailing port is painted on the bottom of the dingy. I have NO state registration numbers.

*****I was not cited for this nor was the subject even broached.*****

Note that, as I stated this boarding officer was being TRAINED by a very experienced officer. The young man was following the LITANY OF QUESTIONS IN THE BLACKBERRY COMPUTER that he was carrying. I ASSUME for those who have questioned me on this and say that one boarding does not count, that if this was a violation then this question certainly would have been in the computer.

I did not think I would have to spell it out but I did say that he told me that this would be loaded into the main computer. If he missed this, his trainer was present and then HIS COMMANDER WOULD SEE THAT HE DID NOT DO IT CORRECTLY!!!!!!! Again for the doubters his TRAINER was right there. I have the print out on the boat, I guess I could get it in April, scan it and post it for the doubters to see!!!!!!!

More, It seems to me that IF this was not proper(legal) it would be in the litany of items checked!!!!!!!!!!

Not to start something else:--) But he did ask if the Y valve was OFF!!!!!!!

THE WIFE THINKS THIS IS HILARIOUS

Propane Aboard

A couple questions please. When speaking of a 'huge' battery bank in

>the all electric motorhomes, how big (and heavy) is huge? Also, what is

>the thinking behind being all electric... simply not having to refill

>propane tanks? If so, why not just install larger tanks? If the idea is

>to have only one energy source could diesel fuel not be that source?

> Many large crusing boats heat and cook with diesel using electric only

>for lighting. At least the canal boats of Europe do. Several of our

>members here have boating experience... does cooking and heating with

>diesel stink or something? Thanks.

My boat a 45 ft, has diesel engines , a 7.5 KW gen set and propane, I have had this boat 23 yrs and cruise extensively.

To ans the propane question first.

Fear of it Zero.

As my druggist says, if aspirin came out today the govt would not allow it on the mkt!!!

Does anyone on this list drive a car? You know the ones powered by gasoline.

Now there is a bomb

ready to go off. And very easily, I might add!!

Propane on boats, r/v's of every stripe is as safe as the operator wishes to be. We have a sniffer for it and for carbon monoxide.

I have not read of an r/v blowing up from propane but did hear of "A"

boat---in England a number of years ago!!!If there is a problem with propane it is usually a fire and not explosion.

By the way the vast majority of boat destruction, is ELECTRICAL FIRES not sinking!!!This is according to Ins co statistics.

I have a Norcold refrigerator/ freezer 12v/120v/gas on brd and a Dometic freezer powered the same.

And a gas stove/oven and a gas grill.

Most cruising boats have propane for at least cooking.

Very few boats in this country use diesel stoves, a few in the Pacific Northwest do but I have never seen one in the lower 48 though I am sure there are a few. Much easier and pleasant to use gas.

Most of what we call " go fast" boats that is the big plastic ones that look like a bleach bottle, another name for them, use all elec., which for a person who uses his boat a lot as in cruising for months on end is a pain. Crank the gen set to make coffee!!!

As for battery banks, on my boat I have a relatively small bank due to gas refrigeration. Elec refrig on battery is not practical at all and only marginally so thru an inverter. My battery house bank is composed of 4 Group 31 batteries and these run the " house" as we say in the trade. This is equal to 2 Group D batteries. I have two other grp 31's that start the engines

If I ran my refrig on elec I would have double the house battery capacity.

That is a lot of weight, but on a trawler style that I have wt. is not a concern at all. In fact more the merrier.

We sleep well on the boat---better as we are aboard 5 to 7 or more months per year!!

Do watch out in your car!! OH yes ,in that regard, in the head long stampede to use of Bio fuels as in ethanol in gasoline. Now there is a conflagration waiting to happen.

All race car and boat fans know about alcohol or pure alky fuel. That stuff burns and YOU CANNOT SEE THE FLAMES AT ALL. Put water on it and you only SPREAD THE FLAMES. Now we will be using that stuff in our cars!!!!!! There were news reports about that this week as all fire and rescue personnel will now

have to be specifilacclly trained for this. This is a case of be careful of what you ask for!!!!

Fuel Tank Repair in Place

The following is a post by a friend of mine to another list. He has also written an article on the subject for the MARINE TRAWLER OWNERS ASSOC magazine.

- > I had two leaking fuel tanks on my '86 Heritage East Lien Hwa soon
- > after I bought her with the surveyor telling me it had welded
- > aluminum tanks. So much for his knowledge as they turned out to be 6mm
- > iron tanks and I did not want to spend the twenty some thousand to
- > remove engines to get to the tanks and then cut them up to get them
- > out.
- > I researched on the Internet for leaky fuel tank repairs and found a
- > Canadian outfit that does repair leaky fuel tanks(motorcycle and
- > auto) with epoxy but would not share with me the chemicals he added
- > to make the epoxy impervious to diesel fuel, but now I knew it could
- > be done.

> Next I found a chemical outfit that made a product of thin film micro
> ceramic suspended in an epoxy solution. It works by binding ceramic
> particles in a unique resin system thus creating an encapsulating
> solid ceramic shell within the existing fuel tank. Each ceramic
> particle is resin coated and becomes tightly packed in a cured film.
> (Ceram-Kote 99) In the meantime I found that the 12" inspection ports
> covered a 10" hole, two per tank, that allowed me to get an arm into
> each baffled compartment, or my head in to look at things, but not
> both at the same time. Bottom was pitted, especially along the welds
> and no way I could get to the bottom of the center tank without
> tearing out all of the galley and V berth, but again had two
> inspection ports on top of the tank..
> So, after being told by many of the gurus that it could not be done
> decided to do it myself with the Ceram-Kote, but first had to get rid
> of the diesel.
> First I pumped or drained out the fuel in both tanks into 55 gallon
> drums.
> Then In Mobile I hired an oil recovery outfit, ecology firm that have
> the large tank trucks that pump in neutralizing chemical with high
> pressure hoses and extract it with the oil in their suction hoses
> back into the tank truck.
> The
> one I used had a minimum charge of \$250 and that's what it ran to do
> two tanks. Had them back later again to do the bilge also. Next I
> used a long brush and a carton full of rolls of bounty paper towels
> to get all of the residue out. Once I could wipe the inside of the
> tank with a ball of paper towels and get no residue I was ready.
> Next I used a long handled paint brush acquired at Home Deopt and
> thickly coated all of the corners and welds, let it dry and gave it
> another coat again for a total of four times. Then, again allowing the
> previous to dry overnight, started with the bottom half of the tank
> from the center crease on down with four coats. I did not bother with
> the top portion of the tanks as inspection showed no interior
> problems there. Only where moisture had been allowed to sit on the
> iron was there a problem and primarily on the welds.
> This was done last April and took about one week to do one side tank
> outboard of the engine and one center tank below the galley, but to
> me was worth it.
> So far no problems at all. More information on the product can be
> obtained from Freecom, Inc. PO Box 2119, Big Spring, TX 79721, or
> [_www.ceram-kote.com_](http://www.ceram-kote.com)
> (<http://www.ceram-kote.com/>) . Dog River Marina charged me \$250 for
> the gallon of material so don't know what the cost would be buying
> direct. I got white material, two containers that I mixed up in pint
> sized batches and found I had almost a half hour working time with the
> mixed solution. I used a wide mouth small mayonnaise jar to mix the
> small batches in. The white helped me see in the tanks with its
> reflectivity. Would have been easier if I had been able to get half in
> two different colors as I kept covering the same area and at times a
> bit hard keeping track where I had been so had to follow the same
> pattern of application each time. I figured what I ended up with was a
> interior shell of solid ceramic, about 6 to 8 mills thick or thicker,
> holding itself together within the old iron shell so I don't mind if
> the old iron shell continues to rust out or not as the new ceramic
> shell is the new tank inside the old iron shell.
> If you need any more information you can contact me at

> _bodie6413@aol.com_
Ron Bodien

A friend of mine, Ron Bodeen , used CERAM-KOTE99 to coat the inside of his leaking diesel tanks. (it is a ceramic resin coating) He and I had just started the Great Circle Cruise in Mar of 06 when he had the problem. We exchanged a number of emails and telecons and he used this product. It is still there and the tanks are not leaking. He is a member of MTOA that is the MARINE TRAWLER OWNERS ASSOC and wrote an article for our magazine. If you are a member look at the art. or see it on the CD that has all past issues of the magazine on it. I do not have the CD or I would copy and paste the article. In the article he states that many told him that it would not work!!!! (When I looked into a similar coating I was told the same thing!)
As you know I repaired my tanks in a different manner. Ron is very satisfied with the fix-----it worked!!

Man Overboard

Chesapeake Magazine, there is a brief article on page
> 31 for a transmitter that cuts off the engine if the captain falls
> overboard or sets off an alarm if a passenger falls overboard.

Such cut offs are standard on most, if not all, o/b motors in the form of a plastic piece attached to a lanyard.

This is my opinion. I would not want the eng. of my trawler style to automatically shut dwn if I or anyone else fell overboard.

Think of the (quite possible) consequences, current, bad seas, limited visibility, passing thru a bridge or narrow passage in heavy current, in front of an oncoming fast ferry or ocean going ship. No, I think not. Such decision should be left to a human. This is rt up there with the automatic eng shutdown in case of overheating.

For the same reasons stated I want to make that decision. I just may want to burn up the eng to save the people and the boat-----not necessarily in that order.--)

CCC

Shaft Repair

Charles:> > Thanks, I'm standing by.> > Also, I'm wondering - If I add
> a Drivesaver/flexible coupling, and push the shaft aft an inch or two,
> the pitted area on the shaft that is (I'm assuming) chewing up the
> packing material will be moved back and a fresh, smooth area of the shaft will be
> in play

I have had my shafts Straightened and the bearing surfaces redone and it is still on the boat. Had someone tell me

> thatI should not have done that and just replaced the shaft as that
> weakens the shaft particularly at the end of the shaft like that. I
> told him that I would keep that in mind. That casualty to my shaft was
> in 1987 and at the time I had les than 2,000 hrs on the shafts. As I
> said over 6,000 now and this is 2007.

One bearing journal on one shaft and 2 on the other had to be welded and turned on a lathe to build up the worn area. One heck of a lot cheaper than

2 new shafts. I had this done on them a number of yrs ago.

Total machine shop bill was \$550 , really not that bad to straighten both shafts and the shaft on the rudder along with the welding and lathe time.(He had to remove the blade from the rudder shaft and re install.)

some direction on replacing the cutlass bearings

I have, personally chged my Cutless bearings a no of times over the yrs. The eng/shaft alignment should not be affected but after the boat is put back in the water I would certainly ck the tolerances. Re alignment is not that hard. I have instructions on how to on my web site so you can see the process.

Removal of the Cutless is reasonably easy and there are sev methods to do it. I find it easiest, without hydraulic tools, is to cut the bearing on one side and drive it out with a large drift pin.

Hone the housing, cool the bearing in ice and slip it in.

By the way, I always keep one on brd. In the event of an unscheduled haul out and you need one it is much easier to have it at hand rather than trying to run dwn one of the rt size--- same with the anodes.

Shaft Removal for Cutless repair

In a previous post answering a question about how to remove a propeller shaft. I detailed how I have done it many times. I am not smart enough to have come up with the process that I described. I learned how in local ship yards.. By the way there are no " yacht" yards anywhere near here----all commercial boats. These boats have " real" shafts of 5, 6, 8 inch diameter or more. They are removed using chain come alongs and if twisting is needed large pipe wrenches. Oh, one correction, I now use liquid soap to lubricate the shaft on it's trip in or out. Much easier to clean up and it is environmentally friendly!!!!

Incidentally, at just about every seminar that I give on boating, I mention that if one only has two books dealing with boats that one is CHAPMAN'S and the second is BOAT OWNERS ELECTRICAL AND MECHANICAL MANUAL by Niger Calder.

The latter puts all into words that even I can understand!!!!!!

CCC

Fuel Polishing and Tank Repair

The following is a compilation of fuel polishg and fuel issues that I have addressed in the past You will find the ans to your problem -----I hope!

CCC

Tank Cleaning It is not nearly as bad as you think.

On a 5 wrench scale this is a 2.

See my web site on how to under REPAIRS

You can do it for abt \$10 for gasket material and sealer.

NO AMOUNT of fuel polishing will clean the tanks, period.

The baffles are not a problem.

After reading the article get back to me off line for any details.

Here is part of it:

Resolved: Diesel fuel tanks get dirty, period.

If your tanks have not been cleaned in two yrs. , yes you read that correctly , scum is beginning to form on the bottom. This builds up yr. after yr.

No amount of swishing fuel nor fuel polishing is going to clean them. This may KEEP THEM CLEAN but it aint gonna clean them.

Most Taiwan boats have plywood and acoustic tile sound shields in frt. of the tanks. Get your flash light and mirror out and look on the sides of the tanks behind the shield for clean out ports. MOST tanks have them here. (CHB's anyway) Lets assume you do find some.

Determine the approximate location and size. With a sabre saw cut a largesquare , don't get picky here, just cut a big hole in frt. of the cleanout. It does not matter how rounded the corners are just cut the hole. This hole should be several inches, in all directions, larger than the port. Trynot to cut thru any 2x2 brace but it is not critical if you do. (replacement of this cut out is easy. I' ll explain later.)

Close the valves to the tank.

Pump all fuel fr. the tank into 55 gal drums on the dock.(Or to another tank on board.)

Open the port. Use a small pry bar, gently, so as to not deform the plate. Working round and round the cover until loose. Don't mind the gasket. You are making new gaskets and using RTV BLUE gasket sealer on reinstallation anyway.

A great pry bar is an old fashion brake adjusting bar, get one in an auto parts store for abt \$2. Grind the edge down so that it is thinner.

BE ABSOLUTELY CERTAIN TO MARK THE PLATE AND THE TANK SO THAT IT GOES BACK EXACTLY AS IT CAME OFF. For those who question this, good luck on putting it back!!!! (But I can tell you what you will have to do to get it back on.)

Purchase gasket material (diesel tolerant from the auto parts store) and make a new gasket. Don't even think of reusing the old one. Again, if you doubt this pearl of wisdom, let me know and I'll advise how I became so knowledgeable on the subject..

Use a 2 liter plastic bottle with the top cut off to get the last of the fuel out. This and the next step may require some physical gymnastics. Using the two liter bottle, scoop all of the goop out. Should be about a half gallon or so per 125 gal. tank!!!!

Wipe clean with paper towels.

Note the baffle and get on the other side of it. I found that a paint scraper duck taped to a piece of broom handle helped in getting to the far corners of the tank to scrape the goop toward the opening.

Your tank is now clean.

If the only clean out is on TOP of the tank, my friend you have a problem. Since I have not experienced that, you will have to devise a method to get into the tank depending on your access to that clean out.

Replacing the sound shield is not hard at all.

Get two strips of plywood about as long as two sides of the cut out and abt 3 inches wide.

Set them BEHIND the shield leaving one inch showing. Screw them in place so that a one inch strip of the wood protrudes into the opening.

Set the cut out back in just as it came out.

Drive two screws thru the cut out into the plywood.

You will be hard pressed to even see that it is there.

CCC

Here is a more complete description of my "portable" system.

It is more difficult to describe than to fabricate!

I started with a JABSCO 120v impeller type (make sure that the impeller is rated for fuel) pump. As stated it is mounted on a piece of plywood that has carpet on the bottom so no scratches on deck or sole. Never can tell where it may be pressed into service!

Since the motor did not have an on/off switch I shortened the elec. line from the motor and ran it to a single pole switch, like you have at home. This is mounted on a scrap of ply screwed to the base. From this switch I installed a long electric cord so that I do not have to fool with extension cords every time I use it.

The pump is set up to receive garden hose fittings in and out.

Suction Side:

There are two relatively short lengths of suction hose. Your boat, tanks

and where you will set up dictates this. Use the clear plastic reinforced hose as ordinary garden hose may collapse.

The pump is always setup to be close to the intake and you PUSH the fuel.

To connect the garden hose fitting (on the suction hose) to the hereafter mentioned "T" on each fuel tank there is a garden hose to std. pipe thread brass fitting available at any hardware store.

I can connect this to any fuel tank on the boat as I have added "T" 's and valves to the drain on each tank.

To filter the fuel being moved:

I mounted a large sock type fuel filter, just because that is what I had on hand, on plywood so that it stands upright on its own. Again this is set up for garden hose fittings.

Installed on each side of the filter housing those little plastic quarter turn valves for garden hose. This keeps fuel from being spilled after use and while stored.

Run one length of the suction hose from the Intake side of the pump to the Discharge side of the filter.

Run another length of the suction hose from the Intake side of the filter to the tank.

CAUTION, CAVEAT, and BE CAREFUL.

After you get the pump and before you do anything design this on paper and decide where the male and female fittings go!!!!!!!

If you are adding a filter to the setup, DITTO.

This is just the way I did it. Whatever is convenient and works is ok. You must pull the fuel thru the filter and as I said have the pump close to the tank from which you are taking fuel.

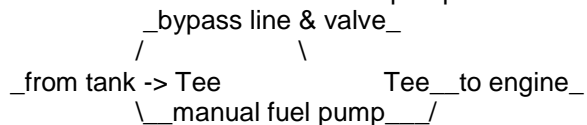
Discharge Side:

The discharge hose is a std 3/4 inch garden hose of good quality. SEARS Best.

That is it. I have used this setup for yrs.

CCC

NAPA sells a metal manual fuel pump for diesel fuel.



Dick, Rick and Al, et al,

That is the pump that I use on on CCRIDER in a similar setup and it has worked fine. Cost abt. \$40. I did use a two way valve in the T from the tank and a qtr. turn valve AFTER the pump so that it is fully isolated when not in use.

By the way I installed two switches to control the pump. One is a momentary and the other turns the pump on and leaves it on. The momentary is for filling the filters or purging air. I have a photo posted on our web page , click on "pictures of CCRIDER".

CCC

Gary,

Been there done that.

I will ans parenthetically:

Does anyone else have an 8" cleanout mounted on the side of their fuel tank?

Yes. Many if not most do (On CHB)

I also have a 1" threaded nipple with a bolt at the bottom front of the tank that can be used as a drain.

See previous ans.

What I did with that fitting was:

Put a nipple and gate valve then a "T". One side of the "T" is a nipple and cap, for fuel polishing or draining the tank and the other side is a site glass of plastic tubing.

I now have a lot more rust removal to do than I thought.

Carefull here, Gary. Empty the tank completely. If you are using a wire brush grinder and there is heavy rust it is VERY EASY TO GO THROUGH THE THIN STEEL OF THE TANK. With a hand wire brush you can still easily go through if there is heavy rust. All of the tanks, (dont make categorical statements, are thin).

I raised each tank with a pry bar, 2x4, and used blocks of wood to hold them up the 3 inches or so then cleaned. Use a flash lt. to look for pin holes. Put the lt. on the outside of the tank and look for lt on the inside. NOTE you may have a hole so small you cannot see it. but when the tank is full, BINGO! You lose. If you have any inkling that there MIGHT be a pin hole fill the tank with water , after thorough cleaning the inside, and then see if it leaks. Water is a lot easier to handle than leaking fuel!!!!

By the way I DID ALL OF THIS, I am not and do not suggest anything that I have not personally done. I used KRYLON primer and then spray on cold galvanizing but there are all kinds of metal prep, go to an industrial paint supply house.

There is an article on our web site about repairing a leaking fuel tank that has usefull info.

CCC

the tanks are behind partions covered with accoustic tile

I hope I answer all of your questions and concerns, if I missed any do not hesitate to get back to me.
TANK CLEANING 101

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CCC

When to leave on Grt Circle

----- Original Message -----

From: "John Stewart" <johnstewart@sanctum.com>

To: <great-loop@lists.samurai.com>

> Trying to plan a year out. I assume late Feb./ early March would

> suffice, but I would welcome the suggestions of those that have

> actually done this.

> John

John,

Darn good question but-----the better question is when to return.

As you know the "standard Great Circle Cruise" is about 5400 miles and 12 months.

This is no criticism but experience. This is too great a trip to be done in that period. IF you have the time,-- take your time. For instance we spent 11 months traveling from South Louisiana around Fla.to

the Keys, Dry Tortugas and up to the Chesapeake Bay. Left the boat on the hard near Baltimore. Very reasonable cost to store and wrap it!!!!!!

The next year, this yr, traveled fr there to Canada via the Champlain, Richelieu canals to Montreal, Ottawa and the Rideau canal. The Rideau is 125 miles and we spent 3 weeks on it and it felt like a blink of the eye!!!!

Did the Thousand Islands and into the Finger Lakes of NY where the boat waits for us in Geneva.

Next season the Trent-S , Georgian Bay etc and down Lake Huron to Detroit and back to Geneva.

The following season to Nova Scotia, via the Erie Canal and then down to Maine and the Bahamas for the winter. Then home, maybe!

Right now we are abt 5400 miles and 12 cruising months into the trip and are not yet half way.

One day I was perusing a the charts etc and Pat asked , " Are we traveling tomorrow ?" I said we could if she wanted to and that the next place to stop was 21 miles. Her immediate retort was, " Is there any place closer?"

That pretty much sums up the whole trip to date!!

Presented as an alternative. By the way we have met a few, who are taking the scenic route, so to speak.

CCC

Bow Roller

bow roller on my de Fever 41 is one that pivots down. It has two
> rollers, one smaller than the other, both bronz. The larger roller is
> forward. One of the flat head screws that goes into the front roller
> had fallen out, and I removed the other so I could see what the
> diameter and pitch was. In the process of removing the roller, I
> tipped it and the "axel" fell out.>

>

>Brian,

I experienced an issue with my bow roller and had to jury rig an axel for the main roller while several thousand miles from home. Used a 5/8 diameter galvanized bolt with two nuts to lock it in place(that is the diameter of the hole in the SS bow roller). It worked so good that I have left it in place. I did put a lot of water proof grease on the threaded shaft and that was years ago. By the way this "repair" is a lot stronger than the original set up!!!!

CCC

Easy Parallel of Starting Batteries

The batteries, as I set it up, are ALWAYS separated until the momentary switch button is held down. This is the REASON for the solenoid. The two batteries are completely separate until paralleled for a few seconds when I press the button to activate the solenoid that is in the (+) wire between the tow + posts. In other words no amps can flow until I depress the button that makes the circuit from the good battery to the weak one.

Since there is NO (+) connection between them, the low one cannot discharge the better one. The black negative posts are tied together all the time but this is of no consequence.

I ran a heavy wire (0) connecting the two (-) posts together.

Then another wire (0) between the (+) but in this wire I placed a solenoid with a button on the dash.

Thus if I needed the extra amps just press the button activating the solenoid. Bingo!!!!

CCC

Cheap Cruising on Grt Circle

> For those of you who might be inclined to cruise on a budget, I
> finally got a chance to read over my parents log from their trip on my
> boat last winter.
> <http://groups.msn.com/TrawlerMV/piouspuffin.msnw>

Kurt,

I like what you say abt cruising and like your boat as well.

THE WIFE and I have completed two seasons on the Great Circle Cruise on our CHB 45 p/h twin eng. and we BOTH agree that a smaller boat is all that is needed. We lean toward something in the 36 ft single eng range!!!!

Note , I have had this boat 22 yrs. You can see pics of CCRIDER on our web page.

We cruise relatively cheap as we anchor most of the time or seek free or cheap dockage. Fuel is NOT a major factor if one is reasonable. That is we cruise at 1600 rpm, with a 2.5 reduction trans and 20x24 wheels this gives us 8 smph, IF no current so we often make less sog. Hey, if we were in a hurry we would not be here!!!!

This season we used a little over one tank of fuel, boat carries 510 gallons and covered 1,481 miles. Recall that I mentioned that we are not in a hurry as we plan on TWO MORE SEASONS to complete the trip.

I should mention here that we have 12 months cruising on this trip and covered 5371 statute miles and are not yet half way. By most Grt Circle cruisers std on this trip we have covered enough miles and time to have finished!!!!!!

We did the Rideau Canal in Canada , 125 miles in 3 weeks!! Stayed in one marina two nights at the end of this leg, at Kingston, Ontario. An additional nt anchored just off the marina!!!!

Addressing weather, we spend 6 days at anchor in Barnegat Light, NJ waiting on weather window to get on to Sandy Hook ,NY. (It was very cold and raining for most days!)

(This yr we started the trip at Baltimore, Md and left the boat in Geneva, NY.)

We do use marinas for two reasons; One when there is no alternative and second when we need to do laundry or it is simply more convenient provided the cost is reasonable. Reasonable varies as to location!!!!!!

The cost of cruising is how much do you WANT to spend on

fuel
restaurants
dockage
entertainment
communication

OVER what you will spend staying home!!!!!!

Of course one must be prepared for contingencies such as repairs, a rental car now and then and the like.

The guy from whom I pur the charts for the trip did NOT anchor at all for the entire trip!!!!Can you spell\$\$\$\$\$\$\$\$\$

This is our experience and ans always YMMV.

CHARLES C., JR. & PAT CULOTTA

Nigel Calder

This article must be the most comprehensive treatment so far. (who is > this Calder guy anyway??? :>)

Steve,

When I give talks to boating groups or seminars I suggest that if a boater or would be boater owns ONLY two books abt boats that one is by Nigel Calder and the other is Chapman's.

He is the authority on maintenance and boat mechanical (including electrical) matters.

He has several books to his credit..

The one that I use is BOAT OWNERS ELECTRICAL AND MECHANICAL MANUAL.

That is close to the correct name!!! * The book is on the boat and the boat all wrapped in Geneva, NY.

You might say that I don't leave home without it.

It is easy to use and understand, for instance, he shows a small picture of the face of the multimeter so that even I can see what the reading should be!!!!!! There are drawings of how and where to place the meter contacts.

All systems are covered, sewage, a/c, elec., steering, running gear, engines etc.

CCC

Winter Storage

Having just purchased my Nordic Tug 32 and planning to have it hauled > and winterized for a Chicago winter on hard stands and shrink wrapped > I was curious is it better to fill the fuel tanks (diesel) or burn the > fuel off to save the weight? Thanks

Fred,

A fellow member of MARINE TRAWLER OWNERS ASSOC. (MTOA) suggested that fuel tanks be left all but empty during winter storage.

I did that last yr and again this yr and it worked great.

PROVISO: I placed desiccant in a plastic trash bag and used a wire tie to fasten the open end of the bag over the fuel tank vent. Thus the air in the tank and the air in the bag is dried and any exchange is DRY AIR.

I have the fuel vent system that I built , picture and description is on my web site, so it is fast and easy for me. With the std vents on most boats just use plastic tubing and duct tape to accomplish the same.

Second, I just don't want that much weight in the hull for the winter. It weighs 40,000 lbs dry ,as is.

These hulls are made to sit in water not on stands!!!

CCC

THE WIFE on Dock Lines etc

>>> THE WIFE? isn't she yours or his? AS in MY wife? Your wife? And why
>>> is it
>> always The 'little lady' who handles the lines? I could handle my own
>> helm, other 'little women' should practice this operation for a 'what
>> if'
>> circumstance if nothing else!
>>
>> Marge Griffith, boatless now!
>> _____

THE WIFE RESPONDS (again)

And now for the rest of the story.....

Many years ago when Charles and I were dating he would tell me stories of his parents great love for each other throughout their marriage of 60+ years. He was especially affected and impressed by his Dad's utter and complete devotion to his Mother. Charles Sr. always deferred to his wife and always cherished her. Charles Sr. referred to her as THE WIFE. Shortly after we married Charles Jr called me THE WIFE and I remember how sweet and romantic that moment was. The term is used as in the quintessential, can't be improved, the one. So he wrote a column for a magazine once and I wrote a response, signing it "THE WIFE" thus began the tradition of my nome de plume.

My responses are usually, though not always, reflective of the other side of his boating story. For example, if you want the true story of weather for the day, ask the woman on board because the man will say something like, "It was a little choppy, no big deal" while the woman may say "I felt my uterus flip over and my eyes rolled back in my head, it was so rough."

I do handle the lines as well as the helm and sometimes even have to do icky things on that boat that are not for polite conversation. There are very few "boy" duties or "girl" duties on our boat, I wish there were more and often long for those Victorian days when the "little lady " was in the parlor doing needlework or playing cards.

The morale of the story is, I suppose, that things are not always what they seem and assumptions are like stereo types, they exist for a reason but

THE WIFE

Dock Line Throwing

> If you don't have or don't care to fashion a 4'eye in the end of a
> dock line, is it ok to just tie a big loop on a bowline, snug it up
> good, and toss that? Actually, I've done this with some success
> although my rodeo skills are still developing. Even better the
> double-figure8 which adds heft to the loop.
>
> Rob Dorsey

Rob,
Good question.

In all honesty it does not work nearly so well as a spliced eye. The REASON it does not work is with a bowline or other knot in the line, the line is NOT BALANCED. The way I was taught by professional seamen is to take the eye in one hand and coil one or two courses of line on it in one hand. holding the eye and the several coils open with the other hand.. Place your foot on the bitter end (you do not want it to go overboard). Now throw the eye and coiled line out towered the piling or cleat. Throw high so that it falls on to the piling or cleat.

Here is the IMPORTANT part.

LET GO OF THE LINE WITH BOTH HANDS

I repeat LET GO OF THE LINE WITH BOTH HANDS.

Again, I am not smart enough to come up with this system. It was taught to me many yrs ago by professional seamen.

Speaking of heft. THE WIFE always wets the eye end of the line to add heft. She finds that it helps.

CCC

Chaffing Gear

>

The
> wall here has been "dinged" by barges and is very rough and requires
> some sort of chafe protection for your lines. Chain was suggested to
> me and that may be something to consider for rough walls.
> B & B

B and B,

I carry about a dozen pieces of rubber hose about 1 inch in diameter for chaffing gear. Make them about 18 --24 inches long. Punch a hole in one end and attach a length of nylon string that you wrap around the dock line to hold the gear in place.

We used this often this yr in the canals of NY and Canada. The lock walls are often rough on the lines.

I keep one length on the bow that is cut length ways in a spiral to fit over

the anchor rode where it goes over the roller on the bow sprint-----for when we are waiting for days on weather!!!!

CCC

More on Docking and Dock Lines

Charles:

A FOUR FOOT DIAMETER eye can be walked up and off of a piling 15 feet high
>From 20 ft or more away with little effort-----by my wife.

Reply:

Yeah, yeah, yeah -- but can you do it Charles? There has got to be a method out there easy enough for us guys to handle!

:-)

Alan Wagner

Alan,

Actually it is very easy. Pat, THE WIFE is incharge of tying up the boat on docking(and setting the fenders on approach). If I happen to set them she will come behind me and modify if they don't meet her standards.

Try the FOUR FOOT EYE, spliced in of course. A " cowboy lasso" absolutely will not work. Cowboy rope is very stiff. Very stiff and will hold the circle, our lines are soft and will not.

The large eye also makes it easy, so easy that it is hard to believe, to get a line off of a cleat from on the boat---- the safe place to be. No matter how far away the cleat is or how low to the boat.

An added attraction of making your own lines with he large DIAMETER eyes is the money that you save.

Get a 600 ft spool of 5/8 twisted line at a commercial fishery supply store for abt \$150. Do the math. That is TWO SETS (6 lines each) of long lines for your boat or one set and a 300 ft anchor rode. I have done this for over 25 yrs.

CCC

Rich, and those supporting his post, are absolutely correct.

Steve, I guess this topic will end when the last person realizes the correct and safest manner of tying a boat to a dock.

Please read the article that I wrote for PASSAGEMAKER mag. It is on my web site so I will not go into all the REASONS to do it right.

Docking a boat is not flying an airplane nor parallel parking a car.

I can honestly say that the only bad docking incidents that my wife and I have had have been when the " help" on the dock would not follow my wife or my request as to what we NEEDED done with our lines.

We stop , dead stop, well off the dock and plan the procedure that we intend to use. No matter what we tell the " help" , invariably they will not do as requested.

I could relate a no. of instances of such. Why this is I don't know, it just is. We do not turn down help out of hand but do SPECIFICALLY REQUEST what we need done.

In closing, note how real ships and boat are tied by the professionals, the eye is on the dock or piling.

A FOUR FOOT DIAMETER eye can be walked up and off of a piling 15 feet high from 20 ft or more away with little effort-----by my wife.

CCC

I know this started out as a tipping topic where we are all going to do as we please; and I know Charles Culotta said it once (actually, he has said it a number of times) about what to end of a mooring line to give to the dockhand; but I want to hammer his point home. To the extent that you can (given infirmities, et. al.) I suggest you DO NOT cede control of your boat to a dockhand. I don't care if he is an Unlimited Tonnage Master like me or some kid fresh off the street; a person ashore has no inkling of your skill or intentions if things start to go wrong, and you likely have no time to communicate detailed instruction when something is going wrong. If a boat gets banged up in mooring and I have been assisting, I don't want there to be anybody for the skipper to blame but him/herself. If I am ashore, I will gladly drop a line over whatever I am told, but I will not attempt any active control of the vessel like snubbing a line short to help brake a boat - that's for the skipper and his crew to do.

When I started trawling in 1986, I was quite content to do all my own line handling from this little bitty 42-footer. In fact, the last thing I generally want to see on a pier is a line handling assistant because most times they seem to want to take control of my boat away from me - something you will only get when you pry it from my cold dead fingers. I am the captain, and I am in control at all times, AND I am the one who has to patch and repair when the boat gets scraped up. :)

My ideas on this topic likely arise from my naval and merchant marine experience where the lines are too big to handle for the few shore side folks assigned. I just naturally continued the practice of handing the eye-spliced end of lines ashore (when there seemed no way out of accepting proffered assistance) and telling the person helping to place it on whatever cleat or piling I wanted it on.

An illustrative example:

On our last trip up the Tennessee, at Hales Bar Marina, a fellow boater came over to take a spring line from Mary for a very short slip with a lot of wind/current pushing us away from the pier. It was so short, I had to have the spring line rigged from the bow chock. Mary was going to snub the line of our cleat as soon as I got well into the slip and had an idea of how much spring line I actually wanted.

This was one of the few times I was pleased to have help ashore, but he had his own idea (after Mary told him what to do with the line) about where he wanted my line to go and was not to happy to hear me (I was polite, I

thought) tell him to stop pulling on my line and to just drop it on the end cleat so I could put some REAL tension on it to walk in with the engines.

He was busy attempting to pull my bow to the pier when that is exactly what I did not want. He ended up sullenly walking away back to his cocktail crowd gathered nearby on a houseboat - maybe he'd had one or two too many or he was used to dragging light houseboats around.

Another point I want to make about this particular situation is this: the line he had in hand was NOT secured on board CALYPSO - he was pulling against Mary. NONE of our mooring lines are ever secured to a cleat on board until we have the line ashore to a cleat or piling, and they are always clear to run and not bunch up in a ball at the chock if we have to abort the landing. So this " helper" had no real chance of gaining control of the bow because we could have just backed clear letting the line go.

Then we'd have had to break out and rig another line, blah, blah. As it was, we salvaged the landing.

Rich Gano

Battery Connections

I have some items, like
> the bilge pump, wired directly
> to the house batteries, as there were no more breaker switches
> available.
> Van

Van,

It is not good electrical practice to connect any such devices directly to the battery EVEN if you are using an in line fuse.

It is much better and in the long run easier to add a separate fuse panel.
To do so merely run a hot wire, red, from the bottom of your existing panel to the new panel.
Then a negative, black, from the negative terminal strip to a new neg.
terminal strip.

Of course you make certain that the gage wire is sufficient to carry the load.

If the existing wire is not sufficient then run two(heavy gage) wires from the battery to the new panel. (more on this infra) All new electrical devices are connected to the new panel This makes a neat, clean and efficient system.

It also gives you capacity to add more electrical appliances at a later date----and you will !!!!
Be certain to LABEL the new wires and circuits.

I have added 3 additional panels to my boat, which proves that I have had it far too long---23 yrs.
I can assure you that everytime that I have added some elec device it was the last one.

For instance, the Loran then GPS came out and I kept the Loran then the computer what else nothing,
not exactly , now two computers you get the picture.

I have connected to my batteries only one negative wire and one positive.
These two (short) wires are 00 gage and go to terminal strips to which the other wires that would have
been connected to the battery are attached and this includes the main wires to the starters. (Two
terminal strips one neg and one positive.) While on this subject, only one neg. and one pos. wire is
connected to the main starter terminals as I have terminal strips next to the starters. Again this makes
for a very clean and neat set up. If work must be done on a starter this sure makes it easy to remove
and replace, particularly on twins.

I did not set out to make my system this neat, not at all. It built up over the yrs and finally enough was
enough and I cleaned it up for it was a mess.

I have had the boat so long that I cannot blame anything on the " previous owner"

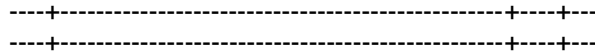
CCC

Fender Baords

Hello Turtles,

I received two requests today for clarification of a couple of points in the article on Fender Boards and their use so I thought that I would post my responses in case anyone else may have the same question.

The holes, through which the 3 lines are passed, are drilled thru the width of the 2x6; that is thru the 2 inch side the other 2 inch side.



The + represent the holes.

On the left there is only ONE line. It extends UP and will be used to hold the board horizontal.

On the right there are two holes.

One line extends UP and is used to hold the board horizontal (((along with the line on the left end))) OR in conjunction with the other line, on the right end, that extends DOWN to hold the board VERTICAL.

I have often deployed the boards vertically when there is an obstruction or my boat gunnel or rub rail does not line up with whatever I am tied to.

NOTE since we got the BIG FENDERS (12x34) this has lessened the use of the fender boards.

One thing is a large whaler (the large horizontal timber at the top of a bulkhead) on an industrial strength bulkhead , I will use the boards vertically.

see article and pictures on my web page
charlesculotta.com

Fuel Filter Change

Van,

I will ans. parenthetically:

>
> You said "primaries". I think you do have two engines though, right?

Yes.

> Ron and others think highly of their dual Racor setups for primaries
> and spin ons for secondaries.

I also think highly of that setup. I jsut dont have it. Not by choice, the boat came equipped with the single FRAM housing that is (supposed to be) water separator/filter. It is not large at all, the filter element is abt 4 inches high and cost a lot!!!! Retail abt \$17 each. I pay \$12, due to long relationship with the vendor and purchase a case at a time, probably more the latter than the former.

> Do you know if WIX sells a similar setup for switching primaries with
> a turn of a valve?

I do not know. Note that the filter housing on my boat is FRAM and it is only an accident of supply that I use WIX elements. I have used JOHNSON, BALDWIN or PUROLATOR elements on occasion.

> Also does WIX sell a spin on adapter for the Lehman 120?

Again, I don't know. I have PERKINS 6.354N's. Since I change the secondaries so seldom (and I have an electric fuel pump setup) I have not gone to a spin on secondary. There is a picture of my electric fuel pump setup on my web page, click on Pictures of CCRIDER. I have two switches for the pump that are mounted in the eng room, one is ON/OFF the other momentary for filter changes. IF I had a single eng. boat I think that I would go with a spin on secondary.

> If you change primaries after 200 hours you must have a fuel polishing
> setup or you use Biobor religiously! Don't tell me you use an
> Algae-X!!! :-)

Watch out -----
NO*, NO and NO.

BUT, I do use an additive that I purchase for the COMMERCIAL fuel dock where I regularly purchase my fuel since acquiring the boat. It comes in one gallon containers and treats 3,840 gallons. It is for : algae, gel, varnish and dissipates water. It is FTTP brand. Why, you ask? If it good enough for the commercial boats, why not my boat.

* I clobbered up a portable fuel polishing system that can be hooked up to each tank bottom with the fuel pumped thru a filter and back in a fuel fill on deck. A full description of it is in the archives and I don't have it on this computer.

NO Algie X, absolutely not. I visited one of their booths at a boat show and the guy admitted that the running display was only that and that it was NOT a depiction of the fuel being cleaned!! OK so what is the use of the display except to, how do I say this politely, deceive. I called the co. and asked them to send a copy of any scientific study and have yet to receive it.

CCC

Marina as Additional Insured

Dan is right, only a lawyer can be held to a contract. Presumably, the rest of us aren't able to sign our rights away. Back in my earlier life, we were doing a team building thing in Vermont. Aetna wanted us to sign a waiver releasing them of all liability. My friend was a contracts attorney and she said if she signed it, it would stick, but the rest of could go ahead and sign it without worry. A hidden value of being a lay person!

Again, this is not legal advice BUT and this is a BIG BUT:

Subscribe to the above ONLY if you have the financial resources to defend yourself in court to TRY to get out of the contract. This is not cheap nor easy. While you are at it factor in the aggravation, worry, lost time, inconvenience, gnashing of teeth etc, etc. Note that Dan said that a JURY had absolved a party of the contractual liability. Check with your attorney on the cost of defending yourself in one.

The opening page of the one law book that has been ensconced on my credenza for 37 years has this quote:

"SIGNATURES TO AN OBLIGATION ARE NOT MERE ORNAMENTS"

Certainly an attorney is held to a higher standard than a lay person-----just as a licensed Captain is held to a higher std. than an unlicensed one. (Not meaning to open another can of worms.)

Forewarned is forearmed.

CCC

Retired Maritime Atty

More on Good Docking Practice

Bob,

I will ans. parenthetically:

Bob McLeran wrote:

> Charles, why create a permanent eye in any line you're going to take
> with you? (I assume you're talking about a permanent 4 foot eye and
> that the intent is to put the eye on the dock, not on a horn on the
> boat, in keeping with your advice to tie the boat to the dock, not
> vice versa.)
>

You assume correctly.

> There are some docking situations where you can't use a line with an
> eye, and a permanent eye might well get in the way, particularly one
> four feet in diameter.
>

As in English and Spanish grammar there are exceptions to every rule.

In my experience that has never happened and we have tied up in some, shall we say challenging places. (There are no marinas on the Louisiana ICW and on our river trips there have been darn few and then we avoided

most..) In Mobile , Al. during a horrible set of thunderstorms we did tie to a strange quay where there were, of all things, only mooring RINGS. We ran the lines thru the rings and back to the boat, still using the eyes but set on the boat cleats.

As stated, all of my on deck dock lines (6) have the 4 ft eyes and are all are 40 ft long. (If we need a line longer than 40 ft the pre-made eye makes it very easy to double the line with NO knot.

We do carry a 60ft and a 100 ft. line with no eye. Never have used them for docking but one day.....

Additional lines are in the lazarette.

> Although a permanently spliced eye is neater in appearance,

For us that is NOT an issue.

> I prefer to throw in a bowline whenever we need a line with an eye,
> then take it out when we stow the line after departing the dock. You
> can always determine what type of line arrangement you'll need before

> entering a slip or while approaching a dock, then create an eye using
> a bowline, if needed.
>

This is true, but, and this is a big but. As I said in the article " You cannot make a lasso with the soft lines that we use." Not one that STAYS OPEN when thrown. so If you need to reach out and touch a piling it is far easier to do it with the large eye that is made up. It is balanced for throwing whereas the eye hastily put in with a bowline is not NOR , as I said, making a lasso through the common 12 inch eye.

This is our experience (YMMV) and the experience of ALL the commercial boat and ships that I have seen.
I did not make this up, I am not that smart !!!!!!! As I said in the article I was corrected and shown this by professionals many , many yrs ago.
This is right up there with anchoring--- what works for you. We simply find this best and looking at the commercials, why would we want to do it a different way, after all they do it for a living everyday.

CCC

Shore Power Cord Hot Spots

The male/female connection is a FRICTION one. (No pun intended.) This is always susceptible to heat build up. It must be kept tight no matter what.

I am amazed when I walk dwn a dock and see the STRAIN being exerted directly on that interface... as the wonks say.

Years ago I attached a ring on each power cord , about one foot from the male end. On my home dock elec. box I tied a short piece of nylon string with a snap swivel that is clicked onto the ring BEFORE I plug in. It is prepositioned so that there is some slack in the power cord between the ring and the receptacle so ALL STRESS IS ON THE STRING AND NOT THE CORD.

Of course I carry a like string/swivel set up to attach to any place that I plug in while on the road. The string is tied to the pedestal, etc and snapped to the ring.

KISS.

CCC

Sludge in Fuel Tanks

I have encountered a SLUDGE LIKE goo, on the bottom of the tanks with the consistency of peanut butter

Been there done that.

It is not nearly as bad as you think.

On a 5 wrench scale this is a 2.

See my web site on how to under REPAIRS

You can do it for abt \$10 for gasket material and sealer.

NO AMOUNT of fuel polishing will clean the tanks, period.

The baffles are not a problem.

Here is part of it:

Resolved: Diesel fuel tanks get dirty, period.

If your tanks have not been cleaned in two yrs. , yes you read that correctly , scum is beginning to form on the bottom. This builds up yr. after yr.

No amount of swishing fuel nor fuel polishing is going to clean them. This may KEEP THEM CLEAN but it aint gonna clean them.

Most Taiwan boats have plywood and acoustic tile sound shields in frt. of the tanks. Get your flash light and mirror out and look on the sides of the tanks behind the shield for clean out ports. MOST tanks have them here. (CHB's anyway) Lets assume you do find some.

Determine the approximate location and size. With a sabre saw cut a large square , don't get picky here, just cut a big hole in frt. of the clean out. It does not matter how rounded the corners are just cut the hole. This hole should be several inches, in all directions, larger than the port. Try not to cut thru any 2x2 brace but it is not critical if you do. (replacement of this cut out is easy. I' ll explain later.)

Close the valves to the tank.

Pump all fuel fr. the tank into 55 gal drums on the dock.(Or to another tank on board.)

Open the port. Use a small pry bar, gently , so as to not deform the plate. working round and round the cover until loose. Don't mind the gasket. You are making new gaskets and using RTV BLUE gasket sealer on reinstall anyway.

A great pry bar is an old fashion brake adjusting bar , get one in an auto parts store for abt \$2. Grind the edge down so that it is thinner.

BE ABSOLUTELY CERTAIN TO MARK THE PLATE AND THE TANK SO THAT IT GOES BACK EXACTLY AS IT CAME OFF. For those who question this , good luck on putting it back!!!! (But I can tell you what you will have to do to get it back on.)

Purchase gasket material (diesel tolerant from the auto parts store) and make a new gasket. Don't even think of reusing the old one. Again , if you doubt this pearl of wisdom , let me know and I'll advise how I became so knowledgeable on the subject..

Use a 2 liter plastic bottle with the top cut off to get the last of the fuel out. This and the next step may require some physical gymnastics.

Using the two liter bottle , scoop all of the goop out. Should be about a half gallon or so per 125 gal. tank!!!!

Wipe clean with paper towels.

Note the baffle and get on the other side of it. I found that a paint scraper duck taped to a piece of broom handle helped in getting to the far corners of the tank to scrape the goop toward the opening.

Your tank is now clean.

If the only clean out is on TOP of the tank, my friend you have a problem. Since I have not experienced that, you will have to devise a method to get into the tank depending on your access to that clean out.

Replacing the sound shield is not hard at all.

Get two strips of plywood about as long as two sides of the cut out and abt 3 inches wide.

Set them BEHIND the shield leaving one inch showing. Screw them in place so that a one inch strip of the wood protrudes into the opening.

Set the cut out back in just as it came out.

Drive two screws thru the cut out into the plywood.

You will be hard pressed to even see that it is there.

Full article on my web page

CCC

Twin Eng Handling Made EASY

BASIC Twin handling characteristics are as follows:

Picture the two SHIFT levers only.

Throttles are NOT used in maneuvering. OK, very darn rarely.

We have PARENTHESIS. ()

The PARENTHESIS POINT IN THE DIRECTION THAT THE BOAT WILL MOVE when that shift lever is moved in that direction.

Put the left eng in forward---the bow moves to the right

Put the left eng in reverse--- the bow moves to the left

Put the right eng in forward---the bow moves to the left

Put the right eng. in reverse---the bow moves to the right

The only other "rule" is YOU CANNOT DOCK TOO SLOWLY.

This works in FORWARD and REVERSE.

Example:

Going INTO a dock forward.

You actually have a choice on how to move the bow right or left.

To move the bow to the right :

----Left eng forward OR

----Right eng reverse

Get it?

Which you use depends on wind, current, forward motion and pilings against which you may rest the rub rail. By the way rub rails are put on boats FOR THAT PURPOSE---!!!!!!!

Backing into a slip WORKS EXACTLY THE SAME.

Just remember the () and THRUST DIRECTION. Use the thrust to move the stern just as you would the bow.

As I am often wont to say, adnausium, " This aint rocket science."

CCC

Dirty Fuel/Tanks

Out of curiosity, what type of fuel filters do you use: single or double Racor, spin on, Fram, etc?
2 micron, 10 micron, ???

Van,

Thanks for the compliment.

After composing this I decided to go ahead and post to the list.

When I pur this boat in 1985 it had a single FRAM filter housing for each engine on the bulkhead and the standard Perkins dual filters on the engines.

I have made NO CHANGES.

Depending on what brand of filters that I pur. The bulkhead mounted are 5 or 6 micron. The secondary is 10 micron.

Of course the foregoing is inapposite to the *speculative* wisdom of several boating lists!! My only response is my *experience* rating of NO CLOGGED FILTERS EVER.

This is as simple and basic a system as is possible.
If it aint broke don't fix it!!

That having been said. IF, I had a single engine boat my setup would be a little different. I would have dual primaries with a valve between enabling a filter change on the fly but that is about all that I would do.

Boat Detailing Products

Prior to painting I used with GREAT success

STARBRIGHT cleaner and wax. (Tried a dozen other products)

DoNOT use the wax without the cleaner as the cleaner fills the microscopic voids in the gel coat.

This stuff really works. I used it for many yrs.

When my hull was painted with AWLGRIP the company man told me NOT to wax. Period. Ok, I did not for a number of yrs. The paint started to look a little worn and difficult to keep clean. I discussed this with a local yard owner who applies AWLGRIP and he suggested that I start waxing and to use MOTHER'S CALIFORNIA GOLD wax. Available in any auto store. We have been doing this annually since, ok sometimes we miss a yr., and it looksgreat.

The foregoing wax schedule holds true for the cabin that is painted with IMRON, don't ask why this combo.

Bleeding Fuel System made EASY

Also, how long does it take to bleed all the air out of the system? I pumped for at least 20 minutes with no visible results coming out of the single injector bleed screw.

A solution to future bleeding difficulties.

See a picture of my elec pump set up on my web page. click on photos of CCRIDER The momentary switch is on the overhead between the two engines so that it can be reached easily for the engines and bulkhead mounted fuel filters. I also put in a switch that will allow me to leave the elec pump

on in an emergency , i.e. if the mechanical pump fails in a tight place.
I got a constant duty fuel pump fr the auto parts store, abt \$50.
Since it is BEFORE the filter if the pump is not in use it is isolated fr the fuel flow by the two way valve at the bottom of the set up.
This was not a hard upgrade at all. give it 1 wrench on a 4 wrench scale.
I cannot tell you how much easier filter changes are with this set up. It is ESPECIALLY helpful if you experience an intermittent air leak anywhere in the system!! Makes finding such a leak easier.

CCC

Engine Gauges

II started my engine
this weekend, the oil pressure gauge immediately spiked as high as it could go. I ran up to the flybridge and it was the same. I am assuming I have a sending unit/connection problem, but was wondering if there is any mechanical condition that might make the pressure spike?

Joe

I have had that happen on more than one occasion
You are correct in that it is prob a sender malfunction.

Shut dwn the eng and it may clear up. You can pull the sender, something I have not had to do, and ck it for a peice of dirt. Or replace it .

I have installed MURPHY brand switch gauges that read oil and water DIRECT with no sending units. (Oil flows TO the gauge.)They are mounted on the overhead in the eng room. So when such a problem arises I ck them if they say OK then I keep on going!!!!

The needle in each gauge actually makes the contact to sound the alarm. Really neat-- all the commercial baots use them.

Shortcut to: <http://www.fwmurphy.com/>

CCC

Mounting Weaver Davits

> I'm trying to install Weaver mounting pads on an inflatable dinghy but
> do not have any instructions on where or how to mount the pads. Can
> anyone point me in the right direction?

Ron,

Decide on which side the stern is to be relative to the boat, left or rt.

Bring the dingy along side the swim plat.

Determine where the pads will be. Front to rear and vertically.

Be certain to look UNDER the platform for any mounts or obstructions that may be in the way.

If an appliqui on the dinghy is in the way-- I removed it.

Given the dinghy design you may have to raise the mounts on the platform.

You can do this by cutting up a heavy plastic meat cutting brd. to make mounting blocks or springing for Starboard!

I used aluminum plate for backing the mounts on the swim platform.

Be absolutely certain that you tie a string to the mounts while playing with the adjustments and bolting them on . You WILL DROP ONE OR MORE OVERBOARD.

CCC

SPLASH ZONE---Greatest stuff since sliced bread

I have more info on SPLASH ZONE on my web site under REPAIRS.

I found this address on the net but I have not dealt with this co.
Epoxy.com
A Division of Epoxy Systems, Inc
Over 350 products,
Since 1980
Florida & Vermont
352-489-1666 (Main Office - Info & Orders)
321-206-1833 (Orlando - Info & Orders)
352-465-3497 (Fax)
info@epoxy.com
www.epoxy.com

CCC

LEAKING WATER TANK REPAIR After much thought

measuring and commiserating with friends the consensus was that I use a product called SPLASH ZONE by Devco Co
See my website for a HOW TO

Diesel Surge

From time to time Listees have encountered this problem, as have I.

More often than not there is an air leak on the SUCTION side of the fuel pump. A leak on the pressure side will, *normally*, leak fuel.

A suction leak can be very hard to find as air leaks in but fuel does not leak out! Not only that, but a seemingly tight fitting could still be the culprit.

More on Docking---the better way

Preferably there is a piling that will be abt 1/3 back from the bow of my boat. This makes it almost easy.

Approach slow at the 30 degree angle

Your mate has the line ready, the one with the 4 foot eye.

As you slowly nose in she, I assume we are talking abt your wife, drops it over the pile and THEN cleats it off, on the forward quarter bit, with as much slack as it takes for the bow to not hit the boat in front of you. Put the wheel hard over and you gently suck the stern in. THEN and ONLY THEN does anyone get off the boat.

If the available piling is very close to the fwd boat then we make up a tight bow line with just enough slack to allow the stern to be pulled in using reverse on the O/B eng and possibly fwd on the inboard one.

Conditions dictate this..

THE WIFE and I actually prefer to do this, in tight situations, ourselves with out "help" from shore. We have discussed what we are going to do way before we start the maneuver and it is difficult to convey this to bystanders, who, invariable have their own ideas on how MY boat should be tied. IN a tight there is no room for miscues!!!!!!.

I can relate several war stories abt docking in wind and current with "

help" from shore when the help simply would not place the line on the piling or cleat requested. This includes marina personnel.
In fact this happened one time on our Southern Circle Cruise.

CCC

End of Fuel Spills while Fueling

I suffered the problem , (clogged vents from spiders) even with screens on the vents.
A second reason for fuel spitting out the vents is that the fuel fill rate is higher than the vents are designed to handle, along with the vents being set too low to the top of the tanks.
Solution is on my web page. Click on repairs, then Fuel Vent.

For a picture

of the vent reservoir , cl. on pics of CCRIDER, page two.

I made it of aluminum but it is easy to do in plastic water pipe fittings that are glued together.
Of course I put a screen over the goose neck vent. It is great. No clogged vents and no fuel spitting overboard.

CCC

Southern Circle Cruise

Chubbies,

The captioned cruise consisted of :

Left Patterson, La. abt 100 miles West of New Orleans and headed East in ICW to Mobile Bay.

North , up the Tenn-Tom to the Tenn. river. Up the Cumberland past Nashville. Dwn. the Ohio to the Miss. at Cairo, Ill.

Continue dwn Miss thru Memphis to the Arkansas River. West on it to the end of navigation at Tulsa, Oklahoma.

Continue dwn Miss to the Atchafalaya River and then dwn it to Patterson.

3,167 miles

60 locks

3 locks that were overtopped so we just floated over them

68 nights, 40 at anchor; 21 marina nts; 7 docks

1,110 gal fuel at abt.\$2000

2.38 GPH (average) total for both PERKINS 6.354's

466 engine hrs.

See our website charlesculotta.com

CCC

FUEL FILTER CHANGE

Why not change the fuel filter every 200 hrs at the same time you change the eng oil?

I have NEVER had a clogged filter. (Over 5200 engine hrs this boat alone).

Over the many yrs I have put lots of hrs in some yrs and darn few in others, long trips and then few short ones so I have varied experience with fuel sitting in the tanks and being used often.

Why risk my boat , family and me, not necessarily in that order, to get a few more hrs out of a \$6 filter.

This time , that is not a rhetorical question.

I ll compile the answers and post them.

Just to add fuel (pun intended) to the fire, both of my filters are 5 micron, I did not plan that, it was that way when I got the boat and I never had a problem so I never changed. The primary is a standard steel FRAM housing.

Flooding Alarm

During hurrican Andrew a fault was discovered in my design. The alarm bell overheated and blew the fuse that controlled it AND the pump. Ergo the pump stopped, thus defeating the purpose of having a pump!!!!

I now have the bell on a SEPARATE fuse that is sized to blow after abt 20 seconds. The pump continues.

If I am aboard I have been warned. If I am not the bell is doing no good.

The flashing light/ bell is good if you are in a marina but do ck to make certain that it will not blow the fuse after running a while.

My experience.

PS

Any boat that one sleeps on should have a bilge alarm---no exceptions, period.

ONLY ALUMINUM PT BOAT EVER BUILT BY USA

> I described the engine and transmission arrangement in a WWII Elco PT
> boat in an earlier post

As I have previously stated the ONLY ALUMINUM PT boat ever built is just up the bayou from my home. Note please that TWO boats were built to this design but only ONE was of aluminum.

There is one reference book that says two were built.

ANYWAY, it will be launched in the next week or so. I installed a Chart Plotter etc on it last week.

A picture of it is on my web site. Click on " Pictures of CCRIDER" pg 2.

The owner Ray Tyler has installed two GM 16V 71 diesels in it. That is 16 cylinders with 71 cu inches per cyl.

As soon as it splashes we will start "sea trials".

He has installed up to date air controls so there is no seat in the eng room for a " motormac".

CREW BOATS.

One mile down stream of our home is GULF CRAFT boat builders. Las yr they launched the worlds largest crew supply boat.

The largest crewboat in the world was blt one mile down the river fr here.

190 ft x35 x14. It has 5 1800 hp Cummins for a total of 9,000 hp. and a dynamic positioning system with a computer that holds the boat in place even in ser and gps and a 360 degree drop dwn bow thruster in its dynamic positioning system. This has its own 400 hp Cummins Seats 97 in business class seats.

Max speed 24kts. 425 gph

Cruise 23 kts 370 gph

Economy speed 20 kts. 310 gph

Has 52 inch wheels.

Used eng oil is filtered and blended into the diesel tanks

6 cyl eng for the air compressor

The bilge pump has a 3 inch suction.

170 tons of alum. went into it.

By the way it has a conventional spoked steering wheel!

Hull draft is 9 ft.
Loaded draft 11 ft.

AND it has SINGLE LEVER controls. This morning I called one of the owners of the co. that built it to confirm this (Personally I like the duals, that I have!) I went on it and it is impressive, to say the least.
These boats are built upside down on a jig. When complete two cranes pick them up and roll them upright. They are set on the ground. No skids, nothing. A bull dozer shoves the hull into the water and it is then pulled up a marine way for completion.
Great entertainment for gear heads.

ORGANIZING BOAT INFO ON BOARD

> <<<< Here are some tactics for organizing boat documentation. Use 3
> ring binders.>>>>
> We also use those clear plastic page protectors. They are
> top-loading, so small papers don't fall out.
> We have a notebook for Engine/Propulsion, Electrical, Cabin, Deck, and
> Electronics. This system works most of the time.
Along these same lines we have 11 Loose-leaf Binders with all boat info in them.
CCC
DIESEL TRANSFER PUMP ON BOARD

Charles - would you expand the explanation a bit on your system. It sounds very interesting - and portable.

Here is a more complete description of my "portable" system.
It is more difficult to describe than to fabricate!
I started with a JABSCO 120v impeller type(make sure that the impeller is rated for fuel) pump. As stated it is mounted on a piece of plywood that has carpet on the bottom so no scratches on deck or sole. Never can tell where it may be pressed into service!
Since the motor did not have an on/off switch I shortened the elec. line from the motor and ran it to a single pole switch, like you have at home.
This is mounted on a scrap of ply screwed to the base. From this switch I installed a long electric cord so that I do not have to fool with extension cords every time I use it.
The pump is set up to receive garden hose fittings in and out.
Suction Side:
There are two relatively short lengths of suction hose. Your boat, tanks and where you will set up dictates this. Use the clear plastic reinforced hose as ordinary garden hose may collapse.
The pump is always setup to be close to the intake and you PUSH the fuel.
To connect the garden hose fitting (on the suction hose) to the hereafter mentioned "T" on each fuel tank there is a garden hose to std. pipe thread brass fitting available at any hardware store.
I can connect this to any fuel tank on the boat as I have added "T" 's and valves to the drain on each tank.
To filter the fuel being moved:
I mounted a large sock type fuel filter, just because that is what I had on hand, on plywood so that it stands upright on its own. Again this is set up for garden hose fittings.
Installed on each side of the filter housing those little plastic quarter turn valves for garden hose. This keeps fuel from being spilled after use and while stored.
Run one length of the suction hose from the Intake side of the pump to the Discharge side of the filter.
Run another length of the suction hose from the Intake side of the filter to the tank.
CAUTION, CAVEAT, and BE CAREFUL.

After you get the pump and before you do anything design this on paper and decide where the male and female fittings go!!!!!!!

If you are adding a filter to the setup, DITTO.

This is just the way I did it. Whatever is convenient and works is ok. You must pull the fuel thru the filter and as I said have the pump close to the tank from which you are taking fuel.

Discharge Side:

The discharge hose is a std 3/4 inch garden hose of good quality. SEARS Best.

That is it. I have used this setup for yrs.

CCC

Shaft /Engine Alignment

A request was made that I spell out how this is done. Since others may wish to do it I decided to go ahead and post to the List.

Jacques,

Look at your eng. mounts for the adjustments on it.

You will need a feeler gauge to ck the alignment, as it must be within 3,000ths.

Disconnect the coupling from the trans and slip it back a fraction of an inch, just enough to get the feeler gauge in. With your hands (you may need a pipe wrench for this) rotate the shaft and watch the gap. It must be constant thru 360 degrees, that is within 3,000.

If the gap is MORE than that an adjustment is needed.

The adjustment can be needed on the coupling or the engine.

If the gap ROTATES with the COUPLING, that is, ck the gap and then rotate the coup. 180 degrees, if the gap moves then the coupling is not on the shaft SQUARE. Depending on the coupling this must be rectified. This is UNLIKELY.

If the gap remains in the same place then you must adjust the mounts on the eng. by way of the adjusting bolts.

This req. two people, one to rotate the shaft and the other to turn the bolts SLOWLY as in one half turn at a time.

Depending on where the gap is, that dictates which corner of the eng you move.

Once all is within specs tighten it all down.

Generally this is easy, note it must be done with the boat in the water.

CCC

=====

Leaking Rudder Post and Shaft Repair

About rudder post repair and prop SHAFT repair.

This is what I did and posted last yr.

A LOT of grunt work that looks, at first glance, to be too hard can be done yourself and leave the stuff that requires special equipment to a shop.

Remember the play A FUNNY THING HAPPENED ON THE WAY TO THE FORUM? Hold that thought.

It appeared that we had a little noise fr the pt. Cutless bearing so I anticipated a quick up and down. Get the bearing out and splash. On my way to the marine railway, abt 5 miles down river, to haul out I hit a big sunk log it actually lifted the back of the boat. Immediate vibration on the stbd wheel.

I was only a half mile fr the railway! At least it was on the way TO the rail and not on the way home!

Turns out that not only was the wheel bent but also the shaft. There were wood splinters in the Cutless!!!

Naturally this was not the one I planned to chg. so I pulled both this morning. One shaft coupling came off as it was supposed to , the other , on the side of the log smash sheared the retainer bolts so that required a lot of persuasion with drills and " easy outs " and lots of big hammer blows. Put a dial indicator on the the pt shaft and it was out of true about 30,000ths. Acceptable is about 3000ths. for the 1 3/4 shaft. The stbd one did not need an indicator toe see the bend.

Did I mention that one rudder shaft was badly bent so I had to remove that too. That is the first time I have ever experienced a bent rudder. (I have had this bost 18 yrs.) All three to the machine shop tomorrow , Monday, and the two wheels to the wheel shop.

See Bob, I am having to PAY someone to work on the boat!!!!

The railway is really neat , ancient technology. It is powered by a 2 cyl Saab diesel coupled to an old Ford truck transmission and then a huge single winch , much noise and smoke , you would think you were in Central America in the islands! The whole apparatus is over 60 yrs. old and looks it. This is a do it yourself operation as the man who owned it died a number of yrs. ago and his widow kindly allows three of us with boats to continue to use it The saga will continue.

In addition to the rudder shaft being bent so was the mount (stainless steel table) for the rudder's quadrant. Got a welder in to straighten this.

At first

I could not get it out of the boat due to a stud turning which would have req. major surgery to remove. (This ended up not being that bad. I cut the bolt off that was turning in the glassed in backing block. I then gouged out the head of the bolt and enlarged the hole in the block. Put a wing nut on the new bolt that became a stud to hold the rudder table in place , ran the wing nut all the way down on the bolt as this would keep the bolt from turning when the nut is tightened.. Then used SPLASH ZONE two part epoxy to hold it in place. bingo).

The base of the rudder stuffing box leaked so I pulled it loose and 5200 it !!!!!

One bearing journal on one propeller shaft and 2 on the other had to be welded and turned on a lathe to build up the worn area. One heck of a lot cheaper than 2 new shafts. I had this done on them a number of yrs ago.

Total machine shop bill was \$550 , really not that bad to straighten both shafts and the shaft on the rudder along with the welding and lathe time. To straighten the rudder shaft he had to remove the rudder blade and then reattach it.

Had both of the wheels (24x21) reworked as they are old and getting thin added a lot of metal to them. Total bill \$168 I was expecting a lot more!!

By the way this is one of the largest wheel repair shops on the Gulf Coast and they ship all over the world and they do NOT use a computer to true the wheels!!! They had stacks of wheels of 96 inch diameter and more on the floor, all done with templates.I asked the shop manager abt. this and he said that unless you have a big wheel on a HIGH SPEED boat it does not make that much difference i. e. a trawler simply does not require it nor do the big crewboats , these often have 4 or 5 1200hp engines and these wheels are not computer balanced!!

Crewboats are now up to 180 ft , have 5 engines and cruise at 25mph + On stabbing the shafts , had to re-align one engine with the shaft. This is not hard but takes two people. If anyone needs to know how let me know. I had figured it out over ten yrs ago and wrote it in my maintenance book so I just reviewed it for I certainly didn't remember all the steps!

Boat Partnerships

Actually the " exit strategy" is most important.

A provision that I use in partnership agreements is:

The one who wishes to withdraw makes a written offer to the other partner (s). That is a dollar amt that he wants for his share.

The responding partner(s) can agree to pay that amt.

OR

If they refuse, because it is too much, then He (((the withdrawing

partner))) MUST purchase the others AT THE PRICE HE SET.
This tends to keep all honest! The "withdrawing" partner can now sell the whole boat at "his" price!
Agree on EVERYTHING going in. After there is a problem no one will agree on the time of day.
Finally, invest a few bucks with an attorney to reduce it to a binding contract and to add all that you did not consider.

Docking--- More

Docking need not be traumatic.

We have used the following for more yrs a than I care to count. This is a portion of a post That I made to TWL some time back The gist of the post is to be ready to tie up BEFORE you get close and place the four foot DIAMETER EYE of the dock lines ON THE DOCK so that YOU maintain CONTROL of your boat and not relegate it to some unknown on the dock.

In docking you want your instructions followed and who better than YOUR CREW?

As I stated in my article in PASSAGEMAKER magazine (it is posted on our personal web site) my wife or deck hand have discussed the variables of the docking situation BEFORE WE GET THERE. We KNOW what we want to do.

I do not want to relegate the docking of my boat to someone (on the dock) whom I have never met. After all if there is damage to the boat or dock I am the one who pays!!

Note that we do not decline assistance in getting a line on a piling or cleat of OUR CHOICE.

When there is heavy current that is definitely the place that I prefer to be in CONTROL of my boat.

As Bob Austin said sometimes you need a Spring First and YOU know which cleat or piling YOU want it on. Or, maybe the situation calls for a bow spring , I don't want to take the chance of the dock hand putting it where I do not want it either thru his ignorance (I do not use that term lightly) or just a mistake. Unfortunately I speak from experience!

Example:

We were docking with a heavy current and adverse wind in a VERY TIGHT alongside situation. We mapped all out and as I was going in , the " experienced OWNER" of the marina thought he knew better and would not follow my wife's request as to which piling I NEEDED , not just wanted, the first line to be made up to. There was a big problem and but for some significant maneuvering, damage to my boat and another was avoided.

When I came in the second time and made up withOUT incident (he actually told me that I was doing it wrong) there was less than 3 ft between my boat and the boat in front AND the one behind me.

The PNW and I pointed that out in my article , is an EXCEPTION.

Another thing, we use "mouse ears" radios during docking and neither of us ever raises our voice!!!!

I am not saying that stern or bow thrusters are not great pieces of equipment but they are not a cure all by any means and all of the foregoing free advice (worth every cent paid) applies with or without them. The foregoing is my experience and of course as always YMMV.

CCC

. This put

> > the crew in the position of trying to tell us how to dock their boat !

Not a

> > good thing.

=====

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When I came in the second time and made up withOUT incident (he actually told me that I was doing it wrong) there was less than 3 ft between my boat and the boat in front AND the one behind me.

Mike O'Reilly makes a good point abt the PNW and I pointed that out in my article , that the PNW is an EXCEPTION.

The foregoing is my experience and of course as always YMMV.
CCC

Mods to Mast for Lowering

> The one time my wife and I attempted to lower our mast, we had a real
> struggle to raise it again, given the weight of the radar, Has anyone
> set up a good system for this, or do you have any suggestions?

I

> also need to fabricate a boom gallow since there is not one aboard.

>

> Neal

We have a CHB 45 P/H.

I sectioned the mast so that the pivot pt is level with the top of the windshield.

Did it myself . I cut it horizontally with a circular saw with just enough depth to get thru the glass. (And not cut all the wires!) Glassed in wood pads inside each " half" of the mast. This gives a solid surface on each half tho come together when the mast is in the raised position. The wires go thru a hole in the wood pads. Fabricated a big hinge from alum stock.

Also glassed in blocks of wood for the hinge and lock bolts They are thru bolted to these blocks.

The mast leans back so I have it to hinge back. Even after the SS post braces are removed the mast stays in place until I fold it back. I use hitch pins on the braces so they come loose easily.

Even with the radar it is a one man operation.

Built a simple crutch out of a couple of 2x4's.

I orig. did it for bridge clearance but since we moved into a boat house use it there all summer , in the winter the water is low enough to clear the roof.

If you go to our web site , cl. on pics of CCRIDER and then blow up the thumb nail of the " dock" pic and you can see the folded mast.

If you get serious on this project I ll be happy to ans any questions off line.

See pic on my web site

CCC

Meeting/ Overtaking /Wakes etc

When the overtaking boat slows ask him to pass as CLOSE to you as possible and as soon as HIS WAKE PASSES you (this is the important point) then speed up. If the overtaking vessel speeds up prior to this (his wake overtaking you) then NOTHING WAS ACCOMPLISHED by his slowing.

IF the boat has slowed he should be amenable to this suggestion. I tell them this and add "Cap as soon as I cross your wake to can get on your way."

There is a lot that we , as slow boaters, can do to help in these overtaking situations the MOST IMPORTANT of which is to slow to idle speed during the process and advise the overtaking vessel of what we are doing.

CCC

Whistle Signals /Narrow Channel Etiquette

Look at the USPS Seamanship course material. Coincidentally I taught the course this past weekend.

If I am OVERTAKING another and I AM ON THE LEFT that means the boat that I am overtaking is on my STARBOARDSIDE Signal TWO whistles.

If I am OVERTKING another and I am on the RIGHT that means the boat that I am overtaking is on my PORTSIDE Signal ONE whistle.

This is right out of the book.---page 16 in the NAVIGATION RULES section, to be exact. There is a graphic there but I can't use an attachment here.

If I am being OVERTAKEN and I tell the OVERTAKING vessel to pass me on ONE then he COMES AROUND ME ON my RIGHT.

If I am being OVERTAKEN and I tell the OVERTAKING vessel to pass me on TWO Then he comes around me on my LEFT.

Not to belabor the point but my simplification is correct so as to not cause confusion which is what we are trying to avoid.

Just to keep the record straight:

I DID NOT COIN THIS MEMEORY AID.

It was told to me by my good friend and prolific writer for numerous boating publications Raymond Palmer who trawlered for many , many years.

I mentioned in my post that this is at each helm station on my boat. Not only is it there but the simple graphic from the course material is posted with clear contact paper over it for durability. I did it right after I purchased this boat in 1985.

CCC

Survey Behaviour

> << What would be considered proper behavior during the actual survey?

Should I even be there?? >>

To ans. that question. Absolutely.

I took some good advice when I was purchasing my boat. A friend suggested that I make arrangements to spend at least one night and day on board at the dock. This, to have the opportunity to run all systems as I would in regular use.

It paid off in spades!

This was done after the survey and sea trial and I had put up the deposit so the owner knew that I was serious! Of course this was part of the purchase agreement and I could back out of the sale if I desired.

I discovered a knock in the gen set after it had run all night. The engine surveyor said it was not there when he was on board???? At least it was caught BEFORE I signed on the dotted line and an adjustment could be made in the purchase price.

The time spent on board also indicated that the house battery bank would not HOLD a charge!!

The broker had charged the batteries and they seemed ok during the survey, but not the next day.

We had the opportunity to use the stove, run the oven, microwave, A/C at our "leisure" while studying ALL of the systems onboard. Fuel, a/c, d/c, water, sewer, fuel, etc. We did switch over to shorepower for a while to test that.

I promised myself that if I ever purchased another boat I would do the same.

CCC

GULF ICW PRIMER, OVERNIGHT STOPS ON ICW IN LA. MILE MARKERS

See our web site

CCC

TOOL STORAGE ON BOARD

> a 246 piece set of Craftsman tools>

> Anyone have a good way to keep these organized on the boat?

Sandy,

I use a SEARS 10 drawer tool chest.

Removed the bottom drawer and screwed it in place then replaced the drawer.

"Standard" tools are on the "Starboard" of each drawer and metric on the Port side. Metric tools have a ring of red nail polish on them to distinguish from the Std.

Inside the lift up lid I taped a sheet with listed tools for each regular maintenance or adjustments, such as: Stuffing box; Bleeding fuel system; Shaft Coupling; Engine-Shaft alignment, etc.

No use reinventing the wheel!!!

Plenty of room for other tools, well most of them.

SHORE POWER CABLES

To ease tying the cords I purchased brass rings of about 2 inch diameter and securely tied one on each cord about 18 inches from the male end. I have two short lengths of nylon line each with a snap swivel. Tie the line to the elec. box, pole or whatever and snap to the ring pulling a slight curve, (slack), in the power cord so that there is no stress on the plug and receptacle, it is all on the ring! These two stay on the boat.

At my home dock there is a permanently mounted line with snap.

Unless you leave the dock still hooked up, no problema.

CCC

Storing Spare Parts

> How do you store your spare parts

Once you get them wrapped, for an idea on storage bins for all of your parts, from alternators on down in size take a look at the storage bin I built. See our web site and click on "Pictures of CCRIDER" then click on the pic of the storage. It is against the aft. engine room wall. This area is not standing head room but there is a large hatch immediately in front of the storage. The white object to the right in the photo

is a small work bench with a vice. This takes up surprisingly little room. I can sit between the bench and storage to work. Each basket or plastic pan is labeled with the parts in it.
CCC

Safety of the Kids on Board

Our 2 year old (2.79) is almost three now. We insist she wear a life

Sandy,

We have done the same for (ever).

Anyway, I strongly suggest that we adults purchase COMFORTABLE VEST type PFD's for the kids. We would not wear one of those cheap horse collar things all day.

We have several on the boat for people who show up with none, that alone is amazing to me, but I digress!

CCC

Shower Sump

-----Original Message-----

> From: Rob Brueckner

>

> Every few months the float sticks . . .

> it's the soap scum, not hair, that's the problem.

I have had CCRIDER 17 yrs with a factory installed gray water tank that takes the bath and lavatory water.

Lived on brd , with my son for 4.5 of those yrs. I never had a mercury float switch jam. I do run plain old cheap vinegar , (We save the Balsamic for salads.) through the lavatory and shower drain once every few months. A half gallon will do.

Before putting the vinegar in I pump all water from the tank and then just leave it.

Just in case the pump or switch fails I did the following:

1-- There is an indicator lamp on the elec panel that lights up when the pump is on.

2---I put a plastic thru hull fitting on the side of the tank abt 1/3 up from the bottom and ran garden hose from there to the bilge in the engine room where I ck. the engines each day. If there is water dripping from the end of that hose --- I have a problem!

3--- The pump, a small Rule plastic job, AND the mercury float switch are mounted on a piece of scrap alum. I reach into the tank and take the whole thing out for repair. This set up is NOT attached to the tank bottom and does not move.

This system, if you call it that has been in place abt 15 yrs.

During that time I have replaced the float switch one time .

YMMV!!!

CCC

Refers on Board

Randy,

The following is a diatribe I posted sometime ago abt Gas refrig.

I have had a Dometic 12v, 120v-gas freezer for abt 15 yrs and it is great.

Like Michael I have sev. ins. cos. over the yrs. and no problem.

I have the full size Norcold reefer , Dometic freezer, gas stove and gas bar b q.

We really like them. Getting away fr the battery hassle has been a big relief.

We live in the very hot south!! Translated many days are , as I call them

95/95 . That would be heat 95, humidity 95 (at least).
CCC

> I have had NORCOLDS onboard. since '85, this is my third one!!!! No comment on
> their "longevity" or lack thereof. First two being 12v/120v. The vent system ,
> ON THE BOAT, was totally inadequate, in fact I have seen only a handful of boats
> with even near adequate ventilation for its reefers. Trust me when I tell you I have made a conscious effort in looking.
> For instance I have found most boats have one or two 5x9 inch vents to the outside and maybe , just maybe a few HOLES drilled in the wood cabinet to the
> INSIDE of the cabin. folks , this aint gonna get it.Period.
> I am no refrigeration engineer nor physicist but a reefer removes HEAT and what is left is a lack thereof. If you are not REMOVING the heat, spell that away
> from the coils AND the box you are spinning your proverbial wheels.
> As the real estate people say ventilate ventilate ventilate and you will get the results Andy relates. As Earnest describes Vern's wife--fast , cheap and
> easy. Add vents, lots of them and a muffin fan or two.
> Remember Andy is in COLD country, down south no battery unit is going to run
> days on 12v. That is the next criteria, ambient temperature. We have no control
> there so it must be delt with with vents and fans as insulation is built into
> the reefer.
> To end the battery fight , in the south, I now have a GAS Norcold. It is 12v/120v also.
> CAVEAT : Norcold does not tell you that it will MAINTAIN temp on 12v for only 3
> hours.
> This is a biggy and not in the literature I got that fr them when I found that
> it would not hold temp while run., on 12v while underway. I now run on gas except when on 120v by gen set or shore power.
> IF you go gas we are talking serious vents , I have 400 sq. inches to the outside (which is only slightly more than when I had the 12v/120v units)
> plus
> 1 muffin fan in and 1 out on separate clam shell vents. There is also
> a

thermo

- > controlled fan to move heat up from the lower coils, these are almost
- > std
- equip.
- > in motor home applications and is where I got mine. Got a 120v muffin
- > to
- the
- > outside in addition to the 12v jobs.
- > Been there done that :-) Unfortunately the hard way. :-(I ll ans.
- > any questions anyone has!
- > CCC
- >

Pilot House Table

Chubbies, (All except Andy, he is just Andy!!) I built a table for the pilot house settee. It is mounted on an alum pedestal fixed to the floor on a std. round seat base.. The pipe on it

- > was
- >>> too short as I need it 39 inches high so I found a piece of alum.
- > heavy
- >>> wall pipe (1/2 inch thick- a little overkill but it was free)
- >>> the
- rt. length but abt 1/32 too large in diameter , to fit
- > the base and the slide (infra), had a
- >>> friend with a metal lathe turn each end down- bingo. Painted it white.
- >> The
- >>> table attaches to the top of the pipe with a discarded table slide
- >>> so
- my
- >>> table slides fore and aft , really neat. It is 32 inches by 16
- >>> ,
- >> used 3/4 inch teak plywood. The fiddle is one inch 1/2 round
- >> stained
- > to match the teak trim in the P/H. Each corner of the 1/2 round is
- > cut
- down
- > to allow easy clean up.
- > The size of the table is just rt. for either eating or to use the laptop.
- > It is situated in the middle of the 79 inch long settee/day berth. Two
- > people can sit behind it without crowding. The slide facilitates
- > moving it away fr the settee when one wishes to nap as THE WIFE is into naps!
- > The foregoing may give some of you an idea on how to fit a table into
- your
- > boat.
- > CCC

Boat Door Screens

The covers snap in on the inside of the door frames.

- > They have zippers that run across the top and down the front side of
- > the doors so you can get in and out without having to remove them.
- > Works
- great.

. Of course, these
> do not seal tightly, so are not bug-proof, but they do help a lot.

Wayne, et al,

I had a half inch wide strip of foam weather stripping sewn to the under side of my screens that mount the same way, the stripping is notched at each snap. No bugs get thru! The other thing I do when bugs are about is spray repellent on and around the edges of the screens. I do the same around the screen doors that are permanently mounted at the back salon doors. they are made of teak and have fiberglass screen material.

We also have a screen on the fwd p/h center window that opens. It has a ss bar that holds it open and there is a slit in the screen for the bar to slide thru and this slit closes with Velcro and Naugahyde, very good closure and it stays in place the yr. around.

Works real nice down here in the swamp in the fall and spring.

CCC

Perkins zincs NONE

> That is the way they are blt and sold.

> You can add one to the raw water side as there are several blank plugs.

Open a plug and see if fresh water comes out. If so open another until you find a dry one. Replace the plug and start the eng . Gently loosen the dry plug to see if water, raw , comes out then you have the raw water side.

I assume you or others dont have a schematic.

Take the plug to any marine store for the zinc, that would be a "pencil" zinc, they are off the shelf items , West has them as does BOAT US.

Note the available depth so you dont get one too long.

> That is what I did.

> CCC

Stuffing Box Adjustment

I have completely repacked my stuffing boxes , on the hard , ONE time only in over 4200 hrs eng time. During this period I have ADDED, on occasion, one or two turns of packing while in the water. I have found that as the packing gets compressed over time that this is sufficient.

I add that this is my EXPERIENCE that has worked for me with no problems.

By the way , on the Gulf (of Mexico) most refer to doing work on the boat "while hauled out" as opposed to " on the hard"!

LETS ROLL

CHARLES and PAT CULOTTA

Aluminum and pleasure boats

> It's not difficult to understand you like aluminum.

, however

> I have not found it to be low maintenance in or around salt water

> applications. Can you tell us what grades you are using and how you prevent

> oxidation and intergranular corrosion? Anodize and paint, powder coat?

>

> Rex

I use a grade that is certified for saltwater application. The actual number escapes me rt. now.

I clean it with Acetone and then prime and paint, usually with KRYLON.

When using sheet metal screws or bolts I often use a fiber washer under the head to prevent the head from cracking the paint. This also make a neat looking installation.

Note, that ALL large crewboats in the Gulf of Mexico are built entirely of aluminum. These boats are now REALLY BIG that is 200 to 220 ft long and cruise at over 30 mh. with as many as 5 big diesels each putting out over 1000 hp. A 190 ft one was launched this week abt. one mile from here.

These boat cost a number of Mega Boat Units!!!On our web site I list some 40 aluminum applications that I have used on CCRIDER.

teak cleaning the cheap way

. We do NOT

> use that 2-part cleaner that eats out the insides of the teak. Nor do

> we

use

> a stiff brush. We just use a bucket of water with some oxalic acid

> (you

can> get it at West Marine

Instead of the expensive oxalic acid from WEST go your friendly grocery store and get ZUD powder cleanser, it contains the magic elixir oxalic acid and costs a fraction of the "teak cleaner".

I have used it for yrs. and ran tests, as in clean a section of teak with it and the next section with the 2 part stuff . I then asked several people to tell me which was which. (They looked the same to me). They agreed that there was NO difference.

Test it and see!!! Heck enough ZUD to do your 45 ft boat of teak will cost abt \$6.

I have been using ZUD for , at least 14 yrs.

CCC

BELT GUARDS THE EASIER WAY

After I saw what Charles had

> fabricated I went off and built something similar from the bottom of a 5

> gallon plastic bucket and some threaded rod to support it It cost me

about \$10 total and

> hour or so to put it together.

Twills,

Bill's solution is much simpler and cheaper (tho I built mine fr scraps) than mine.

See mine on my web site , cl on pictures of CCRIDER

When Bill told me of his simplification of my gurad , my reaction was "

Why didn't I think of that?" The point is , if you have an unguarded belt please fabricate a guard for it. As I am often wont to say, "It aint rocket science."

CCC

BOAT PROJECTS CHEAP AND EASY

On the TRAWLER MV pg. I have posted photos of several projects that may be of interest .

They are in the CCRIDER photo file.

1) Awning for the cockpit of CCRIDER which is a P/H model. This awning keeps the rain out of the cockpit and allows it to drip outside the transom. It is hinged and swings down with the turn of a thumb

screw on each of the two braces that are made of aluminum tent poles. The ends of the "tent poles" are fitted with off the shelf bimini hardware.

2) Awning for the fore cabin. It rolls up and self stows under the eye brow of the P/H. (This set up will work on most cabin configurations to shade the foredeck.) There is a SS pipe in the fwd. end of the awning on which the canvass is rolled. Two down hauls on each side with snaps to eyes on the cabin top stabilize it in a wind. I put two grommets in the canvas to allow rain water to drain thru so there is no sagging. The placement of them was very scientific, I sprayed the awning with the garden hose until water puddled on each side of the center seam (as I knew it would) and installed the grommets there!! There are 4 straps permanently mounted under the eye brow to hold the stowed awning. Did this abt 10 yrs ago and it works great.

Note : A)that one may sit upright under it and the post on the front of the trunk cabin may be removed but I never do.

B) It does NOT impede fwd. vision.

3) Picture of my (simple) electric fuel pump setup with the bypass and isolation valves.

CCC

Tank Clean Outs

Gary,

Been there done that.

I will ans parenthetically:

Does anyone else have an 8" cleanout mounted on the side of their fuel tank?

Yes. Many if not most do (On CHB)

I also have a 1" threaded nipple with a bolt at the bottom front of the tank that can be used as a drain.

See previous ans.

What I did with that fitting was:

Put a nipple and gate valve then a "T". One side of the "T" is a nipple and cap, for fuel polishing or draining the tank and the other side is a site glass of plastic tubing.

I now have a lot more rust removal to do than I thought.

Carefull here, Gary. Empty the tank completely. If you are using a wire brush grinder and there is heavy rust it is VERY EASY TO GO THROUGH THE THIN STEEL OF THE TANK. With a hand wire brush you can still easily go through if there is heavy rust. All of the tanks, (dont make categorical statements, are thin).

I raised each tank with a pry bar, 2x4, and used blocks of wood to hold them up the 3 inches or so then cleaned. Use a flash lt. to look for pin holes. Put the lt. on the outside of the tank and look for lt on the inside. NOTE you may have a hole so small you cannot see it. but when the tank is full, BINGO! You lose. If you have any inkling that there MIGHT be a pin hole fill the tank with water , after thoroughly cleaning the inside, and then see if it leaks. Water is a lot easier to handle than leaking fuel!!!!

By the way I DID ALL OF THIS, I am not and do not suggest anything that I have not personally done. I used KRYLON primer and then spray on cold galvinizing but there are all kinds of metal prep, go to an industrial paint supply house.

There is an article on our web site about repairing a leaking fuel tank that has usefull info.

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WATER STRAINER GASKET REPLACEMENT

Dan,

Go to an auto parts store and purchase a sheet of gasket material similar to what the Groco gasket is made of and cut your own.

In fact I keep 3 or 4 different types on board at all times. Made a gasket for the raw water pump last mo. For \$25 you can get enough material to make dozens of gaskets.

Another way is to place wax paper, two sheets, one on each surface of the filter and then lay on a generous bead of silicon on one. Then allow a film to set on the surface of the silicon. Gently set the second sheet of wax paper on the top of the silicon and mate the two pieces but DON'T squeeze them, just a little pressure to form the gasket will do.

After the silicon dries THOROUGHLY, tighten.

Then the next day remove the wax paper. Gasket is made. Been there done that.

CCC

LOCKING MADE EASY FOR TWO

"Brownell, Peter" wrote:

> Hi All,

> Any clever tips/tricks on managing a lock with just two people?

> I steer from the flybridge and it's quite a leap to get from there to

> the sundeck then down to the aft cockpit to manage a stern line. Any

> advice on techniques?

Peter,

Every time we leave our dock we transit at least one lock and then one more depending on direction. These are immediate then at least two more the next day!

Most of the time THE WIFE and I are the only two on board BUT even if there are others ONLY the two of us work the lines. Been doing it this way for over 20 yrs.

Ours is a p/h style.

I am at the wheel and she is on the bow.

We use hand signals to communicate.

We use one bow line 95% of the time.

I pull up to the bollard I wish to use and signal her to place the bow line, (all of our lines have FOUR FOOT EYES. Makes getting that line in place very easy.

Several feet of line is payed out, just enough for the boat to lie parallel to the lock wall.

This is accomp. by keeping one eng in gear at a very slow idle.

Our boat has counter rotating wheels and so with a stbd. to locking I leave the stbd eng in gear.

Hand signals: Holding the palm up with it facing her = more line out.

Palm facing me = more line in.

Circular motion = take ONE TURN ONLY on the bit.

If it is deemed necessary to have a stern line SHE goes back and puts it on.

One should NOT leave the wheel unattended while in a lock.

ALL wear life jackets, she and I have inflatables.

Of course all fenders are set well before entering the lock.

There are other methods but this has worked for us and we don't endanger novices for they will invariably want to help at the wrong time, in a wrong way and most importantly IN A WAY I, AT THE WHEEL DO NOT EXPECT, this can cause serious injury. I know what my wife is going to do and she knows what I will do.

In the event the lock has a floating bollard we use one lineamidships with fenders spread.

Enough slack is left in the line to hold the boat abt 18 inches off the wall.

Of course the engines are both in neutral.

CCC and Pat

FANS FOR REFERS

What I did was plugged the 110v muffin fan, get them at Radio Shack, into the same recep as the reefer. This is the simplest way to do it. Or any other recep so it runs whenever 110v is avail. with no switch.>
> Just splice it into the wires that go to the compressor?
> I did not do that and dont think it a good idea.>
> I have read that guys wire 12-volt fans to their Norcold.
> What I did for the 12v is abt the same. I mounted it and then ran the positive to a fuse and switch so that I can manually control it I dont leave it on when I am away fr the boat overnite, or when not needed as in the winter time, and all to conserve the battery. I put in another switch on the panel and a fuse for it.
> So I have both types . I cant tell you how much it helps but you need ventilation, passive, and the vent on SEABIRD is very nice. Wish I had thought of that.
> CCC
>

REAL AIR HORNS ON BOARD

> I guess I don't quite understand how the horn actually works. ie:
> surely if you are pressing the switch how do you get a reasonably instant response, since the compressor would have to start up? Or do you leave the compressor on and the accumulator tank in a constant state of high pressure?

Now you have it. The tank stays pressured up at all times. The one in my shop on shore is always plugged in and up to pressure.

> What were the actual components you used and where did you get them? I'm wondering if one of these nice little portable 110V compressors I saw at Home Depot would work - they have about 120 psi.

Absolutely. That is what I did. It has all components you need except for the air valve that allows air fr the tank to the horn itself. This valve is abt \$30 and is an off the shelf item it is electrically operated. You run two elec wires thru a momentary switch .A push button type that activates the air switch. A truck supply house will have the air valve or an industrial supply store that supplies air eqpt..

> Sorry if I'm putting you to too much trouble but it sounds like a solution to my wheezing problem!

Glade to help.

I made a simple mount for the air valve with a piece of flat alum bar just bent it 90 degrees and drilled a couple screw holes. This is in the bridge enclosure near the horn. Since you already have an elec activated horn the elec momentary switch is already in place!

Use barbed fittings for the hose but you will def. need hose clamps on it too. Also turn the pressure regulator on the compressor DOWN to abt 70 lb and then ease it up so as to not over load the air switch, that is force air thru it when it is off.

The compressor on the boat is , naturally always plugged in and pressured up ready to HONK.

I built a ply platform for it over the water pump in the eng room and tied it dwn with nylon line I drilled a hole in th ply so that I can open the pet cock to let water condensate out without having to move the compressor.

CCC

ENGINE ROOM LIGHTING

> My engine-room lighting is pathetic, at best.

Keith,

Here is how I solved the Eng. room lt. problem yrs ago.

I have ONE household switch on my elec. panel that turns on a total of 6 110v lts in the eng room.

They are on shallow metal mounting plates , the hexagonal ones and to this I mounted regular cheap porcelain bulb fixtures. The wires all run to one box and then to the switch above. I also have two "trouble "

lts. on extension cords fr two recep that I mounted in the eng room.

These recep are the small triples that are surface mounts.

It is really not a bad job to undertake. It certainly makes life easier. The room is lit up like daytime, well almost.

Cheap plastic guards for the bulbs are avail at the home supply stores.

One CLICK does it all.

For the trouble lts I use the kind with the spring clips so that they can hang any where and I even made some small wood mounts to which I can clip them.

The original 12v lamps are still there (in addit to the ones I added) and all are controlled by one switch on the elec. panel CCC LETS ROLL!

Charles and Pat Culotta

Patterson, La.

Web Site: <http://www.charlesculotta.com>

CCC

Docking ---again

I agree with richard 99.9%.

This INCLUDES the never use throttle advice. of course, like the english language there is always the exception but I find it very very rare.

My one point of disagreement is about allowing someone to step off of the boat before you are fully tied up (or at least at a dead stop and this is very rare in my experience) . I have never allowed this in the 16+ years that I have had this boat nor in all the other boats that I have had since 1959. Absolutely never.

My boat is not worth the possibility of injury to my crew.

Besides , if you are doing your job at the helm it is not necessary.

Now the big exception MAY ,but I am not convinced that it is , is a floating dock with NO cleats nor bollards.

As far as the throttles are concerned you just dont need them at all. The exception would be you get in a bind and must pull out of the slip due to wind or current catching you but backing in no. Coming along side when you get the bow where you want it you then may put the wheel hard over and shift to reverse to arrest fwd movement but seldom should you need the throttle. This would be an exception!!

Normal maneuvering , particularly backing in to a slip no.

This has been my experience.

By the way. I learned this by being embarrassed in a lock when I lost control of my boat , I vowed that it would not happen again. I memorized Chapmans on boat handling and then put a milk jug buoy in the river the next week end and practiced every conceivable maneuver until I had it down pat.

As far as professional captains are concerned, I saw a video by one who TAUGHT that you should have a crewman jump from the boat to the dock to tie up!!!

Another would not use dock lines with even 4 ft eyes in them but taught that you "just tie a bowline" in it as you coming" yea right !

CCC-

HOLLOW KEEL STINKING WATER

Ron et al,

My keel is hollow. a no. of yrs ago on a haul out i noticed a little water dripping fr the aft end of the keel just a qt or so and then it stopped.

On the next haul out a yr or so later I cut a hole in the side of the keel abt 16 in. high by abt 4 ft long. did this with a 4.5 in. De Walt grinder . Laid in a no. of layers of glass at the aft end of the keel where the water exited. . Then made a beam of 3 2x4 abt 7 ft long . Nailed them together and then wrapped them in glass.

After this got hard I glassed the beam in the bottom of the keel.

Stuffed glass mat in and then poured in the glass.

Sealed the hole I cut with the piece taken out and faired it. Now only you and I know this!!!!

No leak and the keel is real strong back where it may drag bottom and will sit on the ways.

This was not a real big job and certainly easier than many others.

It is still hollow and dry.

I did put a plastic inspection plate in. The screw in type. It is in the eng room , of course. I can unscrew it and look in the keel if the need arises. so far it has not!!!

CCC

EXHAUST FUN

Hi again Kiddies ,

I used to say CHUBBIES that is what my RLG calls our little group, but some took offense! By the way all through High School I was called "The Nose"

never have figured out why.

This is another message that was lost in my computer.

"Charles C Culotta,Jr." wrote:

> Sandy,

> To add fuel to the exhaust fire. Check the muffler. I had one quit
> 600+ miles fr home. I repaired it using a length of plastic sewer pipe
> and some hose clamps.

> I by passed the muffler with the pipe, real easy. No the pipe will
> not get too hot, if it does you have another problem to remedy. This
> lasted until we got home.

> That was on a friends boat , on CCRIDER a diff prob. the hose to the
> muff is 3 inch diameter and the hose fr it to the transom is 3.5 inches.

> Cant

> make the transition in plastic.Soo

> I got two pieces of aluminum tubing and had them welded together,

> viola a MUFFLER EXCLUDER DEVICE as opposed to a Turtle Excluder Device.

> When I recently had a muffler out for fuel tank repairs I tried it

> for fit and it does work.

- > My son remembered the incident and my plastic repair. So while at the
- > US Coast Guard Acad. on a weekend sail their exhaust line failed and
- > he did that same repair, To the bewilderment of the Cadre. It worked!
- > He is a Lt. aboard the DECISIVE out of Pascagoula Miss and cruises
- > the Caribbean so , if you see the boat
- > CCC

AWNINGS

On my Pilot House CHB I have an awning made of Sunbrella that is attached to the underside of the P/h eyebrow. It is attached with the aluminum grooved tubing used for this purpose. It stretches fwd to an alum post that is screwed to the frt of the fwd trunk cabin. there is a SS rod , the width of the cabin that hold the awning in place. This rod is , of course horazontal and is held to the post by a short piece of nylon rope.

There are 2 down hauls on each side to eyelets on the cabin roof. This keeps it fr blowing in a wind. It does not collect water as there are 2 stratigically placed grommet holes to let the water drain.

The whole thing is self storing as it merely rolls up on the ss rod to the eyebrow where there are built in strapas to hold it up under the overhang of the P/H.

I made the alum post of 2 inch stock and it is removable but I have never removed it.

It really keeps the sleeping areas cool and is high enough to sit under.

You can also see undr it when running. No it does not impede vision at all. It was installed abt 9 yrs ago and wrks like gangbusters. No storage problems and rigs in seconds!

If anyone would like a pic and details let me know.

I also have sunscrenes on all lg windows that helps a lot as to keeping the cabin cool, even with the a/c. There is also one piece of sunscreen abt 90 inches wide by 24 inches high with grommet holes that may be attached to all four sides of the Bimini to block the sun, even while running directly into the sun as you can see thru it.

For the cockpit I fabricated an awning that swings dwn to block the evening sun when it is astern. I made it deep enough so that rain falls outbrd of the transom. It is unique in that it took a lot of thought as it does not swing in a true arc of a circle (several top shops said it would not work) but wrks as the lacing of the Sunbrella to the ss frame utilizes thin shock cord that stretches.

It is also mounted with the extruded alum trac as is used on the fwd shade.