

BOAT CARE, THE DO'S & DON'TS

Eastside Boat Manager



With the passing of the summer months into what we call, in the Northwest, “the Wet Season” or Fall/Winter”,



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the saying “**WAX ON/WAX OFF**” rings a far distant bell. We are now on the back side of all that and times are slower.

Gone, are the many trips to the marine retail store, and the excitement of **Opening Day** and the “first Summer Cruise”.



So! What do you mean?
“Wax on Wax off in the fall?”

Gel-Coat, the final finish on your motor/sailing craft, is nothing more than thick paint, which needs protection against the elements.” But, I waxed it in early spring” you say,

” So why do I need to do it again in the fall?”



Unless you applied a full coats of Marine Paste Wax with Carnauba, the surface is due for additional protection.



“Why not wait until next spring?
We have been there with this before.

When spring rolls around, the mildew stains are heavy and the boat looks a lot like our north-west sidewalks, green and stained,



and that little **mold guy** is fully entrenched in the canvas and is making his way onto the now stained Gel-coat surface.

Who Me!



Why? Lots of dirt and a porous surface, makes a fine starting place for the “**mold guy**”.

Under a microscope Gel-coat looks like the foothills of the Pacific Northwest.



Let’s go back and review what Gel-Coat is. Gel-coat is about 10 times as thick as a painted finish. This is both a blessing and a curse, as we will see. It does not “flow” like paint on a car. Good paints are self-leveling like water; they dry to a smooth, glossy finish. Gel-coat behaves more like plaster, taking on the texture of the application tool.

It can be thinned and sprayed to a reasonably smooth finish, but the glossy wet look characteristic of new fiberglass boats is due entirely to the polished interior of the mold it is made from.

Now, once Gel-coat is exposed to “Mother Nature” (water, wind, salt, sun), Yep! You guessed it. It fades fast, hence, oxidation and chalking.

Now! “Wax-on-wax-off” in the fall makes sense. Waxing the superstructure (top-side) is very important. That’s the surface that takes the most abuse.

For more information about gel-coat, check out our web site at: **www.boatmanager.com**.

(Continued Pg.-2)

We're on the Web. (www.boatmanager.com)

Yacht Detailing at it's Best. !!!



Give Us a Call
(206)
935-4500

“ We’ll put the fun back into Boating ”

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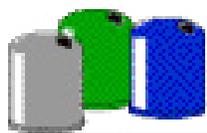
Water Quality

On the Dockside of the issue:

There is a constant struggle between the two things we care about in the boating industry. The boat and the water it's in. We talked about the boat, so let's talk about the water.

Some interesting notes: After several chemical releases occurred at retail home – improvement stores across Washington, officials at the Department of Ecology are calling on store personnel to improve their awareness about how to properly handle hazardous wastes and how to report chemical spills. A home-improvement store in Tacoma allowed 20 to 80 gallons of roof-shake treatment chemicals to get into a storm drain after the product containers were crushed when stacked under a heavy pallet.

The product contained a pesticide that is deadly to fish and aquatic life. Fortunately, the Department of Ecology received a tip about the incident, and the chemical was cleaned up before it could reach a nearby lake. The store received a \$6,000 dollar fine for the unreported release, and managers were asked to evaluate their internal training, material management, hazard recognition and spill reporting.



Remember to Recycle



In March, of the same year, the Department of Ecology was notified that white paint had been washed into a storm drain at a store in Kirkland. A shopping cart loaded with damaged leaking cans of paint was found outside the store. The Department of Ecology issued no penalty for the incident, and the paint was cleaned up.



On the Marine side of the issue:

It is illegal to discharge refuse matter of any kind (trash, garbage, oil or other liquid pollutants) into U.S. waters within 3 miles of shore. Not within the boundaries of Puget Sound or the San Juan Islands.



All vessels over 26' are required to have a 4"x 9" **WASTE DISCHARGE plaque** stating the laws about tossing trash overboard, and a 5"x 6" **OIL DISCHARGE plaque** outlining the fines associated with pumping oily water overboard.

(End)

No Plastics overboard! Please . . .!

Tips For the Day !

If you keep your outboard powered boat in the water during the winter.

Here's a tip:

Before the freezing temperatures arrive, tip your boat motor up to drain the water out, and then put it back down. You do this because water could puddle up in the lower unit and make thin hairline cracks, if the water freezes.

Fall is a good time to check your safety equipment and make a winter storage checklist.

Here are just a few things you should consider:

(this list is not a complete list)

- Make sure that there are no animals in your boat. When the weather gets cold, our furry friends look for lodging and boats are just right.
- Clean out your icebox/refrigerator unless you want to run a science project in the spring.
- Seal the engine exhausts to keep dirt, moisture and muskrats out. Use Clear weather stripping tape, it's easier to remove in the spring.
- Charge the batteries so they don't freeze. A charged battery will not freeze.
- Clean anchors/anchor chains and rodes. Let them dry thoroughly before re-stowing.
- Remove cushions and store them in a dry place during winter months.



Yatch Detailing at It's Best

(Continued on Pg.-3)

Just Ask Ashley? (Staff)

PFD's

(Personal Flotation Devices)

The Coast Guard requires you to have a wearable **USCG-approved PFD** for every person onboard, either Type I, II, III or V.

Boats 16' or longer must also carry a throwable PFD, **Type IV**.

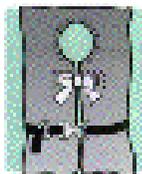
All PFDs must be readily accessible.

(Confused?- See below for details)

How do you choose the correct PFD?



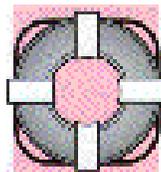
PFD TYPE - I



PFD TYPE - II



PFD TYPE - III



PFD TYPE - IV



PFD TYPE - V

1. If your boating is in relatively calm, protected waters, and there is a good chance of quick rescue, we think Type III PFDs are your best choice. They're comfortable, designed for constant wear, and have sufficient buoyancy. Inflatable PFDs are also a good choice.
2. If you boat offshore, in rough, unprotected waters or remote areas, your chances of immediate rescue are slim; so you need a PFD designed for extended periods of time in the water. We suggest 35 lb. Inflatable PFDs.

If you bring guests aboard, you need to have enough PFDs for **EVERYONE!** While you might choose a high performance PFD for yourself, it's hard to justify spending lots of money on PFDs that are rarely used.

If your boating includes **high speed sports**, such as personal watercraft, water skiing, or boardsailing, we suggest you consider a PFD designed for these specialized activities with a high impact rating, good head support, and plenty of buckles to hold the PFD securely to your body .

Don't forget your Pet! They should have a PFD also. (Puget Sound is quiet cold).

Note:

[\(Just Ask Ashley\)](#), is a new column, that will address a lot of your boat "Techie Questions", so just "**Just Ask A** E-mail: esbm@verizon.net



Here's One:

Having trouble keeping your toddler in a life-jacket?

Answer:

Here's an idea for children under 12 that need to wear a U.S. Coast Guard approved life-jacket. The new life-jacket called Aqua Force by Alexis PlaySafe is approved by the U.S. Coast Guard for continuous wear.

This new design is unique in many ways. "...The Aqua Force is worn as a swimsuit and zips up in the back. The nylon/lycra flotation aid comes in neon colors for high visibility and is available in four sizes from small to extra large. (The manufacturer, Alexis PlaySafe, urges parents to buy the size that fits now-not the size that the child will grow into because a snug fit provides optimal performance in the water.) The suit has six foam pads at the waist, two at the back and a large pad on the chest..."

Got a Techie Questions", just "**Just Ask Ashley !**"

(End)

Permanent Moorage

When seeking permanent moorage, consider the Following:

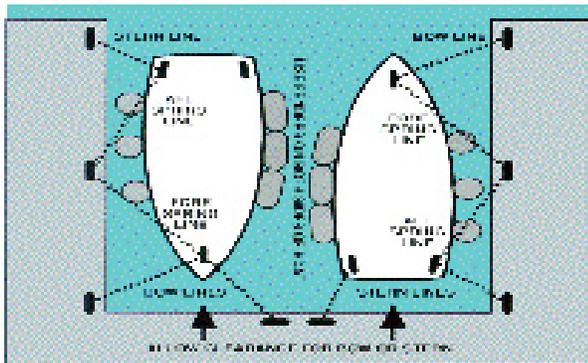
- Convenience to home and usual cruising area:
- Ease of entering and leaving:
- Protection from prevailing winds and storms, drift and debris, traffic swells, abnormally high and low tides:
- Adequate tie-down provision, including a sufficient number of properly installed cleats:
- Supervision and protection of Motor/Sailing Yacht while boat owner is absent:

(Continued Pg-4)

Mooring Lines

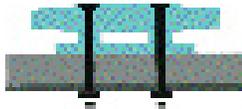
The minimum mooring lines recommended for safety are:

- Bow lines to hold the bow in;
- Forward and aft spring lines to keep the boat from moving forward and back. This can be a single line, tied to a dock cleat at mid-ship.
- Stern lines to hold the stern in.

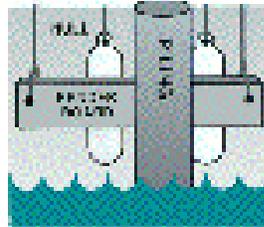


Safe Mooring Tips

- Make sure all cleats on your deck and on the dock – are through-bolted.
- Select the proper line, both fiber and diameter.
- Nylon line – twist or braid-on-braid, is the recommended choice for mooring.
- Check your lines. Don't gamble on the safety of your boat with frayed, worn or weathered line. Use chafe guards or tape, or wrap canvas or rubber hose around permanent mooring lines at places where it can chafe (cleats, chocks, and blocks).
- Use "eye splices" at line ends.
- Add shock lines with spring or rubber snubbers for permanent mooring.
- Look into installing a mooring whip system, to provide constant variable pressure between your boat and the dock.
- Whenever possible, tie up on the lee side of the dock.
- Allow some slack in all lines so that your boat will float independently of dock movements.



- Allow ample clearance at the bow and stern for the dock and/or other boats. This is especially important for boats with large pulpits or overhangs.
- Use fenders to protect the hull.



If mooring to pilings, place a 2" x 12" x suitable length "fender board" between your fenders and the pilings, to protect your hull from damage.

Call the Harbor Master monthly if you're away for an extended period of time or join :

Eastside Boat Manager's "**DOCKWATCH**" Club.
A plug for us [Eastside Boat Manager](#)!!..

Tel: (206) 953-4500

Contributors:

Leslee Jaquette;

*A freelance writer, interviewed us for **Sea View and Sail Magazines**. Below is an excerpt from her published article, Sea Magazine 2000.*

"With Boomers evolving into "snowbirds," business is exploding, according to Jim Walls, owner of **Eastside Boat Manager** in Redmond. Now in its fifth year, ESBM provides services ranging from detailing to customized yacht management for absent owners.

"About half our clients simply hand us the keys and say, 'Take care of my yacht,'" said Walls, who last owned a 25-foot motor yacht with his business partner and wife, Michele.

"We give our client **One-Stop Shopping**, by coordinating all of the client's needs. We bring in and coordinate subcontractors also.

(Continued Pg -5)

Winterizing is a big part of the boating season cycle” said Walls. “If a yacht has been maintained at a consistent level throughout the year, it’s much more likely to be in good shape when the sun comes out.

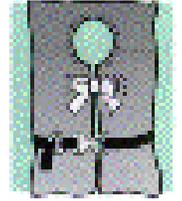
Recently the owner of a large yacht developed bursitis making it almost impossible for him to tend his boat allwinter. By the time ESBM received the owner’s SOS, “the yacht was in very bad condition!” said Walls. To avoid disastrous neglect, ESBM becomes a surrogate owner that washes, waxes, sprays for bugs, changes lines, checks for safety issues and arranges subcontractors when necessary. Walls noted that most owners of boats under 18 feet do their own winterizing. Folks operating larger vessels tend to have it done. All should have a qualified technician perform a full service check annually.”

(Sea View Magazine Jan/Feb 2000.)

Hats Off To PFD Use! (Personal Flotation Device)

USPS Article May 2004— Boating Safety

Wesley Bamford, P (New Haven CT, Squadron)



After a cloudy and brisk September morning of good fishing at Goose Island, a group of large rocks in Long Island Sound, my fishing buddy, Becky, and I started back to port.

Becky, who had already mastered operating my vessel underway, took the wheel to practice handling my 20-foot Larson bow cabin cruiser in close quarters. It had been cloudy and rainy, so we were decked out in full rain gear and warm clothing. Within 2 miles of port the weather cleared up a bit, so Becky opened up the throttle. After the boat was up on the plane, I stood up to get some wind in my face and my favorite hat blew off my head. While Becky slowed and turned the boat around, I grabbed the landing net to retrieve my hat.

(Continued Pg.-6)

Growth, the right kind. ! ?

Editorial note:

While working on this edition of our newsletter, it dawned on us that we have been in business for 10 years! We are not sure where the time had gone, but it has flown by. As we at Eastside Boat Manager prepare for the New Year. We would like to thank you for your support over the 10 years. We started Eastside Boat Manager, during a Boeing layoff, and had twins the same year.

Neither of us was sure this adventure was right, but “nothing ventured nothing gained.” Well, we have grown from 3 clients to over 85 who depend on us to maintain their Motor or Sailing Yachts each month & over 246 annual clients. Michele and I both have enjoyed working with our clients. Our daughters, Ashley and Kelly, know most of your yachts and boats by name—some of you have personally met our inspiration/motivation and others have “heard” them as we have talked on the phone. “*Is that Uncle Mike?*”, or is that *Jack Day?*” Maybe even “*Hi, Mr. Verne Wood!* (smile).

We look forward to working with you in 2005 and wish each and every one a most joyous New Year, with a good start in the 21st Century. Thank you for your trust, loyalty, and support.

Jim, Michele, Ashley and Kelly and the entire Eastside Boat Manager’s Staff.

(Left-Right) Kyleen, Jason, Ginger, Brandon, Ricky, Mark.
(Front) Kelly, Chris, Ashley



“Maybe the boss is not looking—cheese



Thanks to a 2-foot wave, a turn of the wheel and the surprising long drag of the net, I went overboard headfirst. I remembered thinking I was in big trouble even before I hit the water.

Fortunately, Becky kept a cool head. When I surfaced, I heard her yell my name and saw a throwable seat cushion hit the water about 10 feet away from me. Burdened with 30-plus extra pounds of wet clothing and raingear, I swam for the cushion. It may as well have been a mile away. When I was about half-way there, I heard my name again. Becky had turned the boat around and was moving the boat closer. Unfortunately, she was too far away to reach me. I was getting very tired and was struggling to breathe.

I finally made it to the life-saving cushion. Becky eased the boat even closer. This time she didn't miss. She grabbed me, and I managed to grab onto the boat. Somehow, I pulled myself onto the swim platform. After resting there for a few minutes, I climbed into the back of the boat and collapsed onto the rear bench, coughing up saltwater.

If I had been wearing a personal flotation device, there would be no story to tell. People say, "That will never happen to me" or "What's the big deal? I can swim."

Well I can swim too, but in raingear and wet clothing, it's easier said than done. It's even harder when you've inhaled water.

Now I won't leave the dock unless everyone onboard is wearing a PFD. I hope that by reading this, other boaters will not need to learn the hard way like I did. I was very fortunate to have someone aboard who possessed enough knowledge and ability to handle my vessel in an emergency.



Having the best PFD in the world on your boat will do you no good if you're not wearing it.

Don't Sink the Dinghy!

Lt/C Jim Smith, P

Mid-Hudson NY Squadron

Many boaters don't even bother to carry "Personal Flotation Devices" let alone wear them aboard their dinghies. But boaters should remember that one nasty wake can toss occupants and gear overboard.

On its Web site. (www.uscgboating.org) the U.S. Coast Guard Office of Boating Safety offers the following tips to promote stability when loading your dinghy.

- Distribute the load evenly fore and aft and from side to side. Remember that too many people or too much gear will destabilize a boat. Balancing the load will help the boat maintain proper trim.
- Keep the load low.
- Keep passengers seated.
- Fasten gear to prevent shifting.
- Do not exceed the capacity indicated on the load plate...!

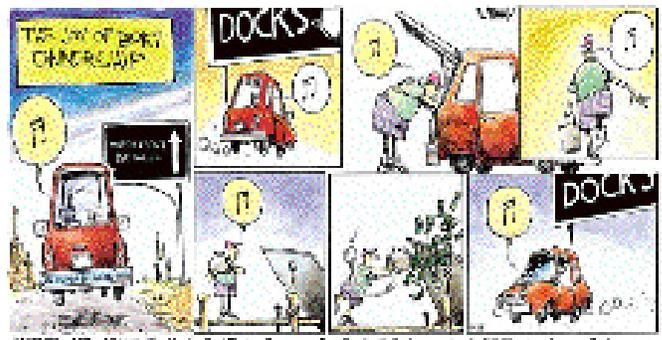
Note:

For those who have dinghies that are self bailing-*ie.* An auto bilge pump, you should remove the stern plug, when usage is low- winter storage-this will avoid draining your battery or burning out the pump, during heavy rains.



Got a dinghy cover?, that's even better!

Are some of you doing this to your boat?



Well, there's a better way! Have a professional look at your boat and give you a full annual Maintenance schedule. You will enjoy the boat and have less problems on those scheduled outings!... Give Us a Call!

Tel: 206-953-4500



(Continued on Pg.-7)

Dress for safety success

*Lt Margaret Anderson, S
Bremerton (WA) Squadron*

Because the U.S. Coast Guard now considers all inflatable personal flotation devices to be Type V flotation devices, they must be used according to their labels to be approved. If the PFD label indicates that it must be worn to be USCG approved, it can't just be stored onboard; it must be on the boater.

Type V PFDs, which are special use life jackets intended for on the water activities such as rafting, kayaking and water skiing, are popular among recreational boaters because they are less bulky and good for continuous wear. These PFDs are also equal in performance and safety Types I, II, and III PFDs.

Check the labels on your inflatable PFDs to make sure they are in compliance with Type V PFD regulations and that you are using them correctly.

(end)

A Note from our Executive Committee:

Ashley & Kelly

“Our new Automatic Phone Hang-Up System”



Armed with pencil, paper, crayons & cord-less mouse... we're ready for Fifth Grade... Dad! Oh, “We still do the Phone Thing Too!” So, when you call,... If you hear **“Hi.. Who?.. Eastside What ? !” Yes, No...! Click...!!**

Just... Smile and redial it's probably;
(Co-Executive Chair #1) **Ashley** -age 10
-or-
(Co-Executive Chair #2) **Kelly** - twin sister

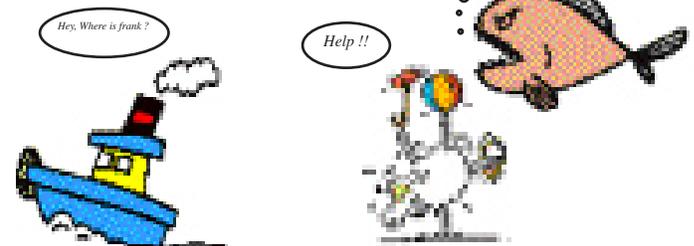
(Our Two True Inspirations!.)

Final Note:

I came across an article, actually it was a flyer called **“STASH your TRASH”**. Published by the BoatUS Foundation and would like to share some of it's contents with you...

I didn't know that !

- When purchasing refreshments, choose recyclable containers (and recycle them) instead of foamed cups with plastic lids and straws.
- Take sandwiches and snacks from home in reusable containers rather than plastic food bags.
- Help guests understand that on your boat, no trash is thrown overboard.
- Designate a permanent onboard trash can. Use a bucket with a lid or other Sturdy container.
- If your trash blows overboard, go back and get it, carefully using the opportunity as “crew-overboard” practice...!



Hope you have enjoyed reading the tips and reflecting on the humor, in this quarters' Newsletter, Thanks.!!

(end)

Clear your head ..?

Lt/C Mike Kirk, AP Lake Murray (SC) Squadron

When a manual marine toilet is used with saltwater, it can become slow and difficult to flush sometimes. This happens when seawater minerals and waste particles crystallize in the holding tank hoses and vent line, clogging them. The system may no longer pump correctly, and head odors can permeate the boat. Unless these crystal deposits are rinsed out quickly, they build up in hoses.

After you've closed the head intake seacock, pour 2 quarts of freshwater into the toilet and flush it through to the holding tank. Then, do the same with a cup of undiluted white vinegar. The freshwater will rinse all the waste out of the head discharge hose, preventing the waste from fermenting and odors from permeating the hose. The white vinegar will dissolve crystal deposits. This tip, which will help your head system work properly, is for manual toilets only.

(end)