

# BOAT CARE, THE DO'S & DON'TS

# Eastside Boat Manager

## Part Time/Full Time?

### Part Time:

Involving or working less than the customary amount of time on a project, during a given period.

### Full Time:

The amount of time considered normal or standard while working on a project, during a given period.

*What are we trying to say?*

*How does this apply to boating?*

### Part Time (Boater) :

The seasonal boater uses his/her boat approximately 6-7 months. Apr. through Oct. The vessel is generally a small craft, trailer mounted and the usage is generally weekend oriented.



### Full Time (Boater):

Quite often, owns a Motor or Sailing Craft with long-term, in the water, moorage at a private dock or marina, and boating is usually considered an extension of the full year's activities.

Now!



or



Whether you are a **Part-Time** or a **Full-Time**

## EASTSIDE BOAT MANAGER

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boater, there are some things you just cannot overlook!

Some of the following tips should prevail and reduce that next spring clean-up drudgery (see insert):

First, the Full-Time boater :

Wash your craft at least once per month, whether professionally or personally. Moss grows on dirt, not on gel coat.

Use a non-phosphate-based, environmentally-friendly, marina approved, boat soap.



Polish the chrome at least quarterly. Stainless steel does not mean rustless - **it will rust!** Wash the chrome when you wash the boat, then wipe it dry.



If you have teak, wash it down, dry it and cover it. Wood is wood, is wood.

Unattended, Mother Nature will reclaim it!

If by default your Motor or Sailing Yacht happens to be moored in the Circle Of Life, (anywhere in Puget Sound ) seek professional help! (smile Why? **Spiders!** Some get big enough to threaten you physically.



(Ever met one eye-to-eye?)

If the spiders don't get you (literally), the seagulls will drive you nuts; then barn swallows and crows will target bomb your boat until you scream.! Also, swim steps are favorite hangouts for Canadian geese, ducks, river- otters and muskrats.

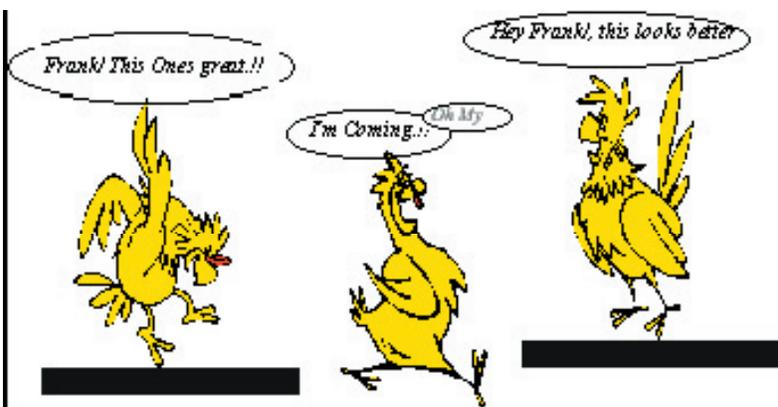


(Continued on Pg-2)

Its been a real wet winter. How much green is growing on your Yacht!!

Call us  
(208)953-4000

An unattended swim step can look like a compost pile in less than six weeks.



By the way, we have a secret to keeping your swim-step almost "goose-poop" free..!

Give us a call: **(206-953-4500)**



What about the **Part-Time boater?**

Well, take heed; you can create your own "**Hot House Garden**" in less than 2-months:

Winter storage should be more than a boat cover, a pat of good luck and "see you next spring".



Again, Mother Nature is relentless. She will reclaim what is hers.

You should have a professional mechanic address your engine and mechanical concerns.

[Eastside Boat Manager](#); can attend to the rest.

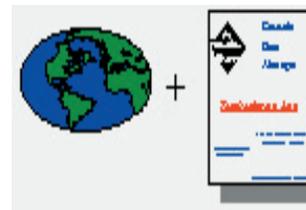
Or, if you're in a "**do-it-yourself mode**", do the following:

- Interior mildew prevention: (Keep it dry)
- Vinyl protection: (Clean it before you store it)
- Carpet care: (Have it treated & cleaned)
- Spider control: (Spray, Spray, Spray..!)
- Exterior gel-coat preservation: (Clean & Polish it)
- Chrome ( Polish & wipe dry)
- Canvas maintenance: (Keep clean, Soap & water)

A lot of tips on boat care and general maintenance are available in a variety of places. But Where?

Magazines, books, articles, the Internet!

([www.boatmanager.com](http://www.boatmanager.com))



**Here's one:**

Remove your battery during winter storage (Trailer-mounted boats only). Place the battery on a wooden plank or wooden shelf in the garage area, not on the concrete floor. Why? The battery will discharge if placed on a concrete floor or a metal shelf. Left in your boat, the battery is subject to freezing.

**Another Tip?**

Wash your sports craft & apply marine liquid polish to the gel-coat surface. Don't wipe it off. ..! Place the boat in storage and check it periodically. Then next spring, wash it again, the liquid wax will wash off and so will the dirt ("Voila" clean boat)

Want more tips? Try our web page: ([www.boatmanager.com](http://www.boatmanager.com)).

**In summary:**

When applying **Part-Time** practices to a **Full Time** investment, the "to do" list can become ridiculously large and expensive. It's a good idea to keep up with the maintenance of your watercraft.

Whether you're a **Part-Time** or **Full-Time** boater, the upkeep is **continuous !!**" Otherwise your maintenance practices could look like this:



**Interesting Facts:**

Boating is the 11<sup>th</sup> most popular pastime in the United States.

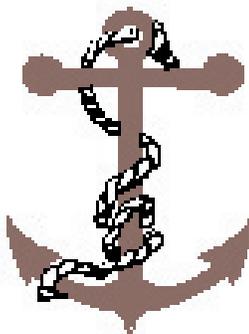
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- Seventy-eight million Americans consider themselves boaters.
- Families with children continue to be the largest customer segment for marinas, according to "Boating Industry" magazine's recent Marina Survey.
- Retired persons represent the second largest group.
- Washington State has the 10<sup>th</sup> largest boating population in the US (California and Texas are 1<sup>st</sup> and 2<sup>nd</sup>, respectively) and Oregon ranks 24<sup>th</sup>.
- The number of boats registered in the US increased by 20 percent during the 90's, yet boating fatalities decreased by about 20%.
- Boaters spend almost \$30 billion every year on new and used boats and related products.
- Every \$40,000 invested in a boat creates a new job.



## Boating Safety:

- Don't overload your boat with people and equipment and make sure you have all Coast Guard required gear (i.e.) lifejackets, flares, fire extinguishers ) on board.
- Get a weather forecast before departure.
- While underway, watch the weather and pay attention to changing weather patterns.
- Keep a sharp lookout for other boats, swimmers or skiers and objects in the water.
- Have a working radio or cell phone on board in case you have to call for help.



## Special Note:

US Power Squadron classes focus on boating safety and skills. Fall classes are forming soon. Call: **1-800-336-BOAT** for additional information.

## **Contributors:**

*This is an excerpt from an article in Nor'westing magazine (August 2000) by Jeff Buege. To enjoy the full article, pick up a copy of Nor'westing magazine (August 2000). We all have been in this position at least once.*

### "New to Boating?"

*Nor'westing magazine (August 2000) by Jeff Buege*

*"Being new to boating is virtually impossible to conceal. It's simply inevitable that a beginner's inexperience will display itself, often spectacularly, in words and actions. When talking to seasoned boaters, a rookie's vocabulary will usually betray him first. Boating has a language all unto itself, and for every word or phrase you memorize out of "Bob's Big Book of Boating Babble" there will be three new unfamiliar terms thrown your way. You can hope all you want that nobody will notice as you stumble your way through a conversation about boating, but the reality is that new boaters are generally as apparent as dandruff on a black suit. Heaven help you when the old salts, who were on to you the minute you arrived at the marina, decide to start having fun at your expense. As you're pulling away from the dock, someone will volunteer that "it sounds as though your bilge is activating ..... After a long pause, you politely respond, "Thanks... you then agonize over whether you should call in a mayday and abandon ship or start watching the marine store ads for a sale on bilge rebuild kits.*

*Rest assured your decision will be the wrong one, much to everyone's delight... You still eventually need to operate your boat, and competence at the helm is incredibly difficult to fake. Even if you can "talk the talk", it takes experience to "walk the walk". Novices tend to "knock the dock".*

*Being new to boating is a more serious proposition than being new to most things. If a new golfer screws up, for example, he loses a golf ball. If a new gardener screws up, the petunias need to be replaced. If a new boater screws up, \$100,000 worth of fiberglass is rearranged. ... don't take offense when someone gets short-tempered with (you) - they're just looking out for their (own) investment. Someone once suggested (based on observation, no doubt) that (a rookie) should carry a big orange banner aboard their boat that says "**NEW BOATER**" especially at critical times, such as maneuvering in the locks.*

*Odds are in your favor that everyone recognizes you as a rookie (anyway) from the way your boat is coming in fast and sideways, or from the look of absolute terror in your eyes, in addition to your (in) ability at the helm (to manage your boat).*

*Some boats are just branded as "starter boats". Sometimes this is even mentioned in the "Boat For Sale" ad, which surprises me. That's pretty much admitting "it's not going to hurt this boat to slam it into a few more pilings", or "it's easy to see that*

## FAQ

### Frequently Asked Questions

Many boat owner have the same problem questions. This column will be used to answer those common but strange questions...and shed some light .



**Question:** *When it comes to spare parts for a motor or sailing craft, when is enough, enough?*

**Answer:** An article in 48-North addresses that very subject, here are some excerpts from that article, you judge!  
( Terry Kotas)/(48 North, Sailing Magazine, September 2000)

“It started innocently enough-”a few spare light bulbs here, some spare nuts and bolts there-extras you really do need aboard a cruising boat. Then before you know it, your into the “hard stuff”; engine spares, injectors, hoses, a spare starter and spare parts to repair the spare starter, a spare alternator with its rebuild parts, and on and on...While space for Bisquick and Span were shrinking rapidly...”

“Let me point out something, NASA probably wouldn’t send this many spare parts on a mission to Mars. Where was the food going to go?. It didn’t stop there, spare stainless tubing, rolls of wire- I could envision a need for every bit of it. Clothes?, clothes aren’t going to get you out of a life threatening situation, but a hose clamp might. Don’t worry about butter or bacon; we need more batteries and belts... The fact of the matter is that now-a-days parts can be shipped (air) to any part of the world with hours, or overnight, so why become a “Spare Parts Junkie”...? Lets see, what parts are really necessary? What if I... Hum”

*So how much is enough? What do you think?*

## True Story

*Mike & Charlette Hiatt) Friend/God-Parents & Client)*

*Mike smiled, and indicated to his lovely wife, “All’s well, just come aboard”. The trip started out great, the yacht (belonging to his brother) was loaded with food and clothing and the weather was great. Soon after leaving port though, Mike noticed the dinghy was acting funny (under tow). Upon closer observation, it was 3/4 full of water. “The plug had come out, and as the water level rose, the motor sank” Spare plug? Nope! Well they lashed the dinghy to the swim step and continued. Later, Mike heard a “bang”, His wife was using the head, and the bowl came off the bracket. With water rushing in the head, Mike attempted to shut off the valve. “Snap” the handle broke. Spare handle? Nope! So Mike took the hose off the head and put it on a bypass outlet. Off they went. Later, the weather turned bad, the windshield wiper broke. Spare Wiper?, “Nope”. Donned in his rain gear, Mike drove the yacht from the command-bridge. As they reached fairer weather, and their destination was in site, Mike heard a “MAYDAY” call from a friend. Swinging back into the foul weather to assist, the radar quit. Spare Radar?, Nope!... The trip? Experience +.!! Spare Parts? Nope! ...In the end however, all were safe.!*

*(end)*

**(Continued from Pg-3)**

*a boater of your caliber shouldn’t consider anything made since the Truman administration”. Of course, a first-time boat shopper doesn’t know any better and may even think that “starter boat” is a selling feature and not a warning sign. Owning a buoyancy-challenged old boat is admittedly a weak indicator that someone is new on the water. Some experienced boaters are happy with their starter boats and pose no risk whatsoever.*

*In contrast, through inheritance or other such dumb luck, some people start out with a 60’ top-of-the-line Status Master 2000. These boaters are scary!!... They have every appearance of being an extension of someone’s nautical accomplishments, but could as easily be a floating insurance claim just waiting to be filed. While it’s true that a pristine yacht in the hands of a newbie doesn’t stay pristine for very long, a yacht without gouges or scratches is not necessarily a safe yacht. Keep in mind that somebody’s got to be the first!..*

*Perhaps the most dangerous boating rookie is the person who is in denial. The relative newcomer to boating who thinks he knows it all is one of the greatest threats afloat... “Ask yourself, has this ever happened to you?”*

- (1)-Someone asks you to toss him or her a line, and you do. Even though it’s not tied to anything.*
  - (2)-You cruise across the Strait of Juan de Fuca with your fenders out.*
  - (3)-You actually get a laugh out of the agent when calling for a quote on marine insurance.*
  - (4)-When asked for your LOA, you respond with something other than a number.*
  - (5)-A tugboat insists you enter the locks first.”*
- Are you in denial? (smile) “*  
*We at Eastside Boat Manager have seen a lot of situations, and heard a lot of stories, but Jeff’s article puts a nice humorist twist to some “for-real” events.*



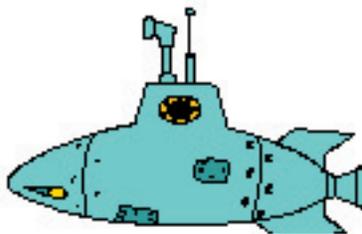
A Note from our Executive Committee:  
**Ashley & Kelly**  
**“Our new Automatic Phone Hang-Up System”**

Armed with pencil, paper, crayons & cordless mouse...we’re ready for Second Grade... Dad! Oh, “We still do the **Phone Thing Too!**” So, when you call,... If you hear **“Hi.. Who’s this? !” Yes. No...! Click.** Just... Smile and redial it’s probably;  
(Co-Executive Chair #1) **Ashley** -age  
-or-  
(Co-Executive Chair #2) **Kelly** - twin sister

**(Continued on Pg. 5)**

## Marina Scope:

Marina updates on water, electricity, maintenance special concerns or great things.:



Elliott Bay Marina (Seattle)  
- Elliott Bay is now installing a new pump-out system. "A thru J Dock" have the system installed. You don't need to move your boat to have the head water system pumped out. (Nice)!

Carillon Point Marina (Kirkland).  
Yarrow Bay Marina (Kirkland).

**Note:** They share a pump-out station that is located south of "E" Dock. The pump-out system will be shut down in late Nov/Dec. time frame. **Check your holding tanks . (Phew..!)**

The following Marinas usually turn off the water late November or early December. You can only wash your boat, or fill your tanks, through coordination with the Harbor Master; otherwise you are "high and dry"!

- Meydenbauer Bay Marina-(Bellevue)
- New Bellevue Marina-(Bellevue)
- New Cap-Sante Marina-(Kenmore)

(Continued)

- Kirkland Yacht Club-(Kirkland)
- Harbor Village Marina-(Kenmore)
- Newport Yacht Basin-(Newport Shores)
- Newport Yacht Club (Newport Shores)

It is a good idea to check out the availability of water where you are moored.

For those of you who have boats at your dock or private slip, you should be sensitive as to whether your water needs to be turned off also a ruptured water system can be costly to repair, if over looked. *(end)*



Check out our new Pacific Northwest **Yatching** Directory  
**We're in there**  
**YellowPages**  
**(Pg 39):**

**Eastside Boat Manager**  
**Detailing at its Best!...**

**Remember  
To  
Recycle**



**No Plastics overboard! Please...**

## **Water Humor**

### **Gimme a Break *A Life of Crime is Stressful!***

*(Nor 'westing magazine July 2000, Police Beat)*

*The Seattle Police Department Harbor Patrol unit stopped a speeding jet skier in Lake Union. The 22-year-old onboard claimed the vehicle belonged to a friend and could not produce a registration. While writing up a warning citation the officers ran his name through the system and discovered he was wanted on an outstanding felony warrant. They immediately confiscated the jet ski and escorted the fugitive off to jail. When the owner of the jet ski showed up, he was met with a citation for expired registration tabs (\$95) and one for having no certificate of registration on board (\$45). (It wasn't known if his friend had also hit him up for bail.*

### **We May be Idiots: *But you gotta believe Us!***

*(Nor 'westing magazine, July 2000, Police Beat)*

*Harbor Patrol officers stopped a 20' powerboat racing full speed towards the Fremont Bridge with three males onboard. When stopped the occupants could not produce ID or a registration for the boat. There were no PFDs or fire extinguishers on board and the boat was hot-wired. Their story was that they were buying the boat from guy in jail and taking it for a test run but had dropped the keys overboard (Uh-huh!) Needless to say the officers towed the boat to the station to sort the situation. Aside from the speeding infraction and safety citation, it turns out the story was true, someone showed up with the title.*