

Brunswick Landing Marina Newsletter

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1701 Newcastle Street, Brunswick, GA 31520
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Along Side Docking with Single Engine

1. Approach the dock at a 45-degree angle.
2. As you near the dock (by about a boat length), turn to become parallel with the structure. This would be the point at which you'd want a crew member to prepare to fend off.
3. As you turn, the bow will approach the dock, while the stern will remain outboard. Apply reverse thrust toward the dock, bringing the entire vessel parallel with the structure.
4. To arrest motion, apply forward thrust with the rudder amidships. Now get off the boat and go have some fun.

Docking a Twin Engine Stern In

One of the most common docking scenarios for larger, dual-inboard boats is the classic stern-to docking arrangement — better known as backing into a slip. It separates the men from the boys, but with a little prior planning, it turns out to be a fairly straightforward (or backward) easy move.

Dual inboards or stern-drives offer boaters a great deal of control. By utilizing counterthrust (forward on one engine and reverse on the other), boaters can literally spin their boat 360 degrees in a little more than a boat length. The rudders or lower units (in the case of stern-drives or articulating drives like Volvo's IPD) should always be amidships.

1. When nearing your slip, try to plan your approach so that wind and current will work with you, bringing the boat to the dock. Pull a little past your slip and then begin backing with both engines (always with your rudder amidships).
2. As you near the point that you need to pivot, pull the starboard engine in reverse and slide the port engine into forward.
3. As you move parallel to the slip, enter with both engines in reverse, adjusting position by counter in thrust and bumping the engines in and out of gear when needed. When ready to tie up, put both engines in forward to arrest the movement and bring the boat to dock.

Upcoming Events

Every Wednesday around 6pm throughout the month we invite you to attend a casual get-together for our boaters. Please bring your own beverages and appetizers to the bathhouse located between Dock 9 and Dock 10. See ya there!

September 5th—Labor Day Party! Band will be playing! See dock office for details.

October 15th—Boater's Flea Market. Nautical flea market, if you would like to get rid of some of those things you don't need anymore, call the dock office. (912-262-9264)

Our Condolences

The marina staff and owners would like to offer our condolences to the family and friends of Patricia Phelps from the vessel Sun Dollar, a long time boater of ours, who recently has passed away.

Welcome New Boaters

1. Roy Whitehead, **Zia**, Dock #12
2. Stein Andreasson, **Nor away**, Dock #9
3. Brian Treader, **Dawn Treader**, Dock #3

Welcome Back!

1. Doug Casey, **Rum Tum Tiger**, Dock #2
2. Paul Rasmussen, **Southern Bella**, Dock #6
3. Peter Richmond, **Jade**, Dock #8
4. Mr & Mrs Riley, **Deborah Lee**, Dock #10
5. Wright Massey, **Raven**, Dock #11
6. Mr & Mrs Hassael, **Silver Mist**, Dock #12

Drink of the Day

The Chill

Serves: 6-8

33 oz. passion fruit juice

18 oz. pineapple juice

6 oz. coconut rum

10 oz. dark rum

2 limes

Combine ingredients in a pitcher. Add ice, stir and pour into tall glasses. Garnish each with a lime wedge.

Windlass Care and Maintenance

Keeping it maintained can make the difference between a nice weekend and a pain in the back.

Here are some good basic tips that can help extend the life of any windlass. Rinse the windlass thoroughly with fresh water after each outing to wash off salt, sand, and mud, Rinsing an all-chain rode before it enters the anchor's locker is also a good idea, particularly if winch components are located in the locker and can be spattered with much and debris.

1. Check the gearcase lube oil level. Milky oil indicates the presence of water (typically from a failed seal) and must be corrected immediately.
2. Check windlass mounting hardware regularly for looseness, movement, corrosion, and leaks.
3. Inspect all electrical connections monthly for problems such as corrosion or charring (as a result of arcing). Turn off all power, then disassemble and clear corroded connections with a wire brush and electrical cleaner (vinegar works well in a pinch). Terminal and post connections should be clean and tight—coating them with di-electric grease and installing insulating rubber boots will protect against corrosion and accidental shorting.
4. For units with the motor and gearbox located below decks, check the casing regularly for rust. Address corrosion immediately (clean, prime, and paint) to prevent it from worsening.
5. Inspect foredeck foot switches for damage and proper operation. Check the rubber diaphragms for cracks, tears, or deterioration—spraying them regularly with a UV shield (such as 303 Aerospace Protectant) will noticeably extend their service life.

Tips to make your Windlass Last!

- Motor forward when raising the anchor to reduce the strain on the windlass—never use the windlass to pull your boat to the anchor.
- A windlass isn't designed to weigh an anchor and road under strain. If the anchor has to be broken out, belay the rode and use the engine to break it free.
- Never allow the full weight of your boat to ride on the windlass while at anchor; always remove the strain from the windlass by cleating off rope rodes or using a snubber for an all chain rode.
- Always run the boat engine while raising or lowering the anchors. This allowed you to minimize drain on the battery (with using an electric windlass) and maintain control of the vessel when the anchors breaks free.
- Keep the windlass covered when not in use to protect it from , salt , corrosion, and UV exposure.
- Use the windlass regularly to keep all internal gears lubricated. Grease and lube oil tend to settle at the bottom of the gearbox, resulting a dry section of the gears that could be prone to rust. If at the dock or hauled, crank the windlass over a few turns every couple of weeks.

Recipe of the Month

Scrumptious Salmon Bites

Ingredients:

- 12 Canned whole water chestnuts, drained
- 8 Ounces smoked salmon
- 12 Thin slices bacon, cut in half

Directions:

1. Cut salmon into thin strips. Wrap each water chestnut in one strip of salmon and one-half strip of bacon. Secure with toothpicks. Bake at 375 degrees F until bacon is browned and crisp, about 20 to 25 minutes. Garnish with whatever you have on hand! Makes 12.

