

Brunswick Landing Marina Newsletter

Volume 3, Issue 3

1701 Newcastle Street, Brunswick, GA 31520
(912) - 262 - 9264

March 22nd, 2011

Great Hill Storage Rates!

\$7.50 per foot per month
Limited Space Available
For boats 35' up to 75'

Caring for Your Catch

Anglers love to debate the table qualities of their favorite quarry. In truth, the way a fish is treated after capture makes as much difference to its taste as its species.

Here's how to keep the best flavor in your catch:

- **Belly Rub 'em**—Fish go dormant when you hold them upside down. If you can flip them over and hold white side up, they'll hold still while you de-hook them.
- **Thumb 'em**—Administering a solid thump at the back of the head with a fish billy prevents the fish from flopping as much and bruising the meat.
- **Shoot 'em**—Your fish will never look better, so take photos ASAP, before its colors fade.
- **Slash 'em**—Blood and entrails begin spoiling immediately. Remove the fills and make a cut under the chin and at the base of the tail to "bleed" your catch. Gut it, if time permits.
- **Stash 'em**—A cooler with ice is best. For one thing, chilled flesh is stiffer and makes filleting easier. Pack the body cavity with ice and don't allow fish to lie in the melt-water at the bottom.

Diesel Engine Myths

1. *"It's fine if my diesel engine puts out black soot."* False! Heavy smoke or soot deposits indicate poor-quality fuel, injection system failure, exhaust or air restrictions. Diesel doesn't improve with age.
2. *"My diesel shakes and rocks at idle but that's fine because it goes away in gear."* Sorry, another fallacy. Much idle clatter and shaking can be adjusted with proper injection timing. The idea of a noisy, uneven diesel is so pervasive that most technicians don't offer to suggest or are afraid to attempt the correct timing procedures.
3. *"A fellow at my club said to add one gallon of gasoline to a tank of diesel to clean the injectors."* Wrong! Never do this for any reason. Having seen the result of someone filling a diesel tank with gasoline by mistake, poor engine performance may be the least of your problems. Purchase and add the proper fuel additives, according to the manual.

Upcoming Events

April 1st—The First Friday of each month in Downtown Brunswick restaurants and stores are open 6-9.

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 bath-house located between Dock 9 and Dock 10. See ya there!

Tuesdays, Thursdays, and Saturdays—Farmer's market at Mary Ross Waterfront Park, one of the properties adjacent to Brunswick Landing Marina.

Welcome New Boaters

1. Richard Danly, **Gypsea**, Dock #8
2. Cliff Thorton, **Una Mas**, Dock #7
3. Sandra & Vernon Pryde, **Kiwi Pryde**, Dock #15
4. Mr. & Mrs. Thrailgill, **Cool Change**, Dock #9
5. Phil Varey, **Jakeloo**, Hill Storage
6. Mr. & Mrs. Priem, **Island Girl**, Hill Storage
7. Carl Nelson, **Moontide**, Dock #5
8. Max Taber, **Twilight**, Dock #7

Welcome Back

1. Deb & Frank Kinkel, **Early Out**, Dock #10
2. Maurice Barret, **Sunrise**, Dock #2
3. Ron & Sandra Bendson, **Boundry Waters**, Dock #1
4. Mr. & Mrs. Ian Pool, **Island Time**, Dock #13
5. Mr. & Mrs. Wix, **Safe Return**, Dock #9

Dealing with Fog

It is rare to encounter heavy seas with fog, but it can happen. When it does, the rolling of the vessel combined with reduced visibility can cause the drive to become disoriented. Fog brings the greatest risk of collision with an obstacle or another boat, so do the following before your visibility becomes seriously reduced:

- Fix your position on a chart or mark it on an electronic plotter.
- Reduce your speed to the point where you can stop your vessel in half the visible distance.
- Turn on your navigation lights
- Begin sounding one long blast on your horn (four to six seconds) every two minutes while under way and two long blasts every two minutes when stopped.

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What to Inspect

When You're Inspecting

Before bidding at a boat auction, here are a few tips for pulling off an inspection in 10 minutes.

1. **Start with a quick walk around.** Look at the hull, paying particular attention to the stem, chines, and strakes. These will suffer the brunt of any collision and show cracks best. Any unusual stress-crack patterns? All open cracks need to be repaired before she'll float again.
2. **Remove the outboard cowling.** Look for signs of seepage, show as dry white "curtains," past the head gasket. Shift and throttle linkages should be greased and show no corrosion, and their springs should snap back.
3. **Shake the I/O back and forth.** If you find a lot of play, it might need gimbal bearings. Check for leaks around the seals and gaskets. Turn the wheel and operate the trim/tilt to check for full travel.
4. **Check the dipstick.** Does it smell burned? Does it look milky? There's water in it. Black? It's the wrong viscosity or was never changed. Check the drive belt and the serpentine belt. One quarter-inch deflection is normal; more indicates improper installation or undue wear.
5. **Look at the wiring.** Shrink-sealed butt connectors are good. Bare wire and terminations that are twisted together or "sealed" with electrical tape are bad. Check for corrosion around the motor and under the dash.
6. **Test the fuel and oil.** Today's gasoline is sold with 10 percent ethanol, which attracts moisture, which separates in the fuel tank. Water sucked into an engine is bad news. Water in oil is worse — it means a cracked block. Gauging paste will change color in the presence of water.
7. **Open the hatches.** You don't want to smell gas, or see water.
8. **Check for leaks.** If the previous owner let her sit for two or three months, the boat will have had gas in the tank for a while. Ethanol is also corrosive, especially for fiberglass. The fuel lines and the tank could have leaks.
9. **Look at the upholstery.** Inspect the underside of cushions for green algae at the seams, indicating a rainforest of plant growth hidden in the foam.
10. **Anything missing?** See those empty screw or bolt holes that look like they were once holding something? Those bunches of exposed wires peeking out of neatly cut holes? Faded lines of undercoating that were some decorative strip? Guess what? It's been stripped.

Bilge Pump Checklist

1. **Clean...** Check the base of the pump housing for dirt, oil, and gunk. Also check the automatic float switch. Clean with soap and a brush.
2. **Test...** Set three-way switch (usually at helm) to manual and make sure pump is working. Then switch to automatic operation, activate the float switch, and repeat.
3. **Secure...** Fasten all wire connections well above your waterline with waterproof butt connectors.
4. **Replace...** Check hose clamps on pumps as well as thru-hulls and replace if necessary.

Recipe of the Month

Spiced Shrimp Skewers

Ingredients:

- 1/2 Tsp. Kosher salt
- 1/2 Tsp. garlic powder or garlic and herb seasoning
- 1 Tsp. cracked pepper
- 1 Tsp. cumin
- 1/2 Tsp. paprika
- 1/2 Tsp. chili powder
- 2 Tbsp. olive oil
- 2 Lbs. jumbo shrimp, peeled and deveined

Preparation time: 15 minutes

Cooking time: 15-30 minutes

Serves: 6

Directions:

In a small bowl, combine first 6 ingredients. Place peeled shrimp in a large bowl. Drizzle with olive oil. Toss with the spice mix and marinate 15 to 30 minutes. Thread onto wooded skewers that have been soaked in water for 10 minutes. Grill over medium heat 3 minutes per side until cooked through and pink.

Summer is almost here!

It's time to get ready for the summer boating season. Call now to schedule any work you may need done.

Call the Dock Office @ 912-265-7250