

Brunswick Landing Marina Newsletter

Volume 2, Issue 11

1701 Newcastle Street, Brunswick, GA 31520
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November 19th, 2010

Ditch Bag

Prepare this kit as if your life depends on it. It might.

If you are offshore, in the Great Lakes or anywhere rescue could take more than a few minutes, a ditch bag should be included in your gear.

When you prepare yours, here's what to put in your ditch bag:

- VHF Radio
- PLB
- Flares
- Strobes
- Rope
- First Aid Kits
- Drinking Water
- Cash
- Signal Mirrors
- Whistles
- Sunscreen

What size dock lines should you use?

As a general rule, size bow and stern lines to about two-thirds of the boat's overall length. Match spring lines to the overall length. Line *diameter* also relates to the boat's

Size of Boat	Line Diameter
Under 20'	3/8"
20' to 30'	1/2"
30' to 40'	5/8"
40' to 60'	3/4"

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 bother 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 manufacturer instructions.

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!

November 25th—BLM Thanksgiving Party. 3pm boater's lounge between docks 9 & 10.

December 4th—*Christmas Tour of Homes*. Tour historic homes restored to their old beauty. See dock office for more information.

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

Special Thanks

TFC International is docking with us while filming their new movie "X-Men: First Class." We welcome the entire cast and crew to town and hope you enjoy our town and local hospitality while you're here. We hope you'll take advantage of all Brunswick Landing Marina and our town have to offer.

Once again, thank you for your patronage!

Welcome New Boaters

1. Mr. and Mrs. Machnicol, **Sun Rise**, Dock #2
2. Larry Mitchell, **Flight Deck**, Dock #2
3. Fred Keenan, **Freedom**, Dock #6
4. Basil Carter, **Scrimshaw**, Dock #11
5. Donnie Hatchett, **Sweet-n-Slow**, Dock #13
6. Mr. and Mrs. Seide, **Side Real Time**, Dock #14
7. Mr. and Mrs. Leporah, **Jessica**, Dock #14

Welcome Back!

- Grand Adventure
- Lady Pamela
- Safe Return
- Going Coastal
- Maja
- Delicia
- Break Away
- Traveler
- String of Pearls
- Cymric
- Stevedore
- Musrade
- Angel Louise
- Early Out
- First Edition
- Spirit
- Wind Dancer

Cracking Test

Besides damage sustained from improper handling, injectors are subject to damage from contaminant and water. A smoking, power-starved or very noisy engine may have an injector issue. A quick way to determine if an injector isn't working is to short the injector by "cracking" it open while the engine is running.

Cracking means using a proper line wrench to open the injector main feed line at the injector with the engine at idle. Opening the injector as little as a quarter of a turn, while wearing goggles, gloves, and keeping the surrounding area covered with a cloth, has the effect of turning it off. If fuel leaks and engine RPM doesn't slow or change, the injector is faulty. If the cracking has an effect (i.e. engine stalls), move on to the next injector. If the engine makes loud, hammering noises and, on cracking the injector, the noises stop, then the injector is the faulty one or there's a different problem. Either case requires removing the injector. This is a messy operation but you'll lose very little fuel. It is suggested to have your engine's valves adjusted as part of this test. In general, if you find one weak injector, all should be serviced. Suggested service is every 1,000 hours or when fuel has aged badly or been heavily contaminated by water.

Injector Service

Injector service is nearly impossible outside of a specialized shop because, once apart, correct reassembly demands a pop tester tool. This tool simulates an injection pump by building very high pressure until the injector "pops" open very quickly, sprays evenly, and closes just as fast, the way good injectors operate in the engine. If the injector pops too quickly or at too low pressure, then it cannot spray correctly, at the right time, or have proper fuel burn. If it closes slowly or leaks, then smoke, hammering engine noises, and possible engine damage can occur. Service all injectors at the same time as pop testing pressures vary from one shop or builder to the next. Diesel-fuel injectors are quite expensive; don't hesitate to use rebuilt items when possible.

Remember how high and dangerous injector pressures are? Never operate a removed injector that's been reattached to the fuel line. This results in a very fine, high-pressure mist that, if touched while working, will puncture skin and cause serious blood or tissue poisoning. Following an injector service, bleed the fuel system and test run the engine. Be sure to change all filters, separators, and crush washers during this activity.

To get long service life from a diesel engine, give it clean and uncontaminated fuel, clean air, and an unrestricted exhaust. Change filters on a regular basis and keep valves adjusted. Having a technician inspect your engine's timing will increase longevity, likely smooth out a smaller engine, and improve larger engine performance. Adding additional fuel filters with a bypass system and water temperature and flow alarms are other worthwhile investments.

Marking your anchor rode

Measure your rode and take the guesswork out of anchoring.

If you're not marking your rode, you're not getting the right amount of rode out, you're just guessing. Chain counters are convenient but fallible, so mark nylon anchor rodes using store-bought ties inserted through the strands of twisted nylon, or paint markings on chain.

Markings on chain are logical—a green mark plus one white mark at 25ft, green and two white at 50ft, and green with three white marks at 75ft. Use blue with white marks for the next hundred feet, yellow and white indicate 200 through 275 feet, and use red marks as a warning through the last hundred feet of chain.

Recipes of the Month

Red Snapper Carpaccio with Arugula Salad

Ingredients:

- 1 lb. red snapper fillet
- 3.5 oz. arugula leaves
- 2 oz. celery
- 2 limes
- 1/4 cup extra virgin olive oil

Directions:

Lay finely chopped arugula leaves on a plate. Top with thin slices of the filleted red snapper and thinly sliced and chopped celery. To prepare the lime sauce, squeeze the juice of two limes into a bowl, add salt and extra virgin olive oil, and mix energetically until you obtain a creamy sauce. Dress the carpaccio with the sauce.

Melon Semifreddo with Cream and Strawberries

Ingredients:

- 4 egg yolks
- 2 whole eggs
- 2 cups whipped cream
- 1/2 cup sugar
- 1 lb. peeled, chopped, rip cantaloupe
- 1 oz. Fresh mint
- 3 tbsp. melon liqueur

Directions:

Beat the eggs and extra yolks. Warm the sugar in a pan of hot water until it reaches 250 degrees F, then add the beaten eggs and leave mixture to cool. Put the cream and cantaloupe in a blender and whip. Add the whipped mixture and the mint and melon liqueur to the egg and sugar mixture, then pour it into molds or ramekins, cover with plastic wrap and leave in the refrigerator for 12 hours before serving.