

BOATING TIMES[™] LONG ISLAND

We Make It Easy To Have Fun On Your Boat[™]

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Use Less Gas = Spend Less Money

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When boat owners talk about mileage, it isn't how many miles to the gallon. It is about how many gallons to the mile. Thinking about ways to save gas money is on everyone's mind, but short of staying home and missing all the fun, what can be done?

For vessels under sail, the greater the "wetted surface" of its hull, the faster the boat can go. Powerboats instead depend on horsepower, and as the hull rises up out of the water (planing), *reducing* the wetted surface, they go faster and faster. However, there is a point at which powerboats burn increasingly larger amounts of fuel for smaller and smaller increases in speed. To save gas, slow down!

Increase your boat's planing effect by trimming the bow up a bit (experiment at a fixed prop speed to see what your speed-over-the-water does at a given prop rotation.) Use your trim tabs if you have them, and in any case, get rid of stuff you just don't need. When you cut the weight of the load you push around, your gas consumption will shrink, too.

Check your boat's bottom and running gear (props, struts, propeller shaft) for "growth" during the course of the season. Start o' summer anti-fouling paint can wear away, allowing barnacles to steal gobs of fuel efficiency from you. Also, check with your dock master to be sure that you are using the most eco-friendly bottom paint available.

Though no one is going to buy a new engine just to save fuel, there comes a time when "ol' Betsy" needs to go. That's the time to consider state of the art 4-strokes. Because they don't mix lubricating oil directly with fuel, they emit 97% less pollution than 2-strokes. They also burn hotter and are more efficient: manufacturers quote as much as 25% better fuel mileage.

A decade ago, the 2-stroke motor, found on 75% of all boats and personal watercraft (jet skis), generated 1.1 *billion* pounds of hydrocarbon emissions each year. This was the annual

equivalent of spilling 15 times as much oil and fuel into U.S. waterways as the Exxon Valdez. These high emissions resulted from a design inefficiency which remained essentially unchanged since World War II (about 25% of the fuel and oil went unburned and released directly into the water and air). That's changed, however, with the technological advancement known as direct fuel injection (DFI). DFI retains the advantages of a 2-stroke engine's efficient power cycle and lighter weight, greatly lowering pollution levels.

So don't let the summer sail away... save gas money every time you boat by leaving unnecessary gear at home, slowing down, and trimming the hull up a bit!

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, who are in charge of new members matters, at [DSO-HR](#) and we will help you "get in this thing..."