



Before You Throw In The Towel, Give It a Go!

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OK, so you're done fishing and you turn to the engine and give the key a turn. Sickenly, you don't hear a thing. Or, she turns over but as soon as you give it forward propulsion, she stalls. No one is going home soon. Before you call for a tow, here are some tips.

Calling for Help v Self-Help

Any good tower only wants to help where help is needed. We're graced with real pro's out on our bays and creeks and they will go out of their way to ensure that they are providing help when and where help is needed. But gone are the days of smacking the old 2-stroke with a hammer and she starts up with a cough and puff. These new engines are nearly as complex as car engines have become - and they are plenty complex!

Fuel

I would be willing to wager that the largest source of boats not getting underway is lack of fuel. This is really not something you should let happen. Use the "1/3rd-1/3rd-1/3rd" Rule. Plan on using a 1/3rd of your fuel to get there, a 1/3rd to get home and 1/3rd in reserve for the unpredictable events plus the predictable headwinds. How do you know how much fuel that is? Well, the least predictable device on your boat, in my measured opinion, is your fuel gauge. This is why I have been constantly recommending to skippers that they keep records of their fuel consump-

tion - engine time when you started, engine time when you refueled, calculate gallons/hour consumed. And write it in a log. I have been since day-1 on every boat. It is also a good indication if there is something that needs addressing when fuel consumption stops being predictable, i.e., you're using more than you should be by historical standards (see SSP, "We All Get Heavier with Age - And so do our Boats!", 5/23/07). I really don't recommend storing fuel in cans aboard as a back-up. It just seems so much smarter and so much safer to keep and use your log.

Fuel Issues

If the engine stalls or you feel a real "drag" when you get underway, stop and do some quick checking. You might have picked up some fishing line which is now wrapped around your prop's base. This can be a serious problem as it can compromise the shaft seal and allow water to enter the lower unit. If it does, it will push out the oil. If that happens, you have a real problem. You may have plenty of gas (see above) but if the primer bulb is contracted, there is a blockage somewhere causing a vacuum - which can be as simple as the fuel vent being covered, blocked or actually manually shut. Check that. If the bulb is easy to squeeze but doesn't get hard when doing so, this also can be a real problem. It may be as simple as leak somewhere that is allowing air into the system or as serious as a pinhole in the line and gas is

leaking into your boat. Use your nose - asap!

Electrical Things

Something that you should keep aboard is a volt meter and that is what I reach for when the engine won't turn over. If the battery isn't charged correctly, the engine won't start by turning the key. If the engine is light enough, you can start the engine by spinning the flywheel with a pull cord. Or, if you have jumper cables aboard like you probably do with your car, a kindly mariner can give you a jump-start.

If the battery is charged but the engine won't turn over, check the connections. Remove the wires, clean the posts and try again. Also, some manufacturers are using butterfly nuts as connectors to make it easy to service the batteries. It also makes it easy to shake loose under the stresses of a boat pounding into head seas. Another culprit is that the kill-switch lanyard has come loose and you just didn't notice. This isn't all that it could be but, enough times, it is.

Cooling/Oil

If the overheating alarm goes on, stop the boat, turn off the engine and get the cover off. Wait for the engine to cool down. If you can turn the key and the alarm hasn't started, the engine has cooled - and now the detective work begins. First, start the engine and see if the tell-tale water stream is still spritzing out. If not, or only partially, stop the engine. See if

you can get something sturdy (60-pound monofilament?) into the tell-tale and clear it out. Even better, often the tell-tale is integrated into the water plug that you remove to give the engine a water flushing. Take the plug out and then ream that monofilament into the tell-tale so you just don't push the blocking material back into the engine. If no water is still coming out of the tell-tale, tilt the engine up and check the intakes. They could easily be blocked with seaweed. If the intakes are clear and the tell-tale is also clear, it is one of two problems. One, the impeller is compromised and that isn't likely to get fixed at sea. The other is that the sensor itself is faulty. This happened to me once when I was delivering a 2-engine vessel. We were 10 miles out and the overheating warning came on re one of the engines. I had to respect the over-heating signal so I proceeded on one screw until we were within hailing distance of the dock. I fired up the second engine, which still registered as being over-heating after 30 minutes of cooling down (which made me think that it WAS the sensor) and laid her up against the dock. Repairs, which meant just replacing the sensor, were quickly affected.

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2009@aol.com or go direct to Lisa Etter, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."

Joan's View

story and photos by Joan Travan

CREATIVE MINISTRIES

stepping stone to Broadway

The C M Performing Arts Center's performance of High School Musical 2 was a Broadway experience close to home located on Montauk Highway in Oakdale. In past years fledging actors who started their careers and received their experience at Creative Ministries, would consider the experience a stepping stone to Broadway.

I'm sure this current production of High School Musical 2 will see several of it actors performing on Broadway in the near future.

Throughout the years Noel Ruiz, C M's founder, realized the importance of music, drama and dance as tools for expression in teaching and community building.

With his programs being very successful, people would ask him to bring his productions to their facilities and from this he developed a traveling performing troupe that grew and was highly successful.

Moving ahead with the support and encouragement of friends Creative Ministries was founded on February 15, 1987 as a not for profit.

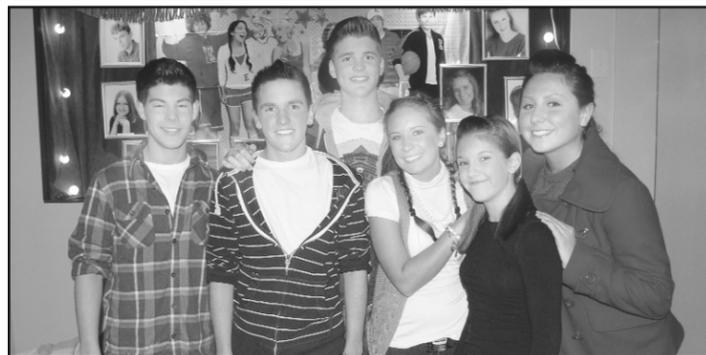
The dream evolved and grew. With performances sold out, they needed a larger space and in 1996 they started looking for a permanent home. They located a theater in Oakdale that had been empty for 9 years. Negotiating a deal with the owner and after help from a long list of supporters and friends who helped renovate the theater the Creative Ministries Performing Arts Center opened May 23, 1987 with Man of LaMancha; "The Impossible Dream" was realized.

High School Musical 2 ~ through March 1, 2009

For Information or group sales: 631.218.2810 www.CMPAC.com



Cast: Troy Bolton(Billy Lewis) - Gabriella Montez(Kristen Digilio) - Ryan Evans(Patrick Grossman) - Sharpay Evans(Lisa Ganz)



Students from Patchogue-Medford High School performing in High School Musical 2 at the CM Performing Arts Center from l-r Stephen Miolla, Taylor Herbst, Brian Anderson, M.E. Junge, JulieAnn Soeder, Brittany Snyder



After the performance the fans line up to get autographs from the main actors in the play