



# Winterizing – Now or Later, It Has To Be Done

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While it has been kind of cold and dreary for the past two weeks, I know as soon as I write a column on de-commissioning the boat for the winter season, that an Indian Summer will arrive to bathe us in the last warmth of the year. This will be but a reminder that many months of kindly weather are behind us and many months of dark, cold and dreary weather are ahead of us. So, here we go – Indian Summer or not! Even if you hand off your boat to your dock master and say, “see you in the spring”, there are some tips in here that you will want to be aware of. This column is about that.

## “On the Hard” or In The Water

Clearly, there are some basic steps to de-commissioning and one of them is to get the boat safely “onto the hard”, as the old-timers call dry-dock. Storing your winterized boat in the water can only be done in a very controlled environment with, generally, professional and near-constant attention. Even with signs of global-heating all around us, (I think “global warming” sounds too benign), the creeks and coves of “Out East” freeze up for much of the winter. Even Moriches Bay itself has frozen across over the years and I am talking about recent years. The only upside to storing your winterized boat in the water is that you don’t have to pay to haul the boat and return it to the water in the Spring. I still believe that that can be penny-wise and pound-foolish if this watery winter berth isn’t a very controlled environment... Recall that 80% of boat’s that do sink do so at the dock (see SSP, “The Dangerous Dock!”, 12/06/06). So, let’s focus this column on spending the winter “on the hard”...

## Making a List and Checking It Twice

If you are going to hand the boat over to the dock master and say, “see you in the spring”, do so with a written check list, especially if you intend to do some



of the work yourself. As you’ll see, the advice below is not 100% extensive. I’d need most of the newspaper to give you a check list that could be used by every boat. (BTW, if you want a copy of the Boat-US/Seaworthy article on winterization, email me below and I will email a copy to you.) So, work with your dock master in signing off on what will be done by the yard and, if you desire to be involved, by you. Some ideas/categories:

1. Change the oil and oil filters
2. Change the lubricant in engine transmission or the outboard lower unit
3. Apply fogging if called for by manufacturer
4. Fill the boat’s fuel tanks completely full
5. Add biocide and/or stabilizing agents to fuel
6. Change the fuel filters
7. Add antifreeze to the engine’s cooling system
8. Add distilled water to batteries, charge completely and disconnect
9. Charge batteries to capacity

Before thinking about covering the boat with shrink-wrap or canvas, inspect the hull. Any blisters in the gelcoat? If so, that has to be addressed sooner rather than later as that will lead to water infiltrating the hull, making the boat less sea-worthy. Stress

cracks, which often develop at the bow, need professional attention. Just putting a patch over it and sanding, a la the gelcoat blister, won’t fix that one. It’s structural. As to washing and waxing the hull, I opt for cleaning now and waxing in the spring.

Does the boat have a cabin of any kind? Get the “moisture-soaker-uppers”, i.e., desiccants, in there. Inexpensive and they inhibit the build-up of moisture that leads to mold. And don’t forget the hatches, closets and lazarettes.

Other than covering the boat, the “mechanical system” is the most obvious place to start. Your mechanical system may only be your gasoline-powered 90-HP Johnson outboard. If so, you are going to flush the engine with fresh water (attached a garden hose to the intake and let it flush – engine OFF!), “fog” the engine with lubricating oil (be sure the fuel system is disconnected from the engine when you start the process), clean/replace the spark plugs and fuel filter, lube the carburetor and anything else that moves – choke, cam, starter linkage etc. Don’t forget the lower unit (what the prop comes out of). Replace the lube oil. BTW, if you open the drain plug and water comes out first (oil floats), you need to replace the seal. Inspect the prop(s). Any dings? Get a professional to look at that. A bad “wheel” can shake your engine apart...

So that’s your outboard. Did I ask if you had a diesel engine or an I/O? Does the boat have a transmission? In-board water system (sink/shower)? Air-conditioner? Electronics going to stay aboard or come home with the owner? So, as you can see, the list is far more extensive than the short list above.

But have fun! She’s your boat!

BTW, if you are interested in being part of USCG Forces, email me at [JoinUSCGAux2010@aol.com](mailto:JoinUSCGAux2010@aol.com) or go direct to John Blevins, who is in charge of new members matters, at [FSO-PS@emcg.us](mailto:FSO-PS@emcg.us) and we will help you “get in this thing...”



## FISHING WITH TONY

### ROUGH SEAS SEES ACTION SWING TO NORTH SHORE

by TONY SALERNO

Action outside Moriches and Shinnecock Bays was Stella just before the big winds came to town last Thursday evening, which made passing the inlets sand bars quite challenging if not nearly impossible this past weekend. Before the seas had roughened up, the local reefs were chock full of tasty scup and sea bass, while the open waters were frequently visited by schools of giant bluefish and little tunny. I suspect that once the seas start settling down, action should resume right from where it left off.

On the bright side, striper fishing at both inlets have been unscathed by the wind and rough seas. In fact, boatmen employing the good ole fashion clam chumming techniques have been fairing well while at anchor along the inlet rips. However anglers drifting live bait, particularly spot and croakers have seen the consistent action with bass to 45-inches. The night bite has come alive as well as anglers drifting live eels during the ebb tides, are fairing just as well.

In the meantime along a more calm and tranquil Long Island Sound, porgies and some very impressive size sea bass take up residence in just about every nook and cranny of rock piles that line both the Connecticut and Long Island Shores. Closer here at home both Mount Sinai and Port Jeff harbors are full of mix size scup that are eagerly sucking down sandworms and clams. If you really want all out porgy mayhem, drop down a couple of logs of frozen clam chum and enjoy the action. Inside Port Jeff Harbor you will find the scup along Pequot and on the edge of the Mooring Field and off the dock before entering the cove. Old Field Point, Mount Misery Shoal and Cranes Neck are also loaded with pork chops along the rocky fringes and again, those employing worm and clam baits, get their limits.

If it is bluefish you seek, you’ll find plenty of them more than willing to oblige. While trolling the edges of Mount Misery Shoal or along the edges of Buoy 11 has been successful on choppers to 10-pounds, diamond jigging along the ragged edges and rocky lairs of the Middle Grounds has been just as productive. Many of the areas party and charter boats along with the clan of small boaters have been enjoying action on the choppers to 15-pounds while the current is moving at peak speed. Once the currents begin to slacken, everyone trades the jigs for rigs and begins bailing jumbo scup to 3-pounds on clam and squid baits. Its porgy time, come on out.



The boy with a porgy caught on a north shore open boat

## Moriches Rotary Club Hosts Oktoberfest

The Rotary Club of the Moriches is hosting its annual Oktoberfest on September 24-26 at Camp Pa-Qua-Tuck, located on Chet Swezey Road. The times for Oktoberfest are as follows:

- September 24, 4 to 10 p.m.
- September 25, noon to 10 p.m.
- September 26, noon to 6 p.m.



The Oktoberfest will include German food, beer gardens, a carnival, vendors, live German entertainment and more. Admission is \$5 to enter the beer garden (ages 21 and over). Children under the age of 21 are admitted free. Admission includes a ticket good for one complimentary beer or soft drink. All proceeds will benefit Camp Pa-Qua-Tuck. This is a rain-or-shine event.

Corporate sponsorships and vendor tables are still available. Call Peter Traina at (631) 404-6009 for sponsorship opportunities or to reserve a table.

Camp Pa-Qua-Tuck challenges children with disabilities to reach beyond their physical and developmental challenges and experience all that life has to offer. Throughout the program, campers participate in typical summer camp activities, such as arts and crafts, talent shows, cook-outs, swimming and boating.

For more information, call (631) 878-1070 or visit [www.camp-paquatuck.com](http://www.camp-paquatuck.com).

Camp Pa-Qua-Tuck was created by members of the Moriches Rotary Club in 1946. Located on the shores of Kaler's Pond on eastern Long Island, Camp Pa-Qua-Tuck is funded entirely by donations and is a special place where children with physical and developmental disabilities can experience first hand the pleasures that an active life has to offer. Children participate in a wide range of activities especially designed for youngsters who are in wheelchairs as well as those who are ambulatory. These activities include swimming, boating, arts and crafts, petting zoo, talent shows, cook-outs, games and a Carnival Day. The program also provides educational activities in areas such as nature, arts, fire safety and communication skills.