

Commodore's Cockpit

Jerry Homer, Commodore,
Maine HSA



By the time you read this, and if the weather cooperates, we may be enjoying our sailing season. Let's hope that summer will be extended into fall, in the same way that the past winter extended into spring.

If you haven't already made plans to participate in our 2007 flotilla/cruise and rendezvous dinner, please do so. Plan to visit the Maine HSA web site at www.mainehuntersailing.com and read all about it! Mark Millham designed the outline of this year's Casco Bay cruise before he found it necessary to resign his position as co-chairman of the Activities Committee. Peter and Jana Stoupas, Clayton Hintz, and Donna Schlachman, with help of two other members, all pitched in to pick up the slack. The result of their effort is an exciting week of sailing and eating around Casco Bay. Come sail with us!

Part of the Maine HSA mission is to promote safe and responsible recreational boating. After 6 months or so under the tarps, our boats require a thorough and systematic inspection and all of the major systems require a check out before we cast off for the summer. I encourage all of you to participate in the Coast Guard Auxiliary's Vessel Safety-Check program to verify that you remembered to put all of the required safety equipment back onboard and that it all works properly. We know from experience that, when things start to go wrong, they too often cascade in a domino-like series of system failures and lapses of good judgment.

And, even though most of us are not required to carry a copy of the Navigation Rules onboard, I strongly encourage all of us to do that. Let's set the good example by being properly equipped, keeping our boats "ship shape and in "Bristol" fashion, and knowing and following the "rules of the road".

Have you practiced recovering a person gone overboard? Another part of our mission is to "push the envelope" of our comfort and to expand our boating experience. Peter Stoupas has added an extra dimension to our summer sailing plans. There are a couple of overnight sails on the schedule this season. Not many of us have done that and probably none of us are totally comfortable sailing "in the dark". Part of the idea here is to learn together. I encourage you to "buddy up" so we can put together a few boat crews of sufficient size and experience to sail overnight safely. Sailing in the moonlight is an unforgettable experience!

Enjoy a fun and safe boating season!

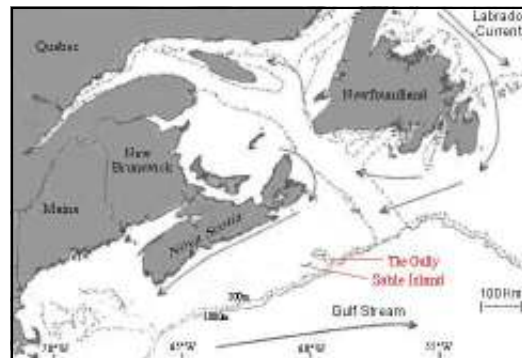
*Ed.: This copy of the Spring 2007 Issue of **Waterways** has some checklists that I have garnered from different sources. Please feel free to print the pages if you feel it is helpful, or contact me for additional copies.*

Sable Island

By Paul Akers

I was directed to a URL for Sable Island from an article that I read a few weeks ago. Sable Island is a sand bar located off the east coast of Nova Scotia. I first heard of Sable Island in Sebastian Junger's "*The Perfect Storm*" and then, subsequently, in Linda Greenlaw's sword fishing book entitled "*The Hungry Ocean*". The URL, for pictures, and details of the island life, of the island is: www.greenhorsesociety.com. A very interesting site to visit!

Sable Island remains fairly unvisited. The only people that generally visit there are The Canadian CG, Canadian weather observers, birdwatchers, the occasional lost boat or shipwreck, fishing boats looking for shelter or explorers making their way to/from Greenland or the North Pole. Year 'round, horses, birds and bats inhabit the island along with seals.



Sable Island is a sand bar - 42 km long and roughly 1.5 km wide - located 160km east of Nova Scotia. Above, a map of the location of Sable Island. From the Halifax International Airport, a flight to the island usually takes a little over one hour by fixed-wing or helicopter.

GOT A TIP?

Got a tip, one of those hints that you do to save time or effort? Send it to me at Newsletters@mainehuntersailing.com and it may be included in the next MHSA newsletter. All contributions are welcome. Let's get the word out!

Tip: The Yanmar engine needs to run for about five few minutes at a low (500rpm) rpm to distribute the lubricating oil throughout the block when warming it up. Also my Yanmar manual also states, that the engine should idle for about 5 minutes when returning to your dock/mooring. This is to let the engine come back to operating temp. A diesel's temp will continue to rise even after it has been throttled up, then down. Therefore, if you put your boat into reverse to slow/stop it when approaching your mooring/dock, then it may tend to rise in temp if you are jockeying the throttle. Give it a chance to return to a normal temp before you shut it down.

MAST MAINTENANCE

By Buzz Ballenger

Ballenger Spar Systems, Inc.

Submitted by Paul Akers



The single greatest cause of sailors becoming power boaters is the lack of maintenance given to their spars and rigging. Many sailors simply sail their boats until the rig falls down. This practice is great for our business but bad for both insurance companies and boat owners. A simple inspection and replacement program can save a summer's sailing, the crews' safety, and maybe the club championship.

The simplest and most important maintenance priority involves wash down, inspection and lubrication. Hosing down the spars after use, especially in salt water, rinses away salt and grime that degrades the surface of the spar and helps promote galvanic corrosion between dissimilar metals. The boom is especially prone to problems since many times it is wrapped in a wet mainsail and a sail cover to bake in the hot sun. Fresh, clean water will be a lot less harmful than salt or lake water would be.

While cleaning the spars, inspect the hardware; look for points of wear and other potential problems. High load areas such as the gooseneck and vang swivels or bails on the mast, and vang mainsheet and out-haul areas on the boom should receive special attention. Look for excessive corrosion, small cracks, deformation or other tell-tale signs of potential problems. At least every six months enjoy the view from the top of your mast and go aloft to inspect and lubricate the masthead sheaves. Inspect all of the hardware along the mast including the spreader bases, shroud tangs, spreader tips and chafe protection, and masthead sheaves. This is also a great time to replace the anchor light bulb that has been out for the last two seasons. Check for cracks at any of the forward sheave boxes, such as the pole lift or staysail sheave, and at the hound's box on fractional rigs. These are areas that show fatigue first. Check the hardware for small cracks, excessive corrosion, and deformation. Check for halyard wear on the forward edges of the spreaders.

Mast tangs are usually either external type with a compression tube and bolt fixing them to the mast, or one of a variety of newer types including "T tangs" for wire or stem ball tangs for rod and wire or screw together type rod tangs. All the types of tangs should be checked for corrosion, articulation, and proper mast wall bearing. Stress and corrosion can cause the tangs to crack or in some cases cause the attaching fasteners to become loose or ineffective. Corrosion can also cause the tangs to lose their ability to articulate as the mast moves which is a sure fatigue inducer in the shrouds. All tangs bear on the mast wall and the bearing point should be inspected to be sure that the tang is not "dragging" through the wall of the mast. Compression tubes and bolts should be inspected regularly, but this will require disassembly of the tangs and that is usually best done with the mast out of the boat.

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I have seen many compression tubes, bolts and tie rods nearly cut in half from improperly lead wire to rope halyards. I would plan to pull your mast for a thorough inspection every five years or less.

After battling the seagulls for room at the masthead, inspect the head stay and backstay toggles, chafe guards, and sheaves. The sheaves should be lubricated with a heavy lubricant. We recommend using heavy lubricants (**Lanocote**, or lithium grease or a combination of both) instead of light lubricants due to their ability to stand up under high loads and to prevent galling. Both **Lanocote** and lithium grease are available in aerosol cans with long plastic "noses" that can get to the center of the sheaves without disassembly. The exception is Harken sheaves which should be washed out with water and lightly lubricated. WD-40 is not a good lubricant for any use on spars; in fact it becomes glue like in salt water. I doubt that this dismissal will affect their stock price or their sales to unsuspecting sailors.

Lanocote has proven to be a miracle product for protecting from galvanic corrosion and galling. We use it on any parts that have to come apart again, such as spreader tips, spreader bolts, sheave pins and sheaves. It is made of lanolin and is pleasant to use and isn't messy like Never-Seize used to be. We call it "sheep dip" at our shop since lanolin is a component of sheep wool. In fact, for many years we had a Border Collie named "Mac" who used to sniff at an open tub of **Lanocote** with great excitement. He was so excited one day that he stepped in a tub and wore it for several laps around the shop before it fell off. 'Tef-Gel' is another widely used and very effective lubricant/corrosion prohibitor.

Standing Rigging

Another important area of inspection is the standing rigging. Failure of a piece of standing rigging is the leading cause of dismasting. A system of inspection and systematic replacement is the surest way to prevent the "powerboat syndrome."

Both rod and wire rigging have finite lives. They both fall prey to fatigue and corrosion over time. Wire rigging due to its construction and method of attaching fittings will probably fail from corrosion where as rod riggings' nemesis is primarily fatigue.

Corrosion in standing rigging is primarily "chloride type" corrosion where salt water in an oxygen-free environment will activate the stainless steel and cause it to eat itself. This happens inside swage fittings with little obvious evidence until the wire and fitting part. Sometimes small cracks will be apparent in the swage fitting from the corrosion expanding the parts, and sometimes not. Careful inspection can many times find problems, and if any wire strands are broken at the shank of the swage, the wire should be replaced immediately. Type 316 stainless steel is only marginally better protection from this "active" type corrosion than 302/304 stainless. Nitronic 50 rod, which is the alloy used for most rod rigging is quite

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Corrosion-resistant and most of the fittings are designed to drain, thus avoiding the problem. I do wish that Navtec would drill drain holes in their tip cups; they are always full with water when I inspect them.

Anaerobic corrosion also causes surface discoloration on the wire itself. Any type of coating on the wire surface (dirt, oil, and other surface contaminants) can keep oxygen from coming in contact with the surface of the stainless steel. If oxygen can not reach the surface of the stainless steel, the surface can not "passivate" itself and corrosion or staining can occur. I have seen this type of staining in all types (316 and 302/304 SS) and sources (US and imported) of stainless steel wire. The only way to avoid this staining is to keep the wire clean. I've often thought that calling a steel stainless on a sailboat was a marketing ploy.

Fatigue is many times less evident than corrosion but equally deadly to the vertical orientation of the rig. Wire is superior in indicating fatigue in that one or more stands will usually break before the entire bundle fails. Rod, on the other hand, consists of only one strand and is either continuous or broken. I have never found a piece of rod that is cracked and not broken. Fatigue usually occurs during use of the boat, but a loose stay or shroud flogging in the wind at the dock is also a prime candidate. Trailing a boat can also cause premature failure if the shrouds are not kept from bouncing around. The best prevention is to remove the wires from the mast before trailering. If that is not possible, they should be strapped tightly to the mast.

The areas that have been the most common sites for rod failure have been at the spreader tips (above or below the spreader bend on intermediate shrouds) and at the top fitting of the head stay. The head stay and intermediates are usually the first candidates for replacement, although replacing all of the rigging at once is usually the smartest plan. Although all boats are different, I would say that rod and wire rigging becomes suspect after about seven years of normal use.

Running Rigging

The current trend in halyards is away from rope to wire halyards and toward all rope halyards. The rope halyards are usually lighter, and more kind to hands and the mast. They are, however, much more prone to chafe than wire halyards. If wire halyards were ever used in your mast, you must be very careful to make sure that the sheaves, masthead crane and hounds are very smooth and free of sharp edges. Sometimes, chafe guards should be installed to protect the line, especially the main halyard. A few minutes with a file and sandpaper can save many dollars in new rope halyards. A sharp edge can ruin a new halyard in a matter of minutes.

Carefully check all of the halyards themselves.

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Wire halyards should be checked for breaks, "meat hooks," and integrity of the splice and nicropress. Rope halyards should be checked for chafe spots, cover bunching, and the integrity of the splice. All the shackles should be very carefully inspected, with a magnifying glass (for us old guys), to look for corrosion and cracking, especially in the hinge pin area. I do have one obvious suggestion, check the halyards before you go aloft on one to inspect the masthead. Also, never trust just the shackle on the bosun's chair. Always backup the shackle with a line laced through the spliced eye. Or better yet, tie a bowline in the halyard and tie to that. You don't get second chances at the masthead.

With a little common sense and a few hours a year, sailing can be made safer and more enjoyable. I hope that this article has helped make both of these goals more attainable.

Good Sailing,

Buzz Ballenger, Ballenger Spar Systems, Inc.

Maine Light House Tour

By Paul Akers

On Saturday, April 28, 2007 29 members, friends and guests gathered for the Spring Point Lighthouse tour and the Portland Harbor Museum visit. We later adjourned to the Saltwater Grille for lunch and more discussion about the Lighthouse area.



This was a great opportunity to see one of the few caisson-type lighthouses (looks like a spark plug) that you can walk to. It is located at the end of the breakwater at Spring Point in South Portland and can be seen from the Portland waterfront if it is not obscured by the oil tankers that frequently unload at the docks at Spring Point. Nearly all other caisson lights are fully surrounded by water, but this one had a breakwater constructed from the shore at Fort Preble to it in the 1950's. See <http://www.springpointlight.org/>. We were lucky to have in our group, two of the trustees of the lighthouse, Dale and Ross Ketchum, who guided us through this historic gem.

Also, the Portland Harbor Museum (located near the foot of the breakwater of the lighthouse) has artifacts and documents relevant to Casco Bay's ongoing maritime culture including an exhibit of a large section of the only surviving American clipper ship, Snow Squall. See <http://www.portlandharbormuseum.org/>. We all attended a guided tour by one of the other volunteer-members of the light house association. We gathered at 10:00 for the two-part tour. (We had to split into two groups in order to complete the tour expeditiously. One group toured the lighthouse while the second group visited the museum/gift store.

You can view many more details from either of the web sites listed above.

Generous Donation Protects Portion of Maine Coast

By Kitty Martin - Offshore Magazine

Submitted By Paul Akers

THE BASIN PRESERVE, NEARLY 2,000 ACRES...



...of undeveloped land in the Midcoast Maine town of Phippsburg that surrounds waters that have served mariners as a hurricane hole for centuries, is the most valuable

land donation made to The Nature Conservancy in its 56-year history, according to the group. The gift, made by an anonymous donor in October 2006, is estimated to be worth between \$10 million and \$14 million. Included in the 1,910-acre tract is more than four miles of shoreline along The Basin, a saltwater inlet on the New Meadows River. This area has a long history of use dating back to the early 17th century. Besides being a popular anchoring spot, as a shell fishing area The Basin produces an average of 52 bushels of clams per acre, nearly twice the state average. Establishment of the preserve will protect and provide recreational opportunities, drinking water, and community-based agriculture, and it will keep it a rural and scenic cruising destination for future generations. For more details, contact the Conservancy (www.nature.org).

Cabin Fever Event

By Jule Dupre

On February 17, 2007 The Maine HSA were guests at the second annual MHSA Cabin Fever Event.

In a really tight situation, does the prudent mariner stand-on, tack or jibe? Good question! After much discussion, heated debate, questionable motives, respectful tongue lashings and quiet yelling, there was mutual consent and agreement on the prudent course of action. In such a stressful situation, the prudent mariner should go to the Cabin Fever Party at the home of two of our members. It is guaranteed to bring calm and peace, joyful exchanges and a warm glow to the sailor's soul. One can never say enough about how good the food was...Let's just say we all must now go on a diet. The interesting stories shared were enjoyable, informative and memorable. It was much fun. And if you weren't there, then we had much fun talking about you...!

Of course there was a problem. The world is always full of problems and compromises. It's just a natural part of the sailing world. So what was the problem with the Cabin Fever Party? Why, leaving it, naturally! But no one was in a rush to leave. After all, E.E. Cummings once wrote: "No prudent mariner ever hurries..."

Cabin Fever Event

By Jerry Homer

Here is an outline of the brief "Rules of the Road" presentation Jerry Homer gave at the February 2007 Cabin Fever Event: The Navigation Rules were formalized in the Convention on International Regulations for Preventing Collisions at Sea, 1972, and became effective July 15, 1977.

The primary intent of the rules is to prevent collisions between vessels at sea. Vessels of any description 39.4 feet long and over must have onboard a current copy of the Navigation Rules. It is recommended that all vessels should carry a copy of the rules and every skipper should be generally familiar with the rules. The following "un-official" restatements of the rules and interpretations of the spirit of the rules are intended to be entertaining as well as informative.

Rule 1: All vessel operators are referred to the Official Navigation Rules.

Rule 2: Avoid a collision. Do whatever is necessary, including departing from the rules, to avoid a collision.

Rule of Good and Courteous Seamanship: If it is smaller than you are, don't hit it.

Rule of Gross Tonnage: If it displays lots of lights, it is bigger than you are. If it is bigger than you are, stay out of its way.

Rule 3: The rules apply equally to all vessels including every description of watercraft. No exceptions.

Rule 5: Every vessel shall at all times maintain a proper lookout by sight and hearing as well as all means available to make a full appraisal of the situation.

Rule 6: If your vessel is equipped with Radar, turn it on and look at it once in awhile.

Rule 7: Maintain a safe speed so that, if necessary, you can stop to avoid a collision.

Rule 8: Take evasive action early and in sufficient, substantial degree to clearly indicate your intention to avoid collision.

Rule 9: In a narrow channel, keep right and stay out of the way of a vessel which is restricted in its ability to maneuver. In a river, the inbound, ascending vessel shall keep clear of the outgoing, descending vessel.

Rule 12: When in sight of another sailing vessel under sail, the vessel on starboard tack (with the wind on the starboard side and the mainsail rigged to port) is the "Stand-on" vessel. A "Stand-on" vessel shall maintain course and speed. When two sailing vessels with the wind on the same side approach one another, the vessel to windward shall "Give way" to the leeward.

Rule 13: If you are passing another vessel of any type, stay out of its way.

Rule 14: Unless otherwise agreed (by sound signal or radio communication) when two vessels are meeting on a reciprocal or nearly reciprocal course so as to involve the risk of a head-on collision, each vessel shall alter course to starboard so as to pass port-to-port. Keep right!

Rule 15: When two vessels are crossing so as to involve risk of collision, the vessel which has the other vessel on the starboard side shall keep out of the way and, if necessary, shall slow down

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or alter course to starboard to pass safely astern of the other vessel and avoid crossing ahead.

Rule 19: After dark (one hour after sunset or one hour before sunrise) or in other conditions of restricted visibility, display the appropriate lights and sound signals to make other vessels aware of your presence and do whatever is necessary to avoid collision.

Demarcation Lines: A line (the COLREGS line), usually indicated on the chart (represented by a magenta-colored line), indicates the separation of water covered by the International Rules and the Inland rules. There are subtle differences between the Inland and the International Rules. In Maine International Rules apply to all inlets, bays and harbors east of Cape Small. Casco Bay falls under Inland Rules. Everywhere south of Cape Elizabeth to Portsmouth is "International".

The Hermit of Manana

Submitted by Jerry Homer



The harbor on Monhegan Island lies in a narrow slot of water between Monhegan and a smaller island, Manana Island, to the west. Today Manana stands uninhabited and treeless, not much more than a pile of rock. For a time the Coast Guard had a manned station there but that station has been abandoned. A couple built a house on Manana and lived there for a couple of years before moving on. But remote and isolated Manana Island was the home of Ray Eugene Phillips for forty some years, from 1930 to 1975. Ray's story is one of myth, legend and folklore. Much of it true. Some of it untrue. More exaggerated in the telling and re-telling. Ray Phillips was well known up and down the East Coast as "The Hermit of Manana". His story is told again in an award winning film produced by Elisabeth Harris. Check out <http://www.thehermitofmanana.com>.

Ray Phillips was born in 1892, attended the University of Maine, fought in World War I, held a job in New York City in the bustling 1920's, and then, seemingly on a whim, happily decided to leave it all behind for a life of solitude on tiny, isolated Manana Island. He spent the rest of his life there. He built a house, mostly from driftwood he collected. **Continued, Next Column**

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He raised sheep; had a goose and a small wooden rowboat he used to fish and get back and forth across the harbor to Monhegan. His story attracted the curiosity of others. Newspapers sought him out, photographers hounded him, a children's book was written about him, and rumors spread wildly. Why would an educated person abandon an apparently successful life for a lonely existence on a remote island well off the coast of Maine? His house today stands in ruins, a reminder of Ray's chosen lifestyle. Elisabeth Harris' documentary film presents testimony from several Monhegan Islanders who knew Ray and from a half sister who accepted him late in life.

The film presents the story of an outgoing, friendly individual who welcomed visitors and responded to letters from "fans" by turning their envelope inside out and returning a friendly letter. Hardly sounds like my idea of a "hermit". But his story certainly raises questions about what one values in life.

A DVD of the film can be ordered through the Skidompha Library in Damariscotta at a cost of \$15. Call (207) 563-5513.

Ed. Please contact me for more pictures of the Hermit of Manana Island.

Tip: Dents in furniture and flooring run a close second to white rings. Errant tableware can leave quite unsightly marks. Before you attempt to fill a dent with furniture putty, try getting the damage to disappear with the following magic trick.

Dents are only depressions in the surface; the fibers of the wood aren't broken, and if it's only crushed or pushed-in, it's a fairly simple repair using "steaming."

Put a drop of water in the dent, cover it with a soft, dry cloth and then apply a warm iron for a few seconds. If it's still there, do it a few more times. Give it a try: You'll be surprised how steaming can make dents disappear.

But be careful: You can scorch the polyurethane or varnished surface and make the whole thing worse. So touch only the smallest area possible.

Members Profiles?

By Paul Akers

You may have noticed that there is no Member's Profile in this issue of Waterways. Well, in order to expedite the Profile development in the club, Donna Schlachman and myself are working on a method for members to write your own profile and have it posted onto the Maine HSA web site. This will give the membership the discretion of showing their own information and profiles in the secure section (Member's Only) of the web site to whomever wishes view them. Watch for the profiles on the site in the future at www.mainehuntersailing.com.



Sailboat Commissioning List

From Sailnet.com

Submitted by Paul Akers

Hull - There are numerous areas to check regarding the hull on any boat, but here are the basics that you must cover:

- Make sure the bottom is clean and has a good coat of antifouling paint on it.
- Clean and wax the hull.
- Clean the bilge and pump strainers.
- Make hull numbering legible and legal with current stickers.
- Touch up paint on boot, sheer, name, and hailing port.
- Inspect and clean the chain plates (make sure they're leak-free).
- Check bobstay or boomkin fittings for rust or other problems including metal fatigue.

Deck - Once again, you could drive yourself crazy with all the areas that ought to be checked, but here are the essentials:

- Protect exterior wood work.
- Ensure that nonskid still has good non-slip properties.
- Clean and wax the deck where necessary.
- Check to see that hatches and ports are operational, leak-free, and have no substantial corrosion in their parts.
- Inspect stanchions, pulpits, and lifelines to ensure that they're in good condition.
- Make sure cleats and chocks are firmly affixed.
- Wax and polish all stainless or metal work.
- Check that deck blocks, tracks, and travelers roll and slide smoothly.
- Make sure that ventilators are operational and leak-free.
- Clean, repair, and treat all canvas work, even the stuff that's in storage.

Mechanical - Of course almost everything on board a boat is mechanical, but make sure that you particularly go over these items:

- Make sure you've got all tools and spares on board.
- Inspect rudder, shaft, and bearings to be sure they're smooth and tight.
- Ensure that wheel or tiller has positive feel and is in good condition.
- Check to see that steering cables or hydraulic hoses have no flaws.
- Make sure the steering quadrant is tight.
- Adjust steering packing gland if necessary.
- Make sure that refrigeration system(s) is operational.
- Test heating and air conditioning systems.

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Plumbing - This area of the boat includes not only your water and fuel tanks and your head, but also the propane system if you have one:

- Check for leaks in LPG and fuel systems.
- Inspect thru-hulls. Service any seacocks and make sure they're leak-free.
- Clear and Service scuppers and all valves.
- Clean out all strainers.
- Inspect hoses and hose clamps to make sure they're sound and tight.
- Drain and flush water tank, and then re-fill it.
- Make sure the toilet and holding tank are operational. Ensure they meet state requirements.
- Test all pumps and systems so that they're operational.
- Ensure that all faucets and fixtures are working and leak-free.

Time invested in troubleshooting before there's any trouble is time well spent.

Electrical - Essential as your electrical system is, you definitely want to make sure everything here is operational. Voltmeters can be difficult to use in the dark and in pitching seas—when electrical problems are most likely to manifest themselves.

- Charge batteries and make sure they're topped up with water.
- Check all electrical cables for damage and they have bright, tight connections.
- Make sure all circuits, lights, and appliances are operational.
- Ensure that all gauges and monitors are operational.
- Get the 120-volt power cord in good condition.
- Check battery charger, inverter, and 120-volt appliances.

Engine and Propulsion - There shouldn't be much to do here, but this is where the old adage about "for the want of a nail" really comes into play.

- Clean engine and see that it's free of rust.
- Check engine mounts.
- Make sure that lube oil is clean and topped-off.
- Top off transmission fluid.
- Make sure that coolant is clean and topped-off.
- Inspect pump impeller for wear and any leaks.
- Inspect and tighten all belts.
- Make sure all hose and electrical connections are tight.
- Be sure that all gauges and alarms are operational.
- Correct any misalignment of the engine.
- Adjust packing gland—and repack if necessary.
- Inspect cutless bearing.
- clean propeller and inspect for dings.
- Make sure that propeller nuts and cotter pins are tight and sound.
- Renew shaft zincs as necessary.

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Mooring and Anchoring Gear:

Here's an area that directly affects the security of your vessel, so don't skimp.

- Check anchor rollers for operation.
- Inspect and Test windlass.
- Check anchors for rust or other problems.
- Inspect and seize anchor shackles and swivels.
- Inspect anchor rodes and fasten the bitter ends to the boat.
- Inspect dock lines for chafe.
- Inspect chafe guards.
- Inspect fenders and lines.
- Check that the boat hook is on board.

Inspect rudder, shaft, and bearings to be sure they're smooth and tight.

Ensure that wheel or tiller has positive feel and is in good condition.

Check to see that steering cables or hydraulic hoses have no flaws.

Spars, Rigging, and Sails

This is broad area, and probably one that you'll revisit throughout the sailing season. Check paint on spar - clean and wax as necessary.

- Inspect sail tracks.
- Lubricate sheaves on all blocks and mast fittings.
- Inspect tangs, tang bolts, goosenecks, spreader bases, and ends.
- Check spreaders and spreader boots.
- Inspect mast lights, antennas, instruments, and electronics.
- Clean and Service all winches.
- Inspect bobstay and fittings.
- Check that roller furling operates smoothly.
- Inspect rig and check rig tune.
- Ensure that turnbuckles turn freely and have no bends.
- Inspect all clevis and cotter pins and re-tape for chafe protection.
- Make sure that all running rigging is clean with no worn spots.
- Inspect shackles to ensure that they open and close easily.
- See that running rigging is properly rove.
- Ensure that spinnaker pole ends and chocks operate smoothly.
- Inspect all sails to see that they're clean and without tears.
- Have a look at stitching, patchwork, and rings.
- Check that the battens are sound and properly in place.
- Look for chafe on the leech, foot, and lufflines.
- Make sure that sail covers and bags are clean and in good condition.

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Electronics and Navigation - Depending upon how extensive the electronics are on your boat, the maintenance here is pretty easy.

- Make sure that underwater electronic transducers are sound and operational.
- Check antennas and cables for damage.
- see that the main compass has no bubbles and reads easily.
- Replace all dry-cell batteries where necessary.
- Test all items to see that they get power.
- Ensure that you've got current charts, books, and navigation tools on board.

You needn't be a workaholic to successfully tackle your spring work list, but being organized will help you get back on the water and under sail sooner.

Interior - Again, there's not much to do here, but it's all important.

- Make sure you've got all applicable ownership papers on board.
- Get the cushions, covers, and carpets clean.
- Clean bulkheads and interior surfaces so that they're free of mildew.
- Make sure that the galley stove is operational.
- Check all doors, drawers, and cabinet hardware for operation.

Dinghy - Of course this area may not apply to all boat owners, but it doesn't hurt to be informed.

- Make sure the dinghy has its legal numbering and stickers.
- Make sure that the dinghy is clean and free of leaks.
- Make sure the dinghy repair kit is on board.
- Check the oars, oarlocks, drain plug, bailer.
- Put outboard, key tether, fuel tank, hose, and safety lock in place.
- Inspect davits and falls, or other dinghy storage equipment, for operation.
- Check that outboard storage bracket and lift are solid.
- Check that you've got outboard oil and spare parts.

Safety Gear - Last but never least, these are the things that could save your bacon when something goes wrong, so make sure you cover these areas carefully.

- Make sure that your PFD's are legal, clean, and easily accessible.
- Ensure that the fire extinguishers and flares are up to date.
- Make sure the bell and horn are operational and accessible.
- Check that the legal oil and garbage discharge plaques are in place.
- Make sure that the harnesses and tethers are in good working order.
- Make sure that the first-aid kit is current and complete.
- Inspect the MOB pole and equipment.
- Update batteries in the EPIRB, flashlight, and other signaling equipment.



DO YOU KNOW A HUNTER OWNER THAT WOULD LIKE TO JOIN OUR SAILING GROUP?

Do you know a person or family that would like to join our association? If you do, please refer them to us. The person could be either a Hunter owner or a non-boat owner. Have them visit our web site and look around. Let them read this newsletter. Registration and payment is simple and can be done entirely online. Have them take a look at our web site at www.mainehuntersailing.com for details.

TO ALL ASPIRING WRITERS/EDITORS: CONTRIBUTIONS ACCEPTED

Do any of you have a story to tell or want to share an interesting piece of information? Have you found an interesting article, announcement or fact? Please feel free to share them with our membership. **But please give credit to the author, too.** Please forward any contributions (the literary type) to me at Newsletters@mainehuntersailing.com or to any of the officers listed on this back page of the newsletter.

You will notice the variety of articles contributed in this edition of **WATERWAYS**. I'd like to thank all of the contributors for making this newsletter what it is and look forward to publishing the next one with the same type if interesting information.

LINKS OF INTEREST

- www.mainehuntersailing.com - Maine Hunter Sailing Assoc.
- www.navcen.uscg.gov/pubs/LightLists.htm - USCG Light List
- www.uscg.mil - United States Coast Guard
- www.huntermarine.com - Hunter Marine Corp.
- www.hunterowners.com - Unofficial Hunter Owner's web site.
- www.boatus.com - The Boat Owners Association of the US.

Readers: If you see any item that needs correction, please send an email to the Editor at Newsletter@mainehuntersailing.com. We strive to keep all names, facts and spellings accurate, yet, confidential. Thank You.

WATERWAYS is a publication of the [Maine Hunter Sailing Association](http://www.mainehuntersailing.com). The views expressed by the authors are not necessarily the views of The Maine Hunter Sailing Association.

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