



MHYC

"The Affordable Family Boat Club"

FORE & AFT

May/June 2008

COMMODORE'S COMMENTS

Hi Everyone, I hope you are enjoying the mild spring we are having so far. I am sorry that I didn't get this issue out to you in May, but things kept getting in my way and it was difficult to find the time to sit down and work on it. So here it is complete with some attached pictures of recent events for those who wish to download and view them.

On Saturday April 19 we had our annual Chili Dump on the new rear deck at Barnacle Bud's. The weather God smiled on us, and some of us got our first sunburn of the season. The food was great, the company super, and we all had a great time. We had invited numerous prospects to come to the event, but no one was able to make it. There was a lot of food to eat, and almost everyone took some chili back home with them.

On Saturday May 17 we had our Spring Commissioning party on the new rear deck at Barnacle Bud's. Once again, the Weather was great for our event. Could this be a sign to us that all our events this year will be blessed with good weather? I hope so. We had a great chicken BBQ thanks to Joe & Jeanne Kelley, and lots of other food from everyone else. There was the usual traditional events, including the mariner's prayer, the laying of the wreath, and, the firing of the cannon which is always enjoyed by everyone in the area. Right after we fired the cannon, the Milwaukee Police boat showed up for dinner and one of them helped us get rid of the last of the chicken. For those of you who were unable to attend this event, you missed a fun time had by all.

Our next get together will be for the LMYA rendezvous at Racine Reefpoint Marina on June 13, 14, 15. We will be gathering for a fish fry at the Fifth Street Yacht Club on Friday evening, and many of us will be there all day on Saturday the 14th. There will be the LMYA breakfast and meeting in the morning, and the dinner and dance in the evening. In between, we will be gathering to either use the pool, go shopping, or sit around and enjoy what looks to be another good weather day (we hope).

Remember that on July 16, we will be meeting for another BYOM cookout at Barnacle Bud's so mark your calendars.

Hints from Hel(M)oise;

Question of the day.

Okay everybody here is something to think about. We are now in the era of \$4.00 plus per gallon of fuel for our boats. We are also in the era of environmental concerns, so the gas dock attendants are now either reluctant, or prohibited from pumping gas into our boats. Instead, the gas nozzle gets passed off to us, which means we not only do the work, we assume total liability for spilled fuel.

So, the big question now is, what is the appropriate gratuity for the gas dock attendant? (15%, or even 10%), seems to be way overboard. However a couple of dollars also doesn't seem appropriate for the fellow that is contributing to your boating pleasure.

So, -- please pass your past or present experience, or thoughts on to Hel(M)oise. for combining into a possible recommendation in the next Fore & Aft.

Have you had your safety inspection this spring? Have you intended to get your inspection but procrastinated? Have you intended to ignore the whole thing and just hope for the best until a "Coasty", turns on the blue light? Well, Hel(M)oise can say from past experience that these free inspections really have no down side and very probably a significant upside. Hel(M)oise learned this a few years ago... but keep in mind, a free vessel exam will tell you if you are in compliance, but it will NOT stop you from getting pulled over for an on water inspection by a boat with a flashing blue light.

I (editorial we?) had always felt that, it was necessary to fully cover positive terminals of the battery bank but really unnecessary to cover the negative terminals. Why? Well a tool or other conductive material dropped on top of the battery bank could either short between a positive terminal and ground or might fall between a negative terminal and ground. The positive terminal to ground obviously results in sparks burned wire insulation, and possible explosions. But a negative terminal to ground should not really initiate any sparks or explosions. Federal boating regulations only require that the positive terminal has to be covered. But here in Wisconsin, the regulations require complete shielding of both positive and negative terminals and failure to do so can result in a nasty citation. So check your batteries.

Definitely best to find this out is during a free vessel safety check as we did
RECOMMENDATION --- please consider having one of these comprehensive, no cost, no down side inspections of your boat before setting off on any over the water journey.

FUN QUESTION OF THE DAY;

Can you tell what this is? What is it use for? And should you or should you not have it on your boat?



Well the answer is that Hel(M)oise was using the oil change pump to suck up the last wee amount of water from the bilge. (We all want clean bilges don't we ???) Well a point of diminishing returns arrived where more pumping produced less and less water in the container. The pump seem to be working, and there certainly was water in the corners of the bilge, but no matter how vigorously the pump was pumped, the container stayed dry.

This required some serious attention. What was revealed was that the suction tube had manage to find, and ingest a stray Philips head screw, which of course had to have exactly the correct diameter to lodge rigidly in the suction tube inlet.

Moral, No, you really don't want to have loose Philips head screw in the bilge of your boat.

I think most of us know what the RRR-bar is, but how many of us know the history? Why “RRR”???. When,?.... would some nice person volunteer to write up a history, and submit it to the Fore and Aft ????????



That all folks ----- Hel(M)oise