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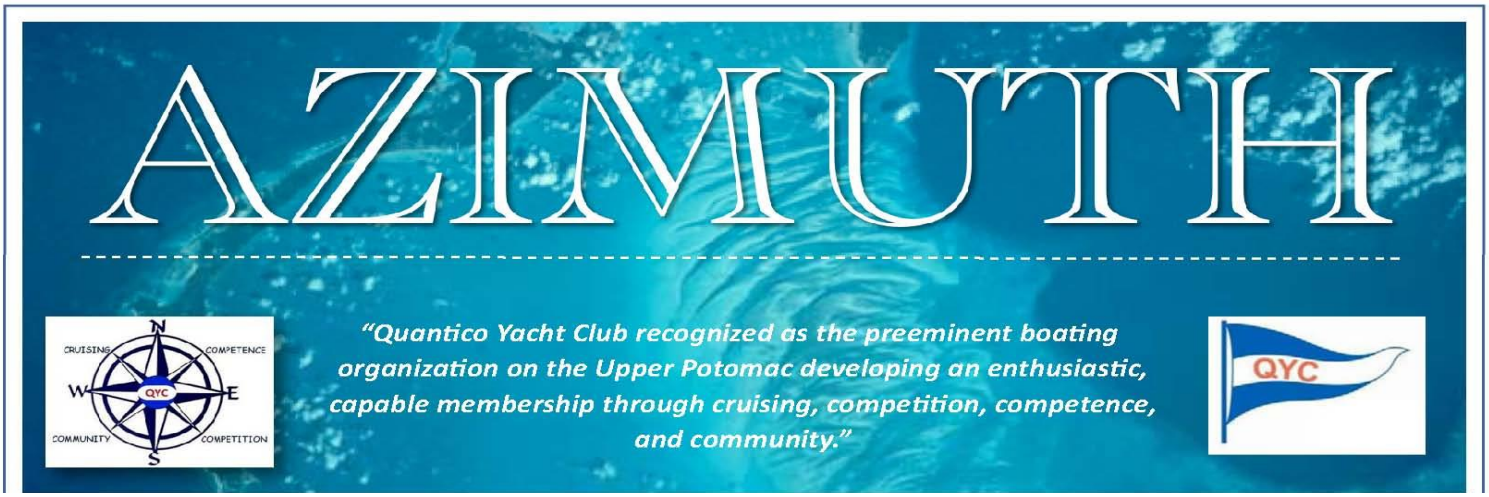

From the Commodore (Charlie Hazard, skipper - *Music Maker*)

This will be my last news article as Commodore of the Quantico Yacht Club and I wanted to thank you all for your help and encouragement over the last two years. I have thoroughly enjoyed working with my board and with the membership. To Art, Ian and Jim thanks for all the work you did to keep the club moving forward. I also have to thank Ray Boisvert the un-official "Fleet Captain" of the QYC, Ray Williams for his work as Racing Rear Commodore. Thanks also to Ken and Deb Beutel for their work on the 2nd annual long range cruise and Deb's great work on our LLS campaign. We have a great club because of the people who make up the membership and I look forward to seeing the club progress under Art's leadership.

Quantico Yacht Club 2015 Executive Board

Commodore	Charlie Hazard
Vice – Commodore	Art Corbett
Secretary	Ian Shortle
Treasurer	Jim Wallace

Last month an opportunity came up to help a fellow Marina patron get their boat out of the water. I got a call from Dean, looking for help to get a Seaward 26 pulled out of the water and stowed for winter. The Seaward 26 was one of the first boats I checked out at the Annapolis Boat show eight years ago when I was in the market for a boat. The Seward 26 was impressive to me for its retractable Keel and rudder, which allows you to take the boat into very shallow water. It is a great boat for exploring the Potomac River and the Chesapeake Bay. I called for volunteers and was able to get Ray Boisvert and David Jeffcoat to help. Since the Seaward is a trailer sailor we were going to have to figure out how to get the mast down in order to move the boat into winter storage. The nice thing about Youtube is they have instructions on how to lower the mast on a Seaward. After calling the manufacturer and getting the written instructions for raising the mast I figured three QYC sailors could figure it out. So early on a Friday afternoon David

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Jeffcoat and I went down to the Marina to find Ray Boisvert had already helped get the boat underway and was heading for Hospital Point. We drove over and met Ray Boisvert and Bob Nicol at the boat ramp. After getting the trailer backed down the ramp we were in an orderly fashion. There was also a bridle system used to keep the mast from swaying from side to side. Finally, there was a boom crutch that we rigged to the rudder that would support the mast when it was fully lowered. Once we all agreed that the set up looked like it would work we disconnected able to guide the boat onto the trailer and haul her out of the water. Once on level ground we all worked to get the mast set up for lowering. We first took the sails down and stowed them. Then we rigged a Jin boom just forward on the mast. The Jin boom had a pulley at the top that when rigged with the jib halyard and the mainsheet allowed us to lower the mast the forestay and started to lower the mast. The system worked quite well and in a few minutes we had the mast lowered and resting in the boom crutch. After that was accomplished we moved the mast forward and lashed it to the bow pulpit and the boom crutch. We then took the boat over to the boat storage area in front of the club, where it was winterized. It was a neat experience and really helped out a fellow patron at the marina. I want to thank Ray Boisvert and David Jeffcoat for their excellent help in getting this done.

Quantico Yacht Club
2016 Executive Board

Commodore	Art Corbett
Vice – Commodore	Ken Beutel
Secretary	Dom Bee
Treasurer	Jim Wallace

I was able to bring Music Maker back home on Veterans Day with the help of Ken Beutel and a friend, Mike Bell. The repair work done on Music Maker was outstanding. Pete and Kip, the maintenance technicians at Coles Point Marina, did a fantastic job on the repairs to Music Maker. This was especially true for the repair work done on the bow, I've had several folks mention to me how good the work looked. If you need work done on your boat I can highly recommend Pete and Kip, they did top notch work for me.

The license agreement with NAVFAC has been signed and will allow us to use the land for our trailer. This has been a difficult process to get through but now we have some stability with the club location. I hope to see you at this year's Christmas party which will be catered by Mission BBQ and looks to be a great time. Once again thank you for letting me lead the club these past two years, I have enjoyed it and look forward to seeing the QYC continue to do great things. See you around the docks!

Charlie

"Seaward 26 Stowed for the winter"

From left to right, David Jeffcoat, Charlie Hazard, Amy Nicol, Ray Boisvert, and Bob Nicol

December Thoughts (Dom Bee, S/V Careless Whisper)

First I would like to thank all those who voted for me to be your Secretary this coming year. I am both honored and humbled to be able to serve the wonderful members of the Quantico Yacht Club (QYC). Due mostly to time constraints, I do not belong to that many organizations and I have to be very selective in joining them but the QYC is one group that I really wanted to join. I have been impressed by the wonderful camaraderie that exists amongst the members, the desire to do good in the community and of course, a dedication to excel in all things nautical. At this stage of my life, these are all things that I value and want to participate in. I look forward to serving you as your new Secretary. If you have any ideas on how I can best carry out my duties, feedback is a gift!

As I said during my nomination speech, I love to write so I am going to take advantage of the monthly newsletter to provide something that I think may be of value to club members. This will be an eclectic blend of topics with some kind of connection to what the QYC is all about. Since winter is almost upon us, I thought I would reprint an article by Don Casey that was published in BoatUS' *Seaworthy* magazine called "Winterizing Your Engine". Link here: http://www.boatus.com/boattech/casey/winterizing-your-engine.asp

When the temperature falls below freezing, if there is water inside your engine or gear case, the result can be a cracked block or housing and a repair bill that runs into the thousands. It is easy enough to prevent this unhappy circumstance by putting your boat's engine to bed properly at the end of the boating season.

Rust never sleeps

Allowing corrosion to flourish during the off-season is less dramatic but equally destructive. Corrosion can establish a foothold on idle components, so liberal use of corrosion inhibitors — both internal and external — is a second guiding principle for winterizing.

Prepare a checklist

As with laying-up your boat for the season, it is essential not to miss a step. If your owner's manual includes winterizing instructions, that is the procedure you should follow. In the absence of manufacturer's instructions, here are two generic checklists for engine winterizing, one for outboards and one for inboards. Some steps on these lists may not apply to your particular engine.

The only items you will need, other than your engine's normal lubricants are:

- An aerosol can of fogging oil,
- A fuel stabilizer (gasoline engines) or a fuel biocide (diesel engines),
- For inboards, a gallon or two of non-toxic propylene glycol antifreeze.

Inboards

Change coolant — fresh-water cooled engines only

Coolant loses its anticorrosion properties over time. Replacing it every year with a fresh 50-50 mix protects the inside of your engine.

Change oil in engine and transmission

First take the boat out for a ride to get the oil hot and contaminants in suspension. (This also distributes the fresh coolant throughout the engine.) Replace the oil filter.

Top-off fuel tanks and add biocide — diesel engines only

Keeping the tank full inhibits condensation, a serious problem for diesel engines. Treat the fresh fuel with a biocide to retard bacteria growth. A stabilizer is unnecessary unless you expect to run the engine during the winter since the paraffin that precipitates out will be reabsorbed by the fuel when warm weather returns.

Run engine out of fuel — gasoline engines only

Shut off the fuel supply and let the engine run until it stops.

Fog the intake — gasoline engines only

While the engine is running, remove the flame arrestor and spray fogging oil into the air intake. Give it an extra heavy shot just as the engine starves and dies.

Drain fuel tank and supply lines — gasoline engines only

If emptying the tank completely is not practical for your boat, then top it off to 95% full. Gasoline with ethanol is subject to phase separation if water gets into the fuel, which it will surely do with a half-empty tank over the winter. Filling the tank limits the air space inside the tank and reduces the potential for internal condensation. Dose the gasoline with an appropriate amount of stabilizer.

Flush raw-water circuit

If you have a fresh-water flush connector, use it. Otherwise, close the intake seacock and disconnect the hose on the outlet side of the raw-water pump. Disconnect the cooling-water discharge hose from the exhaust manifold or riser. Run fresh water into the discharge hose to back-flush raw-water passages and rinse out salt deposits. You can extend the disconnected pump hose outside the boat or let the bilge pump handle the flush discharge.

Protect raw-water passages — raw-water cooled diesel engines only

The raw water circuit must be drained to prevent freezing, but air exposure promotes corrosion. Reconnect the water-pump outlet hose. Insert a funnel into the disconnected discharge hose and pour a 50-50 mix of propylene glycol antifreeze into the funnel until the hose will not accept more. Allow the mixture to remain inside the block for several minutes, then open all raw-water drain plugs and drain the engine. This treatment leaves behind a layer of corrosion protection on the water jacket, and it freeze-protects any water that might be harbored in low spots inside the engine.

This treatment is also applicable to protecting the heat exchanger on a fresh-water cooled engine.

Remove raw-water impeller

Antifreeze swells some rubbers, so rinse the extracted impeller as a precaution. Some grease the impeller and reinstall it. My preference is to leave it out until spring so the vanes don't take a set.

Fog cylinders — gasoline engines only

Remove the spark plugs and spray fogging oil into the holes. "Bump" the starter to spread the oil on the cylinder walls. Re-gap or replace plugs, as required, and reinstall.

Fog intake — diesel engines only

Spray fogging oil into the intake manifold and turn the engine over slowly by hand to draw the oil into the cylinders and spread it. Do not use the starter, even with the stop control pulled out; the engine can start on the fogging oil.

Drain muffler canister

The less moisture the engine is exposed to, the less corrosion will occur.

Degrease, de-rust, touch-up

Maintain all painted surfaces to keep corrosion at bay.

Grease control cables

Extract control cables from their housings and coat them with grease. If you cannot remove them, tape an oil-filled bag tightly around the high end of the housing; the oil will work its way down the cable. Lubricate linkages and pivots.

Coat unpainted parts with an anticorrosion spray

As with laying-up your boat for the season, it is essential not to miss a step. If your owner's manual includes winterizing instructions that is the procedure you should follow. In the absence of manufacturer's instructions, here are two generic checklists for engine winterizing, one for outboards and one for inboards. Some steps on these lists may not apply to your particular engine.

Seal all engine and tank openings

Keep moist air from getting inside your engine and tanks. Seal air inlets, crankcase and transmission breathers, exhaust outlets, and tank vents. Fabricate caps from plastic containers and tape them in place with plastic tape to create an airtight seal. Try to do this on a dry day so you do not seal in moist air. List all openings sealed this way so you will remember to open them in the spring. As a rule, you should not completely seal a fuel tank vent, so if you cap it to retard moisture transfer, puncture the cap to avoid pressure build-up in the tank.

Tighten stuffing box

If the boat will be stored in the water, tighten the stuffing box to eliminate all dripping. Tag it to remind you to readjust it in the spring.

May your boat winter over without any mishap is my Christmas wish to you all. This article can help!

Dom Bee
S/V Careless Whisper

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Note from the Editor

I look forward to hearing any feedback or suggestions from our readers, and we are always looking for articles or pictures to include in our next edition.

This newsletter is published monthly, approximately mid-month. Please have your inputs to me by end of the first week of each month.

You may contact me at rogans@verizon.net anytime! Cheers, Bernie Rogan (s/v Journey)

AZIMUTH FACEBOOK GROUP

We communicate our activities in a number of ways to reach the widest possible audience. If you are a FACEBOOK user, please join us at the FACEBOOK group *AZIMUTH*. To join, click on http://www.facebook.com/groups/quanticoazimuth/ If you have a FACEBOOK account, send a "friend request" to the *AZIMUTH* group. The *AZIMUTH* is a "closed" FACEBOOK group for our club and each request will be evaluated and accepted by a group administrator. The group is not restricted to QYC members but we do want to keep the membership limited to boaters related to QYC

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QYC

Quantico Yacht Club
PO Box 21
Quantico, VA 22134
www.QuanticoYC.org

MEMBERSHIP APPLICATION FORM

Name: _____ Date: _____

Spouse and Children Names: _____

Mailing Address: _____ Home Phone (____) _____

_____ Work Phone (____) _____

_____ Cell Phone (____) _____

E-Mail Address: _____

Emergency Contact:

Name _____ Phone (____) _____

Include you in our closed FACEBOOK group *AZIMUTH*? Yes No

Please check one:

☐ Active Duty: Service Branch _____ Grade/Rate: _____

☐ Retired Military: Service Branch _____ Grade/Rate: _____

☐ US Government Civilian: Dept or Agency _____ Grade _____

☐ Other: _____

Boat Information:

Name: _____ Hailing Port _____

Power or Sail? _____ Electrical Requirements: 30 AMP 50 AMP

Length (LOA) _____ Draft _____ Width _____

Berthed at Quantico Marina: Yes No (if yes, slip number: _____)

VHF DSC Maritime Mobile Service Identify (MMSI) number: _____

Membership Level (see requirements and privileges stated in QYC By-laws posted on-line). Make checks payable to QYC Inc.

☐ Full: Annual (Fiscal year 1 Oct-30 Sep) membership is $150. New members joining after 1 Jan prorate as follows: Jan-$135; Feb-$120; Mar-$10; Apr-$90; May-$75; Jun-$60; Jul-$45; Aug-$30; Sep-$15. Active duty E-5 and below are discounted 50%.

☐ Associate: $25 per year (Fee waived for active duty personnel)

MCBO 7010.01A requires all members of private organizations participating in activities aboard MCB Quantico to sign a liability waiver for themselves and their dependents. By signing this form, I acknowledge and agree to all terms and conditions set forth in the QYC Waiver of Liability Document (available separately and posted in the QYC).

Signature: _____

QYC USE:

Received By: _____

Added to Rolls: _____