



SOUTH SHORE NEWS



Volume 13 Issue 8

JUNE ,2011..

The General Membership meeting was called to order by Commodore Dave Hubbe. Minute of pervious Board and General Membership meeting were read and put on file.

New Members: No new members

Treasure Report: Read and put on file

Correspondence: None

Committee Reports:

Docks: **DOCKS ARE GOING IN THURSDAY JUNE 30 @ 3:00**
according to the Commodore

Building: Basement needs to be cleaned and re-organized . The building around the outside cooler needs to be finished.

Social: **JULY 3 IS FIREWORKS AND A BAND "SAY UNCLE"**

Yard: We need to mentor parking in the lower lot. This is for Member Only

Equipment: Radial-arm saw is broke. If you borrow any tools from the club, you need to sign it out in the book and return it as soon as you are done with it. If it continues where people borrow stuff and not return it or keep it for long periods of time the Commodore will review the tool don't loaning policy.

Kitchen: The comment was made that need to follow the times they have set up.

Bar: Bar report was read and put on file. Everything is going good. KEEP DRINKING

Gas Dock: Is up and running. The credit card machine will be installed shortly.

Security: Big Brother is always watching you

Harbor Master: No report

Old Business: No old Business

New Business: Sell raffle tickets

FOR THE GOOD OF THE CLUB: If anyone would like their boat inspected by the Coast Guard Aux. give Jim Plunket a call and set up time and date.

UP-COMING DATES TO REMINDER:

JULY 16 BEACH PARTY

AUG. 6 BIKINE CONTEST WITH A BAND

AUG. 7 EMERGENCY BREAKFAST WIT BLOODY MARY'S

Newsletter Note:

If you have anything for the newsletter you can give it to me at one of the meetings, mail it to me Jim Plunket 5524 Elinor Downers Gove, Il. 60515, or e-mail me at Plunk63@Hotmail.com

2011

MISS RIVERBOTTOM'S

Club member Kelly Aubrey represented South Shore at this years Miss River bottom. He looked fabulous and did a great job. Good times had by all despite the rain.



A STAR IS BORN



IT AMY

It isn't easy being pretty



Right hand or left hand

2011

MISS RIVERBOTTOM'S



FIRST TIME ON



HIS COACH



**HIS/HERS MANY
FANS**



**WHEN YOUR HOT
YOUR HOT**

2011

MISS RIVERBOTTOM'S



The crowd went wild

FIRST PLACE : HENRY HARBOR BOAT CLUB

SECOND PLACE : SPRING VALLEY BOAT CLUB

THIRD PLACE: WIDE WATER BOAT CLUB

SAFETY SIDE

FUEL AND FUELING

- Several things to remember if gasoline is spilled into the bilge: (1) Do NOT operate the bilge exhaust blower. It can't remove liquid and could make matters worse by creating a more explosive gas/air mixture. (2) Evacuate anyone near the boat. (3) Be sure the vapor-proof master battery switch is OFF so that no electrical equipment can start automatically. (4) Notify the marina management. If a professional manager is not available to take control of the situation, notify the Fire Department. (5) Open all doors and hatches to encourage evaporation. (6) The automatic bilge pump bypasses the battery switch. The pump should be disabled *IF IT CAN BE DONE SAFELY*. You can disable the pump by placing a weight on the float switch, or by raising the pump above the fluid level. And remember, if fuel is pumped or lost overboard, it must be reported to the National Pollution Response Center, 1-800-424-8802. Failure to report a spill will subject the owners to penalties. (7) Arrange for a mechanic or salvage contractor to remove the fuel.
- When filling gasoline cans at a service station, always remove the gas can from the vehicle and make certain that the can is grounded before filling. Several fires have occurred at service stations as a result of customers filling metal portable gasoline containers (gas cans) placed on plastic surfaces, such as the bed of a pickup truck with a plastic bed liner. The insulating effect of the plastic surface prevents the static charge generated by the gasoline flowing into the gas can from grounding. As static charge builds it can create a static spark between the gas can and the fuel nozzle. When the spark occurs in the flammable range in the gasoline vapor space near the open mouth of the gas can, fire occurs.
- Boaters use ethanol instead of kerosene in their galleys because an alcohol fire can be extinguished by adding water. But don't rely on it. A glassful of water suddenly splashed onto an alcohol fire can momentarily spread it, sometimes onto YOU. Keep a water dampened rag near an alcohol stove when cooking, or a box of sodium bicarbonate. And if the fire gets TOO rambunctious, don't hesitate to grab your fire extinguisher and clean the mess up later.
- When planning a trip or day on the water, use the "1/3" rule for fuel consumption. Plan your trip so that you calculate fuel usage of 1/3 out, and 1/3 back. This will leave you 1/3 of a tank in reserve for those times when wind, waves, or drift make your running time longer than expected.
- Inspect fuel tanks annually. Pay particular attention to bottom surfaces which may have been in contact with bilge water.
- When refueling **portable** fuel tanks, take them out of the boat and fuel them on the gas dock. And, wipe off any spills or oil before reinstalling in the boat. Before refueling **built-in** fuel tanks, close all doors, windows, and hatches. Following the refueling operation, open up the boat and ventilate all spaces, especially the bilges and engine compartment. Check for fumes and inspect for water, oil, and fuel leaks. If your boat has a blower, run the blower for a few minutes before starting the engine.
- Recreational boaters are generally discouraged from carrying spare fuel aboard their vessel. Although there appears to be no prohibition in the Federal boating regulations for carrying spare fuel, there are risks involved which justify avoiding the practice. If you do choose to carry spare fuel, be sure that you transport the fuel in a container approved for that use, and in serviceable condition. The containers must be non-breakable and free of corrosion, have a vapor-tight leak-proof cap, and if vented they must be closeable vents. The container(s) must be secured in the boat in an area which is properly ventilated. Remember, filling a portable fuel tank from a spare fuel container presents an addition spill risk. The transfer should be done outside the boat and in a location where any spills will not contaminate the surrounding water or your bilge. Mishandling fuel and resulting spills can result in a citation and substantial fines, so it's wise to avoid any unnecessary fueling hazards.

SAFETY SIDE

- **E-10 ETHANOL FUEL AND WINTER BOAT LAYUP** (October 2006)
- This spring and with little prior notice, recreational boaters in most parts of the country were introduced to gasoline containing higher concentrations of ethanol, a corn-based additive that replaced a known carcinogen, MTBE. The new fuel, dubbed "E-10" for its 10% ethanol content, unfortunately has the ability to attract greater amounts of water and "phase separate," or form two separate solutions in the gas tank, usually over a long period of time. Once this happens, the engine won't run and internal damage could occur.
- Many boaters are asking how they should store their boat over the winter to prevent fuel problems next year. The BoatU.S. damage prevention newsletter, Seaworthy, tackles the problem in its October issue and has these recommendations:
- Once phase separation occurs in E-10 gasoline, additives and water separators can't help. The only remedy is to have the gas and ethanol/water professionally removed from the tank.
- With any fuel that sits in a tank for a long time, it's important to add a stabilizer. But understand that stabilizers do not prevent phase separation.
- E-10 has been a fact of life in certain areas of the Midwest for over a decade and there have been relatively few problems. The best practical recommendation learned from marina operators in the region is to top off a boat's fuel tanks to about 95% full, leaving room for expansion. A tank that is almost full limits the flow of air into and out of the vent, which reduces the chance of condensation adding water to the fuel. Draining fuel tanks of E-10 gas, while completely eliminating any chances of phase separation, is potentially dangerous and an impractical solution.
- Whether you believe your boat's fuel tanks are half full or half empty, leaving a tank partially filled is a bad move. A Midwest marina owner confirmed that phase separation problems typically occurred when boats were stored over the winter with tanks only one quarter to one-half full. In the summer, infrequently used boats with partially filled tanks are also prone to phase separation.

Never try to plug up a fuel tank vent to prevent moist air from entering a tank. Without room
