

Port of Brownsville
Newsletter October 2018

Here is a list of construction projects we have coming up for this Fall:

- A. Pressure washing. Lots of it.
- B. Piling repair
- C. A-dock repair
- D. General Maintenance



1. BAD XIII is in the books. The weather did not help us out but it did not hinder the spirits of some. Although a smaller turnout than usual it was still a great success. Kids had fun, cars showed up for the car show, treasures were found and the art show was a huge success over 400 pieces of art this year. Thank you to all of you that helped and donated to BAD.
2. Yay. The boat ramp is open again. There is some minor work still to be done to the ramp, but it should only affect one side at a time if we even have to close it down. Tell you friends to come down and try it out. I would like to thank everyone for their patience during the construction of the new ramp. **So Thank You.**
3. I am going to repeat something that Jerry has put in the newsletter on and off over the years mainly because it is just good advice.
If you were to ask me about Ed's Piano, I would tell you it is a boat that is used all the time. It is well maintained and from a safety point of view one of the safest boats in the marina. However, after a similar boat burned to the water line Ed decided that the things he had done in the past were not good enough and he wanted to make his boat even safer. He called it; "A WAKE UP CALL"; and this is what he has done:
 - a. Moved the 600 watt inverter to a more accessible location and installed a 40 amp breaker switch. Took it apart and blew out all the dust.
 - b. Replaced all of the duplex outlets (110 VAC) with heavy duty units.
 - c. Installed a 500 amp engine starter disconnect switch.
 - d. Relocated the 40 amp dual battery charger to a location which is in sight. Took it apart and blew out all the dust.
 - e. Checked all the AC and DC switch panel breakers and tightened all nuts and screws including the shore power connector.
 - f. Wrote up an electrical equipment turn off procedure for when he leaves the boat.

And I Keep putting the following in the Newsletter because it's worth repeating.

As long as we're talking about boat safety ----- check the ELECTICAL FITTINGS make sure the connections are tight and wires are not corroded or broken. This problem is very much in evidence on boats that fry their shore power cables. Almost every time we trouble shoot this type of problem it is discovered that the connector for the shore power on the boat had loose wires. This creates a short that fries the shore power cable. Unfortunately, loose wires might also damage the inverter to the point that it needs to be replaced or do damage to those very expensive electronic toys we all seem to have now days or to a myriad of other necessary things (navigation lights, bilge pumps etc.). Take my word for it; it's cheaper to check out all the wire connections.

One more thing to go along with this, while you're checking all the electrical connections, check all the hose clamps on the boat. They have a tendency over time to loosen up. Also, the theory of expansion comes into play. You know the one that goes something like this; all material (except water) expands when it's hot and shrinks when it's cold. The problem is, not all materials expand and shrink at the same rate. So a hose clamp (metal) will not shrink as fast as a plastic or neoprene hose. This might create a situation where the hose pulls off. Now if that hose happens to be connected to a thru hull, your boat could fill with water faster than your bilge pump can pump it out (you do have a bilge pump don't you? and the electrical connections are tight aren't they?). Also it doesn't hurt to have TWO hose clamps on every hose.

4. Commissioners' Meeting: The regularly scheduled meeting **has NOT been changed** and is **October 10** and will be held at **6:00 P.M. at the Brownsville Yacht Club**. **New Business:** None. **Old Business:** Boat compliance list, Resolution 18-07 Tariff, 18-09 Budget