



**FOSSHARBOR**  
M A R I N A



# Tides & Times

October 1, 2014

## A VIEW FROM THE PILOTHOUSE

### Construction Update



Fall is the time of the year when things are supposed to quiet down as we hunker down for the winter ahead, but not so much for us here this year at Foss Harbor! Finally, ready or not, we are getting a new Esplanade (thank you, city!) and new B & C docks. By the time this hits newsstands, we will be under way - in one form or another - with construction. Please respect all barricades and signage, which are in place for your safety. Also look for notifications posted on dock gates, as well as frequent email communication and Facebook updates. This month, you can expect lots of activity around gate #2 as new utility lines are dropped, fuel lines are re-routed and the new utility gangway is installed. Once all of this work is complete, gate #2 will be shut down and all access will be from gate #4. The city will be bringing in restroom and shower trailers that will be put in the middle fenced lot sometime within the next few weeks. At this time, the construction company feels they can leave access open to the laundry room, although we will keep you posted of any changes. We will install some additional lighting for security as we will have to transit from the store to the south end of the marina on the west side of the main building. The east side driveway will be shut down throughout most of the project. Parking will sometimes be a challenge, as all parking will be south of gate #4. Since this will be the first gate from which to access docks B-G, we suspect everyone will want to park down at that end. We also have the B & C dock renovation starting shortly, which will require all boats to be moved to their new homes by mid-October. This will in turn relieve some of the pressure off the north end of the marina parking areas. Most boats have received their new assignments, but if you have not yet done so, please call the office ASAP as we are rapidly running out of slip options! One last thing, with all this construction and a lot of faces running around that may seem unfamiliar, if you see anything that strikes you as odd, please let the marina office know right away so we can look into it promptly. Have patience and know we will do what it takes to make this transition go as smoothly as possible!

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Lori Natucci  
General Manager



# First Mate's Watch

As the calendar turns to October, we've been fortunate to still have a few days of wonderful, Indian Summer-like weather. As much as we enjoy such days, we'd be foolish to use them to convince ourselves that winter is anywhere other than right around the proverbial corner. With Labor Day in the rearview mirror, the kids getting re-acclimated to school and some college football teams sitting exactly at the mid-way point of their regular season schedules (!), it's just now coming into focus how quickly 2014 has flown by.

On a recent walk through the marina, I noticed a myriad of activity, as boaters of all ages were scurrying about, battening down the hatches and preparing their respective vessels for the cooler, wetter months ahead. Some folks were winterizing engines and freshwater systems, others were giving the ol' girl one final wash down, while others hauled the summer's crabbing and fishing gear off the boat for its annual fall pilgrimage to the storage shed. Of course, when this "not quite spring" cleaning occurs, some of the aforementioned gear inevitably finds its way to the walkway or finger pier. Whether it's due to the inherent lack of storage space onboard (seemingly every boat ever built), or absent-minded skippers simply *forgetting* that six-foot tall pile of line, pots and tarps sitting in front of their boat, we've all been there and are equally empathetic. That being said, you *are* sharing your dock space with about 400 of your closest friends, so a little courtesy - and cleanliness, for gosh sakes - goes a long way! After all, when you have a gorgeous view of the Tacoma skyline and Mount Rainier, who wants to look at this:



Another common sight on many boats during the fall and winter is the ubiquitous bright blue tarp, invariably stretched across the foredeck, cockpit, and - for our sailor friends - tangled around all stays, rigging and lifelines. While having a tarp draped over your boat might *appear* to be helping and keeping moisture out of the cabin, they truthfully harm more than they help. When we get those stiff northerly winds (which, in winter, happens frequently), cheap tarps do little more than flap haphazardly in the wind. Even worse, they tend to become inextricably wound into any rigging, line or antennae within their reach. Once this occurs, they're then shredded like cheap iceberg lettuce at a truck stop salad bar, which kind of defeats the whole purpose they were intended to serve in the first place, doesn't it? Heck, don't take my word for it, just go take a walk around the marina after any day with a stiff breeze and count how many of these you see:

I'm sure we all love our dock neighbors, but who wants a peaceful stroll down the dock to turn into an Olympic-level obstacle course while dodging stray crab pots and ducking to avoid rogue tarps?

Stay safe and be courteous neighbors!

Ian Wilkinson

Marina Manager



We're nearing that time of the year when, along with shorter days, cooler and damper conditions appear both outside and in our boats. We all know the struggles to keep a boat both warm and dry during the long winter months here in the NW and I thought it a good time to start thinking of the options for raising the temperature while lowering the condensation inside the boat.

For most of us the easiest solution for warmth is the electric space heater. They're simple to operate and - as long as they are not asked to heat too large of a space - they are relatively effective. The down side is that electric heat alone will do nothing to dry the surrounding air. In fact, the difference of temperature between the hull (which is going to be more in line with the temperature of the air/water outside), and the warmed air from the heater, condensation is actually encouraged on any surface that is much cooler than the air itself. What we have then is the need to combat two elements.



As for the heaters themselves, personally I've found the oil field heaters (they look like an old steam radiator heater) to be far more effective at warming the space in my boat than the coil/fan style. Though they do cost more money and you don't get the immediate sensation of heat that the coil heaters give, the large amount of surface area conducting heat once it's warm is more effective for a larger space for the same energy use. They are also a much safer unit when left unattended.

The problem of drying the air has many options. The chemical style dehumidifiers are actually very effective and require no power consumption. The drawback with them is that you may need several for larger spaces and they need to be routinely emptied and replenished. The "Golden Rod", and saucer-style driers again work well for small spaces but several for larger and the additional power required to run them raises your power consumption and bill. Use these in addition to the electric heaters and we now have the bigger issue of maxing out our available power to the boat and the hazards that come along with that (popped breakers, burnt cords and the dreaded fire). Again, my experience has been that a single residential style dehumidifier found at local hardware stores, although more money up front, will serve a larger space and run more efficiently than several small units. Many of these can be plumbed with a short piece of garden hose directly to a sink or shower floor drain and not require being empty periodically.

When making your decisions with regards to small electrical appliances, remember to look at the rated amp draw for each unit and add them together. Depending on your slip we all have a maximum amp load of either 30 or, for a few larger boats, 50 amps FOR EVERYTHING ON THE BOAT. Also keep in mind that you don't want to be right at that total for a continues period of time. That's what will eventually heat up a cord or outlet without popping the breaker.

Boating is what we choose and it comes with unique challenges both on the water and at the docks. I hope this is helpful and you all find ways to stay warm and dry. Till next month, stay safe and happy boating.

Scottie M.

Operations Manager



## MORE TIPS ON WINTERIZING

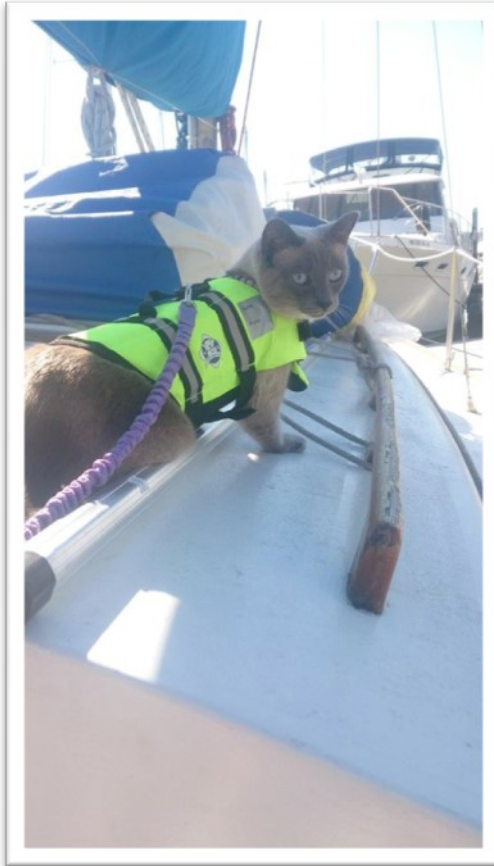
**Lines** – Make sure lines are in good shape and secure. **Engine(s)** – Consult a marine mechanic or check with your owner's manual for the best recommendations on winterizing your boat's engines. **Fuel** - Fill your fuel tank(s) to avoid a buildup of condensation over the winter months. Add a fuel stabilizer. Change the fuel filter(s) and water separator(s). **Bilges** - Check bilge pumps to ensure they are working and that float switches properly activate the pumps and that they are not hindered by debris. **Fresh Water System** - Completely drain the fresh water tank and hot water heater if not in use over the winter. **Head** – If not in use during the winter, pump out and rinse the holding tank several times. **Interior** - Open all drawers and lockers and clean thoroughly. Turn cushions up on edge for air circulation. Open and clean the refrigerator and freezer. To keep your boat dry and mildew-free you might want to install a dehumidifier or use some of the commercially available odor and moisture absorber products such as "Damp Away". **Battery** - Check your battery to make sure it is fully charged, clean terminals, add water if necessary and make sure your charging system is working. **Most Important** - Make sure to check your boat periodically during the winter.



# Pets On The Poop Deck



Lily the Safety cat is on patrol out on P-Dock! Mind your P's and Q's or else you'll get a demerit and be forced to swab the decks with a toothbrush! Special thanks to Kristin and Patricia!



Do you have a pet on your poop deck? Send photos to [melynda@fossharbor.com](mailto:melynda@fossharbor.com)

## \*\*\*BOAT AUCTION\*\*\*

Foss Harbor Marina will hold an auction for one impounded 1992 32' Four Winns Cruiser on **Saturday, October 25th, at 10:00 AM**. Auction will be held at 821 Dock Street, Tacoma, WA 98402. The auction will be conducted with open bids; the vessel will be sold to highest bidder.

Minimum bid of \$6000.00 The marina can only accept cash or cashiers check. You may view the vessel today, but may not board the vessel until the morning of the auction. The marina has no knowledge of actual vessel condition; vessel is sold as-is.



## Foss Photo of the Month

Ah, life on the Foss Waterway...

Thanks to marina resident Pam Wallace for sharing this beautiful sunset from last November. Not a bad view to have from your back porch!

Send your photos to [Melynda@fossharbor.com](mailto:Melynda@fossharbor.com)!



— Photo by Pam Wallace



## The Abrupt Division or Vancouver Notch

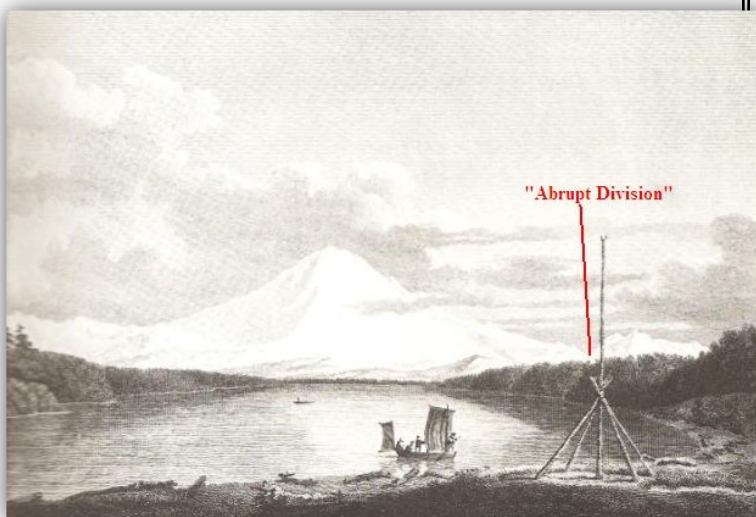
As I researched The Voyage of Discovery a few years ago I uncovered a few interesting comments that Captain George Vancouver noted in his journal. It captured my attention and perhaps will interest you. You don't have to venture very far out of the Foss Waterway to see what he saw. We have all seen what he saw, but few have ever questioned it. All you need is a clear day.

On May 20, 1792, the HMS Discovery was anchored off Restoration Point, Bainbridge Island. Captain George Vancouver observed a conspicuous and very abrupt division along the southern slope of Mt. Rainier. Captain Vancouver was very interested in this division as he was in search of the holy grail at that time; The Northwest Passage. He speculated that a great river would be flowing through this division. Later in the week he ventured over to Commencement Bay, guided by several Indian canoes, only to be disappointed by a "large, compact bay". This abrupt division is documented in Captain Vancouver's journal, on his chart and was sketched by midshipman John Sykes. Further research on my part revealed it is the Puyallup

name so I, Hira Barbara Reid, the Director of the Peter Puget Memorial Project am in the process of officially having the pass named as **Vancouver Notch**. On the next clear day, you will be able to see Captain Vancouver's view of the Tacoma Waterfront, Mt. Rainier and the abrupt



division for yourself. After 222 years, I believe it is time to honor Captain Vancouver for being the first non-native to describe this natural geologic event and to recognize that a river would be flowing through it. Let us all take another look at our incredible view and learn from Captain Vancouver. I took note and sometime in the future, Vancouver Notch will be on Washington maps and then may be picked up on US maps.



River which flows through this division. It has no official

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