

BAAADS Chase Boat and Engine Report;

By: Charles Cunningham

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1 BOSTON WHALER

BAADS owns a Boston Whaler. It is a 15 foot Super sport with a center console. It is also known as the "Mini Montauk" model. It was made in 1989 and is equipped with the "Fishing Package"

This boat is our primary chase boat. This boat has a 40 HP Mercury four stroke outboard motor, and a 16 gallon fuel tank. It is equipped with a fixed VHF marine radio, A Hummingbird GPS Chart Plotter, A horn and a USB/ 12V car lighter charging station. There is two tow lines aft, for up to 3 boats per station.

Safety equipment equipped is; Danforth anchor & line, Fire Extinguisher, Man Overboard kit, Day/Night smoke and flare Kit, Mag Light Flash light, Boat hook, one set of oars. Electric bilge pump and one hand bilge pump.

This boat is in good working order, with the following low priority discrepancies' to be resolved. (These discrepancies' do not affect the boats duty readiness) 1- Rub rails need work. 2- Fuel filter needs to be replaced. 3- Bright work needs to be varnished. 4- Battery should be moved into center console to free up space at the aft towing station.

A second Whaler or similar hull is currently being sought so we can move to non-inflatable chase boats, as our inflatables always seem to develop a leak when we need them the most. I propose a solid hull chase boat policy as a permanent long term goal.

2 ZODIAC RIB

BAADS owns a 12 foot West Marine Zodiac, **Rigid bottom Inflatable Boat.** This is our secondary chase boat. Its primary use is to shadow the liberty servo controlled boats.

IT HAS A **SLOW** LEAK AGAIN!!!! The leak is slow, and is managed by periodic underway pumping.

We are currently powering this boat with an 8 HP Mercury 2 stroke outboard. (Borrowed) This class outboard is an excellent match to this boat.

Repairing punctures in this boat is extremely expensive, in comparison to the original price of the boat new. Secondly, the time it takes to get a puncture repaired is so great that it seriously degrades the operation of the BAADS Dingy program.

Going into the upcoming regatta schedule, it is clearly necessary for BAADS to move to a solid hull chase boat policy. The "Awareness Regatta" is a clear indicator of the current "Fragility" of our chase boat policy.

BAADS also has two inflatable boats on Pier 40. Their utility is very limited. They remain in reserve, on Pier 40. The small inflatable could easily be used in the Berkley Program.

3 OUT BOARD MOTORS

BAADS own 7 outboard motors and has one outboard loaned to BAADS, by a private party. They are as follows;

- 8 HP Mercury, 2 Stroke, long shaft. (Professional Servicing Completed 10 March 2013)
- 5 HP Spirit, Long Shaft. (Condition Unknown)
- 8 HP Mercury, 2 Stroke, long shaft. (On loan by Private party)
- 4 HP Mercury, Four Stroke, Long Shaft, Internal Gas tank. (Status and condition Unknown)
- 6 HP Evinrude, 2 Stroke, Extra-long shaft. (Professional Servicing Completed 10 March 2013)
- 6 HP Evinrude, 2 Stroke, Extra-long shaft. (Condition Unknown)
- 4 HP Mercury, Four Stroke, Long Shaft, Internal Gas tank. (Is in good working order)
- 6 HP Mercury, Four Stroke, Long Shaft. (Runs but in poor Mechanical Condition)

4 OUT BOARD MOTORS; CONTINUED....

Our outboard policy has been in bad shape for some time. It is unclear as to the readiness of several of our motors and we are forced to use our motors in an inappropriate manor. I have identified the following discrepancies and have taken, or suggested the following corrective measures.

- | Discrepancies; | Suggested Corrective Action; |
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| <ul style="list-style-type: none"> • Raven has no working Outboard Motor | <ul style="list-style-type: none"> • Professionally Serviced 6 HP Evinrude Extra Long Shaft, 2 Stroke and will reinstall on Raven (Complete, Waiting delivery) |
| <ul style="list-style-type: none"> • Heidi's 4 HP Mercury is too short to keep the propeller in the water and have consistent cooling water | <ul style="list-style-type: none"> • Short term, Share Ravens 6 HP Extra Long Shaft, 2 Stroke. • Long term, Try to repair the 6 HP Evinrude Extra Long Shaft, 2 Stroke and install on Heidi |
| <ul style="list-style-type: none"> • RIB has no reliable motor | <ul style="list-style-type: none"> • Using loaned 8 HP Mercury, while professionally servicing our 8 HP Mercury, 2 Stroke.(Completed but waiting delivery) • Evaluate, and use as back up to RIB |
| <ul style="list-style-type: none"> • 5 HP Spirit • 6 HP Evinrude, 2 Stroke, Extra-long shaft (In Shed) • 4 HP Mercury, 4 Stroke. (In Shed) • 4 HP Mercury, 4 Stroke, Internal Gas Tank • 6 HP Mercury, 4 Stroke. (Serious Mechanical Problems) • St Francis New Motor Grant Money | <ul style="list-style-type: none"> • Evaluate, Repair and use on Heidi • Evaluate, Trade in or dispose of. • Use in Berkley on BAADS small inflatable • Trade in |
| | <ul style="list-style-type: none"> • Use Trade in's and grant money to get an Extra, Extra Long Shaft in the 4 to 6 HP range for Heidi incase 6 HP Evinrude cannot be repaired economically. |

The major source of our motor problems are from severely fouled carburetors. BAADS can, long term, get into the business of resolving our carburetor/water pump issues, but we would have to procure some equipment to do so. We should consider this as Evinrude's are expensive to get parts for and the Mercury's are too easy to work on, not to do our own work...given the necessary equipment.

I propose that BAADS procure a used Ultrasonic Cleaner on EBay, for less than \$200.00, A Timing Light ,a Service Manuel for each class Outboard Motor and a small supply of hand tools and spare parts that we do not already have on hand. This will allow BAADS to resolve its own motor problems, for the most part, on our "as needed" schedule.

Spinnaker Sail has offered their support on these motor issues but have lacked the time resources to assist.

5 CONCLUSION

The results of the described Outboard Motor readiness, puts BAADS in good shape going into the National Regatta in September and for current operations....but this has come at some expense to BAADS. This is a result of a lack of meaningful preventive maintenance. We must develop and implement a meaningful preventive maintenance effort to save this expense in the future.

Respectfully Submitted,

Charles Cunningham

BAADS Member