

HARBOUR LIGHT

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay  
Friendship, Maryland 20758



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February 1, 1988

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CALENDAR AT A GLANCE

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|--|-----------|--|
| Feb. 13, 1988<br>Saturday                  | 1:00 p.m. | Rigging--The Maintenance and Care of rigging and furling systems. Presented by Tom Wohlgemuth and Alex Stout of Chesapeake Rigging, 7310 Edgewood Road, Annapolis, Maryland (301) 268-0956 |
| Feb. 26, 1988<br>Friday (Washington, D.C.) | 8:00 p.m. | "Northern Lights Arctic-Antarctic Voyage" A multimedia presentation  |
| Feb. 28, 1988<br>Sunday (Annapolis, MD)    | 8:00 p.m. |  |
| Feb. 27, 1988                              | 1:00 p.m. | Annual Organization Meeting--Herrington Harbor Restaurant, Upstairs Dining Room.   |
| April 16, 1988<br>Saturday                 | 5:30 p.m. | Spring Fling Social<br>Holland Point Community Center  |

## SHOOTING THE BREEZE

At the November 21, 1987 HHSAs Awards Banquet I announced that Jeff Knapp had agreed to accept the task of editor of our newsletter, "Harbour Light" for 1988. I want to thank Jeff for the past work he has done as editor and look forward to having his participation again this year. We all anxiously await our copy of "Harbour Light" each month in order to see what our fellow members are up to and what events the Association has been able to cook up in the line of cruises, races, social events, etc. We have an outstanding newsletter thanks to our members' contributions and the time, effort and tact exhibited by Jeff and his assistant, Paula.

I have asked Tom Schuyler to succeed Tom Bartley as our Chesapeake Bay Yacht Racing Association (CYBRA) representative for this year and we appreciate his acceptance. As our representative, Tom will be HHSAs liaison with the CBYRA and in future "Harbour Light" articles, he'll be discussing the benefits of belonging to the CBYRA, advising us of their racing schedules and how individual HHSAs members can participate in their sponsored races. Tom Bartley deserves special thanks for his enthusiasm and effort in shepherding HHSAs application through the two-plus years it took to gain permanent membership status.

Your 1988 HHSAs membership application will be mailed the second week in February. The membership fees remain the same for this year: \$25 for renewals, \$35 for new members, and a \$10 fee for racing. The Racing Application will be on the reverse side of the Membership Application. The applications, along with your check made payable to HHSAs, should be returned to Ginny Fant, Vice Commodore, by March 1, 1988. Her address is 8747 Arley Drive, Springfield, Virginia, 22153. If you don't receive an application or know of a potential new member who needs one, please call Ginny at (703) 644-1837. The new membership directory is scheduled to be mailed in late May or early June.

Fifty-two HHSAs members attended our first seminar of the winter season on Saturday, January 16th! Randy Renn and Robin Allison of Annapolis Marine Propulsion, Ltd. did a terrific job in their presentation entitled "More Than You Ever Wanted to Know About Marine Engines." Now, we know to check the "O" rings on our fuel fill caps, not to use Quaker State oil and that either engine or heat exchange contain a sacrificial zinc. This was one of the most informative and useful seminars I've attended. It was the first of a series set up by Bobbi Nemerson, our Rear Commodore-Training. The rest of the seminars promise to be just as informative. So, all of you couch potatoes pull yourself away from the lounge chair. Come on down and spend a Saturday afternoon learning how to make your boat more responsive.

Don't forget, February 27th at 1:00 p.m. is our Organizational Meeting. This is the meeting where everyone gets to contribute their own ideas towards the planning and

organization of the cruising, racing and social programs for the coming year. Tentative plans in each of these areas are being developed now by Tony Duncan, George Gwaltney and Kent Kunze, our respective Rear Commodores-Cruising, Racing and Social, and their committees. Tony needs cruise captains, George is trying to encourage us all to learn more about our boats by participating in racing, and Kent admits that pulling off a successful social event single-handedly is impossible. If you have the inclination to participate, the Organizational Meeting is the time to make known your willingness to get involved. Speaking of getting involved, if someone would like to run this year's merchandise program, give me a call or let me know during this meeting. Stuart Chaney will round out the meeting with his annual State-of-the-Marina message. Stuart has been very supportive of HHSA and will be happy to respond to any questions or issues pertaining to Herrington Harbor and Herrington Harbor North.

Hope to see you soon.

BRYAN DAVENPORT, Commodore

WELCOME ABOARD  
Ginny Fant, Vice Commodore

Welcome to another exciting year of sailing and social events with HHSA. The RCDMR-Cruising, Tony Duncan, RCDMR-Racing, George Gwaltney, and RCDMR-Social, Kent Kunze, have been hard at work planning exceptional events for you. Your application for membership will be sent under separate cover and should be in your hands in a couple of weeks. While you're filling out your check for the new 1988 membership year, why don't you include an extra \$25.00 for a new burgee. The Sailbag Lady who makes our burgees does an excellent job. The quality and workmanship should last several seasons. So take a look at your old burgee and, if it is looking a little frayed, I'd be happy to send you a new one.

Here's hoping one of your New Year's Resolutions is to be come a more active participant in HHSA. Not only do we need you in our cruising and racing events but our committees could use your help too.

Thank you for your vote of confidence and I look forward to serving as your Vice Commodore in 1988.

ALL HANDS ON DECK . . .  
Beth Rubin, BET-U-KEN

Ahoy there, mates! We seek your help  
To right a fouled-up state.  
At seminars on Saturdays,  
We hate to start out late.

So, if before we meet at one  
You wish to have some lunch--  
Please set aside sufficient time  
To drink and chat and munch.  
The waiters and the kitchen help  
All do their best to please,  
But they can't feed a hungry crew  
In ten minutes with ease.

Besides, to chow down in a rush  
Will surely make you sick,  
And you'll sleep through the seminar  
And miss the rhetoric.

We'll shove off now; Hope you'll agree  
We're asking nothing grand  
Look forward to your presence at  
The next meetings we've planned.

**RIGGING SEMINAR--FEBRUARY 13**  
Bobbi Nemerson, RCDMR-Training

Because most people tend to neglect a most important part of their sailing vessel, the "Rigging" (gear and tackle used to set sails), Chesapeake Rigging was established in 1979.

Whether your boat is rigged for cruising or racing, plan on attending the Rigging Seminar. Alex Stout and Tom Wohlgemuth of Chesapeake Rigging will discuss and present equipment, layout technique and maintenance of your boat and its rigging systems. This will include deck layout, life lines, halyards, wire splicing, mast tuning, nico-pressing, spar modification, swagging, winches (types and servicing) hydraulic systems, furling systems and design (types and servicing), hands-on demo--rope to rope (line to line) splicing and how to whip the ends of your lines and have it stay. Looking forward to seeing you at this meeting!

**NORTHERN LIGHT'S ARCTIC-ANTARCTIC VOYAGE**  
Bobbi Nemerson, RCDMR-Training

See an unforgettable presentation: "Northern Light's Arctic-Antarctic Voyage." A multimedia presentation detailing the voyage of Deborah Shapiro and Rolf Bjelke's Arctic-Antarctic sailing venture will be presented by Deborah and Rolf on Friday, February 26th at 8:00 p.m., the National Press Club, 14th and F Streets, N.W., Washington, D.C., and Sunday, February 28th at 8:00 p.m., Maryland Hall for the Creative Arts, Constitution Avenue and Greenfield Street, Annapolis, Maryland.

The program is made from hours of audio tapes and 14,000 photographs that have been edited to create a thrilling 90 minute multi-media presentation detailing the exploits of the 40 foot ketch, NORTHERN LIGHT's 33,000 mile long trip. Deborah and Rolf navigated NORTHERN LIGHT to the most northerly latitude ever reached in a private sailing craft. They then turned south to Greenland and Central America where they sailed via the Panama Canal to Eastern Island, Pitcairn Island, and Chilean Patagonia, in route to Cape Horn. From there, they made their attack on Antarctica, crossing the Antarctic Circle north of Adelaide Island. During the voyage, Deborah and Rolf navigated in foggy, ice-infested waters for 110 days. In the waters outside of the normal route of ships, they faced a multitude of difficulties--exposure to the most volatile weather systems, subfreezing temperatures, an absence of navigational aids and fighting mental and physical exhaustion.

I have spoken with several members of the sailing community who have seen this program and I believe this will be an exciting program to be seen by children and adults.

Tickets can be ordered in advance by calling: Mike Mullins of Chesapeake Bay Mates at 301/267-7342 (Annapolis) or 301/858-6621 (Washington). Prices are \$5.00 in advance for adults, \$6.00--16 years and under, and \$10.00 at the door.

#### **SPRING FLING**

Kent Kunze, RCDMR-Social

The first party of the year is coming up. Time to get together and discuss sailing and forget the miseries of Winter. The annual Spring Fling will be held at 5:30 p.m., Saturday, April 16th at the Holland Point Community Center. Mark it on your calendar now! Details and sign-up form will be attached to the March issue of the newsletter. This event has always been a lot of fun.

Your friendly RCMDR-Social needs volunteers to bake cookies, prepare hot dogs at the Center, prepare veggie dishes, and relish plates. Please give me a call--703/522-6298 after 6:00 p.m.)

#### **CRUISING CONSIDERATIONS**

Tony Duncan, RCMDR-Cruising

George Gwaltney, Kent Kunze, and Tony Duncan met on January 11th to coordinate preliminary scheduling interfaces for the racing, social and cruising season. The following tentative planning factors pertaining to the cruising schedule resulted:

-- The annual CBYRA Memorial Day Weekend (5/28-5/30) race to St. Michaels indicates a Miles River destination for that long weekend cruise to be desirable. This will allow HHSA

participants in the CBYRA event to join the cruisers, sobriety, motivation and social obligations permitting.

-- The Friday, June 3rd Welcome Aboard for New Members Bash will be followed by the Commodore's traditional cruise the next day.

-- A point-to-point race June 25th will terminate at Sharp's Island allowing racers to join a potential cruise raft-up in San Domingo Creek.

-- The Summer Wednesday Race Series will be held on Fridays with some exceptions, when they will be held back on Wednesdays. This seems to make sense to racers--George will explain to the rest of us at the February 27th Organizational Meeting. Either preceding, during or following the Friday, July 29th race, there will be a KEG party--now this made sense to everybody, no explanations needed!! Evidently, Macho Man Kent Kunze doesn't cater to quiche, croissants or champagne. Looks like a BEER year! A Saturday, July 30 "APRES LA KEG" cruise seems appropriate. Should the flotilla be divided into "Tastes Great" and "Less Filling" squadrons?

-- No cruise is scheduled for the August 13-14 weekend which is being set aside for the Summer PIG-OUT PARTY and the annual Boyer Memorial Poplar Island race.

-- Scheduling cruises around the social events is easy. Not so for scheduling around the races. Here, some conflict and overlap will happen. It is considered natural, expected and acceptable since the same seasonal temperatures and wind conditions affect cruisers and racers alike. The same desirable weekends are coveted by both.

-- The membership divided into three functional categories: (1) pure racers, (2) pure cruisers, and (3) the combination racer-cruiser. The most enviable group which both races and cruises (obtaining maximum benefit from membership) is also the smallest group, representing less than 10 percent of the membership. The racer who doesn't cruise probably acts out of preference, either not having the time nor inclination to participate in both endeavor. This could also be said of the cruising community or at least a part of it. However, there may also be another reason the rest of the cruisers don't race--FEAR. The fear of looking foolish, fear of scratching the gel-coat, fear of having to learn something new like complicated racing rules, but mostly just fear of the UNKNOWN. Removing some of the unknown should remove some of the fear. To this end, a proposed agenda item for the February 27th Organizational Meeting will be discussion on how to get motivated cruisers more involved in the upcoming racing program. Suggestions include crewing on a racing boat, serving on the committee boat, scheduling more novice events and whatever else George can think up. An ancillary discussion item would be how to get more racers into

the cruising mode, even if they might have to fill their water tanks. Come to the annual organizational meeting and provide YOUR input to the discussion.

-- The long Columbus Day weekend (October 8-10) presents a small scheduling conflict for those fortunate few contemplating the purchase of a new Hinckley or some other trinket. According to a reliable source at BOAT/U.S. this is the Annapolis Sailboat Show weekend. However, it seems most members don't want to lose the long sailing weekend to the boat show so a cruise will be scheduled.

The HHSA constitution requires a Cruise Committee to be established not later than March 1, 1988. Four stalwarts already have volunteered to serve and have been accepted. They are Lee Himes, Jeff Forte, Floyd Justice, and Richard Seigel. The committee will convene during the February 27th Organizational Meeting.

Initial reaction to the cruising questionnaire published in the January issue of Harbour Light has been very favorable. A report of the results will probably appear in the March or April edition of the newsletter. The questionnaire was designed to permit an easy and expeditious reply. Thanks to those responsive members who have already answered the questionnaire. All others are encouraged to reply as soon as possible. It is intended to bring a complete as possible "Strawman" cruising schedule to the February 27th organizational meeting for membership approval. The questionnaire is the tool to ensure YOUR views are taken into account early in the planning stage. The more early consensus we have the more success will be ensured for the upcoming cruising season. This consensus cannot be achieved without YOUR input. Don't delay. Mail YOUR questionnaire TODAY.

**ATTENTION--PARENTS & KIDS UNDER 16!**  
Boating and Safety Education Requirements  
Darlene Forte

Did you know that anyone born after July 1, 1972, will not be allowed to operate a motorized boat in Maryland waters unless they have taken a boating safety course and passed an exam? Last year, Maryland passed a law requiring anyone under 16 to successfully complete an approved course, pass an exam and become certified in order to operate a motorized boat. This law includes sailboats with motors, even if the motor is turned off, dinghies with outboard motors, and canoes with electric motors among others. Unlike licenses which can be revoked, once you are certified, it is good for a lifetime. You can be fined for negligent operation, so this does not legalize misconduct. But, if stopped by the Maryland state police and found illegally operating a boat without being certified, you will be fined \$25.

With 2 children in the family I have a personal interest in this new law. Therefore, I have completed the instructor's

course on boating safety sponsored by the Maryland Department of Natural Resources Police and I am interested in setting up a course for the sailing association. There are several problems: (1) I am not sure how many young people are interested in getting certified; (2) I will need some people to help run this course--I also feel that a parent should accompany anyone under 12 years old, as some of the material is difficult; and (3) I'm not sure what facility is available for teaching the course.

Here are some of the requirements imposed by the certification:

1. You must complete approximately 8 hours of instruction.
2. You must pass a 50 multiple choice examination with 35 correct answers (score 70%).
3. You are fully responsible for reading an 82 page book entitled "Maryland Boating Safety Course", completing the 6 chapter exams and the book's final exam. This book will be provided free of charge.

I would like to hear from kids and parents who are interested in completing a boating safety course. I have no idea how many HNSA young people are affected in order to plan where and how the course should be taught. I'm also interested in finding out if this should be presented as two half-day classes or 3 half-day class. Keep in mind the attention level and difficulty of the material. I would like to run this course in April, before the boating season gets fully underway, so please call me at home in the evenings before 8 p.m. (301/657-3146) to discuss your family's needs. If there are any teachers willing to help me it would be greatly appreciated. If you've got any creative ideas on teaching this course I'd be happy to hear them.

#### WINTER SEMINAR

Gas/Diesel Engine Maintenance  
Bobbi Nemerson, RCMDR-Training

Now is the time to think about your engine for a smooth start in April. Understanding the requirements of your engine, how to winterize and how to handle the Spring commissioning was the theme of the first Winter seminar. The seminar was presented by Robin Alison and Randy Renn of Annapolis Marine Propulsion, 7416 Edgewood Road, Annapolis, MD. Topics discussed and detailed were fuel systems and related problems--diesel fuel contaminants, how to control water and bacteria contamination. When was the last time you changed your "O" rings? Is your boat equipped with a fuel/water filter--is it a recommended brand? Do you use a diesel additive to stop the contamination? Is your gasoline engine equipped with the proper type hosing to prevent problems caused by the alcohol in your fuel? For those boat owners



whose engines are fresh water cooled--do you know where the zinc is located? Remember to change it often: protect your engine against electrolysis which is always taking place between unlike metals.

Some of the attendees will spend the next few months trying to locate their engine zincs. Take heart--we have a telephone inquiry to the Perkins Engine Company and will report as soon as this information becomes available. In the meantime, keep looking.

Some members started copying the magic formula to determine the correct propeller size formula for their boats. After the second page of mathematical calculations they gave up and made the immediate decision--on their mates next birthday, a folding three-blade propeller makes the most perfect gift.

For HNSA members who would like to engage Annapolis Marine Propulsion for a Spring engine maintenance and checkup, they have offered us the following special. \$102.50 plus parts which includes the following: change oil and oil filter, change on-engine fuel filter, clean air breather screen, check belts for condition and tension, visual inspection of cooling hoses, pumps and clamps, check gauge and control operations, adjust valves, perform optic-tachometer high idle test, set idle to correct RPM, adjust shifting control as required (not Atomic 4s), check transmission fluid level, inspect motor mounts and coupling. Price includes travel time. Work can be performed on weekends at owner's slip. Call to arrange an appointment: 301/268-6442 (Annapolis); 301/261-2232 (Washington).

This was a very informative meeting and exchange of information. To all who attended--may your batteries hold their charge and your engine start--happy sailing!!!

#### FLOTSAM & JETSAM

Now is always what I find to be the hardest time of the year. I'm in the depths of my withdrawal symptoms with no end in sight. I'm sure if the Surgeon General looked into it he would insist that each sailboat be labelled with an appropriate warning. "CAUTION: THIS BOAT CAN BE HAZARDOUS TO YOUR MENTAL HEALTH. SAILING IS ADDICTIVE (NOT TO MENTION EXPENSIVE). EVEN SLIGHT EXPOSURE CAN LEAD TO FLIGHTS OF FANCY, EXCESSIVE DAYDREAMING AND AN OBSESSIVE DESIRE TO CHUCK IT ALL AND CRUISE TO TAHITI!"

Just recently I was thinking back to how I started sailing. I was regrettably born into a family of landlubbers. Fortunately, they sent me to scout camp, good old Camp Oh-Da-Kota in Slades Corners, Wisconsin. Now if there is one thing that Wisconsin has, its plenty of little lakes, and Camp Oh-Da-Kota was on one of them. Once you had passed all your swimming tests and

mastered canoeing you were eligible to tackle the Camp's sailing program. The fleet consisted of three Snipes and, reserved for those elite few who had demonstrated mastery of Snipe sailing, a Comet. Needless to say, one ride and I was HOOKED. It wasn't until the next summer that I graduated to the Comet. Boy, when we got on that boat, we were hot. Dennis Connor didn't have anything on us. I must have been about thirteen or fourteen at the time. I remember promising myself that when I grew up, I would get myself a boat.

Having failed to get anybody in my own family interested in sailing (Dad was into sports cars, Mom golf and my dumb brother absolutely horse mad), I spent alot of time with friends whose families were sailors. I divided my time between the Carlsons who raced a Star on Lake Michigan and the Eggerts who sailed a Lightening on Lake Geneva. Given my capabilities as a budding young sailor, I was a lot more popular with the Eggerts than the Carlsons.

After several summers of bumming rides and developing my sailing skills, I finally took that fatal plunge and became a boat owner. My pal, Jeff Eggert, and I bought a very used M Scow out of the Melges boatyard. We only had \$200.00 to spend so you can imagine what we got. It floated . . . almost. I think we spent more time patching, puttying and bailing than sailing, but we had fun. At the end of the summer, Jeff and his family moved to San Fransisco, so PUTTY QUEEN went back to the Melges yard where I'm sure she was converted to firewood. Gone but not forgotten.

Anyhow, that's how I developed my mad passion for some wind in my sails. The reason I've bothered to tell this story is to start you thinking about how we can pass on this heritage to the next generation of fanatics. I think that as an organization we have a responsibility in this area. I'm uncertain as to how that responsibility is fulfilled. Your ideas on the matter are solicited. Let's hear from you.

As mentioned earlier, we are still looking for someone to do some small sketches to dress up Harbour Lights. Aspiring artists are encouraged to contact the Editor or simply mail their offerings to 5239 Mass Ave, Bethesda, MD 20816. All donors are guaranteed anonimity.

#### THE OLD BOAT DOCTOR

Dear Boat Doctor:

This past season our family suffered a terrible loss when our DIE HARD departed for that great battery graveyard in the sky. Although the battery was just a little over three years old, I couldn't get it to hold a charge. Any tips you've got on

taking better care of the replacement will be greatly appreciated.

Grieving Gus

Dear Gus:

Sorry to hear about your terrible loss. Here's a list of handy tips that will keep your batteries happy and zappy for a long time to come.

1. Keep the top of the battery clean. Water, condensation, dirt, battery fluid, etc. can cause a slow leakage from post to post. You can use a little baking soda as a cleaning agent, taking care to keep some out of the cells (or else). Then rinse and dry well. Repeat as needed during the season.
2. Make sure you've got a good connection. Burnish the inside of the cable clamps and the outside of the battery posts with a battery brush or coarse sand paper. The connection must be clean and tight. After clamp and post are connected, rub on a light film of petroleum jelly to prevent corrosion. Replace any cables that are corroded or frayed. Deteriorated cables can cause a voltage drop, especially when you turn your engine over.
3. Check your voltage regulator (the thing on your engine that controls how much voltage the generator/alternator puts out) at least once a season. The charging circuit should be maintained between between 14 and 15 volts. Too much and you'll overcharge the battery, too little and your batteries will run down.
4. Keep the cells topped up with clean water. Tap water's okay as long as it is not heavily chlorinated or high in iron content. If in doubt, use distilled water.
5. Avoid severely discharging a battery, especially if it's not immediately recharged. What happens in a battery when it's discharged is the sponge lead of the negative plate is converted to lead sulphate. Since the lead sulphate takes up more space, the plate gets bigger. If the discharge goes too far, portions of the plate can be separated from the grid and lose contact. This is called "sulphating" and is what causes old batteries to lose their capacity to hold a charge.
6. Keep your battery charged up. Permitting a battery to remain discharged for a long time can also lead to sulphating. So check your batteries charge regularly. You can use a hydrometer or install one of those meters that monitors charge. Charge the battery up before it becomes fully discharged. A charged battery is a healthy battery. When you put your boat to bed for the season, take the batteries home. Clean them up, charge them up and keep them in a cool place. Rumor has it that batteries should not be stored directly on a concrete floor. Check the charge every 6 weeks or so and keep them topped up.

7. Avoid overcharging or uncontrolled fast charging. Battery manufacturers recommend a finish charging rate for most batteries. This is the rate at which the battery can be brought to full charge without excessive gassing or overheating. A fully discharged battery can absorb in excess of 50 amps for a short period of time, but as the charge approaches full, the current must be reduced to the finish rate. If charging proceeds at too great a rate, the battery will be damaged if the temperature of the battery fluid goes above 125 degrees. The battery can also be damaged during charging by excessive gassing. As full charge is approached, some of the current put into the battery splits the water in the battery fluid into hydrogen and oxygen. This is what makes the battery bubble during charging. The hydrogen gas given off is what also creates the need for adequate ventilation. If the gassing is so great that the fluid level is reduced exposing the plates the battery can be damaged.

A normal finish rate is between 4 and 10 amperes per 100 ampere-hours of battery capacity for an eight hour charge. A safe rate for most boat batteries is 6 amps. At this rate, even if the charge is continued past full, the only harm will be some water lost to gassing. Many of the better battery chargers on the market will "taper" the current as the battery approaches full charge to avoid any problems and the best ones will automatically turn themselves off when a full charge is reached..

8. Match your battery to the task. Boat batteries get put to two very different type of uses. Use number one is starting the engine. This draws a heavy amount of current (hundreds of amperes) for a very short time. The battery will be discharged from 100% down to as much as 80%, but gets immediately recharged as the generator/alternator kicks in. Use number two is to run all those electric goodies you have on board; lights, radio, refrigerator, blender, stereo and the like. Here the current drain is much less, maybe up to five or six amps, but lasts longer, often taking the battery to a nearly discharged condition on a long run. Battery makers have developed a special kind of battery to withstand the repeated cycles from number two type uses. It's called a "deep cycle" battery. While a conventional battery will start to lose capacity after going through 30 or so complete discharge/recharge cycles, a deep cycle can go through 150 or more before starting to decline. Starting the engine with deep cycle battery won't hurt it but it won't give the same peak voltage as a regular battery. On the otherhand, repeated cycling of a regular battery will lead to an early demise.

Well Gus, that's the basics of battery care and feeding. Hope your new battery has a long and very useful life.

THE OLD BOAT DOC