



What the Osprey Said

8400 Osprey Road, Myrtle Beach, SC 29588

August 2014



2005 Marina of the Year,
Myrtle Beach Herald

2001 Marina of the Year,
Marina Dock Age Magazine

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We're Here to Serve You

Sherry Harrelson, manager
Miles Worrell, dockmaster
Lynn Lack, accounting
Richard Mihalik, forklift operator
Gene Bouchard, forklift operator

Dates to Remember

Thursdays in August
5:30 - 9 p.m.

Music in the Park, on the riverfront in Georgetown's Francis Marion Park. Free.

August 20

Back to School—Horry and Georgetown County students return to school.

August Hours

Mon. - Fri. 8 a.m. - 6 p.m.
Sat. - Sun. 8 a.m. - 8 p.m.

Marina Notes

- Cold sandwiches and biscuits are for sale inside
- Acquire boat insurance and towing service before leaving the dock.
- If you need any boat maintenance done we will gladly put your boat on a workcrack

Why Boats Sink; 10 Prevention Tips

When a boat sinks, that's likely the end of her. That's because repairs on a sunken boat often cost more than the actual value of the boat. Boat Owners Association of The United States (BoatUS) recently took its first significant look since 2006 at its boat insurance claims files to identify the causes of boat sinkings and found that most were preventable. About 69% of sunken boats sank at the dock or mooring, while 31% sank while underway.

Of all of the dock/mooring sinkings, 39% occurred when some small part breaks due to wear, tear and corrosion. When it comes to gradual leaks due to slowly failing parts, too many boats existed in a "zombie state" somewhere between floating and sinking, dependent upon the bilge pump, which merely postponed the sinking until the pump failed or was overwhelmed. Lack of maintenance is the factor here.

For boat sinkings while underway, 43% resulted from hitting something – a log, the bottom or colliding with another boat or dock. Being swamped while tied stern-to waves remains another big cause. To prevent a sinking, here are 10 tips from BoatUS:

- For inboard-outboard powered boats, inspect sterndrive bellows annually and replace every three to five years. The shift bellows is usually the first to fail.
- For inboard powered boats, check the stuffing box every time you visit the boat, and repack – rather than simply tighten down the nut – every spring.
- For engines with raw water hoses, replace them the moment they indicate wear – such as when small cracks appear or they feel "spongy" when squeezed. Rusty hose clamps are also a concern and should be replaced.
- Replace the engine cooling system impeller every two to three years.
- Inspect the boat's cockpit and livewell plumbing – again look at hoses, clamps, and cracked or broken fittings. Make sure you can inspect all such plumbing, and if you can't, install inspection ports to make the task easier.
- Each season take a hard look at all below-waterline fittings, hoses, and clamps.
- Don't forget the drain plug.
- Keep a good lookout for deadheads. If you've grounded or hit something, consider a short-haul to inspect the bottom or drive gear.
- Always pull trailerable boats from the water when storms are forecast as they generally have too little freeboard to stand up to any kind of wave action.
- Dock line management systems that keep the boat centered in its slip can prevent snags that sometimes lead to a sinking.



Fresnel Lens Returning to Georgetown

Georgetown is home to South Carolina's oldest operating lighthouse, built in 1811.

Through the efforts of the S.C. Maritime Museum (729 Front Street, Georgetown) and the U.S. Coast Guard its Fresnel lens, once lighted by whale oil, is being returned from Florida. It guided ships from the Atlantic Ocean into Winyah Bay for more than 100 years. It will be at the museum.

Source: www.WaterwayGuide.com