



HOMEPORT :
TELLICO LAKE
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Spring Prep: New Boater's Guide to "Waking Up" an Inboard/Outboard Engine

By Brian Gordon for West Marine

The snow has melted, new green grass is reaching for the sun and guess what? It's time to get your inboard/outboard ready for the season ahead!

In this article we assume that your engine and outdrive were winterized with antifreeze and that the engine was treated with fogging oil prior to winter layup. While this article does discuss changing your inboard/outboard's engine oil and gear lube oil, these tasks ideally should be part of winterization. Why? Because dirty engine oil can form acids that can damage internal engine parts. And if your gear lube happens to be contaminated with water (a common problem), the drive can possibly suffer damage by the time you get around to changing the gear oil in the spring.

What you need to do:

1. Inspect the engine belts and hoses.

Give the engine a "once over". First, examine the engine belts for signs of excessive wear. If in doubt, replace the belt. Second, take a look at the cooling water and exhaust hoses. Look for signs of abrasion or for cracks which may not be easy to see. Hoses should be pliable and not hard to the touch. Squeezing or bending the hoses may reveal cracks that are not visible to the naked eye. Suspect hoses should be replaced. Hoses should be securely clamped with marine-grade stainless steel hose clamps. Third, inspect the fuel lines and hoses. Again, look for cracking, or spots where the hose may be worn due to vibration-related abrasion. Fuel hoses should be rated for marine use. As with exhaust and water hoses, suspect hoses should be replaced.

2. Reconnect the battery to the [battery cables](#).

If your battery was disconnected for winter storage (which is recommended), you now need to reconnect the cables and any other wires that were connected to the battery. Clean any corrosion from the terminals. Apply dielectric grease or dielectric spray after installation to prevent corrosion. Next, check the battery's voltage with a [multimeter](#). If it needs to be charged, charge it. After charging your battery, check its state of charge again. Optimum voltage varies with battery type. [Flooded batteries](#) should register 13.1–13.4 volts. [Gel batteries](#) 13.1–13.3 volts. [AGM batteries](#) 13.2–13.8 volts.

3. Change the [spark plugs](#).

Consult your owner's manual for the best approach to take. Most spark plugs come pre-gapped, but you should double check the new plugs against the specs in your owner's manual.

4. Inspect the outdrive.

Start by checking the fluid level in the trim/tilt reservoir. Then test the trim/tilt and inspect the trim cylinders for leaks. Next, examine the drive shaft/U-joint bellows, which is an accordion-like rubber boot that surrounds the engine's output shaft. Make sure there are no splits or cracks. Following this, inspect the exhaust bellows (if present) and the shift cable bellows. If any of the bellows needs replacement, replace all of them. (FYI: A compromised bellows can allow water to enter your boat and potentially sink it!) *Note: Bellows replacement falls outside of the maintenance that many owners would consider performing themselves. So for bellows replacement (and other outdrive parts), depending on your level of expertise, you may need to contact a professional.*

5. Inspect the propeller.

Verify that the propeller is not chipped or bent and make sure that it rotates smoothly. If it checks out ok, remove the propeller, lubricate the shaft with a quality, water-resistant marine grease and reinstall the prop. Question: Are you satisfied with your propeller's performance? The way to determine if you are getting all you can out of your prop is to check your owner's manual for the optimum rpms that your engine should be producing at WOT or Wide Open Throttle. If it's revving too high or too low, you may need a propeller with a lower or higher pitch. (Check out [Selecting a Propeller](#).)

6. Change the outdrive [gear lube oil](#).

As mentioned at the beginning of this article, changing your outdrive's gear oil is a task best performed in the fall as part of winterization. This is because if your gear lube happens to be contaminated with water (a common problem), the drive may possibly suffer damage by the time you get around to changing the gear oil in the spring. Because outdrive designs vary, we can't describe a single gear oil change procedure that is right for all. Whereas some outdrives are relatively simple, having but a single



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(continued from page 1)

fill/drain port at the bottom and a vent port located above it, others have three ports—a fill/drain port at the bottom, a second fill/vent port above it and a vent port at the very top. Some outdrives have a gear oil reservoir (located in the engine compartment) whereas others don't. Certain outdrives have a dipstick to check the gear oil level, while others don't. Given these variations, check your owner's manual for the gear oil change procedure that applies to your drive.

Example of a gear lube pump.

In spite of the differences between outdrives, all of them require use of a [gear oil pump](#) to get the gear oil into the drive. The technique is to always pump the gear oil from the bottom towards the top. When pumping gear oil into your outdrive, you need to pump slowly, since the heavy, viscous gear oil will need time to flow into all the cavities within the drive as it rises toward the top. When reinstalling fill or vent port plugs you should always use new gaskets, as reusing old gaskets may result in water intrusion and damage to the drive. There are a couple of other things to watch out for. First, after removing the screw-style plug from the drain/fill hole, you will notice that it has a magnet to which fine metal filings may be stuck. Fine metal filings indicate normal gear wear and are not normally a cause for concern. However the presence of metal chips indicates the need for an inspection by a service professional.

Going back to the beginning of this section, if you have waited until spring to change your old gear oil and the old oil appears milky, water has most likely intruded into drive. Hopefully your outdrive has not sustained any damage, but milky oil does merit inspection by a pro.

7. Change the [engine oil](#).

You will first need to run the engine. Before starting the engine, attach the flushing muffs to a garden hose and place them squarely over the water intake ports at the bottom of the outdrive. Turn on the water. Next, ensure that the drive gears are in neutral and give the throttle lever a couple pumps to get some gasoline into the system. Start the engine and let it run for five to 10 minutes until the oil heats up. As the engine heats up, the fogging oil from winterization will burn off as white smoke. After the engine has heated up, shut it off. You are now ready to drain the oil. The oil drain plug is at the bottom of the engine at the lowest part of the sump—where unfortunately there is often not enough clearance to accept a drain pan! For small boats, use an [oil extraction system](#) designed to suck the oil out via the dipstick tube. For an overview of these systems see the West Advisor, [Do-it-Yourself: Changing Engine Oil](#) by West Marine.

After removing the old oil, it's time to change the oil filter. Start by placing a catch pan and/or an [oil absorbent sheet](#) underneath the oil filter to catch any oil that spills out when you unscrew the filter. Next unscrew the filter. You might need an oil filter wrench to do this. After removing the old filter, lube the seal of the new filter with a small amount of oil and screw it in place. Screw it down snugly and tighten it by hand. Next fill the engine with new



oil up to the "full" level as marked on the dipstick. Replace the oil fill cap, start the engine and let it run for 30 seconds. Stop the engine and check the oil level again. You will find that it has lowered slightly due to oil that has filled the new filter. You'll need to add a little more oil to bring the level up to the dipstick "full" mark again, replace the fill cap and you are done! Be sure to take the old oil, filter and soiled rags to your local oil recycling center.

8. Change the fuel filter element.

Replace the factory-installed fuel filters based on the manufacturer's recommendations. To find an OEM-equivalent filter element for your engine, take advantage of West Marine's [Boat Engine Parts Finder](#). For how to perform the installation, see [Multi-Stage Fuel Filtration](#).

9. Inspect the [sacrificial anodes](#) and if necessary, replace them.

Sacrificial anodes prevent damage caused by galvanic corrosion. Consult your owner's manual for the location of these anodes. West Marine offers complete anode kits for most makes and models of inboard/outboard engines. Be sure to select anodes of the correct material: Zinc for boats used in saltwater, aluminum for boats used in brackish water and [magnesium for boats used in freshwater](#). Anodes that are more than 50% eaten away should be replaced. In addition to the anodes located on the outdrive, the engine itself will have one or more anodes. Again, consult your owner's manual for their location.

11. Consider replacing the water pump impeller.

Most outdrive manufacturers recommend replacing an outdrive's water pump impeller annually or after no more than two seasons. Impeller replacement is a relatively simple procedure, easily mastered by most novices. Follow the specific recommendation of your outdrive's manufacturer.



March Activities



ANNUAL TCC BOATER'S LUNCHEON FOR ST. PATRICK'S DAY

Wednesday, March 17, 11 a.m.
Calhoun's Restaurant
Lenior City



Wearing o' the Green



Order off the full menu

We will be seated together in the Deck area so let's show our club colors, or at least our TCC name badges, to help identify our group.

We will need a good head count, so we are requiring a sign-up at March meeting to pre-register or contact Jerry & Nancy Campbell
865-458-0861
jerrycampbell2@gmail.com



Juliet's Luncheon at Sweetwater Valley Farm Café

17988 W Lee Hwy, Philadelphia, TN
Wednesday, March 24, 12 noon

Meet at Café for lunch. Order food at the counter and then pickup to take to a table. Open seating. Tables cannot be moved. Use this link for menu:

<https://sweetwatervalley.com/cafe-menu/>

Afterwards shop at Cheese Store and/or buy a scoop of ice cream.

Contact: Julie Ricchio, 262-527-8224

to advise attendance

(Sign-up deposit checks will be returned at Restaurant)

If you are not feeling well, please do not attend.

We encourage wearing Masks upon entering and moving around the restaurant.

If possible, please car pool. Car pool location is at Tellico Community Church back parking lot by storage garage near library entrance.

Questions: Linda Knecht, 614-371-7508

SAVE THE DATE

COMING UP

SEE EMAIL FLYERS FOR DETAILS!

NOTE: If you are not feeling well, please do not attend. Masks are required while moving around the restaurant.

TCC Dry Raft-off -

Thursday, 1 p.m., April 8

Ironworks Grille on The River

1641 Cheronhala Skyway, Tellico Plains

Hosted by Knecht's & Maresca's

(Wear Blue and your Name Tag)

Free parking and open seating. Order off the menu.

<https://ironworkstellico.com/menu>

Signup at TCC General Meeting or contact Linda (614-371-7508) or George (973-919-9009)

Juliet's Luncheon Event

Chesapeake Restaurant

9630 Parkside Drive, Knoxville

Wednesday, April 21, 12 noon

Sign-up at TCC General Meeting or contact Linda Knecht (614-371-7508) to pay \$5 for sign-up (Checks are preferred and returned at restaurant)

TCC "Blessing of the Fleet"- April 24

Open to ALL Vessels on Tellico Lake

Blessing to be conducted by Rev. Ingrid Schalk

Shepherd of the Lake Lutheran Church

Signup at TCC General Meeting

Cost: \$5 per boat / TCC members

Contact: 2nd Officer – George Maresca (973.919.9009)



ABOUT BOATING SAFELY

U.S. Coast Guard Auxiliary

Tellico Lake Flotilla 122

10Hour Safe Boating Course

WHEN: March 15th - 19th, 2021

Choose one of two sessions:

9-11 am or 1-3 pm

WHERE: ZOOM Virtual Class)

COST: \$40.00 pp* (includes all course materials for one student, final exam and certificate).

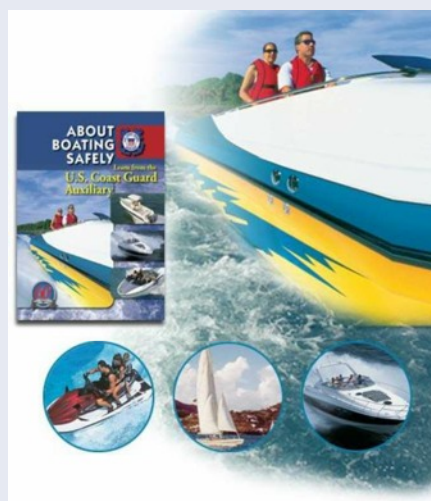
***Couples/families who share course materials may attend for only \$10 per additional person. Materials distributed and Fee collected prior to class.**

This Ten hour course will cover all the topics necessary to make you a knowledgeable and safe boater, including navigation, boating emergencies, and TN laws and regulations. An official U.S. Coast Guard Auxiliary Certificate will be issued to all attendees who successfully complete this class. Visit our U.S. Coast Guard Auxiliary web page on Tellico Life.

SPACE IS LIMITED

PLEASE CALL EARLY TO MAKE YOUR RESERVATION

Mike Colacone @ 3528048257 / email mc195@aol.com





April Activity



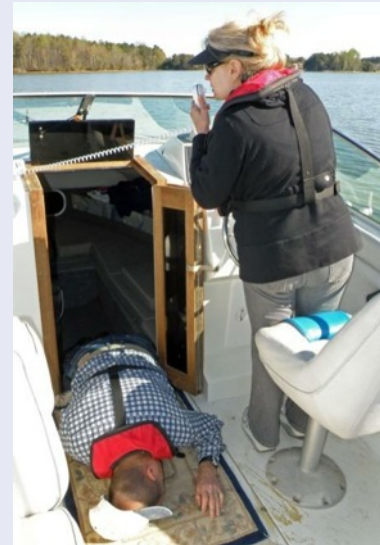
NOW IN COMMAND

A crucial course for women

U.S. Coast Guard Auxiliary

Tellico Lake Flotilla 12-2

Date: April 8, 2021
Location: Zoom Virtual Class
Time: 1-3 p.m.
Cost: \$25.00



Your captain becomes incapacitated or falls overboard. You're the First Mate and find yourself suddenly in command. What can you do? Where are you? What are the priorities? Are you prepared?

This unique 2-hour boating class is designed for those not generally at the helm, and will help you to "be prepared" with practical knowledge skills to apply in case of an emergency. Pat Rule is not only our instructor for Now in Command, she actually created this class. Pat is an experienced, qualified Coast Guard Auxiliary Coxswain (CAPTAIN) and will help you acquire the knowledge and confidence to better enjoy your boating experience and take command, if needed, in an emergency.

SPACE IS LIMITED to 15 women

PLEASE CALL EARLY TO MAKE YOUR RESERVATION








Call: Mike Colacone @ 352-804-8257 / email mc195@aol.com

Participants will be notified where to pickup class materials, obtain a zoom code and make their payment once a roster is established



March Activities Calendar



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3  Romeos 11:15 A.M. Meet at H dock, Yacht Club Captain: Ken Kofink 865-458-3225	4	5	6
<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>NOTICE</p> <p>We are now signing up captains for this summer's raft offs. Contact George Maresca (973-919-9009) if you would like to captain a raft off.</p> </div>			10  Romeos 11:15 A.M. Meet at H dock, Yacht Club Captain: Ken Kofink 865-458-3225 TCC Social/ Meeting 5 pm Social 6 pm Meeting Yacht Club	11	12	13
			15  USCCA Virtual Boating Safety Course 9-11 am or 1-3 pm (see flyer)	16	17  Romeos 11:15 A.M. Meet at H dock, Yacht Club Captain: Ken Kofink 865-458-3225 TCC Boater's Luncheon 11 am, Cahoun's Lenior City (see flyer)	18
21	22	23	24  Romeos 11:15 A.M. Meet at H dock, Yacht Club Captain: Ken Kofink 865-458-3225 Juliets Luncheon Noon, Sweetwater Valley Farm (see flyer)	25	26	27
28	29	30	31  Romeos 11:15 A.M. Meet at H dock, Yacht Club Captain: Ken Kofink 865-458-3225			

Installation of Some of Our New Board Members

Presented by P/C Tom Morgan in Chuck Zimmerman's absence



Commander Glen Martin



1st Officer John Manczko



Bursar Bill Hall



Scribe Linda Knecht



Communications
Jerry Campbell



Member-at-Large
Diana Vanoni



Photo Gallery

Welcome Our New Members



Dave & Alora
Gross

Shawn & Joanne
Tallant



Patrick & Carol
Gilles



Ship's Store

Your One Stop Shopping for the Best in TCC Logo Cruising Wear



Ship's Store Ordering Information

(see samples & place/pick-up orders in the ship's store at monthly meetings)

- Lake Charts \$5 Burgee \$25 Koozie \$5
- Hats \$15 Visors \$14 Cover-Up \$20 & \$22
- Wind Jacket *(both men & women)* \$52
- Sweatshirts *(both men and women)* \$50 & \$55
- Polo Shirts *(both men & women)* \$40 & \$45

(Embroidery of the TCC logo is included in the price of all clothing unless otherwise requested. \$5 extra to add your name.)

(Cash or Check only)

Captains: Glen and Jodi Seymour
423-884-6978 gsey@tds.net



Officers & Volunteers

2021 OFFICERS

Commander:

Glen Martin
423-284-8392
glenmartin@charter.net

First Officer:

John Manczko
847-997-5739
johnyg@comcast.net

Second Officer:

George Maresca
973-919-9009
georgemaresca@rocketmail.com

Bursar:

Bill Hall
318-564-8412
hallwt@att.net

Communication:

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865-458-0861
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865-657-3031
vanonidianna1959@gmail.com

Past Commander:

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wgeoffre@gmail.com

Scribe:

Linda Knecht
614-371-7508
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Service Officer:

Pam Schell
423-462-1094
schellady@yahoo.com

TCC Membership Chairman

P/C Wayne Geoffrey
734-812-0858
wgeoffre@gmail.com

TCC Memorial Rock

Past Commander's Club
P/C Chuck Zimmerman
Al Sponholz
P/C Tim Smith

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TCC Anchor Boats

The following captains have volunteered (if available) to be anchor boats for Raft Offs when needed:
P/C Stu McFadden, Bill Hall,
P/C Errol Keith, John Krathwohl

TCC Men's Lunch Group (ROMEOS)

Captain: Ken Kofink 865-458-3225

TCC Women's Lunch Group (JULIETS)

Captain: Linda Knecht 614-371-7508

Boating Classes

Knoxville Power Squadron:
Tom Dietrich 865-657-9190
Coast Guard Auxiliary:
Mike Colacone 352-804-8257

Vessel Safety Inspections

Coast Guard Auxiliary:
Peter Kraslawsky 865-964-5558
Knoxville Power Squadron:
Bill Hall 318-564-8412

