



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

September Newsletter & Notices



It was great to have Blair Tuke (right) of Volvo Ocean Race, Americas Cup & Olympics fame attend a Fell Engineering Rum Race prize giving recently. Blair is pictured here with another young Club member Jake Pye who, in August, won the 2018 O'pen BIC World Championship in Spain.

Commodore's Comment

With the prizegiving, marina berth licensee and Club AGM's all upon us this month, the Cruising Club year is coming to an end.

I would like to take this opportunity to thank everyone that has contributed to the successful running of the Club, be they staff or the many volunteers that serve on the various committees and/or as coaches, race officials and of course our photographer. Without you all, we would not have the organisation that we enjoy.

I would ask any members, who are able to invest some time into the running of the Club, to volunteer for one of the committees. The old adage, "That many hands make light work" is very true. So, grab a nomination form, arrange a proposer and seconder, or contact myself, or an existing committee member, and give a little time back to the Club. It does not need to be onerous, and it will sure be appreciated.

As an aside, being a Virgo, means it's birthday time, and Diane and I hope to share a 16m yacht by the name of "SUNRISE" as our combined present to each other, before month's end.

"The sun rises in the East to brighten and enliven the day."

Peter Wilson Commodore

Holiday Programme at Lake Manuwai 8-12 October

The Club's Lake Manuwai Holiday Programme will be running from 8-12 October, starting 9am daily. \$35/day

To register email info@kerikericruisingclub.org.nz

Bar Staff Needed

Experienced bar staff needed for the Clubhouse. This role includes serving, stock management & function organisation. Must be able to work roster including weekend nights. Contact info@kerikericruisingclub.org.nz for more information.

Full 2018 2019 Centreboard Coaching, Holiday Programme & Learn to Sail Calendar Out Soon

The calendar of courses & coaching will be out soon on the website & we'll be contacting last year's sailors to sign you up for this spring's activity. Watch this space!

Maritime Education

Recreational Boating Courses



Day Skipper

Venue: Coastguard Bay of Islands Training Rooms, Kerikeri
Dates: 13th and 14th October 2018
Duration: 2 days (Sat & Sun)
Time: 8:30 am to 4:30 pm
Fee: \$250.00 discounted to \$212.50 for Coastguard Members.

0800 BOATIE (262 843)
education@coastguard.org.nz
www.coastguard.org.nz

 

Protecting Your Investment #4 Cooling Systems (Salt-side part 2)

Last month we got as far as the salt water pump in our raw water system. In all but some rare commercial installations, marine engine heat exchangers are liquid to liquid. The heat carried away from the various engine components is transferred from the fresh coolant to the salt water in the heat exchanger and then returned to the sea. In this category we have refrigerator condensers, gearbox oil-coolers, inlet air coolers [intercoolers/aftercoolers], some engine oil coolers and the main heat exchanger. They vary enormously in configuration but have two common denominators:

1. they require careful regular maintenance, and
2. they cost plenty to renew.

Good quality heat exchanger tube systems are made of monel or cupro-nickel, others are made of copper then nickel plated after manufacture. NOTE: Copper is not an ideal metal to use next to flowing salt water as it corrodes at a rate directly proportional to the velocity of the water. Nickel plated copper heat exchangers work fine provided the nickel plating is intact on all internal surfaces in contact with salt water. One local boat owner I knew had a gearbox full of salt water from an internally leaking oil cooler, not a happy experience! I do not know the construction of that particular cooler so I cannot comment on the failure.

Most heat exchangers have a threaded socket at one or both ends in which a zinc anode attached to a brass or bronze plug is installed. This is to concentrate galvanic action into the zinc. If the anode is allowed to be eaten away completely and not renewed, the galvanic action starts eating the next metal on the galvanic scale within the salt water system, often the heat exchanger itself. Years ago I saw anodes totally eaten away in a new engine in a new boat in 3 weeks after launching. This called for urgent attention by a competent marine electrician to find the source of the stray electric currents causing the problem. We will devote a separate newsletter item to this subject at a later date.

Regular maintenance required is the usual visual checks for external leaks. Check anode condition frequently until a regular pattern of anode consumption is established. For example, I renew the anodes in my frig condenser and aftercooler at 3 month intervals and check the heat exchanger anode at the same time. Normally I find that the heat exchanger anode only requires replacement annually because the salt water drains away from it when the engine is stopped, unlike the other two.

A point to be aware of is if you have a change of vessel on the next-door marina berth or pole mooring it is possible to experience a change in your boat's rate of anode consumption. This is particularly so if the neighbouring vessel has an electrical problem creating an unusual electrical field in the surrounding water. I have experienced this with two different neighbouring vessels.

At the first sign of salt water leaks from any seals or gaskets in the various coolers, I consider it prudent to dismantle them all with the exception of the frigde condenser, clean any scale or lime build- up out the tubes and reassemble with new seals and gaskets. Then have a radiator repair shop pressure test each one prior to refitting on your engine. It's not possible to give a recommended interval for dismantling and servicing the coolers and heat exchanger as described, but the following conditions indicate that investigation is needed.

1/ When there is permanent increased operating temperature at full load when all else is normal. By normal I mean that the pumps are in good condition, there are no obstructions on the salt water inlet, and no internal leaks from the cylinder head gasket.

2/ When external leaks develop from seals and gaskets.

3/ When there is any sign of salt water entering the fresh coolant or the gearbox oil.

We are generally looking at years rather than months. The trick is to do it BEFORE you have an overheating problem and before salt water finds its way into places where it shouldn't be.

If you do not feel confident about overhauling the heat exchangers, take them to a radiator repairer for repair and testing.

CAUTION: Do not remove the refrigerant gas pipe or hose connectors from the refrigerator condenser. A refrigeration engineer is needed to either isolate the frig gas or remove it. Either way he is needed to re-charge the system after repairs are completed.

Finally we come to the point where the salt water in the cooling system reaches its discharge point. On boats with a dry exhaust system this may be from a skin fitting above the waterline somewhere, or as I have seen, a large hose which can be used as a deck-wash, permanently running over the side .

No problems likely there.

However, on wet exhaust systems the salt water leaving the heat exchanger is directed to the exhaust outlet from the engine, either at an elbow on the exhaust manifold or turbocharger outlet. **CAUTION!!** This mixing point for hot exhaust gas and salt water is often made of cast iron and this material corrodes badly in these conditions. The holes from which the water is discharged into the exhaust gas flow commonly corrode up to the point where they are closed off with great scabs of rust scale.

This results in a reduced flow of salt water through the system and increased operating temperature, and a corresponding increase in pressure within the salt water system, often to the point of blowing hoses off or bursting them. On my annual maintenance list is a note to remove the rubber exhaust hose from the turbocharger and with a hacksaw blade have a good poke out of the water discharge ports. Every year there is a

scab rust build-up to be removed. One day I will have to bite the bullet and invest in a new water-cooled turbocharger outlet elbow! Not a happy thought!

Note. This latter situation was arrived at several years after “P.Y.I. # 4” was originally written. A new exhaust outlet elbow was unprocurable so I made a replacement from 316 stainless steel.

It should be noted that stainless steel will corrode badly if salt water remains in the elbow when the engine is stopped. The elbow must be designed so ALL the water drains out.

Next month we will cover keel cooling and also direct salt water cooled engines.

If any member has a specific question on mechanical maintenance, I am happy to endeavour to find an answer. Make contact via the club office.

Dennis Boggs

Boat Refrigeration

[The linked \(click here\) article was written by a member who wishes to remain anonymous.](#)

His experiences with his boat refrigeration system pretty well parallel my own, and I suspect, that of many other boaties.

It appears to me that boat refrigeration systems are very much a reflection of the ideas of the engineer who designed and or built them, and as such, each and every installation has its own individual idiosyncrasies .

A refrigeration engineer I spoke to recently said “ That’s why I won’t touch any body else’s installation.”

Repair labour costs can escalate to unpalatable levels , and having in a former life been in the position of having to justify tradesmen’s labour content of repair costs, I can fully sympathise.

There must be many other members of our club who have knowledge, or have had experiences concerning boat operation which will be of interest to other members, so please put them on “paper” and submit them to our newsletter, or, if you wish, obtain my assistance via the club office.

If everyone leaves it to everyone else, we will not have a newsletter Dennis Boggs.

Job Vacancy

Yachting New Zealand "Volvo Sailing...Have a Go!" Central Region Instructor

[Yachting New Zealand is looking for a qualified sailing instructor in the Central Region for the 2018/2019 Volvo Sailing...Have a Go! programme. For more details click here.](#)



Want to extend your horizons?

Want to gain confidence dealing with the unthinkable? The Coastal Medic course is a Level 2 Medic Course, recognised as a Work Place First Aid certificate, by YNZ for Category 1 certificates, MNZ for commercial qualifications and the RYA internationally.

Coastal Medic

Qualification	Coastal Medic Certificate Unit Standards 6400, 6401 & 6402 (Level 2)
What it covers	An intermediate medical course covering essential life saving & trauma skills. Manage for up to 24 hours with little outside assistance. Learn CPR, Identification and Stabilisation and how you can apply it from your vessel.
Application	For skippers looking to travel further afield, cruise new areas, or planning a multi-day trip.
Date	Saturday and Sunday 15th & 16th September 8am - 5pm
Venue	Bay of Islands Yacht Club, Waitangi
Cost	\$345 Per Person Incl GST

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www.boatingeducation.org.nz

YOUR FIRST PORT OF CALL



Aaaaaaand.... GO!!!

Entries open for BOISW 2019

We can't wait to see who's going to be joining us for **CRC Bay of Islands Sailing Week 2019**. If it's anything like the last few years, we're expecting a record turnout again, and with over 100 boats competing last year, we're proud to say we're still NZ's biggest and best keelboat regatta.

Check out the [Notice of Race](#) and [Enter Online](#) now. And if you're on Facebook, remember to register on the [Bay of Islands Sailing Week event](#) to let your mates know where you'll be from **22 to 25 January 2019!**

[ENTER ONLINE NOW](#)

DISCOUNT ON ONLINE MARITIME VHF RADIO OPERATOR COURSES

Any person operating a maritime VHF radio must hold, as a minimum requirement, a Maritime VHF radio operator certificate (unless transmitting in an emergency or a distress situation).



Coastguard Boating Education are generously providing a 15 percent discount on online maritime VHF radio operator certificate courses for club volunteers who belong to a Yachting New Zealand affiliated club.

Knowing how to use a maritime VHF radio correctly and with confidence is vital in the event of an emergency. This course covers the protocols that must be followed when communicating over the maritime radio network.

The maritime VHF radio operator certificate course covers the general features and functions of a maritime VHF radio, correct distress and urgency procedures for 'mayday' and 'pan pan' calls, pro-words and phonetic alphabet, trip reports, weather services, callsigns, EPIRBS and other search and rescue equipment.

To sign up for a course, head to the Coastguard Boating Education [website](#). The course is normally \$85, but with the discount will cost only \$72.25. Contact Yachting New Zealand on (09) 361 4025 to find out how to get your discount.

This current offer is valid until November 1st, 2018.

DANGER TOXIC SHELLFISH



There is a toxic algal bloom in this area.

DO NOT EAT tuatuas, pipis, cockles, oysters, mussels, scallops, kina or other bivalve shellfish from this area.



Cooking **WILL NOT** remove the toxin.



REMOVE GUT from paua, crab and rock lobster before eating.



AREA: Bay of Islands
CAPE WIKIWI TO
CAPE BRETT



WWW.MPI.GOV.NZ/SHELLFISH

0800 00 83 33

Ministry for Primary Industries
Manatū Ahu Matua



Please check the status of the Toxic Shellfish warning for the Bay of Islands (Cape Wikiwiki to Cape Brett) area.

Marina Berth Licence Holders AGM Notice & Call for Marina Committee Nominations

The Kerikeri Cruising Club Marina Berth Licensees Annual General Meeting 2018 will be held at 7pm on Tuesday 25 September 2018 in the Kerikeri Cruising Club Clubhouse, 346 Opito Bay Road, Kerikeri.

[A Marina Committee nomination form is available on the Club's website.](#)

Further information (Annual Accounts, Chairman's Report & Kerikeri Cruising Club Marina Trust Report) will be sent to berth licence holders prior to the AGM.

Club AGM Notice & Call for Committee Nominations

The Club's AGM has been scheduled for 7.30pm Thursday 27 September. Please put this in your diary & consider whether you are able to contribute to the running of the Club's programmes by joining one of the committees: Centreboard, House & Social, Launch & Cruise, Keelboat. [A Committee Nomination Form is available on the website.](#)

Pile replacements on the Fuel Jetty & Marina

Pile replacement work on the fuel jetty & marina is scheduled to start Thursday 6 September subject to weather & other variables. The fuel jetty will be unavailable while work is being carried out. Marina users who are affected by the pile replacements will be contacted individually so alternative boat accommodation can be organised.

Racing & Learning Opportunity Available

Join the Friday Rum Races in the Club's Etchell. If you have learnt to sail & want to take the next step this could be the opportunity for you. Race every fortnight (you need to commit to a whole racing season) with three other newish sailors & an experienced supervisor.

A great first keelboat experience. You'll get absolutely soaked, be exhilarated & terrified in equal measure & learn lots! First race in October but crew places are limited to three so be quick.

Text Vonnie 0274335709 with Etchell, your name and number

Club Prize Giving - Change of Date to September 22nd

The date has changed but all other details remain. The bar will be open from 6 p.m. The centreboard prize giving will commence at 6:30pm followed by dinner & then the keeler prize giving. Tickets at \$25 for adults and \$12.50 for 14 years. Bookings are essential, please call 407 9434 or email info@kerikericruisingclub.org.nz to do so. This event promises to be another outstanding one so you can't afford to miss it.

Nominations for Simon Wallace Memorial Trophy for Crew Contribution & Youth Keelboat Crew Award

Nominations are invited for the Simon Wallace Memorial Trophy for crew contribution and the Youth Keelboat Crew award. If you wish to nominate crew for one or both of these awards, please email Daniel with your nomination, and brief overview of why you are nominating that person before Friday 7 September to danielcwise@gmail.com

Kerikeri High School Team Sailing Open Day

Kerikeri High School Team Sailing is looking for more skippers and crews to train in the schools fleet of 420 yachts.

Open day Saturday 15th September at Kerikeri Cruising Club. Meet at 9.00am by the RIB shed at bottom of driveway. Come and meet the team and find out all about team sailing. Spare life jackets and sailing gear available on the day

Contact Tony Calnan 021687846

Club Sailing Coordinator Needed

The Kerikeri Cruising Club requires a Sailing Coordinator to manage & assist delivery of the Club's sailing programmes, provide administration & programme support. This will include coordinating coaches (paid & volunteers), further developing, marketing & promoting the Club's sailing plan & education programmes, & liaising with sailors & interested community groups.

Requires a friendly outgoing person who can work with a wide range of people & has a passion for sailing & working with young people. Reports to the Club Manager & coordinates with the Centreboard & Keelboat committees.

12 months fixed term, part-time position with seasonal work variations

Evening, weekend & holiday season work required

[A full job description can be downloaded from the Club's website.](#)

Fun Family Team Sailing Day - 23rd September

Annual fun sailing day for all the family. [More information here on the Club's website](#) or email Derry godbert@xtra.co.nz

2018 Northland O'pen BIC Cup 29th Sep - 1 Oct

The Northland Open BIC Cup is coming up at the end of September. Great event for BIC sailors or even ones thinking of giving the Open BIC a go. NOR and entry can be found at the following link, <http://openbic.org.nz/whats-on/>

Club Photo's

Please [Click here](#) to see the latest photo's taken of Club events by Bruce Carter. Bruce photographs almost every week. He is currently covering the Winter Series & Winter Rum Race Series which are sponsored by

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Bay of Islands Realty Ltd



Wanted / For Sale

For Sale/Wanted adverts are published at the discretion of the Club for a maximum of 2 weeks.

Experienced Crew Wanted for Fiji to NZ delivery trip

My wife, Carol, and I are currently in Fiji and looking to return to Tauranga, NZ leaving Vuda Point Marina between 20 and 25 September 2018. We are seeking 2 experienced crew for the passage. We have a steel ,47 foot Ganley Lucas , cutter rig, canoe stern, a sea kindly yacht. We would pay for airfare from Akld to Nadi and we will cover food costs.

If interested please contact us on +679 7525878 or dawntreadernz@myiridium.net

Regards

Phil and Carol Garden

06 September 18

Swing mooring for sale

In Apple tree Bay, number 231.

Deep water, sheltered from most wind directions and well clear of vessels entering and leaving the mooring area.

Licensed to 10.6 meter vessel. Two ton concrete block still in service. Contact Milton

Johnson 09 4078689 or 021 2014757 or 021 1162038

06 September 18

SWING MOORING WANTED FOR LONG TERM RENT

Opito Bay or Doves Bay Mooring wanted long term for rent.

Suitable for vessel 12.2m and draught 2.4m.

Contact Clive 021 242 7726

30 August 18

SWING MOORING TO RENT

263 Apple Tree Bay

1.8 Tonne Block, registered for a 9.2m vessel

\$30 per week, last service March 2018 Ph Andy

021 2843879

23 August 18

Yacht for sale

Townson 9.6 (31.5 feet) Built in 1982 by Brian Vaudrey, double diagonal Kauri glassed. Excellent cruise/family yacht Yanmar 18hp diesel engine, Regularly serviced. Mainsail, furling headsail, spinnaker, alloy spars/rod rigging, sloop masthead rewired recently. 60ltr fuel tank, 2 batteries. 180ltr pressurised water in 2 x stainless steel tanks. Large saloon area and aft galley (2 burner gas stove/oven/grill)

Stainless chiller box, solar panel. 2 x double & 3 single berths. Belcom VHF, autohelm 2000, raymarine depth sounder, furuno GPS, log speedo, stereo / CD player.

Sail cover and sprey dodger in good condition.

Ph. Dave on 021 366836.

23 August 18

