



Kerikeri Cruising Club
www.kerikericruisingclub.org.nz

July 2018 Newsletter

Commodore's Corner

On Saturday June 25th, the KCC manager (Melanie) and I attended the YNZ Commodores Conference. This proved to be a most informative day, as well as giving us both the opportunity to meet a variety of representatives of the various clubs from throughout New Zealand.

The notes from the day, and additional information that you may find helpful, can be found at the following link:

<https://drive.google.com/drive/folders/1rICmVMXhFVFn4aGAXD5i11OFQ4WkpeaG?usp=sharing>

As mentioned later in this newsletter, the Matariki evening last Saturday night was a huge success. Many people played their part in making this a great evening, as mentioned. But I must compliment Melanie and Vanessa, in the office, for pulling all the different aspects of the evening together and allocating all the various tasks, to the many volunteers. Congratulations to you both, a most enjoyable evening and great to see so many young families taking part.

Sadly my Saturday night was spoilt by a terrible toothache. After cleaning up on Sunday morning, I went down to "Physical Favours" for the Rum Race, but decided that I was not really up for it. On my way home, I dropped into Mark Fraser's new dental Clinic, as I knew he was putting the finishing touches to it, prior to opening on the 16th of this month.

He would have helped me out there and then, but realised his tool box was at home. So first thing Monday morning, I front up and Past Commodore Peter Hooper is there sorting out a multitude of wires. He was wearing a belt with various tools, and offered to remove the offending tooth with some monster pliers' there and then. Thankfully Mark turned up and did the job. Great to have a KCC member helping out the Commodore, in his time of need with a Past Commodore there as back-up.



The General Committee along with the various sub-committees are currently finalising the 2018/19 budget and it looks as if we will be able to operate with a modest surplus, again, this coming year.

We are pleased to have approved 17 new memberships in June, the majority being family memberships comprising two or more persons. Which is a sure sign that the club is in good health, and seen as providing a broad range of desirable activities to its members.

Peter Wilson, Commodore

If you think adventure is dangerous, try routine, it's lethal.

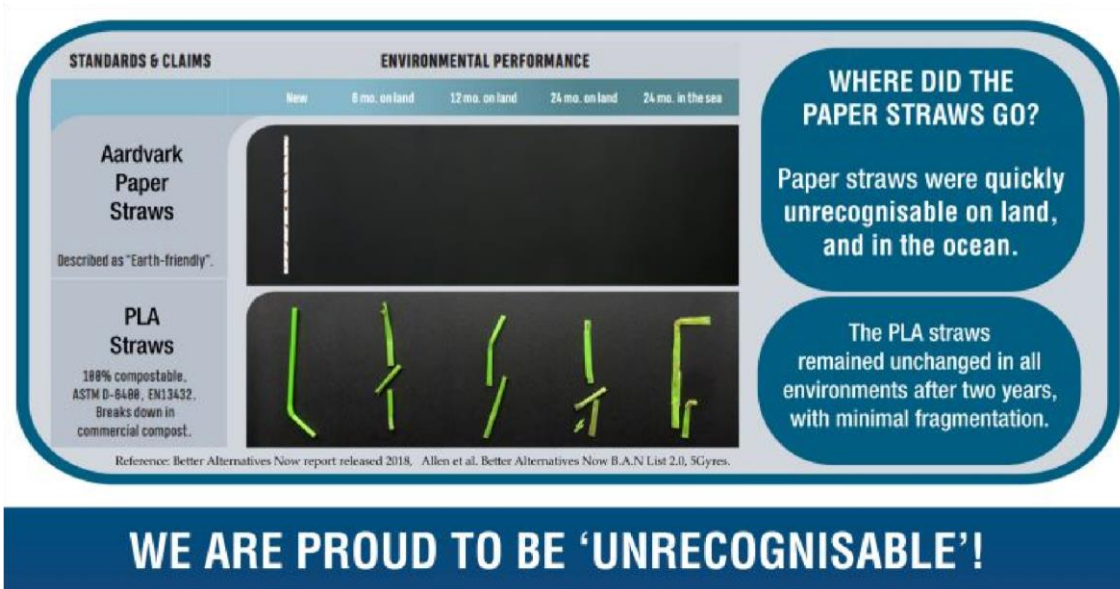
Paulo Coelho



House & Social



The Club's Matariki Dinner was a great night & a total team effort. Special thanks to Vonnie France, Emma Wise & their troop of helpers for the wonderful decorating, Kelly Archer, David & John for the charcoal spit roast lamb, Gary Gillbanks (great bricks), Kristine Donahoe (brilliant brazier), Pete McLea, Daniel Wise, Vanessa Riley, Bart & Liam Turner, Bruce Carter, Pete (officer in charge of toasting sticks) & Dianne Wilson & last but not least kitchen staff - Marrisa, Wendy, Richard & Mia.



Kerikeri Cruising Club recently changed to paper straws.

Keelboat

Report by Craig Jones

We are now half way through the two series that are sailed each winter, the weather having generally played its part very well.

There have been five races sailed in the Harcourts BOI Winter Series and out in front by just a single point in A Division is Cotton Blossom II (Doug France) – or should that be Vonnie? - on 15 points from Tongue Twister (Brian Hutching) on 16, Learning Curve (Paul White) on 18 and Physical Favours (Pete Woods) on 19. With five races still to go and three discards coming in to force following race 8 it is still anyone's race. The associated PHRF series has Tongue Twister in front on 11 points from Learning Curve and Physical Favours which are both on 15 points. In B Division the little Pied Piper Lelant (Royce Clark) is leading the way on 11 points from Chiara (Ian MacGregor) on 16 and Vim (Gary Colebrook) just a further ½ a point back.

After fifteen races in the Divisional Championship series A Division is being led by Physical Favours with 76 points followed by Animal Biscuits (Craig Partridge) on 85 and Tongue Twister on 101. B Division sees Aalita (Andy August) leading on 45 points from Enhance (Blue Newport) on 68 and Stray Cat Peter Hooper) on 80. There are five discards allowed in this series that will start coming in following the next race.

The Fell Engineering Winter Rum Series has also reached the half way point and here we have Demonstrator (Bob Donaldson) leading A Division on 9 points from Physical Favours on 11 and Learning Curve in third place on 16. In B Division the surprise is seeing Wakanui (Dan Wise) looking very good on 12 points from Enhance (19) and Aalita (20). It was good to have Frank de Vries taking Petty Cash out in the latest couple of races and with his earlier three 'DNC' results he could still be in with a chance come the end of this series.

All race and series results can be viewed on the club's web site at www.kerikericruisingclub.org.nz/sailing/keelboat/race-results.html.

The revalidation of your PHRF certificate is past due with the current PHRF season having commenced on June 1. It is up to owners to reapply for a certificate for the current season by visiting the Yachting New Zealand web site at www.yachtingnz.org.nz/racing/handicaps-ratings/phrf.

Coming up in July – all races on a Sunday . . .

1 st	Rum series race 5	First start 1400	Fell Engineering
8 th	Winter series race 6	“ 1200	Harcourts BOI
15 th	Rum series race 7	“ 1400	Fell Engineering
22 nd	Winter series race 7	“ 1200	Harcourts BOI
29 th	Rum series race 8	“ 1400	Fell Engineering

This is how they do it in the Bahamas. And they don't know what “winter” means!



Marina

Have you returned your licence?

Please return your licence or contact us if you have questions about how to complete it.

NRC's Marine Pathway Plan Operational from 1 July 2018

Although as yet there has been no public notification, we understand the Northland Regional Council has voted to make the Marine Pathway Plan operational from 1 July so get out your waterproof tape measures, calculators and diving gear! It is now a requirement that the owner or person in charge of a craft either entering Northland or moving from one designated 'place' to another in Northland must ensure that the fouling on the hull and niche areas of the craft does not exceed 'light fouling'. 'Light fouling' is defined as small patches (up to 100 mms in diameter) of visible fouling, totalling less than 5% of the hull and niche areas. A slime layer and/or any species of barnacles are allowable fouling. Breaching these rules is an offence under the Biosecurity Act and could incur a fine of up to \$5,000. There are 18 'designated places' in the Plan. These are Northland harbours, marine reserves and popular anchorages.

Here's what light fouling looks like

LoF rank	Criteria
2	Light fouling. 1 – 5% of visible hull surface covered by macrofouling or filamentous algae. Usually remaining area covered in slime.



Considerable fouling. Macrofouling clearly visible but still patchy. 6 – 15% of visible hull surface covered by macrofouling or filamentous algae. Usually remaining area covered in slime.



Protecting Your Investment #2 Cooling Systems (Fresh Side)

Most marine inboard engines have 2 separate cooling circuits. The closed and pressurised fresh coolant circuit, and the raw or saltwater circuit. There are variations with components and circuitry sequences so we will begin with a typical diesel installation.

The fresh coolant system provides the primary cooling of the engine and comprises a header tank with filler cap, circulating pump, temperature regulator [thermostat], the coolant jacket built into the cylinder head and block, and a heat exchanger to transfer the heat to the raw water system. It

may also include an engine oil cooler and liquid cooled exhaust manifold and turbocharger, as well as draw-off and return pipes to heat the galley hot water cylinder and cabin heater. As you can imagine, all the various hose and pipe connections are wonderful opportunities for leaks, especially as the systems are operating at from 5 to 16 pounds per square inch, (P.S.I.) pressure.

The policy in this department is a zero tolerance to leaks! If your engine constantly requires topping up with coolant, it is because it is leaking somewhere. Slow leaks can be very difficult to find as the coolant frequently does not leak when the engine is cold, and only leaks when the engine is hot and the coolant is up to operating pressure. Minor leaks then are usually evaporated off the hot engine surfaces and don't drip into the bilge. The only practical way to find these leaks is to pump the system up to operating pressure with the engine cold. This is done with a "cooling system analyser", which is a hand pump with a pressure gauge and fittings to connect into the header tank filler. Hunt those leaks down and fix them or one day they will become big ones and cost you plenty.

You will have noticed that I am constantly referring to "coolant", not water. Water was the stuff which went into pre-World War II cars and trucks. Today's engines MUST have a coolant comprising of water and a suitable additive, most commonly one of the various brands of antifreeze, which is ethylene glycol plus other ingredients. When used in a ratio of 50/50 with water it not only provides protection against freezing [not a problem this far north], but also raises the boiling point of the coolant significantly. However the major reasons for the additive are prevention of rusting of cast iron and steel components, corrosion of alloys, and prevention of the big killer, CAVITATION EROSION of the wet side of the cylinder walls. To be effective the coolant must contain more than 30% antifreeze. There is no advantage in using more than a 50/50 mix. I have on many occasions seen holes nibbled right through cylinder walls in as little as 1500 hours in 18 months in new and rebuilt engines, through using water only as a coolant. This results in the need for a total engine rebuild.

Inadequate system pressure through a dirty or faulty filler cap, or leaks in the system also assist cavitation erosion occurring and can frequently be the sole cause of cracked cylinder heads. How and why these disastrous engine diseases occur are too complex to adequately describe in this brief article, but if sufficient people are interested I will be pleased to prepare and conduct an evening session at the club which will provide a good understanding of how the cooling system operates and what happens when an unsatisfactory coolant is used and/or insufficient cooling system pressure exists.

If an engine is using or losing coolant, many people simply top up the system with water. Just think about it, if you start out with a 50/50 mix coolant in a 20 litre system, you don't have to add many litres of water for the mix to be diluted below the 30% minimum and the protection is lost! Keep a container of premixed coolant on board and if top ups are frequently necessary, find the leak and fix it, pronto!

Finally to water. All engine manufacturers today provide specifications for the water to be used in coolant. Essentially they call for a ph. of 7 which is acid/alkaline neutral, and for a low mineral content. Best is rain water away from cities followed by town supply and only as a last resort on a temporary, get-you- home basis, when nothing else is available should you use ground water from lake, creek, or bore. It may taste good, but your engine will not like it. This then raises the question of the suitability of K.C.C. marina water when drawn from the bores! Having seen the damage done to engines through using ground water I would not use it in my engine.

Next month, salt water systems.

Dennis Boggs

Propeller Puller for Free Loan to Club Members

I have a puller which can remove 2, 3, & 4 blade props from shafts up to one & three quarter inch (44.5mm) diameter.

At least 3/4" (19mm) clearance is required between front of prop hub and rear of skeg, or shaft exit point in keel.

Otherwise the drive coupling must be unbolted to allow the shaft to be moved rearwards.

To obtain puller, contact club office who will put you in touch with me.

Dennis Boggs

Contacts & Phone Numbers

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