



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

Newsletter July 2019

Commodore's Comment

Thank you to Dave Keen (Vice Commodore) for filling in for me whilst I was away sailing to Fiji.

I crewed on CROCUS, an older design, 38 ft canoe stern, cutter rigged sloop, that really didn't like sailing to windward in light conditions. This made for a slow eleven day journey to Vanubalavu in the Lau group, of Fiji. We were fortunate to be able to join up with the Island Cruising rally, who had arranged customs clearance there. The Lau group has had very little tourist influence to date, and is much as it was, when the missionaries started influencing island life. The traditional sevusevu (gift of kava to the chief of the tribe) is very much expected if you are in the vicinity of a village. I personally found the formalities of this ceremony to be quite an experience. From the Lau group we sailed to Vuda Marina, near Lautoka. Very much a different world, hot showers, latte's and cold beer in tall glasses. Ran into "Changes of Latitude" and "Gungha 2" in my travels, as well as the Eastridges, so I was not the only KCC member to escape the NZ winter.



Earlier this week, the "General Committee" held its monthly meeting.

Some of the topics discussed were:

The acknowledgement of "te Runanga o Ngati Rehia" as the Kaitiakitanga (guardians) of our land and sea in our part of the Kerikeri inlet. Ngati Rehia have been supportive of the Cruising Club right from the beginning through to our recent DOC swap. There appears to be some dissension within Maridom, with outside groups trying to exert influence over areas that they have little or no affinity to.

After a recent meeting in Kaeo, at which Dave Keen, Doug France and Alister Wells attended, the Community board have agreed to change the Strategic Plan, to include public toilets at Lake Manuwai. This is a major break through, and is an acknowledgement that the KCC's activities at the lake constitute only a part of the many user groups who use the lake do.

Repair work has commenced on the fuel jetty. So please use with caution.

We agreed that a small increase in subscriptions will be necessary next year to cover a variety of increased costs. This will be outlined at the AGM in September.

Garth Dobney has approached the Club about the possibility of taking Hospice Patients on a short boat trip. He will organise the Hospice end, patients and helpers, if we could provide volunteers with suitable boats. The committee agreed that this would be a most worthwhile activity, and as a club, we will do all we can to facilitate this. We will let you know more, as the plan develops.

The marina requires some major expenditure on replacing piles. Around \$200k, which has been budgeted for. This is to be the first major project since withdrawing from the FMA and the Statutory Supervisor. And as such will be a test for our new "Procurement Policy" and the oversight of our Trustees.

We approved six new memberships, and have had no resignations this month.

As a club, we are well served by the members of the various sub-committees, and the General committee. We are always looking for more people to get involved, and welcome any offers to participate on one of the various committees. We currently do not have a "Launch & Cruise" committee at all, and there are gaps on all the other committees. If you are interested to know more, have a chat to a committee member, or Dave Keen, or myself. The old adage "Many hands make light work" The AGM is late September.

That's it from me - just can't wait for summer to roll round again.

"The goal is not to sail the boat, but rather to help the boat sail herself"

Commodore - Peter Wilson



The House and Social Committee invite you to a great night out, put it in your diary. Book your tickets now, only a few short weeks away.

Keelboat News

Hi All,

A few things to inform you about regarding keelboat sailing but firstly I would like to thank Aleesha for the time she has spent on our committee.

Circumstances have meant that Aleesha is no longer able to be on it so good luck to you Aleesha and I hope that we will still see you around at least from time to time.

- 1) PLEASE CLEAN AND RETURN ANY CUPS/TROPHIES you are holding to either the race office or the marina office. We need to have them ASAP to get them engraved for this year's winners.
- 2) We are investigating the feasibility of an automatic camera type system for the start box which would remove the current necessity to have a starter there.
- 3) Resource consent has been approved for our racing buoys. Some of them will need to be moved and Moorings Northland has generously offered to do this for us at no cost. The southwestern buoy will have to be removed as required by the Harbourmaster to make room for more swing moorings.
- 4) A prize-giving date has been set for 21st September. Details to follow.
- 5) Please consider whether you or someone you know who you could nominate would be willing to stand for the Keelboat committee next year. We could do with some help!

Enjoy your sailing

Andy August

KCC Keelboat Committee

Centreboard - Time to Reflect

Yachts have been stored and it is time to look back on the centreboard season with pride. Our hard working coaches, parent help, and the many volunteer hours has resulted in a bumper year full of achievements for our fledging young sailors.

For the first time in many years our sailors have competed in regattas in and out of the bay, no mean feat, when the fleets can number up to 30+ on the start line, all one design and your competition showing no fear!

We congratulate the all sailors competing and their parents. You all deserve a medal or two.

Special mention to:

Rawiri Gabb-Warren 2nd silver fleet Open BIC Worlds in Torbay, in January. BOI interschool in March when all but 2 sailors had never competed in a regatta before,

Racing in Optis, Bics and Fevas: Fevas - Charley Cates and Leon Haslar 2nd,

Optimists - Josh Smith 1st, Felise Sanders 2nd, Charlie Andrew 3rd.

RS Feva Nationals in Torbay, April: Charley Cates and Leon Haslar 1st under 13 division. Also competing Jasper Sharp and Jaluka Clark, Rawiri Gabb-Warren and Tom Edinborough

Murrays Bay Optimists Nationals: 1st Northland sailor - Josh Smith

In May at the BOI Bic regatta Charlie Andrew won every race in the bronze division (her first time ever, racing in a BIC!

Manly mid winter..... in July, here the entire fleet got their turn on the podium!

David and Emalee Ferris 1st Feva

Charlie Cates and Bo Sanders 3rd Youth division Feva

Carter Springer 2nd Open Bics silver division

Together with the action packed team sailing at Doves Bay, the learn to sail programme for beginners at Lake Manuwai was the place to be for 20 enthusiastic new sailors every Saturday morning and many Monday's after school as well. Many will join the ranks at Doves Bay having secured their level 1 certificate.

Erin Shull has taken on adult sailing Monday evening classes, helped by Ray Haslar.

We have a growing group of young sailors now racing in keel boats as an extension of their ever growing awareness of tide, changing wind directions and sail trim.

Over the winter we have the Etchell competing in the Sunday races, with coach and senior centreboard sailors, refining lifetime sailing skills.

The Kerikeri Cruising Club can stand proud as our coaches, parent support and talented children step up on the podium.

The Centreboard Committee.





Protecting Your Investment #6 "Electric Mice" or Electrolysis

The following article describes the major electrolysis problem I experienced with my own boat and I relate it here in the hope that it may help others prevent similar problems in theirs.

As the name implies, a condition can exist where minute stray electric currents cause electrolysis which is the progressive corrosive nibbling away of vital metal components which are contacting salt water, such as metal boat hulls, shafts, rudders, propellers, pumps, pipes and heat exchangers . Generally the components are made of metals high on the galvanic scale [cathodic] , and the universal method of limiting galvanic corrosion [electrolysis] is by incorporating sacrificial anodes made of a metal near the bottom of the galvanic scale, [anodic] usually zinc.

These anodes concentrate the electrolysis on themselves and are eaten away for their trouble .Anodes are located on the hull, propeller and/or shaft, and at several locations within the engine cooling system such as the heat exchanger, fridge. condenser, gearbox oil cooler and intercooler.

Although very familiar with this type of problem and its causes, the electrical testing for problem areas has not been my best field of expertise and I am indebted to local marine electrician Paul Matich for his assistance and for proof reading this paper.

Salt water boats should have an internal electrical loom connected to all the critical metal items which come into contact with salt water. The loom is "earthed" to the anode on the outside of the hull below the waterline. The size and positioning of the anode is critical and should be determined by a person [s] with specialist knowledge.

In the hands of its previous owners, my boat destroyed one propeller and badly damaged another by electrolysis in 6 years. At a 2001 price of \$2400 each the problem demanded urgent attention. By the time I purchased the vessel, the second prop had been leached of much of the aluminium from the ali/bronze alloy it was made of, leaving it still serviceable, but extremely brittle.

The cause of this damage was the use of clamp around type shaft anodes which on this boat were sufficiently consumed in 6 months to fly off and leave the prop unprotected. The prop specialist in Whangarei assured me that if the anodes were only lasting 6 months, the remaining 6 months before annual haul out was enough to damage the prop to the extent it was! As the prop was only 1 year old at that time I had to believe him. I subsequently made a special mould and cast my own anodes to screw onto the prop shaft behind the propeller nut.

Two dissimilar metals such as prop bronze and its stainless steel shaft in salt water provides the essential components of a battery, and after purchasing a digital multimeter on Paul's advice I discovered point one of a volt potential between the prop shaft and the earth loom. Paul assured me that decimal one of a volt was far too much and that an earthing connection on the rotating shaft was necessary. This was done promptly and the meter read zero on the retest as it should.

Checking further I found that some cooling system components showed as much as point 8 of a volt on the multi meter! Some of this was in metal coolant pipes which were supported at each end by rubber hoses and had no electrical connection to the engine. An earth wire from the pipes to the anode loom corrected this. Other locations on the engine also showed unduly high readings and were already earthed, but on giving the wires a wiggle at the bilge end they broke off at the terminals. This was due to the use of automotive grade wire instead of marine grade tinned copper. My project then expanded to include removing every earthing connection and cleaning, repairing and sealing every joint

Obviously this project was more than a 5 minute job, but the basic retesting of existing vessels does not take overly long and is highly desirable to ensure good protection from the ever hungry "electric mice". Any repair work found necessary by the testing will represent money well spent.

It is interesting to note that my boat no longer gobbles up anodes at the rate it did in the past. If your boat has never been retested for stray electric currents, I believe it highly prudent to seek professional advice on the matter.

There are a couple of other problems which many in the industry genuinely believe to be electrolysis but are not.

1/ Small holes nibbled right through engine cylinder walls necessitating total engine rebuild.

This is CAVITATION EROSION caused by unsatisfactory coolant composition and/or insufficient cooling system pressure.[See protecting your investment #2]

2/ Small holes nibbled right through stainless steel fuel tanks, and into other s.s. items such as prop shafts, s.s. bolts, s.s. keel caps etc. etc. This particular nasty is known as "Pitting corrosion of stainless steels" and is a subject worth devoting a separate newsletter item to. This will be done at a later date.

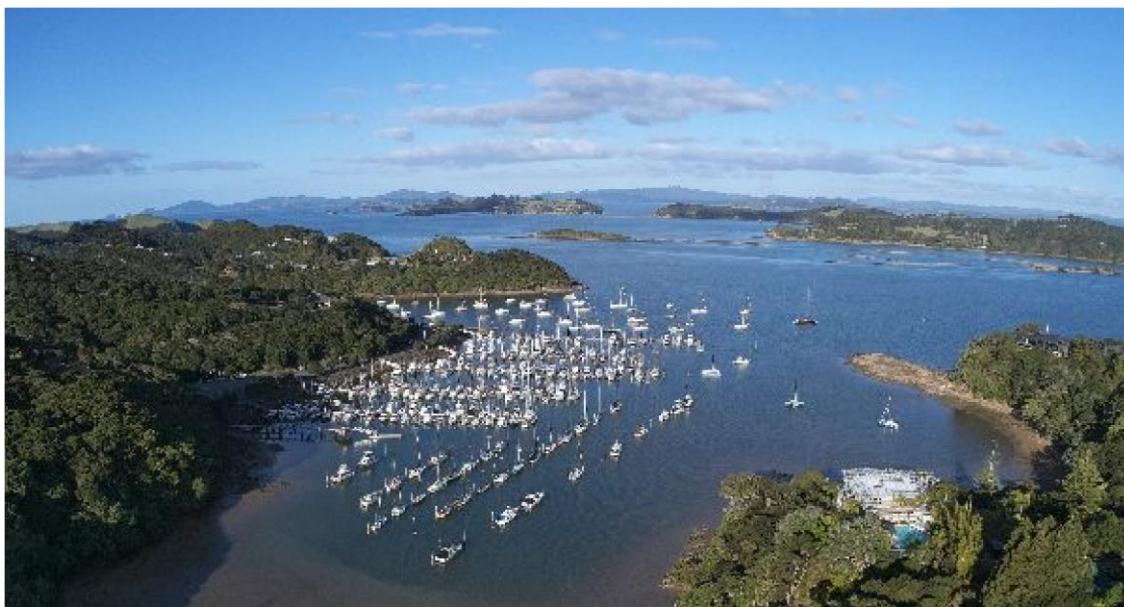
Next month..... "Diesel Fuel Bug"

Dennis Boggs

Burgees



We now have a new supply of burgees in stock!
You can purchase them from the Marina office for \$25 ea.



Above: "Viewed from the West"

[See the latest photos of Club activities from Bruce Carter](#)

Thanks to our Keelboat Winter Series Sponsors





Winter Roast Now Available on Sundays as well as usual menu

Warm up this winter with a beef / pork roast meal at the Club on Sunday nights. \$20/head. The usual menu is also available Friday & Sunday nights. The Clubhouse is open from 5pm on Friday's and in winter season from 4pm on Sunday's after racing.

Wanted / For Sale

Mooring for Sale

Mooring #532 in Blacksmiths Bay. Recently serviced, inspection certificate available. 3 ton block, licensed for 11mtr.

Contact Helen on 02102722665. Email: tizzy_w@hotmail.com.

Price by negotiation.

19 Jul

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Our mailing address is:

346 Opito Bay Road, RD 1, Kerikeri, 0294

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