



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

Commodore's Comment

As the summer comes to its end and autumn approaches, we should all reflect on how lucky we are to live in the B.O.I., a truly magnificent part of the world, especially for boaties.

The horrific massacre that took place in Christchurch last week, will change New Zealand forever, and will impact on us all as Kiwis in the future. We need to understand that global fanaticism can, and will impact on people world wide, as we have just seen in sleepy old New Zealand. Our condolences are with the grieving families.

The General Committee met for its regular meeting on Tuesday the 19th March.

Some of the matters arising included:

The Doc Swap - Completed but still no paperwork - promised by months end!

Reclamation title, - still with the treaty settlements office.

Centerboard Racks - clarifying planning and consenting issues, and raising additional funds

MOSS Exemption - The Carters RIB failed the Moss inspection and requires remedial work to get up to standard. Currently estimates are being sought as to whether it is best to just do the work required, or give the vessel a major refit.

KEEPING CHILDREN SAFE - We as a club, have a duty of care to keep children under our supervision, not only safe and away from physical harm, but also away from emotional harm.

Instances might involve bullying, inappropriate conduct from an adult, or stalking by a non-custodial parent. Your committee are currently drafting a code of conduct, and a complaints and investigation procedure. Fortunately we are able to draw on one of our members considerable expertise in this area.

Lake Manuwai - It would seem that the FNDC are trying to put the issue of facilities into the too hard basket, or dump it onto the KCC. We are only one of many users of the Lake, and a small user at that. We will continue to liaise with other groups and apply more pressure to have toilet facilities restored.

Health & Safety, We had a member of the public die from a medical event last Sunday evening near the Admin/ablution building. Some confusion around the location of the patient and the code to the defibrillator case caused a minor delay, although had no bearing on the outcome.

We are examining our emergency procedures and will also arrange for another defibrillator instruction session to be held in the clubhouse for members edification.

Some remedial work will soon be undertaken on the fuel jetty. Please keep clear whilst work is in progress.

We were please to be able to assist with the Waka Rama event held at Waitangi last weekend, and would like to thank Tony Calnan for giving his time to drive the RIB .

Easter - A Friday champagne breakfast and various beach activities over the weekend, are in the planning stages - so watch this space for further details.

Everyone is welcome and encouraged to take part.

Make the most of the remaining summer and have fun on the water.

Peter Wilson

Life Membership Nominations

Confidential suggestions for life membership of the Club are being sought. Please forward the nominees name & relevant background to commodore@kerikericruisingclub.org.nz

Defibrillator Demonstration

A demonstration of the defibrillator use will be done at the Clubhouse at 6.30pm Friday 5th April. All welcome.



St Patrick Days blessing for Christchurch from KKCC

Centreboard News

Thanks to the 3 brand new racing Feva mains bought by the centreboard committee out of their centreboard funds, we had a 2nd place competing against Manly and BOI clubs. This is a fantastic result after less than 9 hours practice in our new feva yachts. Extremely proud of children, coaches and parent supporters, we had a total of 10 competitors in 3 different classes, (opti. Open bics and fevas) with 6 podium places. Our feva fleet compete again in Torbay next weekend, hopefully wearing their brand

new racing bibs proudly displaying the Kerikeri Cruising Club logo. Also in April we have a competitor in the National championships held in Auckland.

Our other big exciting news is our 40ft container has been put in place at the end of the marina , fits in so tidy that only those who go looking for it know it is there. This gives us an efficient hub for briefings , a place to view and discuss cam camera coaching , somewhere to dry sails and store equipment. It has a work bench plus tools and a vice, so many thanks to Mark Turner Ray Haslar who did the paperwork and muscle to get in place, and is now working on making the interior efficient.

Our volunteer coaches David Ferris, Peter Sharp, Ray Haslar, in particular have put in many hours coaching , making sure boats are ready to sail, safety ribs are set up with crew and in place.

There has been a great bunch of 22 beginners who started at Lake Manuwai this February, 12 of whom are so keen , they show up on Derry's Monday after school sessions to have a practice once again. Many thanks to David Ferris, Doug France, Harley Warren, David Mcfadizen and our young assistant demonstrator of skills, Rawiri Warren and of course Derry Godbert. Ray Haslar and Erin Shull are coaching the ladies Monday evening participating in bics, splashes and mistrels, judging by the smiles and laughter all is going extremely well.

Vonnie France, Centreboard Administrator

Keelboat News

As we are coming to the end of our summer racing programme two more series have been completed and so congratulations go to the following for winning those

Scottronic Wednesday Night Series

Division A Paul White and crew on Learning Curve

Division B Peter Hooper and crew on Stray Cat

Beds R Us Ladies Series The

ladies on Physical Favours

Good to see an increase in the number of boats competing in the last two races of the Ladies series. Perhaps two races in one day had some appeal.

We now have just one rum race and one Interclub race to go to complete our summer racing. We start the winter racing programme with race one of the Harcourts BOI Winter series on the first Sunday after Easter. This series will be run with separate A and B divisions whilst the Fell Engineering Rum Race series will be just the one division with all boats starting at the same time . We decided to keep the long races in

the two division format in the interests of giving those that enjoy these longer races a decent length race , something which is difficult to achieve when combining both faster and slower boats in one division.

We are still short of people to start and finish races . Whereas it is achievable to be the Officer of the day and race , we cannot do startbox duties and race at the same time. As all the keelboat committee members do race we then require people that are not racing on that day to start and finish the races. Anyone who fulfills this duty has the option to accept a \$30 fee to cover their expenses. If enough people volunteered just once or twice a year then this problem would be solved. We are not as fortunate as in the past when first Tony Shields and then Craig Jones committed to doing this duty week after week and year after year.

Andy August



Centreboard Success!

The Kerikeri Cruising Club is very proud of our young team of sailors and coaches who competed in the Interschool Yachting Regatta at Waitangi earlier this month.

For all, bar 2, of the children it was their first regatta.

KCC had teams competing in Opti's, Bic's and Feva's. All children showed their skills, which improved as the regatta went on. We had a placing in each of those divisions.



Protecting Your Investment #5 - Keel Cooling & Direct Saltwater Cooling

The cooling system known as “keel cooling” is comprised of metal pipes mounted externally on the hull below the waterline which carry the engine’s fresh coolant through them. The engine’s heat is transferred through the pipe walls directly to the surrounding seawater.

Variations on this are on steel or aluminium hulls where water jackets are welded directly to the interior of the hull, or by using a hollow section of a metal keel to act as the [fresh] coolant jacket. In reality all of these variations are simple heat exchangers.

ADVANTAGES. When a dry exhaust can be used there is no need at all for a saltwater pump unless a deck-wash hose is required. This means no salt water anywhere near the engine room machinery.

DISADVANTAGES. In the case of external pipes there is an unavoidable additional drag factor.

There is also the need to keep the exterior of the pipes and/or the exterior of the hull water jackets free of marine growth.

Failure to do this results in a reduction of heat transfer to the sea water, possibly to the point of overheating the engine.

If a wet exhaust is required on a vessel with keel cooling, it is necessary to have a salt water pump and a mixing chamber at the exhaust manifold or turbocharger outlet for the sea water to enter the exhaust gas flow.

A well constructed and maintained keel cooling system, especially on a metal hull can be a very reliable and trouble free system and is an option I would choose if building or re-building a metal hull, but it does require careful maintenance of the fresh coolant composition, and of the external surfaces for obvious reasons.

DIRECT SALT WATER COOLING

This is more common on small auxiliary engines in yachts and in my book is a crime which should never be perpetrated on unsuspecting boat owners. Admittedly some manufacturers seem to have developed iron alloys which are more resistant to salt water corrosion than the traditional grey cast iron, but be assured, the extra cost of a heat exchanger cooling system will be more than saved over the life of the engine.

It is heartbreaking to see low hourage engines, some only 10 years old, nowhere near worn out but un-repairable due to corrosion.

If your boat has direct salt water cooling I can only advise you to pay great attention to the anodes and to replace them well before they are completely consumed, which is of course the case with all anodes. This will minimise galvanic corrosion but will do nothing to prevent old fashioned rust which never sleeps!

My son in law once had a nice American built boat a few years ago which had a well known V8 petrol engine and stern drive which would have been sold originally in the States for lake use, as it had direct raw water cooling. On being imported to NZ it was used in the sea and when it came into our family [without my prior inspection] it was soon found to be suffering very badly from internal rusting of the cooling system. The

engine was in good running order and consumed no excessive amount of oil, but the coolant jackets in the cylinder heads and block had rusted right through, making the entire engine a throwaway item apart from carburettor, distributor, inlet manifold, flywheel and alternator.

A couple of thousand extra dollars worth of heat exchanger and salt water pump when new would have preserved that engine for a normal life expectancy.

Retro fitting a heat exchanger to a direct cooled engine which has previously been used in sea water may possibly arrest further corrosion but the benefits are questionable due to the unknown extent of existing corrosion. In my experience salt enters the very pores of cast iron and can never be effectively removed. I hope in the future someone will prove me wrong in this regard. Moral of the story is, you buy a direct cooled in-board engine at your own risk.

Outboard engines are of course directly cooled by salt water. They are invariably of alloy construction and most are fairly resistant to corrosion: some better than others.

The poor little dinghy motor however is frequently neglected with regard to flushing with fresh water as soon as possible after use. I have seen many which had their water jackets totally blocked with salt and alloy corrosion, resulting in severe overheating and sometimes fatal seizure.

Such engines require major dismantling to physically clean out the water jackets, and I have done many of them.

There are products available to remove salt deposits from outboards and although I have no personal experience using them I would recommend their use if they perform as claimed.

Next month; "ELECTRIC MICE"

Dennis Boggs

GPS Week Number Rollover Event

GPS signals from satellites include a timestamp that stores the week number using ten binary bits so there are 1024 week numbers. Every 1,024 weeks (about 20 yrs), the counter rolls over to zero. 6 April marks the end of week 1,024. Modern GPS receivers/chart plotters/AIS that conform to the latest specs will be OK, older ones may not be. For example, Raymarine is saying for legacy models "Any features which are dependent upon date/time information (tide / current data, waypoint/route creation date, Time, Date, slow / no acquisition of GPS FIX, etc.) would potentially be affected..."

They say it may be necessary to replace the GPS sensor or add an external GPS sensor to the system. Garmin has identified two models (GPS II+ J, Geko 201) for which a fix will not be provided because they are too old. With help from [Coastguard Boating Education](#), we are compiling official and company information on this and will provide updates as this becomes available in the post on

www.facebook.com/KerikeriCruisingClub.BoatingEducation that is pinned to the top.

Advice from US Department of Homeland Security: [Click here](#)

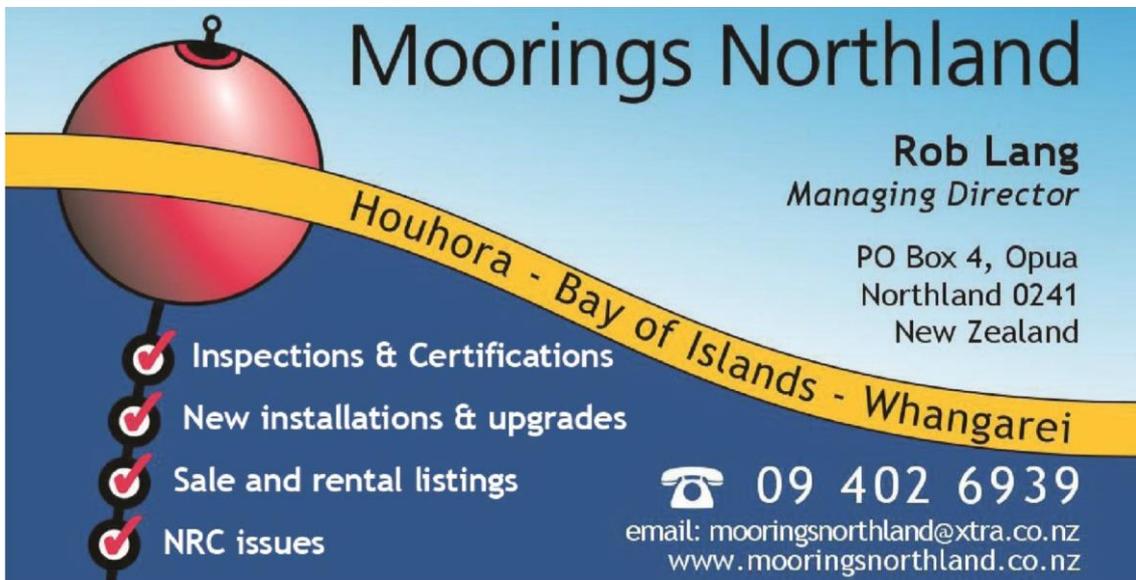
Garmin: [Click Here](#)

Furuno: [Click Here](#)

Rubbish & Recycling Option in Waipapa

Waste disposal just got easier with the opening of a recycling & rubbish facility in Waipapa. Disposal of recycling items is free & rubbish has a small charge.

[Check out this article for details.](#)



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Managing Director

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[See the latest photos of Club activities from Bruce Carter](#) 49er's sailing with Blair & Pete in the Bay 06/03/2019.



Maritime Education

Recreational Boating Courses



Day Skipper

Venue: Coastguard Bay of Islands, Kerikeri

Date: 6th & 7th April

Days: Saturday & Sunday

Time: 8:30 am to 4:30 pm

Fee: \$250.00 / Special rate for
Coastguard members \$215.50

Not a Coastguard member? Talk to us about the benefits of membership including \$100 off Day Skipper for NEW members.

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



Wanted/For Sale...

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

Swing Mooring For Rent

Opito Bay from May 20 to October 20

Number 1232
4 ton block / 16 mtr
Fergie Buoy with bridle setup (currently Changes of Latitude is on it)
\$120 per month
Contact Owen 0272261707

21 Mar 19

Wanting to Rent
Swing Mooring for 9mtr yacht in Apple Tree bay, Opito Bay, Black Smiths bay Long Term.
Ph Vaughan 021 02740092

21 Mar 19

Swing Mooring For Rent
Swing Mooring for (long term) rent in Black Smiths bay. Mooring no 1259 on 4+ ton Block.
Registered for a 19 meter Vessel Ph.
Mike 027 4760670

21 Mar 19

For Sale
Aero4gen wind Generator
12v Perfect working order with manuals etc. \$400 Phone
Robbie - 0274268431

14 Mar 19

For Sale
Laser 193068 - Excellent condition, with cover and beach trolley \$6,500
Please phone Keith 09 405 9770 or 027 389 1012

7 Mar 19

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Deadline for Weekly Notices:

Notices to be supplied via email by 10am every Thursday to be included in current week.

Our mailing address is:
346 Opito Bay Road, RD 1, Kerikeri, 0294

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