



October / November Newsletter

Winter is over, the sun is shining. Well, sometimes. Our cruising program is well underway with two cruises to Rottnest completed plus the interclub cruise to Owen Anchorage also behind us. There are reviews of these cruises inside.

Coming up are two of the three big annual cruises, the Quindalup and Bunbury cruises.

We've also got the Cruising Section Xmas social on December 18 which will again be held outside on the lower sunset deck. Also inside is an article I've written on my experiences with dealing with electrolysis. I've tried to keep as non technical as I can while at the same time explaining what it is. There's also another My Boat plus another sailor's dozen.

I hope you find this edition interesting reading.

Have a safe and enjoyable festive season.

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*Cruises coming up.
Quindalup*

The Quindalup cruise is set to cast off on Boxing day as it has done in the past.

Facilities have been organised at MOFSC and KBYC for those not sailing direct to Quindalup.

This year fewer organised activities have been planned to allow cruisers to just relax and enjoy their time at anchor, doing their own thing. The proposed itinerary is as follows;

- December 28th arrive in Quindalup.
- 29th Rest day and bocce on the beach.
- 30th Progressive lunch (aboard).
- 31st NYE (naughty) party from lunch time to 2400h EST.

- January 1st Kite flying competition and fish and chips on the beach at tea time.
- 2nd QBYC Regatta incorporating sail to Castle Rock.
- 3rd Dunsborough Bay Yacht Club party.
- 4th & 5th rest days (bocce and vineyard lunch maybe)
- 6th Farewell lunch.
- 7th Legacy sail.

Our Boat - Leprena III

By Mike O'Donnell

We bought the boat in August 2008

We bought this yacht for several reasons. One was the head height, 6' plus. Another was the room inside made some other 39' production boats look small. Bringing the family along, this was an important factor. Being only 2 cabins also means we have a good size head and bathroom. The cockpit is very generous and sail handling can mostly be done from here. She is very easy to single handed sail and is very responsive.

We have mostly sailed locally, down as far south as Mandurah and Rottnest of course and this year we sailed to the Abrolhos Islands.

Nothing peculiar has happened so far (touch wood). The most interesting trip we have had was sailing (motoring) to the Abrolhos Islands. The sea life was incredible. I remember swimming with the sea lions off Little Rat Island and they would swim right up to your mask and touch it with their nose and swim off quickly. This was a trip that threw everything at you and your boat. Idyllic environment and



Leprena III in Warnbro Sound, Xmas 2008

a 25 knot wind blowing at you.

The night sailing to me was a unique experience, especially when the moon goes down, which happened on one occasion. You may as well just find a comfortable spot to sit because you cannot see 2 feet in front of you.

We have not raced it, apart from the odd JaM with FSC

Our future plans are to just enjoy our yacht as much as possible by cruising and meeting other like minded people. I would like to sail

up the west coast one day through the Kimberlies and I am interested in doing the Fremantle to Bali race in 2011 with the cruising section.

The story behind the name 'Leprena III' is that we inherited the name from the previous owner. It means 'place near water'. No one in the family has really warmed to the name, but there you go.

I don't mind it. I did think of a new name, but have not got around to the re-naming ceremony as yet.



*Leprena III
At Rottnest*

Specifications:

Boat make - Jeanneau

Model—Sun Odyssey 36.2

LOA - 36'1"

LWL - 30'5"

Displacement - 5,590 kgs

Draught—6' 2"

Recent Cruises

Rottnest Island September 26—28

Rottnest Cruise 26th 27th & 28th September

The first official cruise of the season, the aim as always was to watch the AFL Grand Final in the Governors Bar, Rottnest Island. We then chose to head around to Longreach Bay, rather than Stark Bay as done in the past.

The briefing was held by Mark Ainscough on the Thursday evening, prior to the cruise. Most of the intended Cruisers stayed and enjoyed a meal and a sundowner.

During the Saturday morning both the Cruising Section and the Power Section made their way to Thompson Bay. The Quokka Arms was going off as was the Governors Bar. Hot Dogs, Pies and chips were washed down with many-many pints and glasses of wine.

Following the Grand Final, most of the Cruisers got together at the Kingston Jetty BBQs for a sun downer. We all enjoyed the chance to catch up after what felt like a long winter.

The following morning we departed Thompson Bay and headed for Longreach Bay. Catcha Star and Anki II spotted a pod of whales just outside Longreach Bay and enjoyed being entertained by the wonderful mammals for well over an hour. When all the yachts were finally in the bay, we counted 11 yachts in Longreach Bay. Some of the braver people had a swim and had a chance to see just how much growth was really on their hull.

The hydraulics that lift the keel on



Steel de Breeze had sadly failed. So during the traditional sundowner (read many-many red wines), many-many suggestions of how the keel could be raised on Steel de Breeze, so they could leave Longreach were discussed.

The voyage home on Monday was cold and wet. Met with a 2.5M to 3M swell and 18kt to 25kt WSW winds, most were glad to be back at FSC for.....yes, another sundowner.

The following boats all joined in this cruise;

- Anki II
- Catcha Star
- Celest
- Freeloader
- Jaqui Mac
- Mayuna
- Pacemaker
- Sleepless Knight
- Steal Away
- Steel de Breeze
- Windsong
- Yandanooka
- Anitra

A fantastic weekend everyone, a big thank you to all for joining in.

Mark Ainscough - Catcha Star
Cruise leader.



Recent Cruises

'Round Rotto November 7 & 8

The second cruise of the season to Rottneest was the “Round Rotto” event where the plan is to sail around the west end to the destination on the northern side. This year the destination was Longreach bay.

11 boats took part including one from South of Perth as follows.

- Anteater Blues
- Bunyip Dreaming (SoP)
- Catcha Star
- Gulnare
- Moonlighting
- Panache II
- Racundra
- Ruby Tuesday II
- Shenanigans
- White Cloud
- Whitehaven II



All at anchor in Longreach

After a briefing by cruise leader Andrew Farrar of Gulnare at 0800 on Saturday morning, most boats were away by 0930. With a moderate Nor-wester blowing at about 10 knots, Catcha Star and Ruby Tuesday headed due west out through

Hugel passage, Panache II and Anteater Blues headed through South Passage and the rest opted to go direct to Longreach via the east end rather than beat their way around the far end of the island.

Panache II and Ruby Tuesday were treated to some whale sightings and we on Ruby Tuesday were treated to a great display by a young whale slapping its tail on the surface for quite a while as we sailed past as well as seeing some large whales breaching in the distance.

Anteater Blues touched bottom trying to get into Longreach and had to back out and ended up anchored in Thompson's bay which was no doubt very disappointing for them. A very relaxing sundowner was enjoyed on the beach after a late afternoon shower passed through.

Sunday saw some boats leave early to join in the JaM sail back at the club and others stay late to enjoy a beautiful spring day at Rotto. With an 8 – 13 knot Sou-Wester blowing, it was champagne sailing all the way back to FSC.

All in all a great weekend enjoyed by all.

Nick Walker—Ruby Tuesday II



Catcha Star heads around the West End

Is electrolysis eating your boat?

By Nick Walker.

When we bought our steel boat 3 years ago, during the pre-purchase inspection, a few bubbles were detected in the antifouling on the rudder. At the time these were thought to be due to painting in unsuitable conditions. Subsequently we realised that they were the first indications of a problem known as electrolysis. I have since discovered the subject of electrolysis is complex.

What I'm talking about here is the damage caused by stray electrical current due to electrical problems on board the boat. There is another kind that is caused by dissimilar metals in a conductive solution (salt water) which is what your anodes are designed to take care of by being sacrificed instead of vital and costly components.

The damage from the stray current variety can be as simple as a small amount of blistering in the bottom paint to large amounts of metal disappearing from your propeller, prop shaft or hull itself, either over a long period of time or a short period of time. Stray current electrolysis can be thousands of times more destructive



Paint blistered off along weld lines and other random spots.

than the dissimilar metal type. It is possible for a vessel to be sunk by stray current leakage in a matter of just days if the current flow is high enough.

Metal boats, by their design can be more prone to it because the hull material itself is conductive and any stray wire or connections using the hull as a "ground" will result in electrolysis. But all hull materials, including GRP or composite hulled boats will suffer too as they have metal parts below the water-

line such as propellers, prop shafts, through hull fittings, radio ground plates, etc.

My problem manifested itself by blistering the paint below the water line. When the blisters were removed the metal below them was bright and shiny, not rusty. This is because the electrolysis process caused the formation of a weak hydrochloric acid to form between the metal of the hull and the paint on it. This can be caused by having too many anodes fitted, which is what a couple of people suggested to me, so I reduced the number of anodes on my boat to no avail. I also noticed small amounts of my bronze propeller disappearing. I put up with this for 3 years, spending lots of time and money fixing the blistered paint each lift out only to have the same problem the following year.

This year, in a misguided attempt to fix the problem I attached a heavy cable between the engine block and the hull. All that achieved was to considerably accelerate the dissolving of my prop to the point where this year I needed to replace it.

So in the attempt to get to the bot-



Paint blistered off around anode bolts, stern tube and P bracket

tom of this problem I spoke to a couple of marine electricians who both said “most likely a faulty electronic device or component” on board the boat. So, how do you find this fault? The accepted way is to use a meter with a special probe dangled in the water alongside your boat and one probe connected to your boat. Now, this can work but with a large number of devices and connections, even the wires themselves to be checked, the process could take quite some time. To pay for a marine electrician to test, locate and fix the fault or faults (there can be more than one) can and most likely will be a costly exercise.

As a die-hard DIY person I started checking out options on the internet. After much reading I stumbled across a device called Seabis. This device connects to your boat, a wire to each battery terminal and one to “wet metal” meaning any metal part of the vessel that is normally submerged. It uses an inbuilt microprocessor to detect any current flow between your battery and your metal bits (hull, shafts etc) and give you an indication of how serious the problem is.

I won't go into the process of removing faults here but what this device gives you is not only the ability to trace and rectify causes of destructive stray current, but also an ongoing safeguard against future problems by alerting you as soon as they arise.

With my boat I found 2 faults in the “house” wiring which were easily fixed and then turned my attention to the motor.

Now this is where nearly all boats will have problems. Most recreational marine engines will not be electrically isolated. That is, they use alternators, starter motors and pressure and temperature senders similar to those on cars and trucks. Even when not in use, the engine blocks are electrically connected to your batteries.

There are two ways of fixing this. The first is to change everything to a two-wired device but this is expensive and not practical for low use motors.

The other is to fit isolating switches between the batteries and the motor that can be used to totally electrically disconnect the motor from any source of voltage while not in use.

On nearly all boats, even when the battery switch is turned off, the negative terminal will still be connected to the motor. If you leave your battery turned on for running a fridge or light, etc, the positive terminal on your alternator will be live also. This is a very common scenario and a very common cause of stray current electrolysis.

The remaining time, when the motor is in use, typically less than 200 hrs per year for recreational vessels is so small that any potential damage will be miniscule.

This is quite a complex problem and I have learned much in the path to eliminating the problem from my boat but this device is a very worthwhile investment and I highly recommend it.

It has been invented and perfected by a retired electrical engineer from the Royal Navy submarine service, now residing in Australia.

For more details check out www.seabis.com

I am also happy to answer any questions about my experience with this device.

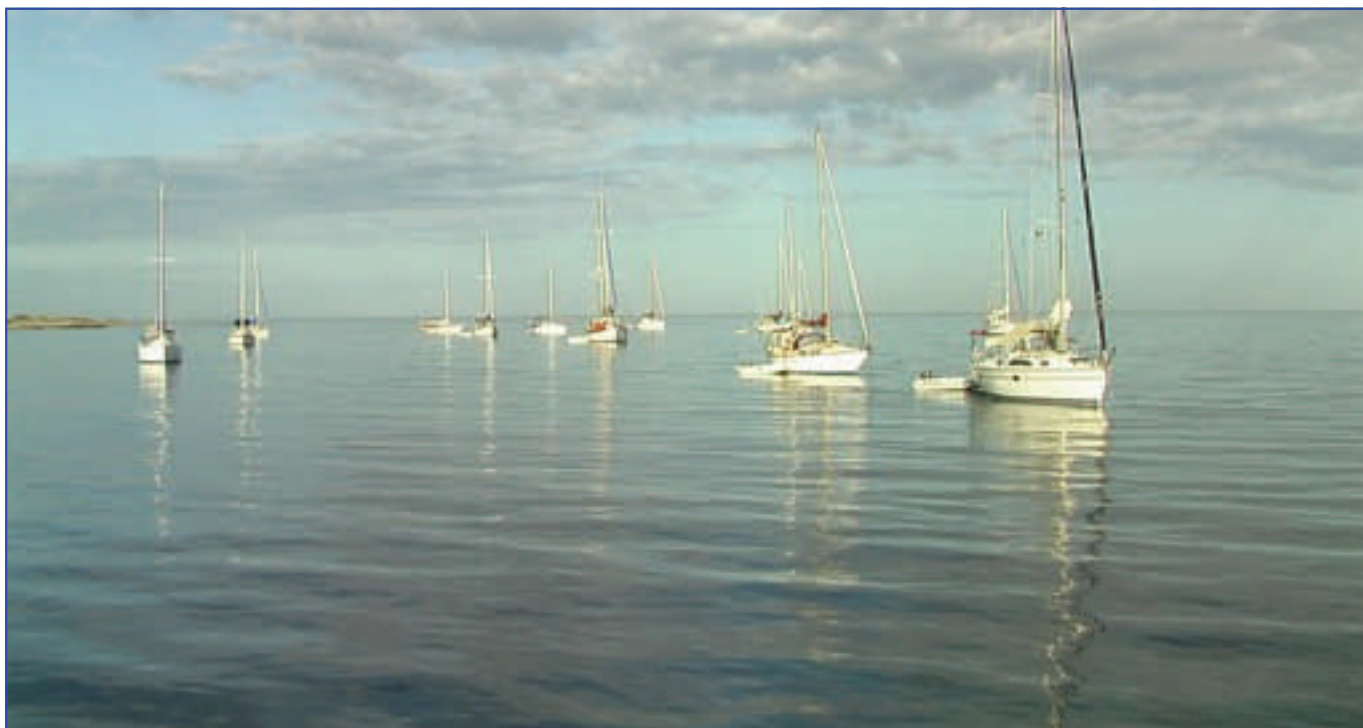


The Seabis unit

A Sailor's Dozen

12 Quick questions with a "new" cruiser.

1. **Name?** - Stu Norman
2. **When did you first go sailing?** Pacific Sailing School - Rose Bay, Sydney Harbour - 1982-3
3. **What kind of boat was it?** J24 - great little yacht
4. **What is your current boat?** Moonlighting – a Jeanneau 37 - Sun Odyssey - a very comfortable 'Floating Caravan'
5. **If you could have any boat, what would it be?** Ummm good question - something faster, with serious blue water credentials and very comfortable to boot.....thought it may be a Dufour but ...still looking
6. **Most exciting sailing moment?** Any time sailing on a clear night with a nice breeze...plus several seat of your pants moments while offshore racing
7. **Scariest sailing moment?** Not really scary but certainly kept you awake.....At night...running in a storm cell, nil visibility, pouring with rain, steering solely on instruments (not pleasant), doing 11-13 knots. But the phosphorous certainly looked spectacular as the breaking waves gave you a hosing down and filled the cockpit.
8. **Best sailing memory?** Sailing from Dawesville cut to Rottneest in quite a strong blow....a very tired Tern landed on my head and hitchhiked a ride from Carnac to Rottneest. He sat on my head until we were abeam west end, then lifted off and disappeared
9. **Where have you cruised to or at?** New to cruising - Whitsundays and locally along WA coast.
10. **Which place that you've cruised do you like best?** Whitsundays.....so far.....
11. **Where would you like to cruise to?** I have just recently heard of cruising in Vietnam...this sounds very interesting
12. **If you could have anybody you wanted as crew, who would it be (doesn't have to be a sailor)?** I'll BS here.....someone who can do a shift without getting me out of my bunk.....



Cruising Picture for this month. - The 2009 cruise to Warnbro Sound. At anchor at Becher Point.

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Contributions sought

This newsletter is for our cruising community by our cruising community. Please send any worthwhile contributions to the editor.

Photos of boats, locations and people from recent or distant cruises are also welcome. The dimensions of the photo are not important, but please try to keep the file size reasonable (no bigger than 1mb). I can resize the photo to fit the space available.

If you have an album on the web somewhere, for example a Picasa webalbum that you'd like to share, let me know and it can be listed here for others to enjoy. .

The cruising committee has been busy with planning and executing the Opening Day activities, Rotto cruises and the upcoming cruises, including Quindalup and Bunbury, organizing the JaM sails and the Topics Nights. It keeps us all pretty busy and it is pleasing to see a good number of boats and cruising sailors join in on the cruises, topics nights and JaMs.

Don't forget, if you have any suggestions about activities you think the cruising section could organize or be involved in, please let us know.

Some good news is that committee member Ian Howlett is now on the mend and has resumed his place as treasurer for the Cruising Section. Welcome back Ian.

Some bad news was the loss of Biscayne Bay in American Samoa, destroyed by the Tsunami but the upside of that is that Gary, Lisa and Jake all escaped with their lives and live to sail another day.

Another recent loss was Tantrum when she ran aground north of Carnarvon on the way back to Fremantle from Indonesia and fortunately skipper Terry Day escaped unharmed.

I'm sure all our cruising community were saddened at the loss of these two boats but greatly relieved that all aboard were unharmed and will hopefully rejoin the cruising ranks with new boats.

I hope you've enjoyed this edition and please, send me some articles for the next one.

Nick Walker.

Buy, Sell & Swap

Useful Tips

For Sale:

Forespar 'High Performance Spring-Loaded Mechanical Boom Vang' to suit 42 foot yacht.

Price very cheap and negotiable.

Geoff Gorham

Mobile : 0419 969 047

Phone : 9447 1876

Email :

geoff.gorham@gmail.com

For Sale:

Bimini complete.

Frame width is 3.5 metres.

Sunbrella fabric in "Captains Navy" with cover for use when folded.

Also available is dodger fabric (without frame) and link sheet.

Price very cheap and negotiable.

Geoff Gorham

Mobile : 0419 969 047

Phone : 9447 1876

Email :

geoff.gorham@gmail.com

Keep your anodes working.

Anodes need to be clean and in contact with a metal part of your boat to be working effectively.

If you fit new anodes, don't put silicon or Sikaflex between them and the surface they are being mounted on, they need the electrical contact to work.

If existing ones are encrusted in marine growth, their ability to protect your boat will be greatly diminished. So, next time you go for a swim under your boat, don't forget to give them a rub with brush to keep them on the job.