



PACIFIC NORTHWEST THE WET EDGE



Antique and Classic Boat Society
Pacific NW Chapter
8417 SE 35th Street
Mercer Island, WA 98040
www.acbs.org
www.acbs-pnw.org

NEWSLETTER OF THE PACIFIC NORTHWEST CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY

DECEMBER 2010

ACBS PNW 2010
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President's Message

Ending the year on a high note!

In the last newsletter I said I would be counting on your support to keep the ball rolling and the support showed up in spades at our November meeting. First of all, Brad Green hosted us at his shop extraordinaire, chock full of classic cars and a menu to die for. In the lively meeting that followed the feast, even more folks stepped up to the plate to offer the three things that every volunteer organization needs to flourish; time, talent and treasure. With the on-going construction at the CWB and a need for alternative meeting venues, Brian Franchini and Ike Kielgass both stepped up to the plate offering to host meetings. After Kirk's finance report, George Corley and Tom Cathcart stepped up and volunteered to make up the financial shortfall from the annual dinner. After a spirited discussion about printed vs. electronic newsletters, Tim Koeppe volunteered to work with Pat Ford on upgrading the web site to better accommodate frequent updates and a better interface with smart phones. With the upgraded web site, we decided to change our monthly printed newsletters to a bi-monthly



publication starting next year. Wow, what a watershed of contributors!

As we head into a new year, there is renewed excitement about all the activities we plan to participate in. Our January meeting will be in Puallup, keep in eye on your e-mail for details, followed by the Boat Show. February may well include a "Sweetheart Cruise" in lieu of a regular meeting led by the owners of the "Geezer" fleet. In March we are off to the Ike's world famous "Garage Mahal" and we are trying to tailor more activities that include those significant others who allow us to indulge in this hobby. Looking further down the pike, there is a garage tour in the spring and opening day. Curt and Ike have started noodling on the notion of another odyssey returning to the Snake River similar to the odyssey there years ago. We have also started discussions with leaders from our neighboring chapters about the possibility of a rotating "regional" boat show where we share the burden and some of the rewards.

And so, the ball is rolling. Happy Holidays one and all.

Peter Bro

Now that winter has set in and many of us have started to think about the work we need to do on our boats to make them ready for next year, it is nice to know that we are very fortunate to have a number of boating professionals in our membership. These folks are a wonderful resource for those of us who are amateurs in the hobby, on a good day, and are great to be able to call on when you are at your wits end to fix something you seriously screwed up or were smart enough to recognize up front as being beyond our capability. Tim Dies is one of those pros you can call on to help with marine electrical issues. In the article that follows, Tim will take us through boating battery basics. PB

Properly maintain your batteries for long service life

Marine batteries are the most neglected batteries. The fact is that most people think their boat is just like the car that they drive to work in daily. The truth is that your car has absolutely no heavy DC loads on it and you can pull over to the side of the road when something goes wrong. How many times has your battery system in the boat failed when there was an off ramp nearby?

In the past, house battery bank loads were limited to a simple depth sounder, VHF and a couple of lights in the cabin. Due to changing needs the load has expanded into multiple navigation displays, searchlights and AC inverters that can frequently exceed loads of 3000 watts. Battery banks have expanded from a simple start and house battery to multiple start batteries for main engines, generators and sets of house batteries. Grouped together these are needed to supply heavy DC current to inverters, bow thrusters and entertainment systems.

Visually inspecting your batteries every month for corrosion, discoloration, excess heat or bulging of the cases is a necessity. Corrosion on battery terminals is caused by excess gassing or a parasitic drain. These can cause the charger to recycle into bulk mode when voltage drops below the float or rest voltage profile for the battery bank.

Distilled water is to be added as needed at least every quarter depending on the battery usage. Liveboards need to check monthly because of daily loads that will cycle the batteries and cause excessive water usage. If you are adding more than 1/4" per month to your batteries, something is wrong! Either corrosion on the posts is causing resistance or you have a cell that is weaker than the rest. This causes excessive voltage drop across the battery, keeping the charger in absorption mode, which can kill the batteries one cell at a time.

If your batteries are ever hot to the touch they are dead! Battery chargers that are more than 10 years old are of the ferroresonant type and need to

be replaced. These types of chargers are notorious for boiling batteries dry with a "constant voltage" which is unregulated. Today's chargers and inverter / charger combi units are extremely flexible on charging. Battery type and size along with temp sensors help charge batteries quickly and drop into float or sleep modes when batteries are fully charged and have reached potential.

12 Volt deep cycle batteries must be properly maintained. If you check water quarterly, keep terminals cleaned and coated yearly your batteries will last 6 years or more. 6 Volt deep cycle batteries can last for 12 years or more with simple maintenance! Protect your investment and avoid costly replacement with a timely maintenance program.

TIPS TO KEEP YOUR BATTERIES HEALTHY FOR A LONG LIFE

- **Never use a battery rated only in cranking amps (CCA) for deep cycle loads**
- **Never allow a battery to be discharged below 11.9 volts or sulfation will occur**
- **Never mix different battery types, sizes or ages in the same bank or on the same system**
- **Always use a digital voltmeter or amp hour meter to determine battery state of charge**
- **Always buy the highest rated amp hour batteries possible to limit depth of discharge**
- **Check the output voltage of your battery charger and alternator for proper settings**
- **Battery chargers must be 3 stage controlled output: bulk, absorption and float modes**
- **Battery chargers should be sized from 10-20% of battery amp hour capacity**
- **Alternators should be sized from 25-40% of battery amp hour capacity**
- **Avoid charging any battery for a time period of less than 24 hours**
- **Rotating 6 Volt batteries in large house banks every year will prolong battery life**

BATTERY VOLTAGES AND S.G. FOR MARINE DEEP CYCLE USE
WET CELL LEAD ACID OR LIFELINE AGM SEALED BATTERIES

	6v	12v	24v	32v	S.G.
Bulk charging rate	7.20v	14.40v	28.80v	38.40v	1.370
Float charging rate	6.60v	13.20v	26.40v	35.20v	1.305
Battery at 100% capacity	6.33v	12.66v	25.32v	33.76v	1.270
Battery at 25% discharge	6.225v	12.45v	24.90v	33.20v	1.225
Battery at 50% discharge	6.16v	12.32v	24.64v	32.85v	1.190
Battery at 75% discharge	6.075v	12.15v	24.30v	32.40v	1.155
Battery at 100% discharge	6.00v	12.00v	24.00v	32.00v	1.120

BATTERIES DO NOT DIE NATURALLY; THEY ARE MURDERED

Reasons: Poor maintenance: Clean terminals annually, water quarterly

Vibration: Batteries must be securely fixed to the vessel

Contamination: Keep tops clean, use distilled water only

Incorrect application: Using 6 volts for starting loads or starting batteries for house loads

Discharge to 0% capacity: Shortens battery life by 50%

Ferro resonant chargers: Fixed voltage will boil battery dry

Hey Ike.

I wanted to send a huge "thank you" from me and The Center for Wooden Boats to the Antique and Classic Boat Society - Pacific Northwest chapter of course! It's been quite a year for us here at CWB with the opening of Lake Union Park, the wait-and-see on our permits for work in Waterway Four (we have them now -- hooray!!!), and the development of the South Lake Union neighborhood all around us. The partnership and support of ACBS has been so pivotal this year. I still hear complements about the elegant Classic Cruise event you folks helped produce in September, and of course the ACBS cleat will be a fitting tribute to your club over the long-term. Various members helped with other activities like CWB's annual auction and Festival. It is great working closely with you guys, and I look forward to 2011!

Betsy



Classifieds:

Advertising Policy

The "Wet Edge" is published monthly on a volunteer basis. Each month a different board member (guest editor) puts together the newsletter. This allows for a wide variety of creativity and content. Classified ads are run for members free of charge. They are not automatically renewed.

Please e-mail your ads to Kirk Knapp (kirkknapp@aol.com). He will forward the ad to whomever is doing the next newsletter.

We also accept commercial advertising. A digital file that can easily be used is required. Contact Kirk for more information if you are interested. He will also quote you a rate.

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Planked with Yellow cedar. Plywood bottom and decks; needs cosmetic restoration. Boat has been in dry storage since 1965. Trailer is good as a shop roller. Good galvanized trailer for sale also. \$400.

Please contact Bret Medbury @ 360-679-9151
or islandduo@comcast.net
Located on Whidbey Island.



We want you at this
month's meeting!

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