

PROTECTING YOUR ELECTRICS

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When salt water or moisture comes in contact with some metal parts and the tiny electrical connections, it will start corroding almost immediately. It is VERY important to keep your hull dry in the first place to prevent any water ingress.

This corrosion appears as green/blue copper oxide you see on your electrics – cable connectors, battery leads etc. If you plug a new, clean connector into a corroded one you spread the corrosion immediately. This corrosion causes high resistance joints, causing failures of various types in your electronics. If this gets into the wire, the positive wire turns black and when rubbed turns into black powder.

Step 1 - Prevention – before your first sail!

Your preventative maintenance is to spray all electrical plugs with an inhibitor (such as Innox MX3, MX5 or CorrosionX) every time you charge your battery or take the main hatch off your boat. Make sure your boat is always dry. Some tie an absorbent material in the hull, such as a sponge (or a tampon!) and check it after every sail.

So, you didn't do Step 1 - how do we get rid of the corrosion?

If your terminals are corroded:

- soak in enough vinegar to just wet the terminals, (which is an acid) for 20 minutes,
- use an old toothbrush (not a wire brush as it will short a battery) to scrub the part and place back in the vinegar.
- You will see black particles rise to float on the surface.
- When it looks as clean as you can get it, wash with water, dry and spray liberally with an inhibitor.

PROTECTING OTHER METAL PARTS

There are several areas in need of preventative maintenance. Always wash down with fresh water after sailing in a saltwater environment.

1. Gooseneck Bearings

- a. These are cast iron and should be lubricated regularly. The rust seen on some poorly maintained boats is quite bad and as it expands it will crack and break the goose neck completely (*Note: take care to clean any lubricant off the deck as this prevent the hatch covers from sticking to the hull and will allow water in. Use Isopropyl alcohol or similar cleaning agent*).
- b. Spray with an inhibitor on both top and bottom bearings and rotate the mast plug to work into the bearings. Wash down with fresh water after sailing.

2. Rudder Fittings

- a. There is contact between stainless steel and alloy which will cause the alloy to corrode into a whitish powder, and seize up, preventing any adjustment.
- b. Spray with an inhibitor and check the screws remain adjustable.

3. Keel Bolts

- a. These are also stainless steel and alloy contact. Apply inhibitor to both parts when assembling the keel.
- b. Sometimes the bulb casting process leaves a small stub of metal which stops a proper fit for the keel, and it will wobbly. Remove it with a Dremel or similar tool.
- c. Clean the bolt hole under the bulb and cover it with tape.