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Dock Electrical Update

The City of Daytona Beach Property Maintenance Department has contracted with Paul M. Estes, P.E., of Daytona Beach as the electrical engineering design firm for the upgrade on J and Plaza docks. This in itself was a major hurdle in bringing a resolution to the long overdue power boost for both docks. Before anything happens, the design work must be approved. Once approved, the bid process will begin, which is generally open for 30-days. The successful contractor will then have x-number of days to complete the job. More information will be provided as the engineers work their magic.



North “B” Dock Up Next For Facelift—City Dock To Follow

We’re at it again! Bids have been gathered up for the re-decking of NB dock and we’re confident that we can get this job done by the end of March. We’re actually going at this project backwards. Our original intentions were to replace the pilings, then the decking. It makes more sense that way, however, we want the walking surface to be more comfortable for our boaters, and that can be accomplished with new boards!



The pilings need replacing, but they appear to be in good enough shape to hang on for a couple more years. Our next move (hopefully this fall) will be to start decking work on the 600’ City Dock. There’s a lot of square footage on the

1926 original municipal marina, and it will likely take two funding fiscal years to complete the entire surface. Down the road we’ll return to NB then back to City Dock to replace pilings. It’s a process for sure!

Galvanic Corrosion

I asked Michael “Mike” Roberson of Dockside Marine Services for some information on galvanic corrosion and whether or not it’s running around our harbor. Here’s Mike’s take on the subject. “I’ve been approached by divers and vessel owners concerned about “haloing” around thru-hull fittings. Over the years, I’ve discussed this issue with both corrosion experts and paint vendors. They tell me that the problem is not due to galvanic corrosion nor electrical grounding issues, but the use of high (70%) cuprous oxide in anti-fouling paints such as Petit-Trinidad and Interlux-Ultra. Bottom paint containing less than 40% cuprous oxide are not affected. “Haloing is the loss of copper most likely caused by stray currents in sea water generated by boats’ electrical and electronic equipment interacting with the cuprous oxide. A recent discussion with the Petit paint area representative suggested that a barrier coat of 2 feet around each thru-hull fitting will stop or suppress haloing.” Thanks for your input Mike!



Gate & Bathhouse Key Change Reminder

We will be changing the magnetic combination of the dock entrance gates and bathhouse LOCKS beginning February 13, 2011. New and currently held keys will work beginning February 13th to April 1st. **After April 1st, ONLY a newly recoded key will operate the locks.** Please come by the marina office between February 13th and April 1st to exchange your old key (s) for a newly recoded key (s). There's no cost involved.



South Channel Dredging Update

We are waiting on an additional bathometric survey report of the south channel before proceeding with the bid process. It was determined that more survey data was necessary between the east end of our fishing pier and the ICW before moving forward. The new information will give us a very clear picture on how much spoil must be removed to obtain the -8 MLW depths. Before you know it, you'll be dodging the dredge as it sweeps back and forth.

15% Ethanol Better Known as E15

The following information was provided by Daytona Beach Boat Club Member Dave Caracci. As of January 21, 2001, the EPA agreed to allow as much as 15% ethanol (E15) across the country. If you fill gas cans at your local "fillin' station" for use in your boat or outboard motor on a dinghy, keep a sharp eye out for the E15 label on the pump. You won't see E15 labeling today or tomorrow, but it's coming as soon as the EPA can sort out the labeling. (Cart before the horse?) Ethanol blended with gas in your tank tends to absorb and hold water. Once the amount of water in the fuel passes 0.6%, the water and the ethanol separate from the gas. Called "phase separation," this puts a layer of pure gas in your tank, then a layer of pure ethanol, and finally a layer of water, which is dark brown and goopy in appearance. When your engine picks up the pure fuel, it detonates because the octane is low (no ethanol). When your engine picks up the pure ethanol, it will barely run, if at all. And, when it picks up the goopy brown water, it won't run until everything is disassembled and cleaned out.

Rubber and plastic components must be made of the correct material, or ethanol makes them fall apart. Fiberglass fuel tanks will fail. Fuel lines are designated by an SAE (Society of Automotive Engineers) number. The fuel line SAE numbers being used before all the controversy began was SAE30R6 and 30R7. The major hose manufacturers have taken the words "fuel line" off that SAE grade of hose, however the hoses continue to be sold as "fuel hose." In 2001, ALL passenger vehicle manufacturers changed to SAE J30R14 (carb.) and J30R9 (fuel inject.) hoses. The correct fuel line for boats built after 2006 should display the SAE number J1527. (Surprisingly, Mr. Caracci found J1527 on his 2002 Chaparral.)

To delay phase separation try a fuel stabilizer. Storage of gas in your boat's tank for long periods of time is not recommended if you're using E10 or E15 blend. Halifax Harbor Marina continues to offer E-free gasoline. Fuel stabilizers will not stop ethanol from damaging the rubber hoses or plastic engine components. In an October 19, 2010 press release by Valv Tec Marine Fuel regarding E10 and E15, "No fuel additive can prevent compatibility problems with certain fuel hoses and fiberglass fuel tanks." E10/15 may be good for the environment, but it can be harmful to your boat. Thanks for the info Dave!