**Another Year in Commission**

**Winter Maintenance in 2021/22.**

The plan worked. A welcome response from skippers involved in the Sea Trials in the final phase. We’ll run that phase again. Membership involvement in Phase Three was limited. Possibly due to COVID or it might have been that people were unsure as to whether they could be of use.

The message for this year’s layup is we very much need member participation. It lightens the workload and really helps crew to understand how the boat works and what to do if something needs fixing.

**What Happened in 2022.**

**Rusty Keel Bolts:** Keel removal identified rust on 3 of the 10 the keel bolts, not thought to be too serious. The bolts were treated, and the keel re-bedded. Surveyor recommended for further inspection in 3 years. This highlighted the need to avoid having standing saltwater covering these bolts.

NB. Only the manual bilge pump will clear the well, the electric pump draws at a higher level.

**Rudder Bearing.** The same surveyor identified damage to the fiberglass casing around the rudder shaft. This too was repaired and at the same time a new bearing fitted. The repair went well, however the bearing required further attention to remedy stiffness we experienced earlier on in the season. During the year we’ve had two further incidents involving the rudder, not serious enough to put Freyja out of service, however it will need closer inspection as a precautionary measure during the lay-up.

**Galvanic Corrosion Update.** In August I had Freyja lifted out in Oban and found that the prop anode had almost disappeared, only the retaining bolt remaining. This discovery put aside thoughts of environmental causes and now focused attention on the vessel itself. A new prop anode was fitted along with an additional anode to the shaft itself. More detailed investigation will take place during the 2022/23 layup.

It may not be the answer however the keen eye of a crew member in September discovered that an earthing wire in the engine compartment had become detached. This has since been reconnected and the wire re-crimped. Checking of all earthing wires will take place during the layup

**Raymarine Axiom Pro 12 & 9**. We now have both replacement MFDs fitted, the latest installation being the Axiom in the cockpit in August. That’s the good news. However, there have been some concerns raised over the connectivity between the two units and whether the cockpit MFD is truly acting as a slave to the master below.

**Fuel Starvation**. We had a series of issues with the engine between May and September, involving intermittent power loss. All signs pointed towards fuel starvation, for whatever reason. An engineer brought on board in Peterhead in September bled the system, change both inline filters and diagnosed diesel bug.

On return to Ipswich all the fuel was removed, the tank was thoroughly cleaned, and the fuel recycled through a series of filters. Some water found and yes, a significant quantity of muck, however no evidence of diesel bug.

If any lessons are to be learnt from this experience it is that routinely using Diesel Bug Treatment does work. If you suspect that some form of contaminate is in the fuel and causing fuel starvation, then checking and possibly replacing the primary fuel filter might be the way to go.

**Winter Maintenance 2022/23 - Four Phase Plan - 06.11.22 – 31.03.23**

**Phase 1: 07-13 Nov 22**: Prepping the Boat for lay up involving removal of upholstery; sails; life raft, life raft; dinghy; outboard; pillows/curtain; all for cleaning, valeting repairing and servicing, as necessary.

**Phase 2: - 14 Nov 22 – 13 Jan 23:** This is very much in the hands of our contractors, estimated to be completed within 7 weeks.

Works include 4yr/1000hr engine service, rudder inspection and remedies as appropriate; gelcoat repairs; anti-fouling & polishing of the hull above the waterline; Furlex repair, mast inspection and likely replacement spreaders; valeting, repair of sails, as necessary; in addition to all the routine servicing

**Phase 3: 13 Jan 23 - 05 Mar 23**: This is a Club activity, meaning all those jobs not allocated to a contractor will need to be undertaken by the membership. Tasks range from cleaning the bilges and galley; polishing the cockpit and coach roof; checking the inventory to identify that everything is in its place and if missing replace as necessary; washing down and treating the teak decks; through to putting sails back on and checking the halyard and ensuring that all the safety equipment is in place.

**Volunteers Please.** This is where participation is required. Dates are flexible, weekend or weekday to suit. It is not dependent on you having any particular expertise, just be prepared to turn up in working clothes with a smile and a sense of humour. Skippers and their crew are encouraged to contact the YH with details of their availability and willingness to participate in this phase.

**Phase 4: - 06-26 March 23: Series of Sea Trials** Three periods of trial are planned, two skippers have already expressed an interest, a third is checking his availability.

**Familiarisation**; **Week of 27-31 March 23**. Any skipper requiring Familiarisation can give the YH a call to arrange a convenient date/time to run through the workings of the vessel. Numbers attending limited to two at any one time.

**What’s New in 2023**

The rigging is receiving attention. This year we are renewing our spreaders, and whilst the mast is off replacing the NHF aerial and once again checking and replacing nav lights as necessary.

Concerns have been raised over the structural soundness of the **top step in our companion way**. During lay up this step will be removed for repair and renovation. In its place will be a makeshift ladder whilst maintenance is underway.

The **fading vinyls** around the coach roof are coming off and all gelcoat in the cockpit and coach roof will get a deep cut, polish and ceramic coat which will significantly refresh the appearance of the boat. Achieved through doing it ourselves, coupled with contractor support **[£400].**

The battery powered **Hand Held VHF** will be replaced by a rechargeable DSC model acquired second hand at a cost of **£75.00.**

Up for discussion is whether an upgrade of our **AIS to include a transponder** is possible bearing in mind the expense **[£1250 inc VAT].** We need to have discussion weighing of the benefits versus the cost.

The current **spray hood** needs repairing. It has signs of UV damage; it is torn, and it leaks. Professional repair and re proofing would cost **£400**, replacement would be iro **£1150 in VAT.** We can however make do by repairing it ourselves.

However, I believe we should seriously consider have acquiring a replacement **sprayhood with attached cockpit cover**. This will significantly improve living conditions on board during early and late season sailing, as well as giving shade in harbour during summer months. Materials to match our current stack pack. Costs, if order early would be **£3,250.**

Hopefully all the issues raised in clearance notes and raised by skippers in their reports either have been or will be addressed. As ever we would be grateful any suggestions to make living and sailing on board Freyja more pleasurable.

Paul Dunn

Yacht Husband