

Newsletter Winter 2010

HONDA 115HP GETS MORE THAN A FACELIFT

Honda unveiled its brand new BF115 at the Miami Boat Show recently, which will be released worldwide in third quarter of this year.

Derived from the inline four-cylinder 2.4L DOHC engine used in Honda's Accord motor vehicle, the completely-redesigned BF115 incorporates a range of Honda-exclusive technologies to deliver incredible power and superior fuel efficiency. Honda's revolutionary Boosted Low Speed Torque (BLAST™) air/fuel ratio linked ignition timing control technology and high-performance gearcase combine to deliver explosive hole shot performance to get boats on the plane quicker than ever.



Fuel consumption has been reduced by a massive 20 per cent over the previous model by adopting a new lean burn control system. Known as ECOmo (Economy Controlled Motor), the system is activated when the engine is in mid-range cruising rpm and the throttle is steady. The new BF115 is also NMEA 2000-compatible, which allows engine management information such as rpm, fuel consumption, cruising distance and alerts to be displayed on a range of compatible marine electronic displays.

More information on Honda's new BF115 will be available closer to its release. Australian consumers will also get a sneak peek of the new engine at the major boat shows around the country this year.

T-TOPS ARE TOPS!

When shade is required for centre console boats a T top is the only option if you want to be able to easily fish all the way around the boat. Standard Bimini tops, while providing protection from the sun, limit the ability to fish all around the boat



tropical climate. They are provided with a comprehensive and easy to follow set of installation instructions.

T-Tops are now available in kit form to fit a big range of centre console boats.

The frames are made of anodized aluminum tube with solid securing hardware. The covering fabric is UV protected to stand up to years in our

IS YOUR SAFETY KIT UP TO SCRATCH?

Whether you travel in smooth, partially smooth or beyond partially smooth water, safety equipment is compulsory. It must also be in a serviceable condition and have valid expiration dates when it comes to EPIRBs, flares, fire extinguishers and inflatable life jackets. Don't get caught short and risk a fine. Please check - http://www.mitchellsmarine.com.au/media/Rec_safety_equipment.pdf for your requirements.

If you discover you require new or upgraded equipment, Mitchell's Marine can help you with all of your safety gear. We have a wide range in stock and are more than happy to assist you in this area.

NAUTICAL SAYINGS:

Shipshape

Shipshape originated as *shipshapen* (17th century), *shapen* being a now-archaic past participle of *to shape*. Literally, the term referred to the overall condition of a ship, that is, trim, tidy and orderly.

Cut of your jib

The jib of a sailing ship is a triangular sail set between the foretopmast head and the jib boom. Some ships had more than one jib sail. Each country had its own style of sail and so the nationality of a sailing ship, and a sailor's consequent opinion of it, could be determined from the jib.

SAFETY BUNG PROVES IDIOT RESISTANT

The new 'Silly Billy Safety Bung' is a self sealing, self draining bung that will assist in keeping your boat afloat. As its name suggests (also know as the 'Billy Bung'), the safety aspect comes in due to its self sealing ball system meaning that if you forget to tighten up the bung completely before launching, the self sealing ball within the bung will stop water from entering the boat.



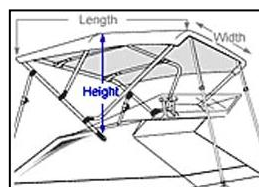
Due to the design of the bung, it never needs to be removed, only loosened to let any bilge water out of the boat after retrieval. Although not recommended by the manufacturer, you can use the bung in the open position while the boat is in use so water will drain when you are underway. Maintenance is simple by ensuring there is no debris obstructing the outlet causing the bung to be less effective.

The Billy Bung is simple to install and comes with easy to follow fitting directions. It is made to the 38mm bung specifications which are fitted to a wide range of manufacturers' boats to date. In stock now, at Mitchell's Marine.

HOW TO SELECT THE RIGHT SIZE BIMINI

Selecting the right bimini top for your boat is not as difficult as it first appears. Spend some time with a tape measure and you will get it right first time.

- In order to determine the width of the top measure from the mounting top on one side of the boat to the other. On boats with side decks this can be on the deck.
- From the mounting location measure the height vertically – they usually come in two or three height choices.
- The third measurement is the length of the top.
- Depending on width or brand this can also provide two or three choices.



Once this is done select the top that provides the closest match to your measurements.

Remember the fabrics used in biminis do vary in quality quite a lot, select a good quality fabric so that it will stand up to the sun.

BF2 GETS .3 UPGRADE

Honda has reinvigorated its 2hp 4-Stroke engine. Honda has enhanced the BF2 with optimal carburetion taking the engine to 2.3hp to give you power with unrivalled low engine weight. In fact, it offers the best power/weight ratio in its class and is the lightest 4-stroke outboard in the 3hp market.



air cooling system.

Still backed by all of the benefits of Honda's 4-Stroke technology it also retains the best and longest warranty period in the industry for small engines that of 5 years.

Other features include a 1 litre integrated fuel tank which will give you approx 55minutes of running at full throttle, a centrifugal clutch allowing for precision throttle operation, 360 degree rotation for getting in and out of tight spots and a forced

If you were happy with the previous model 2hp Honda it might be time to upgrade to the new and improved 2.3hp Honda 4-Stroke. Stock availability and pricing will on hand in the 3rd quarter of 2010.

CONTROL THE CORROSION

When it comes to saltwater corrosion, you may be able to slow it down, but it is almost impossible to stop.

The primary cause of corrosion is not from the salt itself, it is caused by a reaction between the aluminium material that the outboard is made of and the stainless steel of the prop shafts, fastenings and propeller.

These dissimilar metals when placed in salt water (which effectively is an electrolyte) react in much the same way that a battery does. If left to their own devices the least 'noble' of the metals (softest) will eventually dissolve.

With outboards, fortunately, they can be tilted clear of the water if left for long periods and this minimises the effect of electrolysis.

Of course, if you can reduce the number of dissimilar metals in the water then the issue becomes less relevant.

Sacrificial zinc anodes go a long way in solving some of these issues. Zinc being the least 'noble' metal will dissolve first. The fact that they do dissolve first is why they are known as sacrificial anodes. Bear in mind that once they are dissolved the electrolysis process will attack the next softest metal.

GET OUTDOORS WITH HONDA!

Retail customers who purchase a Honda four-stroke EFI outboard from 1 July through to 31 August 2010 will receive their choice of an outdoor adventure package valued at up to \$900, along with a bonus offer of \$350 free fuel.

Offer One: purchase a BF40/50/60 and receive your choice of a Mountain Designs voucher or a Merida mountain bike (each valued at \$600);

Offer Two: purchase a BF75/90/115 and choose from a Mountain Designs voucher or a Merida mountain bike (each valued at \$750);

Offer Three: purchase a BF135/150/175/200/225 and receive a Mountain Designs voucher or a Merida mountain bike (each valued at \$900);

Bonus Offer: customers who choose to finance their outboard purchase through Honda Finance will also receive \$350 of free

fuel! Customers interested in the Merida mountain bike offer also have the option of selecting a kids' bike package to value of the offer, ensuring all the family will be kept happy with Honda.

This exclusive Honda offer is aimed at complementing the personal interests of Honda Marine customers, at the same time promoting environmentally sustainable outdoor activities – from mountain biking to hiking, and everything in between.

Available only to retail customers, Honda units purchased outside of the promotion period will not be eligible for this offer. Full terms and conditions are now available at Mitchell's Marine.

PACKAGE OF THE MONTH

SEA JAY 4.55 TERRITORY



The Territory is based on the Magnum hull with some additional ideas incorporated into the design. It features a full floor and front cast platform with 2 hatches and tank rack so you can neatly stow away your fuel tank.

The design makes it great for flicking lures, crabbing and the ability of carrying an esky, fishing gear, etc... due to the floor space it provides.

Other standard characteristics of this model include side pockets, a minkota electric motor plate including battery rack and x 2 swivel seats. It can be powered with either a 40 or 50hp Honda fuel injected 4-stroke outboard making it reliable, economical and an absolute pleasure to drive. The engines are both available with electric start as standard with the option of gas assist or power trim and tilt in the 40hp version. The 50hp model comes standard with power trim and tilt.

This package comes complete with an 'Oceanic' galvanized trailer, registration for boat and trailer and as well as a complete P.S.W. safety kit.

CAVITATION AND VENTILATION

Propeller performance and selection is always a debatable subject and one that seems to attract more experts and advisors than any other area of boating.

This subject is way too big to cover in anything much smaller than an encyclopedia but one area worth outlining is the difference between cavitation and ventilation.

Though the results can be similar, the cause is different and each requires a different remedy. When a boat is accelerated the required thrust is based on the propellers ability to connect itself to the water without cavitating or ventilating.

Cavitation is caused by an extreme low pressure area near or at the blade surface or blade edge. Ventilation, on the other hand is caused by the introduction of air or exhaust gases around the propeller. The design of the propeller and its diameter can have an effect on these problems. If the diameter of the propeller is too small it can be one cause of cavitation if the engine is mounted too high on the transom ventilation will occur.

There are several remedies to these issues including different diameter props, prop blade profiles or sometimes considering 4 blade props. We have lots of information available so please talk to us if you have an issue.