



# P&S Marine Repair & Supply, Inc.

110 Pine Oak Dr. - Palatka, FL 32177  
386-983-0744 or 386-866-4385

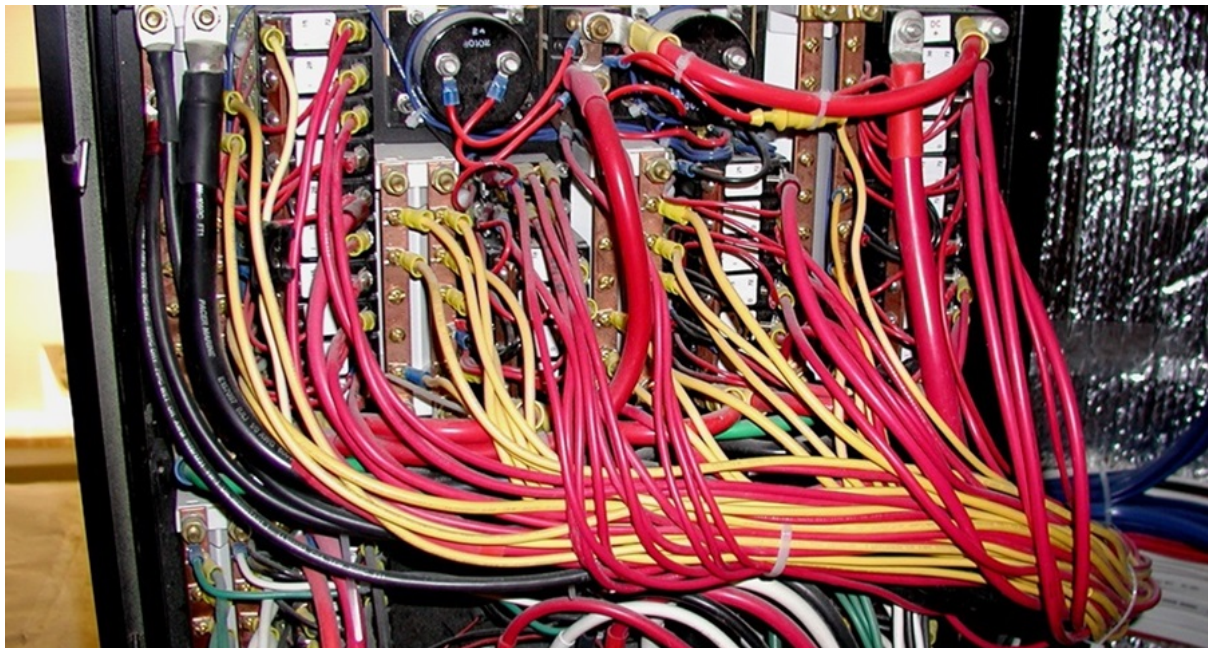


November 2024 Newsletter

We hope and pray that all of you are recovering from the storms that we were unfortunate enough to receive, and that your boats are afloat and in good running condition!

## **Marine Electrical Systems:**

When marine electrical systems are working well, they are invisible to most of us – just like the electrical current itself. But it is this very convenience – the invisible power that does so much of the daily drudge work in the background – that is also what makes the system so daunting when things go wrong. Understanding the elements that need to be in place for a set of 12-Volt circuits to function safely, could not only help you prevent a short circuit or an overheated wire – both of which are **fire risks on board** – but will also permit you to venture much further afield without sacrificing the comfort and security that modern 12-Volt systems can provide.



Electricity operates in predictable ways, even if it is invisible, and learning to work with it will make you happier and safer on the water!



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## Marine batteries and charging systems:

Marine batteries have evolved dramatically over the last 10 years or so, and there's much to know about them. For newcomers to marine electricity, though, what you really need to be aware of is the importance of matching your boat's charging system(s) to the needs of your battery(s). Doing this will not only make sure things are safe (over-charging batteries lets them emit explosive hydrogen gas), but will also ensure that you get the maximum life expectancy from your battery investment.

So, regardless of the battery type or chemistry you choose, the best advice here is to study the re-charging requirements found on a specification sheet specific to the exact battery(s) on your boat and make sure your engine-driven alternator and shore-power-supplied battery charger are delivering no more than the maximum voltages prescribed by the battery maker.

In the case of multiphase chargers, the voltages and battery-type selector switches all need to be set according to the directions that come with units. As for engine alternators, most have internal voltage regulators with fixed settings, so just make sure the maximum output doesn't exceed your battery manufacturer's specifications. Typically gel-cell type batteries are the most sensitive here.





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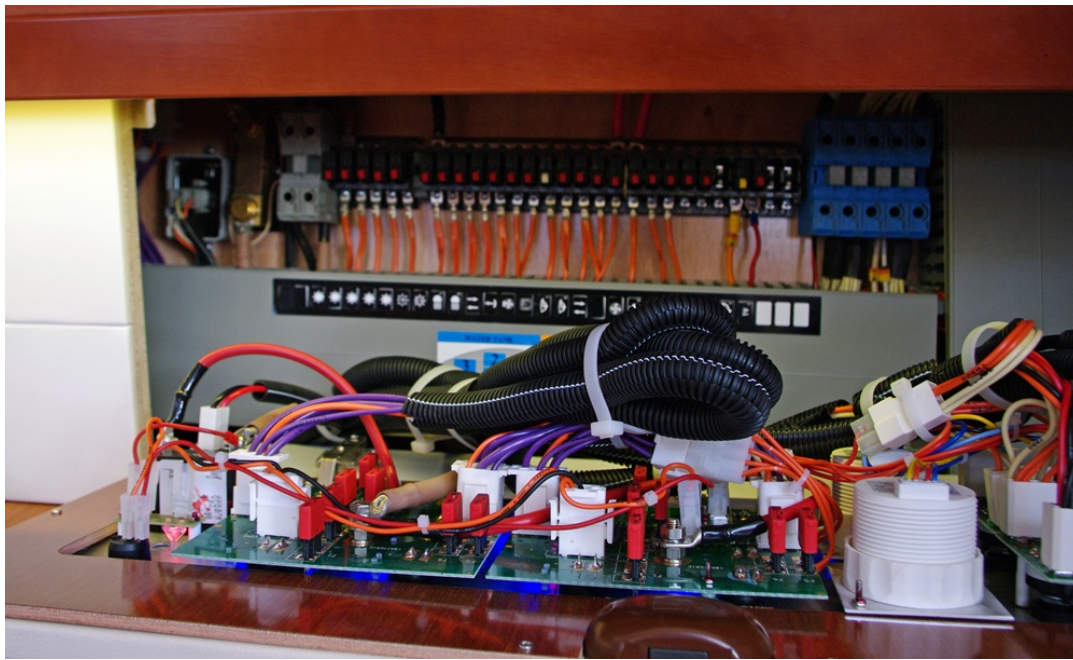
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## Power distribution:

On most boats, DC power is distributed via some sort of master switch panel or panels. These range from simple four- or five-switch setups to complex boards with 20 or 30 circuits supplied. To become an effective electrical troubleshooter, the secret is to focus only on the troubling circuit in question. Think back to the requirements for a properly functioning circuit and focus on the elements needed by the circuit to work normally. If one or more of those circuit needs are not being met, a problem will exist. Your task is to figure out which of those needs are not up to snuff and make the appropriate repair.

For example, sometimes a tripped circuit breaker can be the only reason the circuit isn't functioning. If it's tripped by accident or a one-time event, it can be simply reset. But usually there's an underlying cause for the breaker to trip that will need to be found and repaired.







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## Wires and terminals:

Wiring and terminations are the means to get power delivered to the various bits of electrical equipment on our boats and it is termination points in particular that cause the vast majority of problems. Matching terminal size to wire gauge (wire diameter) is important. Also, using the proper tools to strip insulation and then crimp on the terminal is imperative to minimize potential problems.

We have found in most of the boats that we work on that we find that a great deal of them have incorrect connectors on them that are not waterproof. Here in Florida not having a waterproof connector whether exposed to the elements or not is a major no no just because of the amount of moisture in the air!



Marine grade wire is pre-tinned and has more copper in it and is designed for a wet environment, you can see by the photo above corrosion in the wire!







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## **BOAT OF THE MONTH**

### **“OLD BUT GOLD” - 1971 BRISTOL TRAWLER**

# **DO IT**



Owned by one of our fine clients this vessel has been getting upgraded by him as time moves forward! She is a wonderful very well built sturdy yacht, and we are proud to name her our boat of the month for November 2024!

The Bristol 38 Foot Trawler was built by Bristol Yachts, an American company, and delivered in 1971. The hull design was created by Eldridge-McGinnis naval architecture firm, featuring a round-bilge displacement design.



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The trawler measures 38 feet in length, with a displacement range of 26-30,000 pounds. It has a full prop-protecting keel and a keel-hung rudder.

The vessel is equipped with twin Ford Lehman diesel-powered engines

The 38-foot trawler features an aft cabin layout, with two staterooms and two heads (bathrooms). The galley (kitchen) is located on the main deck.

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## **Bristol Yacht Company information:**

Bristol Yacht Company was founded by Clinton Pearson. Clint and his cousin Everett Pearson began building fiberglass dinghies in 1955 in their garage on County Street in Seekonk, Massachusetts, just over the Massachusetts/Rhode Island state border.

Within a year the newly founded Pearson Yachts employed hundreds of people. Fast corporate expansion resulted in cash flow problems, so the cousins raised capital by selling equity in Pearson to Grumman Allied Industries in 1961. Clinton left in 1964 and bought out a troubled sailboat-maker, Sailstar, in West Warwick, Rhode Island, and moved into the abandoned Herreshoff boatyard.

Carl Alberg designed the company's first boat, the Bristol 27. Clinton changed the company's name to Bristol Yacht Company in 1966, and the Sailstar brand was phased out. The boat yard was eventually located on Popasquash Road, in Bristol, Rhode Island. The facilities included a giant barn on land owned by Clinton and where his home was located as well. Across the road from the barn was a small marina and travellift. The company closed due to bankruptcy in 1997.

~PAUL & STEPHEN~