

Converting your Wood Vessel to Maddox

The most important asset on a wood boat is the wood. Careful and considered cathodic protection will help promote longevity & reduce the alkaline degradation activity affecting the wood.

ACTION PLAN:

1. Confirm compatibility. Salt & Brackish water applications only

(ref. [Anode Selection Guide](#) and ref: [Maddox Suitability Guide](#))

2. Check bonding to materials requiring protection is in good operating condition

(ref. [Guide to Bonding.pdf](#))

- Minimum 10mm² fine-strand tinned copper
- Waterproof lugs & connections
- Less 1ohm resistance to anode

3. Replace zincs with Maddox Anode

- If shaft anode is installed, remove, and bond shaft with MPS Shaft Grounding Straps, then bond to hull mounted Maddox anode
- Use MPS Conductive Grease for all anode connections

GUIDE:

- Keep through hull fittings all bronze where possible (no mixed metals) and do not bond.
- Regular maintenance of localised fittings, as low risk of galvanic corrosion.
- Directly bond only those materials deemed "essential" with risk of galvanic corrosion i.e mixed metals in contact - like s/steel shaft & bronze prop, or mixed through hull fitting)



Anode protection may cause some degradation to wood. The effects of alkaline degradation are significantly greater when using very active anodes like Zinc & Aluminium. Maddox generates less effects to the wood.



- Directly bond shaft with Shaft Grounding Strap to the bonding system
- Bond engine block to the bonding system
- Bond P-bracket & shaft gland if localised mixed metals to the bonding system
- Bond rudder only if mixed metals (ie. s/steel post & bronze) to the bonding system
- Primary bonding connection to Maddox Anode - use Conductive Grease & maintain all connections

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