



# Saltings

The Journal of the Leisure Owners Association

August 2005

Volume 24 Issue 3

---

**Note: To facilitate Internet download times some items have been removed**

**These can be identified in the index page as they have been crossed through**

---

Saltings Editor: Ted Perkins  
23 Durley Close  
South Benfleet  
Essex  
SS7 1HJ

+44 (0) 1268 754034  
[editor@leisureowners.org](mailto:editor@leisureowners.org)

# INDEX

Pages indicated by ~~strikethrough~~ have been removed from this web version of Saltings, to minimise file size

<u>Page</u>	<u>Content</u>	<u>Page</u>	<u>Content</u>
01	Front Cover	28	L23SL New Front Hatch?
02	Index	29	Spic & Span
03	<del>Contact Telephone Numbers</del>	30 – 31	Marine Crime Prevention
04	Editorial	32 – 33	South Coast Rally
05	Commodore's Comments	34 – 35	L23SL Mid Ship Cleats
06 – 10	Coast Reports	36	L23SL Shelving
11	Secretary's Notes	37	Weather forecasting
12	Spares and Support	38 – 40	<i>E ~ Wave It All About</i>
14	Membership matters	40	Web Site Update
15 – 16	<del>Welcome ~ New Members</del>	41	<del>At Your Service</del>
17 – 19	<del>Letters to the Editor</del>	42 – 46	<del>For Sale</del>
20 – 21	The 'Real' sailing glossary	46 - 47	<del>Wanted</del>
22	Starting in a Big Fleet	48	<del>Spares Order Form</del>
23	Missing the Sea?	49 - 50	<del>Video Loan Form</del>
24 – 26	Marine Gas incl. Winterising	51	<del>Standing Order Form</del>
26	Carbon Monoxide	52	<del>Membership Form</del>
28	L23SL Front Hatch Seals		

Again the printing of our Newsletter is courtesy of the **Ford Motor Company**. This is done as part of 'Ford in the Community'. However, we now pay, albeit a reduced amount versus 'commercial' printing.

**Community**  
*You can make a difference*



### **In Memory of ....**

It is with sadness that I have to inform members of the sudden death in July, of Leslie Perkins, wife of our Saltings editor Ted, after a long and brave battle with Multiple Sclerosis.

Leslie will be well remembered by all she met, as always being cheerful, and putting up a most determined fight to carry on as usual despite her illness, with ever willing help from Ted.

Many Leisure Owners attended her funeral, and our Commodore Alison (who is a lay preacher) took the Service; it was a very moving occasion, and a fine send off for Leslie.

As many of you know Ted is supporting the Essex Multiple Sclerosis Help Line charity, I can provide more details if you would like to make a donation.

Understandably Ted felt unable to continue with the editorial blue pencil for the time being, so I have taken over the editorial duties temporarily. Ted had in fact already completed most of the editorial work for this edition, so my role has been simply to collate the copy, and arrange for printing and distribution.

***Les - God Bless and Happy Sailing ....***

Colin Shead



## *Editorial*

Wasn't I surprised when I picked up the April edition from the Ford Graphics boys; the front cover was in COLOUR! They said that the picture of the sunset at Bradwell marina was too good to consign to Black & White. Let's hope we get a coloured cover next time.

Re-reading the excellent articles submitted by John Smith on electrical matters got me to thinking about that other dangerous commodity most of us play with GAS or to be more precise LPG. I've done my research and intend to run a series on the do's and don'ts of LPG installations.

Colin Shead tells me that our numbers have fallen this year. He says, "We have lost a lot of members who joined in 2004, we do not seem to be very good at providing sufficient 'value' to ensure new member retention." There is always a steady stream of new members joining; our initial appeal must be strong. So why is it that we lose so many 'newbies'? Colin also says that, "No one area seems to be more affected than any other." If it's not a case of 'no local action' then we are failing, in some way, to meet the need of the membership. What do you think? Please don't just sit there ~ Tell us...

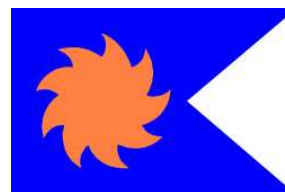
There seemed to have been a bit of confusion over the checkout code for Marinestore [[www.marinestore.co.uk](http://www.marinestore.co.uk)] where we get a 10% discount ~ the code is LOAX2

**Stop press: East Coast group** ~ We had the first weekend in September earmarked for a River Crouch get together but it seems that the hard core players cannot make it that weekend Including Gerry Askham, the organiser. So we have changed the date to

August 20/21. - Host boat will still remain Halcyone probably with a BBQ but full details will be circulated nearer to the date. Interested parties to let Gerry Askham on 01245 258420 know their intention so that berths etc can be booked.

Ted Perkins

## **COMMODORE'S COMMENTS**



Hello all,

The sad passing of Leslie Perkins, and our efforts in various ways to help Ted during this very difficult time have of course dominated recent events. The funeral was a moving moment for many, in that it reminded us of course of our own mortality, and also of how Leslie's spirit had shone through in spite of her illness. Leslie was always full of life, and a very keen Leisure Owner, in spite of her difficulties.

On a happier note, the Leisure sailing season is getting into its swing. I have recently returned from the two-week flotilla in Greece, and the temperature difference is quite sharp! Five of us eventually decided to go on the flotilla holiday and we set off from Heathrow to go to the Peloponnese for a fortnight.



It was a good time, and the luxury of dropping a hook and swimming in clear, clean, blue water off the stern of the boat was great. It might be worth thinking again for next year. Maybe bareboat, maybe flotilla, answers before the London Boat Show please!

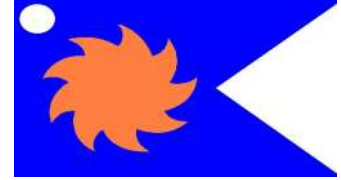
I can report that we discovered a Leisure 17 with fin keel, sitting on its trailer in Porto Helie harbour. We went sailing for a few days before returning, and it had disappeared! Was it something we said?

On our Flotilla was a couple that were looking for a Leisure 23 to sail off Oban in Scotland, so lots of encouragement from all of us. A compliment to Colin, as Kennie is very familiar with our website, and likes it, it is his membership application we are working on now!

I hope to see many of you during the season, good sailing!

*Alison Mc Taggart*

# VC's reports



## South

As I pen these lines HRH The Queen is five miles away reviewing her fleet. We in LOA Southern have likewise been able to survey a range of fine craft sailing under the same flag, in our case, in four rallies.

Following the lead of Nelson, we chose Portsmouth as our base for the launching supper. This was popular with a good crowd, for whom it was a welcome break in the process of preparing their Leisures for the coming season.

The Lymington rally in April attracted fellow members from as far as 20 miles further West, but in May the Medina meet, located at the centre of our cruising area, was poorly attended.

The largest number of boats attended the rally at Chichester, the Eastern end of the VCs normal weekend range, this year. I have included a photo showing those boats taking part.



200 years ago HMS Victory set off to meet the French. The VCs ambitious plan to follow in their wake in July (to St Vaast - this time without cannon) has attracted a number of interested enquiries. However, not enough owners have signed up to make it viable this year. What an opportunity – to make your first channel crossing in company with members who have been before! Dream of the missed adventure in the closed season and we will see if the leaders can be cajoled to consider planning this in 2006.

At the end of July there is a chance to join in the rally on the channel coast of the Isle of Wight. We hope to meet you there!

This period's report comes from a "Rear" Commodore (my Leisure 20 is the slowest boat) as our VCs are heavily involved in a new business venture. Good luck with this guys and thanks for your hard work in enticing us off the moorings this year.

"Rear" Commodore Hardy (but don't ask for a kiss, Gerry!)

On behalf of **Gerry & Debs Fensome** Vice Commodore [South]

## Norfolk & the Broads

Our Fitting Out Supper at Dunston Hall on 15th April was a success and 12 members turned up - it was a real pleasure to meet new members Robert and Marie of "Tiffin" - Robert and I had seen Tiffin many times on the southern rivers so it was great to meet her new owners and we wish them all the best. Frank and Anne of "Charlotte" also attended as did Val and Andy, Chris and Pat, Alison, Sandy and Jan. We hope everyone had a good evening - although Chris and Pat of "Blue Point" had the best idea, they booked into the honeymoon suite and stayed over! In preparation for their joint forthcoming retirements?

The following weekend I went to the Heybridge Basin with Alison for the East Coast Fitting Out Supper - many thanks to you all for your great hospitality, It has a super evening and It would be lovely to see some of you at our "do's" on the Broads.

Our first Broads Rally at Salhouse on weekend of May 7/8. What a weekend!! Cold, wet and windy, would best describe it in polite circles! Nevertheless, 4 yachts turned up - the old diehards - Coot, Tranquility, Blue Point and friend, Cygnet. In spite of the awful weather we all managed to enjoy ourselves and as usual drank and ate too much (but we were celebrating Chris and Pat's retirements.



Quite a lot of second childhood activity also took place on the adventure playground nearby - see Alison's photo below - Incriminating evidence!



We returned to our mooring on Sunday afternoon in torrential rain and had to soak for hours in a hot tub to recuperate - Happy sailing days. We were looking forward to our flotilla in Greece enormously; it was only the thought of blue water, blue skies and lots of warm sunshine that kept us going!

I believe Alison will fill you in re the flotilla, meanwhile, we are hoping to see more yachts at our Oulton Broad rally on July 2nd from whence Alison and I are off sailing down the coast for a couple of weeks on Tranquility - will the weather be similar to Greece, I wonder??

## Bernadette Worthing & Robert Plumridge

Joint Vice-Commodores - Broads Section

The latest news on Leisure Owners events is available from our web site goto  
[www.leisureowners.org.uk/new\\_site/events.html](http://www.leisureowners.org.uk/new_site/events.html)

## East

Well summer has certainly arrived now, a bit late for my weeks break on Déjà vu, but more on that later.

The Fitting-out Supper, which was held on the 23rd April in The Old Ship in Heybridge Basin, was a bit of a disaster. I had a very good attendance again this time of 34 members, but it was a pity that the pub let us down this time. The previous dinner that we had there a couple of years ago turned out okay and I saw no reason why it should not turn out okay this time.

*Editor ~ Nonetheless all the members present had a thoroughly fine time, as you can see from the happy faces in the photo below:-*



A lot of the food came out not up to scratch, and when they came out later with coffee in large glass jugs and a handful of mugs, well that took the biscuit!

I did see the manageress a few days later and she did apologise for the way that it turned out after I had told her what had gone on, but it is a bit late then.

These places take a good bit of money on these functions, more than they would do on a normal night, so you would think that they would pull out all of the stops. Needless to say, we won't be going back there again, unless of course it's free!!!

Our first organised rally of the season was up to Shotley for the weekend 18/19 June, under the guidance of Colin & Janet Shead on Sunrise.

Muggings here has to work on Saturday mornings, so am always the last to get away. My crew had done a runner and did not want to go, but she had just had a tooth out, so must let her off! By the time I get down to Bradwell all had left. Do I go back home or go to Shotley solo? The bit of sunshine swung it, and so I left at around 11.45. After a very pleasant trip up I was waiting off Shotley at 16.20, the quickest I have ever done it, must have been the absence of half the crew what done it!!

Gerry & Colin were on the waiting pontoon to meet me and give me a hand through the lock; they didn't want me letting the side down!! Gerry & Joan on Halcyone and Barri & Marjorie on Funadama were already there as they had all come up earlier.

After knocking back some beer, wine and nibbles on Funadama (*Editor ~ it was supposed to be on Sunrise, but Barri and Majorie, [Mr & Mrs super hospitality], beat me to it !*) we all met up later in the Bristol Arms for a very nice meal, and more drink!

After a lazy Sunday morning pottering about, I left at around 11 to head back to Bradwell; most of the others had got a week off and were heading north, it's all right for some!

Our weeks cruise started at the beginning of July; unfortunately I forgot to book some good weather!! We set off heading for Suffolk Yacht Harbour with no plans where to go after that, if you make no plans, things like weather etc can't mess them up.

Colin & Janet on Sunrise and Steph & Sheila on Lotus Eater were going to meet us up there during the Sunday. The weather was not too bad on the way up, but not balmy sunshine. The weather forecast for the next few days did not look too promising. Both Colin & Janet, and Steph & Sheila had to be back home on the Wednesday and so they could not stay long.

Monday we spent walking through Felixstowe in the pouring rain. We certainly know the places to go when it is wet. This year Felixstowe, and last year Wickford!!!

After a couple of pleasant evenings in the Lightship it was time for the others to leave us. We had wanted to get back up to Southwold as we had enjoyed our stay there last time, but the weather still had not settled down, and my crew do not like it rough! It was decided that we would just stay in the Orwell, have a couple of days in Ipswich and just take it easy, which we did.



Whilst we were in Ipswich we heard that HMS Grafton was returning there, (an adopted ship of the town), and thought it would be good to see her, but she was coming up the river on the Thursday just as we would be leaving. I decided that we would leave Ipswich as planned and see her down river somewhere. A few moorings were vacant under the Orwell Bridge and so we tied up and waited for this frigate to pass by. It was a sight worth waiting for as she passed below the bridge with 3 helicopters as escorts either side of her, the helicopters under the bridge also!!

Other than that, an uneventful week, but at least a few more jobs got done on Déjà vu. The weather not perfect, but still an enjoyable week, and nice to see Steph & Sheila join us.

We do hope to see some of you on the Crouch rally in August.

Happy sailing

**Len Minter**

Vice Commodore [East]

---

## **North West**

No report received for this edition of Saltings.

**Dave Bradshaw**

Vice Commodore [North West]

---

## **Ireland**

The sailing season got off to a good start, with my crew helping with the antifouling! Shame about the weather.

This year I am taking two months off work to go sailing in July and August, hopefully crisscrossing the Irish Sea north and south, so anybody planning any cruises please get in touch with me.

Weather forecasts don't seem to be very accurate this year, last Saturday being typical, forecast force 4 southerly, and wondering where the 50 knots of wind south of Dalkey Island came from! Had to postpone trip to Wicklow by 24 hours.

Wicklow harbour master at least has a sense of humour:- He came down on Monday morning saying " I am looking for the Harbour Dues "Reply from one unnamed boat "None on board, Church of Ireland"

My first serious trip this year will be to Scotland, leaving early July, and I would like to hear from any other boats interested in doing all or part of the trip, on a leisurely basis of course.

## Brian Lambert

Vice-Commodore [Ireland]

---

## Scotland

Membership in Scotland has broken through the thirty barrier. On the Tay we have been joined by another Leisure 22 that arrived from the South Coast of England transported by the same Boat Transport Firm that moved my L22 Astraeus. Keep pestering anyone out there who would benefit from membership.

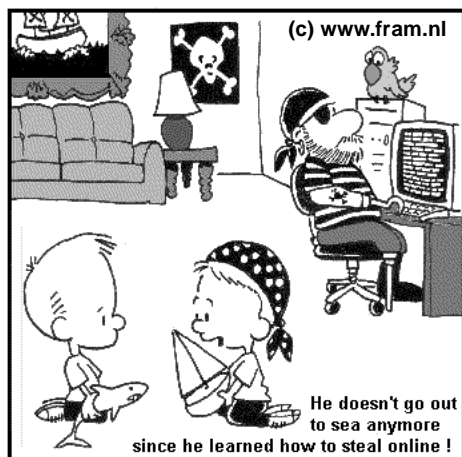
Our first gathering at the Anstruther muster is approaching fast. I will be sending out information (after my two weeks in sunny Greece!) nearer the time when details have been finalised. I look forward to meeting as many of our members as possible. If weather proves to be a problem we can still meet there. Let us all hope for sunny skies and favourable winds!

The date to put in your diary for this event is the weekend of 26, 27, 28 August. If you have not already done so please let me know if you are planning to attend by land or sea!

Finally I hope everyone has an enjoyable season.

## Chris Roy

Vice-Commodore [Scotland]



### Reflecting on the Past

An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different colour.... green, red, orange, blue, and yellow.

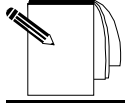
After a while the young man noticed that the captain was staring at him.

"What's the matter old timer, never done anything wild in your life?"

The old captain replied, "Got drunk once and married a parrot. I was just wondering if you were my son!"

(c) www.fram.nl

Editor ~ These tickled me. Copyright here and elsewhere in the magazine is gratefully acknowledged



## Secretary's Notes

As the sailing season opens up then, as with many associations, the administrative role tends to diminish, as the real pleasure of yachting gets under way. If only the sun would shine and the weather get warmer. I have never been a brass-monkey sailor preferring to bask in the warm glow of solar heating. Still we can all dream.

**Spares** ~ As agreed at the AGM under item 9, the stock of items that had been held and financed for many years by Peter Sewell have been transferred to the LOA, in exchange of course for suitable remuneration that was acceptable to all parties. The available funds have been diminished but then we have correctly resolved an issue that had been outstanding for far too long. With the spares price list now readily available (see below) I can report that a number of members have already availed themselves of the new service which has to eventually lead to an enhanced reputation of the LOA. The payment system of **PayPal** set up by the Treasurer, albeit initially to collect the annual fees, works equally well in supporting the spares programme.

**Booze** ~ With the changes in the licensing act- moving away from police issue to that of local authority/council I know a number of clubs that are facing problems in funding the requirement. From the old £25 for five years to the proposed £350 for year one, and who know what subsequent ones will be, it is no laughing matter. As a loose knit group as we are it is a blessing that we are not to be faced with such charges. It is therefore permitted to continue with the time-honored way in which LOA rallies function on a BYO (Bring Your Own) basis outside of the stricture of the legal powers.

**Wind** ~ You may recall that some time ago I reported that the LOA had expressed a view on the forthcoming development of wind farms in the south east, confining its comments to navigational aspects, leaving well aside the viability of such developments. It seems that the site off Clacton where there was to be 35 turbines on the Gunfleet sands may not now proceed. The license is up for sale. But the bigger development of 250 turbines in the Thames estuary to be known as the London Array will go ahead following a formal planning application last week. Comments from the sailing fraternity channeled through the RYA have at least secured an agreement to have a 1km wide corridor through the area in way of Foulgers Gat. Meanwhile the Port of London (PLA) are still objecting to the location as they feel that knowing there is radar interference the possibility exists for a black spot near the Blackdeep/Fishermans region. The meeting of two gas tankers is far too bizarre to contemplate. Still whilst we have a government policy that does not like the nuclear option then what is the alternative.

**Buoys** ~ On a final note you may well find that new buoys are being laid by Trinity house that more readily resemble the shape they should be and are no longer disguised by the addition of the solar panel on them.

**Gerry Askham**, Master Mariner & President Bradwell Quay Yacht Club

### **The Mechanic**

A gynecologist was getting sick of his job and decided that he needed a career change. He'd always enjoyed tinkering with engines so thought he'd become a marine diesel mechanic.

So he went along to marine mechanics school and the final test was to strip the diesel engine completely and reassemble it - obviously back into perfect working order. So our gynecologist friend did the test and anxiously awaited the result.

The day he received the results he got quite a surprise, he got 150%! He quickly phoned the instructor and queried the mark.

The instructor said, "Yes that's right. First I gave you 50% for stripping down the engine-a very thorough job. Next I gave you 50% for reassembling it - a fantastic job really. Then I gave you a 50% bonus for doing it all through the exhaust port."

(c) [www.fram.nl](http://www.fram.nl)

## Spares and Support for Your Leisure

The following spare mouldings are currently available via the Association. Other mouldings may be available on request, please contact the Association for information on mouldings required that are not on the following list.

The prices quoted include a discount of 15% for fully paid up members of the Association. Note that delivery charges are not included, and these will be quoted on request. Alternatively buyers may collect after completing the payment formalities. The Association is not VAT registered, and no VAT is therefore payable.

Because the cost of glass fibre materials is very volatile, these prices may be changed without notice. The Association will confirm the price prior to order acceptance.

Please note that our standard terms of trade exclude consequential liability, and recompense is limited to the repair or replacement of the parts supplied.

The Association General Secretary is responsible for the administration of orders, delivery, invoicing, payment etc. Contact details can be found on the following page.

### Replacement Mouldings

Please note: The Association can sometimes help with the repair of rudders and skegs, depending on the extent of any damage or corrosion. This can often be less costly than buying a replacement item. Please contact the Association for details of particular repairs.

Yacht	Moulding Type	Price	Notes
L17	Anchor Locker Lid	£78.00	
	Rear Locker Top	£150.00	
L17 & L17SL	Rudder	£360.00	The Morse taper at the top of the rudder stock can vary, please seek advice when ordering.
L20	Rudder	£405.00	
L22/23	Rear Locker Top	£180.00	
L23SL	Rudder	£450.00	
	Rear Locker Top	P.O.A.	
	Anchor Locker Lid	P.O.A.	
	Skeg	P.O.A.	
	Cockpit Cave Locker	£90.00	
L27 & L29	Cockpit Cave Locker	£90.00	
All	Instrument Pods	£105.00	

## Other Spare Parts

The following spare parts are available via the Association. Please contact the Association for information about other parts required that are not on the following list.

<b>Yacht</b>	<b>Spare Part</b>	<b>Price</b>	<b>Notes</b>
L17 & L17SL	Tiller	£120.00	
	Tiller Head Casting	P.O.A.	
L20	Tiller	£120.00	
	Tiller Head Casting	P.O.A.	
L23 & L23SL	Tiller	£120.00	
	Tiller Head Casting	P.O.A.	
All	Teak Handrails	P.O.A	

## Ordering and Contact Information

Orders must be made on an order form, (see page 48, and also on the web site at [www.leisureowners.org.uk/new\\_site/contents/order\\_form.rtf](http://www.leisureowners.org.uk/new_site/contents/order_form.rtf) or directly from the General Secretary) accompanied by a non refundable 50% deposit, and sent to:

General Secretary - Gerry Askham  
Leisure Owners Association  
20 Coppins Close  
Chelmsford  
Essex  
CM2 6AY  
+44 (0) 1245 258420  
[secretary@leisureowners.org](mailto:secretary@leisureowners.org)

If in any doubt about what to order etc. or for technical advice, please contact Peter Sewell at +44 (0) 1376 323081 or [support@leisureowners.org](mailto:support@leisureowners.org), prior to sending the order to the General Secretary.

The Secretary will issue an order acceptance/confirmation (including an anticipated delivery date) and a receipt, and will arrange for the item to be made or drawn from Association stock.

When the item is available for delivery or collection the Secretary will issue an invoice for the final amount payable (including time for cheque clearance). When the monies are received, delivery or collection will be arranged, and a final receipt issued. Purchasers have the option to pay in full when ordering, to avoid the cheque clearance delay before delivery or collection.

Payment should normally be by a sterling cheque, drawn on a UK bank, and made payable to the Leisure Owners Association. Purchasers living outside of the UK may pay by PayPal (a small additional fee may be chargeable) and will be responsible for any local import duties payable, and for any customs clearance formalities.

# Membership Matters

## **Please note below the important changes to Standing Orders**

All members should by now have received their membership card. If you have not received your 2005 card, please contact me as soon as possible.

The letters that accompanied the membership cards also contain the username and password for accessing the members' only section of the web site. If you are having problems accessing the site, please let me know.

## **Standing Orders**

Many of you will now be aware that we have changed our banking arrangements; we are also raising the subscription fee to £15 from next year. This means that existing Standing Orders must be updated. Please note the following points carefully:

1. If you already have a standing order, you will shortly receive a new personalised form, for you to send to your bank (see notes below). Please also ensure that your bank knows that your existing standing order (for £10 a year) is no longer valid. There is a note to this effect on the new standing order form.
2. If you have not used standing orders in the past (but would like to do so) please complete the form in this copy of Saltings [page 51], and send to your bank (see notes below). Note that standing orders are not available to members living outside the UK, unless you have a UK based bank account.
3. Members living outside of the UK are encouraged to use the PayPal Internet banking service. This is easy to use (as long as you have access to the Internet) and is much cheaper than sending international money orders.
4. If you have a UK bank account you may continue to pay your subscriptions by cheque.

**Note 1:** If you are to pay by standing order please note that we will no longer maintain a copy of your standing order instruction to your bank. It will be up to you to send it to your bank, and ensure that it is paid on the due date of 1<sup>st</sup> April each year.

**Note 2:** It is absolutely essential that your membership name and number be correctly stated on the standing order form as the 'reference information'. If this is not done we may not be able to correctly identify your payment when received.

**Note 3:** If you should decide to leave/resign from the Association it is your responsibility to instruct your bank that your standing order is no longer valid.

Please let me know if you have any concerns about your membership.

Telephone +44 (0) 1376 514243 or email on [membership@leisureowners.org](mailto:membership@leisureowners.org)

**Colin Shead**

# The real Sailing Glossary?

These pages are aimed at the people new to our sport. Although the *old timers* amongst us will say that most of these should be learnt by *landlubbers* the 'ard way ~ by experience! However, if the words associated with sailing are a complete and utter mystery to you read on, because you will find that they are **NO** help whatsoever...

**Ahoy** ~ The first in a series of four letter words commonly exchanged by skippers as their boats approach one another

**Bar** ~ Long. Low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

**Boom** ~ A Laterally mounted spar to which a sail is fastened, used during jibing to shift crewmembers to a fixed, horizontal position. [*The name comes from the sound you hear as it cracks you across the forehead*]

**Bulkhead** ~ Discomfort suffered by sailors who drink too much.

**Cabin** ~ A cramped, closet like compartment below decks where crew members may be stored – on their sides if large or on end if small – until needed.

**Calm** ~ Sea condition characterised by the simultaneous disappearance of the wind and the last cold beer

**Channel** ~ Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats

**Current** ~ Tidal flow that carries a boat away from it's desired destination or toward a hazard.

**Fitting Out** ~ Series of maintenance tasks performed on boats ashore during good weather weekends in spring and summer months to make them ready for winter storage.

**Flipper** ~ Rubber swimming aid worn on the feet. Usually are only available in two sizes, 3 and 17

**Flotsam** ~ anything floating in the water from which there is no response when an offer of a cocktail is made.

**Fluke** ~ the portion of an anchor that digs securely into the bottom: also, any occasion when this happens on the first try.

**Galley** ~ Ancient: ~ Aspect of seafaring associated with slavery.

~ Modern: ~ Aspect of seafaring associated with slavery.

**Gear** ~ Generic term for any pieces of boating equipment that can be forgotten in the back-seat or boot of a car, left behind on a pontoon, soaked in the bottom of a dinghy or lost over the side of the boat.

**Gimbals** ~ Movable mountings often found on shipboards lamps, compasses etc which provide dieting passengers an opportunity to observe the true motions of the ship in relation to them, and thus prevent any recently ingested food from remaining in their digestive systems long enough to be converted into unwanted calories.

**Grounding** ~ Embarrassing situation in which a sailor returns to shore without leaving his boat.

**Hatch** ~ An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

**Hull speed** ~The maximum theoretical velocity of a given boat through the water, which is 1.4 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

**Jibe** ~ Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this manoeuvre.

**Lanyard** ~ A light line attached to a small article so that it can be secured somewhere well out of reach.

**Leeward** ~ the direction in which objects, liquids and other matter may be thrown without risk of re-encountering them in the immediate future.

**Life jacket** ~ Any personal floatation device that will keep an individual who has fallen off a vessel, above water long enough to be run over by it or another rescue craft.

**Mizzen** ~ the shorter aft mast on a yawl or ketch. Any mast that is no longer there.

**Moon** ~ Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.

**Motor-sailer** ~ A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

**Ocean racing** ~ Demanding form of sailing practised by sportsman whose idea of a good time is standing under an ice cold shower, fully clothed while re-examining their last meal.

**Passage** ~ Basically a voyage from point A to point B, interrupted by unexpected landfalls or stopovers at point K, point Q, and point Z.

**Pontoon** ~ Harbour landing place that goes crack, crunch when hit

**Pilotage** ~The art of getting lost whilst still in sight of land, as opposed to the distinct and far more complex science of navigation, which is used to get lost in offshore waters.

**Port** 1. When on a boat: Left side facing forward.

2. When on a boat: A place you wish you never left.

**Propeller** ~ Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

**Radar** ~ Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with "blips" which represent other sailboats, large container ships and oil tankers.

**Regatta** ~ Organised sailing competition that pits yours' against your opponents' luck.

**Sailing** ~ the fine art of getting cold & wet and becoming ill while slowly going nowhere at great expense.

**Satellite Navigation** ~ Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the surface of the earth, of whatever it was they just ran aground on.

**Single-handed sailing** ~ the only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong

**Tides** ~ the rise and fall of ocean waters. There are two tides of interest to mariners: the ebb tide sailors encounter as they attempt to enter port and the flood tide they experience as they try to leave.

**Yardarm** ~ Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.

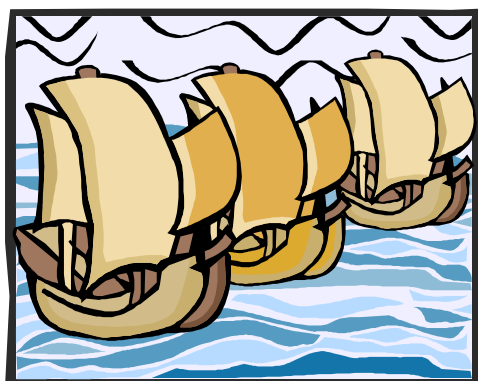


Obviously the above are only a few of the 'Naughtycal' terms that one strives to master in the never-ending contest to become a better sailor. I reckon you know a good few more.

I will publish all those that you, dear reader, have acquired in your sailing lives.

This means that you **have to send them in** to me to be published... Ted

# Starting in a Big Fleet



Obviously the most important part of the race is the start because this determines your race strategy, especially on the first beat. The priority is to get clear air, have good speed and most importantly, go the right way up the first beat. If you get it all right the chances of a good position around the first mark are greatly increased making the rest of the race a lot easier. You should try and work the hardest for the first 100 metres in an effort to get clear of all the boats around you. In light winds this means concentrating extra hard, in the strong winds it means really working the boat hard.

## Starting points to remember

- Get there early.
- Check wind and tide.
- Check start bias.
- Take a starboard and a port tack from line, check transit, and watch for shifts of line after you have taken the transit.
- Decide where on the line to start (consider wind shifts, tide, other boats).
- Be prepared to protect your water during the final two minutes.
- Especially if in the middle of the line check your transit (generally there is a large sag).
- Do NOT end up on the second or third row.
- Clear air is more important than being at the favoured end but in the second or third row (the bias is generally small).
- If over the line 3-5 seconds before the start (especially at the port end) be prepared to bail quickly and dip boats to get to clear air.
- Never start to windward of a boat you know points higher or to leeward of a boat you know is faster.
- Try and sheet on with about seven seconds to go otherwise it is often difficult to get clear air.
- It is usually better to start just to leeward of the bunch as this reduces the level of risk in getting a good start.
- Don't get caught too close to the pin - it is better to get a safe start then no start at all.
- Remember that if you get buried at the pin end of the start you must dip a lot of sterns to get clear air.
- Defend your space on the line HARD!!!



Why is it that Man invented one of the slowest forms of transportation ~ the sailboat ~ then decided to race them?

## Missing the Sea?

And for those old salts ~ here are a few tips for those of you who are feeling nostalgic about those great times at sea...

1. Sleep on the shelf in a cupboard. Replace the cupboard door with a curtain. Six hours after you go to sleep, have your spouse whip open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong bunk".
2. Renovate your bathroom. Build a wall across the middle of your bathtub and move the showerhead down to chest level. When you take showers, make sure you shut off the water while soaping up.
3. Every time there's a thunderstorm, go sit in a wobbly rocking chair and rock as hard as you can until you're nauseated.
4. Leave the lawnmower running in your living room six hours a day for proper noise level.
5. Once a week blow compressed air up through your chimney, making sure the wind carries the soot across and onto your neighbour's house. Laugh at him when he curses you.
6. Buy a rubbish compactor and only use it once a week. Store up garbage in the other side of your bathtub.
7. Wake up every night at midnight and have a peanut butter and jam sandwich on stale bread, if anything. (Optional: Canned spaghetti or cold soup).
8. Make up your family menu a week ahead of time without looking in your food cabinets or refrigerator.
9. Set your alarm clock to go off at random times during the night. When it goes off, jump out of bed and get dressed as fast as you can, then run out into your yard and break out the garden hose.
10. Once a month take a major household appliance completely apart and then put it back together.
11. Use 18 scoops of coffee per pot and allow it to sit for 5 or 6 hours before drinking.
12. Have a fluorescent lamp installed on the bottom of your coffee table and lie under it to read books.
13. Raise the thresholds and lower the top sills on your front and back doors so that you either trip over the threshold or hit your head on the sill every time you pass through one of them.
14. When making cakes, prop up one side of the pan while it is baking. Then spread icing really thick on one side to level off the top.
15. Every so often, throw your cat into the swimming pool, shout "Man overboard!" run into the kitchen and sweep all the pots/pans/dishes off of the counter onto the floor, then yell at your spouse for not having the place "stowed for sea".
16. Put on the headphones from your stereo (don't plug them in). Go and stand in front of your stove. Say, (to nobody in particular) "Stove manned and ready". Stand there for 3 or 4 hours. Say, (once again to nobody in particular) "Stove secured". Roll up the headphone cord and put them away.

# Marine Gas

After intensive research [on the World Wide Web] ~ Ted

Liquefied Petroleum gas, or LPG for short, comes in two types and is commonly sold as commercial Butane and Commercial Propane. Calor Gas (sold in blue cylinders) and Calor Propane (sold in red cylinders) are the two most widely available brand names in the UK. LPG is produced as a by-product of making petrol from crude oil or comes directly from the Gas or Oil fields.

In use the two gases are effectively the same however Propane has a lower boiling point that means that can be used at a lower temperature. It also needs to be stored at a higher pressure. The two gases also have different operating pressure to counteract the different calorific values. In the UK appliances operating on Butane do so at a pressure of 28 millibars and Propane at 37 millibars. It is not generally possible to change from one fuel to the other without changing the regulator, hence the cylinders and regulators have different threads and fittings to avoid mishaps. As a point of interest butane has a higher calorific value and a slighter hotter flame temperature.

## Cooker Safety

Fire is always a grave hazard on a boat and all possible steps should be taken to prevent this. Your cooker is a major source of heat and you'll need to protect the boat from it. Cookers are manufactured to a standard (EN 30) that requires the temperature of the metal surface on the side panels does not 60oC above the ambient temperature and that any surface that is normally exposed to flexible hoses does not exceed 70oC.

The heat from the hotplate is not so easy to regulate as the heat a surface is exposed to will vary depending on the size of a pan put on the burner. For this reason the Standards (BS5482:3 & EN ISO 10239) lay down minimum separation distances between a cooker and the surrounding surfaces. As a guide, unprotected combustible materials should not be placed 400mm above a cooker for horizontal surfaces when the vessel is at rest and 200mm when the boat is heeled to 30o.



For vertical surfaces, the cooker should be separated by 125mm horizontally. In addition, hanging textiles such as curtains should not be fitted within 600mm of the cooker. As the cooker seat is unlikely to be exposed to temperatures in excess of 125oC, you could line it with Formica, as it's easy to keep clean, while the surfaces level or above the hotplate should be protected by stainless sheet. A side cheek fitted to the sea rail would give added protection.

## Winterising & LPG gas

When it comes to the time of year when the evenings draw in, the leaves fall from the trees and yachts are lifted out of the water. There are many jobs to do prior to your yacht being lifted. As well as the soft furnishings and the sails being removed your gas system should be looked at.

The gas in the pipeline should be burnt out, the cylinders turned off and disconnected. The blanking plugs should be replaced in the cylinders. You can either leave the cylinders on board or take them home.



If you choose to take them home they can be stored outside in the garden away from any open drains or house airbricks. For security you may want to chain them. The advice is against storing them in the garage or shed unless there is plenty of low-level ventilation, remember gas will collect in a basement as easily as the bilges.



Once you have removed the regulator or hoses from your cylinder you will need to protect the open ends from damp and insects that may find their way in over the winter. This is best done with a plastic bag tied or taped around the end of the hose.

Take the opportunity to check the condition of the flexible hoses, regulator and solid pipework in your gas system. Remember that flexible hose should be replaced if it shows signs of deterioration such as cracking, bleaching or becoming brittle. They should also be replaced if they are older than five years, check the date stamp on the hose. If you cannot find one, replace it.



Regulators should be checked for corrosion and deterioration, remember that they should be replaced after ten years; the date stamp can be found in the brass connecting nut or on the body of the regulator. Also on Butane regulators for Calor Gas 4.5Kg and Camping Gaz cylinders check the rubber-sealing washer, if it shows signs of deformation then replace it.

Once the cylinders are disconnected, it is a good idea to wash the locker box through with fresh water, check it all flows out overboard.

The gas appliances on board will also need some attention. It is a good idea to clean the cooker thoroughly, removing all traces of that last fry up. Check the cooker for obvious signs of corrosion or damage. Check the flexible hose. If it is armoured and showing signs of corrosion, replace it. If the cooker needs any repairs, now is the time to disconnect it and take it in for repair.

Southampton Calor Gas Centre specialises in repairing Plastimo, Leisure Products, Eno and Smev cookers. If you do disconnect the cooker remember to cover the open hose with a plastic bag.

If you have a gas powered fridge, clean it and leave the lid open. If it has an external flue pipe, cover it up to stop damp, debris and insects getting in. If it needs repair, disconnect it and get it looked at.

Your water heater should be drained down. If you leave water in it over winter, chances are one night it will freeze and cause a great deal of damage. Cover up any external flues. Again, if it needs repairing disconnect it and do it over winter, don't leave it until the spring.

Make a list of any work that needs to be done, as parts may be needed to be ordered. If any of the hoses or the regulator needs to be replaced, disconnect the old ones and take it along to your local chandler or Calor Gas Centre as a pattern. Note, not all hoses and regulators are standard and may have to be specially ordered.



Ideally you should have your gas installation checked by a competent CORGI gas engineer

Remember it's best to book one early as there is always a spring rush.

\* \* \* \* \*

I know that this is a summer edition but if I felt that if I left this till the December issue it would be too late. In fact, you could check your flexible connecting pipe now. I bet it's out of date: mine was [out of sight – out of mind!] ~ Ted

AND whilst we are on the subject of Gas, we might as well deal with one of the most deadly outcomes of burning it incorrectly and/or with insufficient ventilation.

## Carbon Monoxide

Carbon Monoxide (CO) is produced by the incomplete combustion of the fossil fuels – gas, oil, coal and wood used in boilers, engines, oil burners, gas fires, water heaters, solid fuel appliances and open fires. Dangerous amounts of CO can accumulate when as a result of poor installation, poor maintenance or failure or damage to an appliance in service, the fuel is not burned properly, or when rooms / cabins are poorly ventilated and the CO is unable to escape.

Having no smell, taste or colour, it is important to have good ventilation, maintain all appliances regularly.

Remember - **NO SMELL and NO TASTE and NO COLOUR**

And it is for these reasons that CO detectors are the only way to alert you to increasingly dangerous levels of CO before tragedy strikes.

### What are the effects of carbon monoxide?

Carbon Monoxide produces the following physiological effects on people exposed to the concentrations shown:

Concentration of CO in air	Inhalation time and toxic developed
50 parts per million (ppm)	Safety level as specified by the Health and Safety Executive
200 PPM	Slight headache within 2-3 hours
400 PPM	Frontal headache within 1-2 hours, becoming widespread in 3 hours
800 PPM	Dizziness, nausea, convulsions within 45 minutes, insensible in 2 hours

Carbon Monoxide poisons by entering the lungs via the normal breathing mechanism and displacing oxygen from the bloodstream. Interruption of the normal supply of oxygen puts at risk the functions of the heart, brain and other vital functions of the body.

It can kill quickly when it leaks in large quantities or can build up over a period of time, initially causing symptoms such as headaches, nausea and dizziness, which are often incorrectly diagnosed by the medical profession as flu.

The above information is for a healthy adult. Persons suffering from heart or respiratory health problems, infants and small children, unborn children, expectant mothers and pets can be affected by CO poisoning more quickly than others in the household and may be the first to show symptoms.

**Be safe, fit a battery powered CO detector, easily obtainable at most DIY stores**

\*\*\*\* \*



Appropriate eh !, courtesy of Commodore Alison and © the Eastern Daily Press

## Sealing the L23SL front hatch

What convinced me to do it was that one of my crew on the delivery voyage from Milford Haven had stored his extra clothing just below the hatch and the first wave we took drenched his clothes!!! The water had "ignored" the hatch.

\*\*\*

Clean and dry the gutter around the hatch thoroughly. Similarly clean and dry the hatch edges that sit into the gutter. Editor ~ You will need to remove any rubber sealing strip already fitted in the gutter, and clean off the residual adhesive. Acetone or Petrol works well, but observe all the usual handling precautions!

Squeeze a layer of silicon into the gutter sufficiently deep so that the hatch will sink about 1mm into it all the way round.

Now for the important bit ... get out ye olde Fairy liquid (a), dilute slightly and rub the liquid all around the hatch edge. The idea is that any part that comes into contact with the silicon should be covered in this liquid. It has the magic power of curing the silicone rapidly and not sticking.

Use some of this liquid to rub across the surface of the silicone and achieve the correct depth all the way around. It is also ideal if you can achieve a concave surface on the silicone. [For the feint-hearted who believe that their beloved hatch might forever get stuck in the silicone a strip of cling-film suitably moistened with Fairy Liquid can be laid over the silicone before closing the hatch to create the perfect fit.

Now for the leap of faith: close the hatch and secure. Leave for about a day. Then open the hatch gently. It will probably be a bit stiff but once it's open the resulting seal should be almost 100% watertight as it's literally made to measure.

Mistakes! Don't let the hatch edge sink more than 1-2 mm into the silicone or the resulting seal can be a bit too tight. The hatch then becomes stiff to open.

A similar process can be used to achieve a "perfect seal" for windows and doors, especially useful if the edges are irregular.

Do all this at your own risk. I have visions of headline: Sailor found stuck to hatch with suspicious bottle of green liquid at his side!

### *Brian Lennon*

This method that I have used was based on a story I heard about some gents offering to do "perfect seals" on doors. They would produce this "magic liquid" during the process but somebody found out that it was Fairy Liquid, slightly diluted.

*(a) I believe any washing up liquid works just as well ~ Ted*

## A Replacement Forehatch for a Leisure 23SL?

On my Leisure 23SL 'Sunrise' we have had a few problems with a leaking forehatch seal.

In fact one of my daughters cried out "We are sinking!!" when a few drops of water landed on her some years ago whilst we were bashing down the Wallet. (To those non East Coast sailors who are not familiar with the Wallet, take it from me; you wouldn't want to be).

To some measure this problem has been due to the rubber seal becoming perished (replaced every two years or so ~ See also *Brian Lennon's article above*), but also because the hard rubber moulded hinge covers are now badly perished, no doubt due to all that sun we get in the great British summer (this limits the amount of downward

pressure on the seal). Mind you, my hatch hinges have been in place since 1983, so perhaps they do not owe me a great deal.

My forehatch is still reasonably translucent, but I know that many others have tended to craze and become obscured.

A new GRP moulding would be expensive (because of the complex pattern making and 'two' sided process), and the hinge covers are difficult to replace because the fixings on each and everyone are different! The fitters simply drilled and tapped the fixing holes 'wherever' through the rubber, which being flexible – moved!

All in all the forehatch, though being very streamlined, and aligned to the gentle curves of the deck, is perhaps not the greatest piece of marine engineering design.

Peter Sewell and I are discussing whether we could design a moulding to sit in the existing forehatch 'gutter' and having a flat top, in which an aperture could be cut to take a conventional commercial hatch (Lewmar or similar), i.e. replace the existing hatch in its entirety with a commercial product. Now whilst this would not be curved to the shape of the deck, it would hopefully be watertight, strong and entirely transparent.

We have not got much further yet, but we would like to sound out opinion amongst the membership. If others would also like a replacement hatch, clearly the moulding costs would fall.

So with no commitment at all, please let me know if you are potentially interested. We do not know what the overall cost would be yet but for budgetary purposes say of the order of £250 including a Lewmar hatch.

Please let me know if you have any interest in tracking our progress, and perhaps buying a hatch replacement 'kit'.

Telephone 01376 514243 or email on [webmaster@leisureowners.org](mailto:webmaster@leisureowners.org)

## *Colin Shead*

### **Keeping her Spic and Span, I mean the boat not the wife! (not PC I know)**

I have been fortunate with Sunrise, as I have owned her since new in 1983, and have always been able to keep her looking pretty good. My personal top six cleaning tips are:-

- ❑ Don't cover the boat in the winter; unless you are very careful the cover will chafe and cause more damage than it saves.
- ❑ Clean the boat in the spring with Cif the 'White Power' variety. Don't be put off by the wife; supermarket own brands are not the same at all. Hose off the worst grime first, and use the Cif on the boat when wet. Use plenty of water to wash it all off. You will need lots of Cif, I use two whole bottles every spring.
- ❑ Use a 'bug shifter' sponge from Halfords for washing. They have a mesh outer, which is great for getting off the bird poo etc.
- ❑ If you get really obstinate patches, use a proprietary fine polishing compound. I like Farecla G3 grade personally, used wet on a sponge. Never use wet and dry, unless you are rubbing down a gelcoat repair.
- ❑ When dry and clean, polish with a good quality yacht polish. My favourite is Starbrite Premium Teflon Polish variety. Costs about £15 a bottle, but one bottle lasts all season, and allows for a 'top-up' polish during the summer, if we ever get to it !!
- ❑ For routine washes I use Halfords 'Advanced' Car Cleaning Shampoo. Works well, and does not leave streaks all over the place (good on cars too).

Colin Shead

PS, last tip, try to persuade your partner (PC) to lend a hand!

## Marine Crime Prevention

Help Prevent marine theft as every year thousands of pounds worth of boats and equipment are stolen from our harbours. Following the simple and mostly inexpensive steps shown can make your boat more secure.

- ❑ **MARK IT**
- ❑ **LOCK IT**
- ❑ **ALARM IT**

Firstly record all the details of your boat equipment especially the serial number. This is essential, as the police will require it when you report a crime. Keep the record in a safe place at home and hand a copy to your yacht Club representative or the marina manger.

Secondly mark your property with your home postcode. This is a proven deterrent, and you'll stand a better chance of having it returned should it be lost or stolen. Use stickers to deter the would be thief, place small ones in a prominent position on your equipment and a large one in a prominent position on the outside of your boat such as a hatch or door. You should consider the BMIF initiative "BOATMARK" scheme.

Thirdly, fit the best locks you can afford. Many thieves are opportunists and seek out easy pickings so make sure your boat isn't one of them. It is also a sensible pre-caution to remove as many items as practicable when you leave your boat unattended.

Lastly consider fitting an alarm to your boat. A relatively inexpensive device would be capable of frightening the thief away while a more sophisticated system can be linked into a base station or could warn of fire or flooding.

## Boatmark



The UK marine industry's official national identification scheme, Boatmark, is run for the British Marine Federation by HPI, the UK's leading independent vehicle and asset information organisation. Boatmark is endorsed by the Home Office, has the backing of all UK marine police forces and is supported by major finance and insurance companies operating in the marine industry. Boatmark has the full support of the Royal Yachting Association.

### What is Boatmark?

At the heart of the Boatmark scheme is a database which records details of a specific craft together with its 'keeper'\* and any financial attachments such as credit agreements or a marine mortgage. The word owner is not used because Boatmark is not a title register. This is no different to car registration, which is also based on 'keeper' details.

Boatmark has been set up as an independent non-Government database of UK leisure craft ownership and can identify:

- ❑ Type/size/model of boat
- ❑ Current keeper
- ❑ Items of equipment by serial number
- ❑ Declared financial interests
- ❑ Changes of keeper/owner

## How does it work?

Under the present Boatmark scheme, each boat is allocated a unique number securely marked on the hull and on other concealed locations. Details of the boat, its equipment and their keeper are then entered on to the HPI confidential database that can be accessed by the Police.

Investment provided through the Government's Chipping of Goods initiative is allowing HPI to develop a new covert tagging system to back up these visible markings. Shortly, special RFID tags will be fitted to new leisure craft and sports boats to back up the visible markings and allow police to confirm whether any tampering has taken place.

The visible Boatmark markings act as warning to thieves, but if the boat or any of its equipment does go missing, the combination of the tag and the Boatmark database makes it far more likely that they will be identified and returned to their rightful keeper.

## How is Boatmark distributed?

- ❑ To new boat buyers via boat builders, dealers or importers
- ❑ To the second-hand (existing) boat market via authorised BMF members, selling the Boatmark DIY kit

For more information contact:

### **British Marine Federation**

Marine House

Thorpe Lea Road

Egham Surrey

TW20 8BF

England

Telephone: +44 (0) 1784 473377

Facsimile: +44 (0) 1784 439 678

[info@britishmarine.co.uk](mailto:info@britishmarine.co.uk)

## Safety Alert by HM Coastguard – Inflatable Life Jackets

Over recent months it has been brought to our attention that there have been several instances where gas inflated lifejackets have failed to inflate in an emergency. It is suspected that the overriding reason for such a failure is loose gas bottles.

- ❑ **SERVICE** lifejackets on an annual basis at a manufacturer recognised service station
- ❑ **INSPECT** the lifejacket before donning every time
- ❑ **INFLATE** lifejacket regularly using oral inflation device to check for air leaks
- ❑ **FOLLOW** manufacturers' care, stowage & donning instructions at all times

## Check

- ❑ Straps, buckles and outer cover in good condition
- ❑ Safety harness, its stitching and buckles in good condition
- ❑ Inflatable lung for abrasion damage
- ❑ Safety harness, its stitching and buckles in good condition
- ❑ Inflatable lung for abrasion damage
- ❑ Gas inflation cylinder for signs of corrosion
- ❑ Gas inflation cylinder for tightness of connection to inflation mechanism
- ❑ Automatic inflation system, if fitted

**Note:** When tightening gas bottles into plastic operating heads, care should be taken that they are not overtightened. Attention is also drawn to the Safety Notice issued by Crewsaver regarding any Barbour, Cosalt, Crewsaver, Douglas Gill, Fox, Leeda, Musto or Marlin Brand, Automatic Lifejacket, purchased before 1998, with a United Moulders Mark 3 Automatic Operating Head. For more information go to [www.crewsaver.co.uk/mk3/safety\\_notice\\_advert.pdf](http://www.crewsaver.co.uk/mk3/safety_notice_advert.pdf) or contact the Maritime Shipping Safety Branch, Maritime & Coastguard Agency +44 (023) 8032 9417 reference Technical Alert No.1.

## LOA Southern Region Rally to Portsmouth (26th and 27th March 2005)

The southern area joint VCs have the golden touch! The first rally of 2005 was early in the season however they arranged beautiful weather for our voyage to meet friends old and new at an interesting overnight stop.

It was necessary to depart early on our journey in order to have the advantage of the Spring tides in the Solent. We had moved our 20ft Leisure *Rochelle* from its normal mooring, on the river Medina, to a pontoon downstream in Cowes, conveniently located close to our house. We could stay under the warm duvet for an extra 30 minutes!

Our leaders on this rally were Gerry and Debs, the owners of L27 *Lady Panache*. They had stayed aboard overnight at the Folly Inn moorings, two miles upstream, needing their heating we figured! We were aiming to travel to Gunwharf Quays, a recently built marina adjacent to the large shopping centre in the port of Portsmouth.



We slipped lines at 0830 and headed into the early flood as *Lady Panache* appeared from up river. We motored in company through Cowes harbour in the warm morning sunshine avoiding the car ferry to starboard and the fast passenger ferry to port. There were not many boats on their swinging moorings in the main harbour yet, so we were able to cut the corner and swing east towards our goal 10Nm away.

The Solent is well provided with buoys. We mused on the quaint names reflecting location like East Bramble, bits of social history, like Prince Consort and the solely commercial like Gales. Our organizer was particularly drawn to Browdown. Carried away by the beauty of the day he was signing off his transmission in the most drawn out and flowery of ways. We only just had enough time to respond "sharply to starboard you have a green buoy on the bow!"

"We'll use the Inner Swashway," our pilot announced confidently. Inspection of the chart showed the coming mile and a half engraved with *numerous obstructions*. Well, he draws more than I do, was the policy to follow, so we chugged on. Even our leader was surprised, he told me, glancing back later, to see another half a dozen boats were strung out behind me, impressed by the confidence of his lead. This was round about the time he was wondering if he had the right line...

The setting was reminiscent of Monte Carlo. It was delightful playing the film star under the gaze of the people out Saturday afternoon shopping. The sun was hot; there were numerous odd jobs that could be done on the boat and attractive shops within walking distance for those with healthy credit cards.



From time to time I just sat back and watched the coming and going of the ferries to Gosport, the Isle of Wight or France.



On Saturday evening we were joined by those currently land bound. The subjects of conversation centred on the immediate aim of getting each boat ready for the coming season. I can't recommend these occasions enough to anyone who has not yet got to a rally. Everyone has a unique experience of sailing and there is such a useful exchange of information. *[I would be really pleased if people could put some of this down on paper for Saltings publication - Ted]*

We talked into the night about the interesting and the poignant. *Bessie 2* will be sadly missed this year as she was swept away in a severe winter storm and her former owners are busy working on a replacement. On our table was a former blue water sailor who had ventured into places which, to me, are just names on a chart. The heroes of the evening, though, were surely our companions who had impulsively taken the evening off from boat maintenance and managed to find us all not knowing that the venue had changed. Navigation of a high order!

Midday Sunday arrived and it was time for the return journey. QHM granted permission via VHF for us to cross the fairway to Ballast Bank buoy and we set off in company. Clearing the harbour, it was time to raise the mainsail and make use of the gentle Northeasterly. How nice to glide along without the clatter of the petrol burner. The occasional fly bridge cruiser raced West and setting our little cockleshell swaying. Seagulls awakened from their idle floating on the tide squawked their indignation as the wash disturbed them.

Back under motor again we saw the approach of sites closer to home. Osborne Bay, where Queen Victoria and the ladies of the court emerged from their swimming machines, was to port. Further on we passed Norris Castle built by James Wyatt in 1799 for Lord Henry Seymour. The Duchess of Kent and her daughter Princess Victoria (the future Queen Victoria) stayed here in 1831. As Queen Victoria she wanted to buy the castle, but when this proved impossible she chose Osborne, next door.

Too soon it was time for farewells as *Lady Panache* headed for the fuel barge and *Rochelle's* crew disembarked with the overnight clutter on a mission to cook the evening meal.

The author motored the boat back to her normal mooring thankful for a pleasant Easter weekend in good company.



Thank you Gerry and Debs!

Tony Haydon

## **'Nice to Have' Mid-Ship Cleats on a Leisure 23SL**

We have owned 'Sunrise', our Leisure 23SL since new in 1983, and in all that time we have occasionally had difficulty getting her secured alongside lock walls, and pontoons. The problem is simple, the able crew 'Jan' some believe is 'vertically challenged', and hence her reach is quite limited. My ability to bring Sunrise neatly alongside a wall or pontoon, when the tide is running and/or the wind is blowing can also be problematic, leaving Jan with a big leap or stretch from the bows!

For at least 5 years Jan had been subtly 'dropping' into everyday conversation how much easier it would be if we had mid ship cleats, allowing a line to be taken directly ashore from the widest part of the boat, and holding her steady whilst the aft and bow lines are secured.

### **The issue was where and how?**

I had seen other Leisure's with cleats on the side deck, but personally was not too keen on this as I felt they would be a tripping hazard, and also the side decks are not strong enough in most places without a reinforcing pad underneath; which would of course be the absolute devil to locate neatly.

Still other Leisure's had cleats screwed to the top of the toe rail. I was not too keen on that either, as fixing would be difficult (given it had to be strong), and they would not exactly enhance the appearance of the boat in that position.

Anyway at the London Boat Show this year I bought a pair of 150mm cleats, without really knowing how I was going to fix them on.

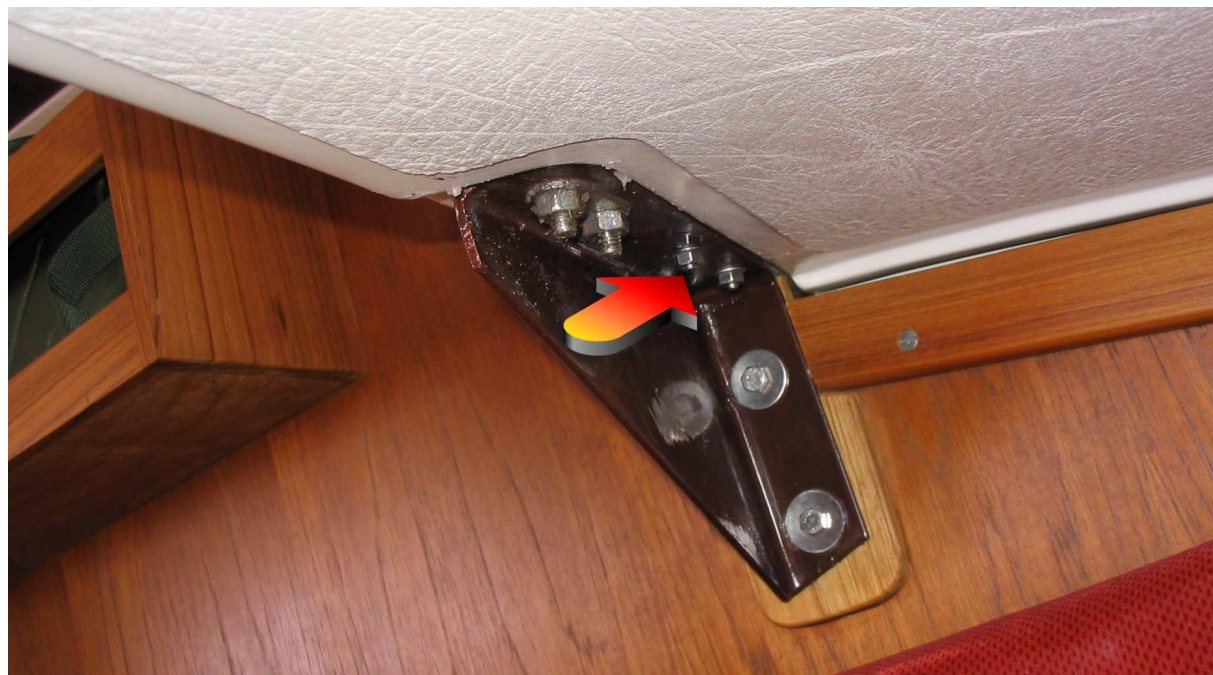
Back on the boat this Spring I experimented and found that they could be located inboard (just on the edge of the non slip moulding) between the shroud plates, see photo (port side) below.



I chose to locate them between the main shroud, and aft lower shroud plates. This location is of course directly above the main bulkhead steel 'knees' (see photo starboard side) below, so it was a relatively simple matter of drilling the 6mm mounting holes right through the deck and the steel 'knee', and bolting up with lots of silicone sealant. Take

care that steel swarf from the drilling doesn't scatter on the deck to cause rust spots later!

On reflection I think this location puts the cleat slightly too far aft, and it would have been better had they been located forward of the main shroud plate (this means that the fixings would be in the fore cabin on the longer steel 'knee').



The arrow on the photo shows the cleat fixing bolts on the underside. I chose cleats that had 'feet' so that mooring lines could be passed underneath and tied off. These needed 6mm CSK Screws, 50 mm long.

Before drilling I measured as accurately as possible using the existing shroud plate bolts as a point of reference. I drilled very small pilot holes first just to be sure. You need to be careful that the fixings lie in the centre of the 'knee' as shown in the photo.

When bolting the cleats down, cover the side deck in the area of the cleat with masking tape, and cut small apertures in the tape for the feet. You can then be quite liberal with silicone sealant, and simply mop up the excess with some tissue, before peeling off the tape, leaving hopefully a clean deck. Don't over tighten the fixings, or you may crush the deck (it has a reinforcing wood strip buried in the foam sandwich at this point).

Well over the recent bank holiday weekend we put it all to the test in the locks at Shotley and Ipswich. Jan found it much easier to secure the boat, and maintain control. I earned some 'brownie' points, but naturally only until Jan thinks of another 'nice to have'.

## Colin Shead

### **And You Are ??**

The years had taken their toll on the old sea captain. All those years of hard drinking and life at sea left the old salt with a pot belly sagging butt and a double chin.

Concerned about retirement, which was imminent and wanting to settle down with a pretty wench on land, the sea captain decided to embark on a self-improvement program. He went on a diet, exercised and gave up drinking. He lost his gut, firmed up his body and even purchased a toupee; he looked 20 years younger.

During his final voyage his ship came up against a storm and the captain was lost overboard. While the captain was floating in the middle of the ocean he raised his voice to heaven, "God, how could you do this to me on the eve of my retirement ? "

God answered, " To tell you the truth captain, I didn't recognize you!"

© 2000 MyBoatClub.Com / All Volunteer Yacht Club®

## SHELVING IN FORE-CABIN OF A LEISURE 23SL

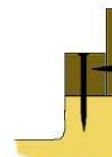
In the forward cabin above the space for the heads of the Leisure 23SL there is a small shelf moulded from GRP. It seemed a pity to waste the space just above this and so I fitted an extra level.

This is a good spot to keep toiletries and a first-aid kit. Some netting would probably help keep things in their place during a passage.

Both shelves have lips on the outer edges to help keep things in their place but they also play an important role in holding the shelf unit together.



The screws on the face of the lower shelf lip reach into a narrow strip of wood that had previously been attached with vertical screws to the upper edge of the GRP moulding.



The big challenge was how to get support for the upright that formed the left side of the shelf unit. The two screws you see at the lower back of the upright go into part of the moulding that happens to jut out at this point. Needless to say it is important to screw into the moulding and not through the hull of the boat. The overlap of the moulding can be appreciated better in the last illustration below.

A strip of wood, which acts as the left-hand support for the upper shelf, is screwed into the upright as well as into the lower face of the top shelf. This means that the upright and the top shelf are mutually supportive!!

On the outside of the upright you can see the single screw that attaches the upright to the strip behind the lower shelf lip. Obviously quite a bit of fitting and use of cardboard templates was needed to get everything the right shape and size. The back edges of both shelf and upright were planed at an angle to create a perfect fit with the hull. The end result made this effort worthwhile.



**Brian Lennon** – "Suogan" – Skerries, Co. Dublin, Ireland

### RNLI Statistics for 2004

233 Lifeboat Stations

7,656 Launches, 7507 people rescued saving 433 lives

8,010 lifeguard incidents, saving 53 lives

Join Shoreline today from £20 a year

RNLI Head Office  
West Quay Road  
Poole BH15 1HZ  
0845 122 6999



## Weather forecasting?

Wind Westerly F6 gusting 7, rain showers, easing later, visibility moderate- “don’t much fancy going out in this muck, better I do the painting in the living room today and we will see what tomorrow brings”

Then in the club bar the conversation goes like this “ Yes I know it was an umpty forecast but they have been wrong before, so off we went and had a great day. It never got over a F3 with no rain. Damn! we missed out again.

If you want to know what the weather will be like later in the week don’t bother with the Met Office 5 day forecast – just have your own guess... so say a *Sunday Telegraph* investigation that has found that the forecasts published on the Met Office’s website each day and relied upon by thousands of people, change widely from day to day and are so vague and unreliable as to be virtually useless.

During a 22 day trial period 2 out of 3 forecasts failed to remain constant over 5 days, with predictions of thunderstorms changing to brilliant sunshine, then back to rain in successive days. For the 5 locations that were studied the worst forecasts turned out to be those predicting rain, which proved correct barely 50% of the time- a success rate equivalent to flipping a coin.

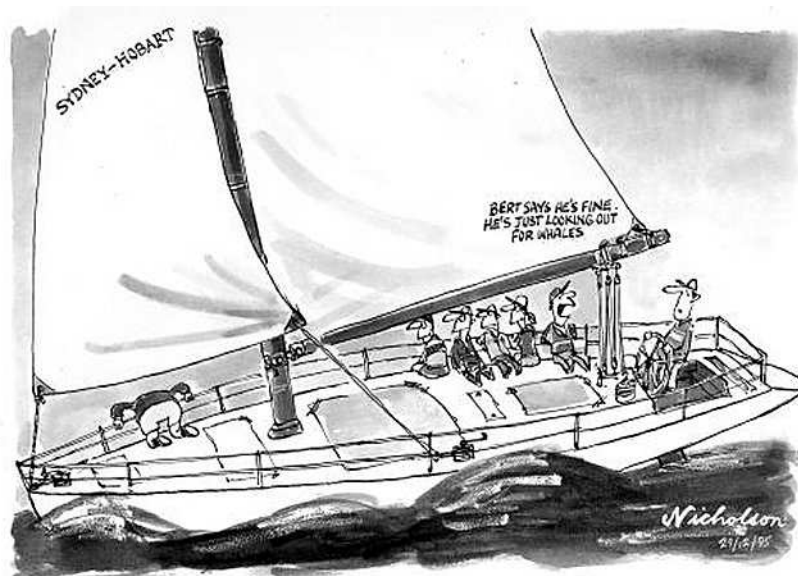
The result of the investigation have prompted calls from leading meteorologists for the forecasts to be abandoned and for the reliability of the Met Office’s forecast to be subject to independent scrutiny.

According to the *Sunday Telegraph*’s weather forecaster, the Met Office’s five day on-line forecasts are widely regarded as all but useless within the profession.

The criticism is of the *simplified symbol 5-day forecasts*, not of the computer modeling or the shorter term-forecast.

## Gerry Askham

Better still: ask the wife. Then when **she** gets it wrong you know whom to blame. Works for me ~ Ted



By courtesy of Nicholson of 'The Australian' newspaper

© www.nicholsoncartoons.com.au

Editor ~ sorry another slightly 'in' cartoon, for 'Bert' please read 'Daphne M'

## Wave It All About

By the time that you read this article you will probably have your boat all spruced up and launched, safe in the knowledge that the few jobs left undone are well down on the priority list. However, I'm going to be cheeky enough to suggest that a lot of Yotties take one thing almost for granted.

### ~~~ The VHF radio ~~~

"If it works then it must be OK, right". Well yes, up to a point, after all there's precious little to go wrong, and if it fails then it becomes obvious.

Now I admit that this can sound a bit patronizing to some, and somewhat alarmist to others, but I suspect that once your radio is installed and running then it tends to be one of those things that gets scant further attention. But it shouldn't be, because its prime purpose is to call for help in dire emergency.

And how many of us can admit to having any knowledge about radio, especially as most of us admit to knowing (almost) nothing about electricity?

When making "local" transmissions in the low power mode, there are just a few Watts of power up the stick, which isn't much when you compare it to the Kilowatts used by larger transmitters. So if your set-up is less than 100% effective, then your radio range will be sorely limited.

In an emergency, you can switch the transmitter to the higher power mode, which should increase the range considerably, but are you aware that this is **just** the moment when your radio could give up the ghost (honest).

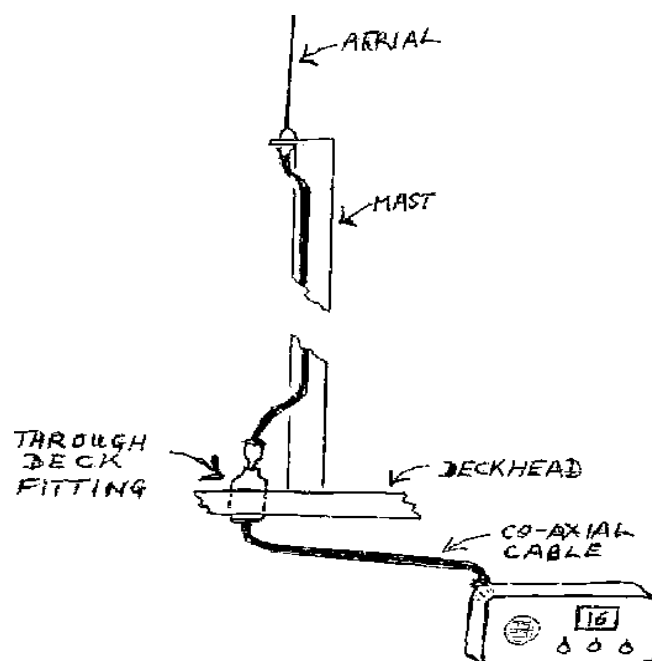
### Now what can we do to prevent it, and why should this be so?

Thankfully, our task is relatively simple. We must put our trust in the knowledge that the manufacturers of the radio have done their job well: and so they should have because they know what is at stake. We don't need to rummage about inside the radio casing.

What falls into **our** remit is the bit that's outside the casing, the installation of the aerial and its feeder cable, especially the cable. Oh, and don't forget the power leads and fuse from the battery.

On a good note, if your radio system is working well as a receiver, then it is also working well as a transmitter.

However, the converse is also true, if your radio doesn't receive too well then it's not effectively transmitting either.



In all probability, the aerial and cable installation will consist of: -

- ❑ A Quarter-Wave stub, or whip, aerial at the masthead.
- ❑ A length of co-axial cable that runs inside the mast.
- ❑ A through-deck co-axial socket, and plug.
- ❑ A length of co-axial cable from the through-deck fitting to the radio aerial socket.

The points that could give any problems are where the cable is: -

- ❑ Under stress, i.e. chaffing against the holes in the mast.
- ❑ Stretching inside the mast.
- ❑ Terminated, i.e. at the aerial, the cable-end plug, the through-deck fitting, and the radio socket plug.

We need to ensure that the co-axial cable sheath hasn't been breached; otherwise dampness will get into the co-axial and ruin the internal insulation. Similarly, pay attention to the cable ends where the terminations are, they too must be damp proof, and that includes a rubber boot at the through-deck socket. Then there's the possible corrosion that creeps along the copper conductors from its cut ends.

Where the terminations are made, make sure that all metal-to-metal connections are bright, and firm, and well protected with a smear of silicon grease. Look out for that small out-of-place strand of outer conductor that may be shorting against the inner conductor.

## The Technical Bit

Co-axial cable isn't just a fancy design to conduct electricity while "keeping out interference". When we're dealing with radio, we have to think in terms of "Electromagnetic Waves", and that's what this type of cable is intended to carry.

Now I'm not going to launch into wave theory (except by special request).

Sufficient to say that any wave will get reflected from a surface that is different to the medium through which the wave is moving. How much reflection takes place will depend on how different from each other the two mediums are. We've all seen the result when a wave on water gets reflected from a harbour wall, or whatever.

Radio waves are no different. The radio transmitter sends radio waves into the co-axial cable to be fed to the aerial, then from the aerial into free space. As far as the radio waves are concerned, in an ideal situation the cable, the aerial, and free space are all the same medium, so there's no change. Engineers know this as "Impedance Matching".

If something in the transmission path is not quite right (like a dodgy connection, poor insulation, or a length of duff cable) then the wave treats this as a change in medium. Some of the wave going up the cable will be reflected, and there's only one place for it to go; back down the cable.

When that happens the effect is that the portion of the wave that does get to the aerial is much weaker, so you get reduced range.

The reflected portion of the wave goes back into the transmitters output stage, and it's here that the wave's energy gets turned into heat.

If enough of the wave is being reflected and the transmitter is in its high power mode, then the transmitter could BURN OUT, just at the time when you need it the most.

**Similarly, never test your transmitter without having first connected it to the proper aerial !!**

Mind you, if the radio designers have done their job then there should be a piece of protective circuitry inside the box to prevent burn-out, but the result is the same. Your radio stops transmitting.

You might be inclined (or compelled) to renew the co-axial cable. If so, only use a good quality Low-Loss 75-Ohm cable.

I've come across one or two folks who used co-axial cable left over from their domestic TV installation on the basis that "it looks like the same thing", but it isn't. TV cable has the wrong Impedance to a VHF wave, so will give a lot of reflection.

If you are really keen on testing out your kit, you can get yourself a gadget called a Standing Wave Ratio meter, or SWR (pronounced swurr). Swurrs are available from electronics shops and ham radio suppliers such as Maplins. If you do decide to get a swurr, make sure that it's made for the VHF band and can take at least the 25-Watts of transmitted power. By temporarily connecting a swurr between the radio transmitter and the aerial cable, you will get a reading that tells you how much of each wave is being reflected back to the transmitter. Such a reading indicates how healthy your system is, but that's another story.

## John Smith

\*\*\*\* \* \* \* \* \*

## Web Site Update

The Leisure Owners web site continues to be very popular, attracting about 1000 visitors a month. Nearly all our new members first find the Association via the Internet. It is no accident that our International membership continues to increase, as it is the Internet that allows members overseas to really benefit from the Association.

Many members already use the site to access reference information, and to correspond with others on the Internet forum. If you have access to the Internet (if not at home, try the public library) I would encourage you to make the most of what is probably the most comprehensive resource of 'Leisure' information.

You can find the site at:

[www.leisureowners.org](http://www.leisureowners.org) (the official address), or more directly at

[www.leisureowners.org.uk/new\\_site/new\\_start.shtml](http://www.leisureowners.org.uk/new_site/new_start.shtml)

A few members have been confused by the change of policy in accessing the members' only area on the site. We are now distributing the username and password, just once a year with your membership card. This ensures that only fully paid up members continue to have access. Give me a call or email if you have mislaid the logon details.

During next few months I plan to complete a major site update, which will include additional information and introduce a new menu system that will be more tolerant of different web browsers, as well as changing the look and feel of the site. Web users will have an opportunity to look at the new site, and provide feedback, before we throw the 'big switch'.

Another change will be the 'official' site address that will become:

[www.leisureowners.org.uk](http://www.leisureowners.org.uk) (note though that the current addresses will still work)

Contributions and feedback about the web site are always welcome.

*Colin Shead* [webmaster@leisureowners.org](mailto:webmaster@leisureowners.org)