

Atalanta Owners Association

2015—2016
57th Annual Bulletin



**Atalanta Owners Association
2015 – 2016 Bulletin**

57th Edition

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Front cover photograph: © Mandy Hammond

Message from the Commodore

In January 2016 the AOA will be voting to confirm appointments to the office of our Hon. Sec. We have been most fortunate to have four volunteers to take over from Ian Pollard who was appointed Hon Sec. last year, but who has had to resign after an opportunity for him to work in Qatar could not be missed. At the West Mersea gathering Chris Green A169 (Members' Secretary), Bernard Marshall A86 (Treasurer) and Nick Phillips A124 (Webmaster), offered to fulfil between them the duties of the Hon. Sec. Richard Morgan also stepped forward to fulfil the additional role of Postal Manager/Archive Co-ordinator. I am delighted that they have taken over the reins of office and organised our AGM/Luncheon so well.

Last year I hoped to launch A95 "Hiran" in the Spring, but sadly my sails were stolen. Now my physical condition has persuaded me to sell "Hiran" and I hope to find a good home for her after over 30 years in the family.

Once again I request all members to keep in contact with other owners of our beloved boats, whether they are members or not, and hope you all enjoy sailing and restoration during the year to come.

Colin Twyford A95

Message from the Editor

Welcome to the 57th Annual Bulletin of the Atalanta Owners Association.

Within the pages you will find a description of Mike Dixon's experience in extreme weather, Chas Hammond's latest trip to Croatia, and Chris Green's, Nick Phillip's and David Gray's repairs to their Atalantas. I am grateful to the authors for putting pen to paper (or finger to keyboard) to give us food for thought and inspiration.

As you take to the water in 2016 or continue with your restoration work, please think about writing either an article describing work you are carrying out on your boat, and /or a description of sailing said boat. Please send me submissions for the 58th Annual Bulletin by the 1st November 2016.

So I wish you a Happy New Year, pleasant sailing in 2016. and I look forward to hearing all about it in your articles!

Trevor Thompson

“Gellie” – Atalanta 31/4 Channel rescue 2004

By Mike Dixon

Introduction

I had owned and renovated T4 over many years, carrying out maintenance and renovation during the winter months and sailing during the summer. The sailing, from Stonehaven, her home port, took the boat up and down the east coast, to Norway and to Holland as well as a number of cruises round to the west coast of Scotland and up to Fair Isle and the Orkney Islands. All in all, an interesting time. But I hankered after a boat a little larger, but wanted to stay with the Atalanta family if at all possible. After much searching, I bought 31/4. It took two years to get her back in the water (though I did move house twice during that period) and an awful lot of work. There was only the hull which was basically sound, but no spars, sails, and an engine which was destined for scrap.

During this renovation period, the germ of an idea took shape. I was looking for a worthwhile trip which, so far as I could tell, hadn't been done before. And I now had the boat (to all intents and purposes 'as new') and I was no longer a 'wage slave'.

The planned trip

Quite simply, to sail round the British Isles without calling in anywhere. Fairly simple in concept and never that far from a safe haven. But as far as I was concerned, going round

the British Isles meant going round Ireland as well and the British Isles included the rocky outcrop of Rockall.

Planning and additional modifications

Once I had made up my mind, the practicalities of the planned trip took over and the series of problems were resolved one by one. I did a lot of research including the study of weather patterns for the time of year, fitted a wind vane steering system and made provision for a towed in-water generator. All the standard safety equipment was already fitted. Provisioning for the trip was interesting as was making sure there was sufficient water on board. Lots and lots of tins, packets and plastic bottles. The crew



Gellie prior to departure



Making good progress

and I (just the two of us) were ready to go.

Until it started to go wrong

The first decision was which way? Go out of the harbour at Stonehaven and turn left (north) or right (south)? We decided to go south – clockwise, which in the time honoured phrase of “20/20 vision in hindsight” – was the first mistake. But it wasn’t a mistake at the time as the wind was fair and the forecast just fine. But if we’d only turned north.....

We made good progress down the North Sea getting into the rhythm of watch-keeping, sleeping, cooking and eating – so by the time we were down off East Anglia and the Thames estuary we weren’t at all phased by the much heavier traffic and more challenging navigation. [A quick aside here; navigation was by traditional

means – DRs, compass, paper charts, sextant (sun, Venus, star sights) – only right at the end did we elect –very wisely - to have the GPS available].

We went inside the Goodwins and had to tack down through the Dover Strait. Once we had cleared Dungeness, we made a determined course to the French coast towards Cap Barfleur on the north eastern corner of the Cherbourg peninsula. Yes, there was shipping and we had to alter once, but by and large, crossing the traffic was not a problem.

Then westwards along the Cherbourg peninsula before turning south through the Alderney race (very exciting with the tide under you, 12 knots over the ground!) to go ‘round’ the Channel Islands, south of the Minquieres, before heading north west towards the Scilly Islands and southern Ireland.

I ought to mention weather forecasts at this point. We were relying on the (more or less) six hourly shipping forecasts on BBC Radio 4. These were supplemented by the Coastguard VHF forecasts. These sources proved to be most reliable, but they only provide the forecast for the next 24 hours. This was before the days of three hourly Coastguard forecasts and extended outlooks.

It starts to go wrong

What we didn’t appreciate (and nor did the professionals at the Met Office in Aberdeen I found out subsequently) was that there was a small low pressure system developing on the north Spanish coast some 500 odd miles to the south of us. And it was heading north – at a speed of 25 knots – and deepening. By the time it was apparent that we were in for a blow (forecast at force 5/6 possibly 7),

it was too late – we had left the shelter of the Channel Island and were off to the north west.

All the indications were that the low, tracking more or less due north, was going to pass astern of us and, as we were heading north west, we were actually putting it further astern by the hour. However, travelling as it was at 25 knots, there was no way we could outrun the low, so we hunkered down and prepared for an uncomfortable few hours.

The wind speed increased, it came on to rain heavily, the seas built and it got darker. By now we had three reefs in the main and a scrap of genoa set. I was becoming increasingly more concerned. The boat was fine; we weren't. Neither of us had had much rest during the previous 24 hours and, as we know, fatigue plays havoc with our decision making capabilities. It was 2000 hrs, the wind was now force 9 and still increasing and we faced yet another night without rest. So I made the call.

Although mid Channel, some 35 miles due south of the Lizard, we raised Falmouth Coastguard. At no point did I indicate that we wanted rescuing. I reported the facts, who we were (CG66 scheme hugely beneficial at this point as it cuts down so much to-ing and fro-ing confirming details), where we were and the overall situation. I added where we were going and please would they remain aware that we were "out there". After agreeing back up communication (we were at the limit of VHF range) by deploying our EPIRB, it all went quiet whilst they deliberated. Then the Coastguard came back on the VHF and told us that the Lizard lifeboat was launching and was coming to our assistance, and could we try our best to maintain our position.

A digression at this point; I understand that Falmouth Coastguard conducts a huge amount of training for their operational staff. Long after these events, I found out that our VHF communications were being used as a training exercise – essentially "what would you do?" It transpired that 9



The bow fittings and Sampson post which proved to be so strong

out of 10 trainees would not have asked for the lifeboat to be launched.

Three hours later, at 2325, the lifeboat rendezvoused with us. The conditions (as reported by the lifeboat) were – Weather, severe – Visibility, dark with torrential rain – Wind, NE violent storm force 11/12 – Sea State, very rough, waves 6/7 metres.

I discussed options with the Coxswain of the lifeboat. Abandoning the boat was one such option but quickly discarded as the transfer of us to the lifeboat would be too hazardous. So it was agreed to take us in tow. Passing the tow took half an hour.

The lifeboat crew passed me the tow via heaving line, and I discovered that the tow rope was in fact a 14mm diameter wire with a long soft eye in its end. I dropped the eye over the Sampson post and lashed it so that it couldn't come off. All remaining sails were stowed.

The next 10 hours or so were truly horrendous.

If anyone has any doubts as to the sturdiness, the strength and the build methods of the Fairey boats, I can dispel those doubts unequivocally. For what happened is that we were towed initially at 2 knots, and later on at 4 knots, more or less into the teeth of the storm.

“Gellie” was being pulled from the top of each wave to crash sickeningly into the face of the next wave then to be swept by solid water. Inevitably, water (lots of it) came below and the two of us spent most of the night pumping the boat a little bit drier. Two (of many) things that we were unaware of at the time, were one, that the aft cabin was flooded to a depth of about a foot (probably about half a ton of water) and two, that the engine compartment (beneath the cockpit) was completely flooded thanks to water finding its way in there through the bilge pump discharge hose and the centrifugal pump.

Fatigue was a serious problem. One consequence of the flooded aft cabin was that the



Drying out Gellie in Falmouth



Gellie at the 50th Anniversary Rally on the Hamble

boat's batteries were submerged and promptly discharged themselves. So the cabin lights failed, as did the VHF. Yes, I did have a (thankfully waterproof) hand held VHF, but such was the extent of the fatigue, that it took us 15 minutes to remember where it was.

Then there was the first aid incident. The gas cooker had floated free of its gimbals and was sitting on the deck at the full extent of the flexible gas pipe. Clearly this was not a good thing. So I decided to put the cooker back into its gimbals. There's that fatigue issue again. Just as the cooker was positioned correctly, the boat was pulled off the top of another wave, the cooker and I became weightless, and in trying to grab the cooker, it came down as my hands came up and the sharp edge of the cooker's frame all but took off the fleshy pads at the ends of two of my starboard fingers. So there we were, three in the morning, knackered, little or no light, effecting first aid on the skipper's fingers.

The lifeboat was towing us to Falmouth. When we reached the relative calm (it was down to about force 8 by now) of the harbour, the tow was passed to the harbour launch and they came alongside and helped us into a berth on the inside of the pontoon. Just when you think it can't get any worse, the questions started to come from no less than two TV crews, three radio stations and four newspapers. And I'm sorry, but no matter how you might feel, you can't tell them to "go away" (or some other similar instruction). We agreed to an interview at the lifeboat station with the Coxswain, Phil Burgess, and we were delighted to do so. Because there, thanks to the Falmouth lifeboat guild, we were treated to breakfast. Or was it lunch? Oh, the joys of a sausage sandwich!

Afterwards

The boat had suffered some superficial damage; loss of rudder blade, damage to the wooden deck up by the Sampson post where the wire tow line had been thrashing

about, the state of the engine was suspect and pretty well everything below was soaking. But the boat was essentially sound.

To cut a long story short, I chose to take her home by road and she was loaded onto a bespoke boat transport trailer four days after arriving in Falmouth. Once back up home in Stonehaven, I carried out the necessary repairs and dried everything out. I recognised that it was going to be extremely unlikely to keep out all water should the worst happen again, but I took the opportunity to beef up the hatch coamings and enlarge all the limber holes to aid water getting to the pump suctions more easily. I also fitted a non-return valve in the engine space bilge pump discharge line. And I fitted a Navtex – which meant I never missed another forecast.

The following year, we joined in the Cruising Association's Victory Rally circumnavigating the UK. We had a great time and managed to time the trip so we could join in the festivities at the AOA's Hamble get together. So "Gellie" did get round the UK after all, but not as originally intended. At Hamble, Dinah Thompson took a great photograph of "Gellie" which appears on the back cover of the 48th Bulletin.

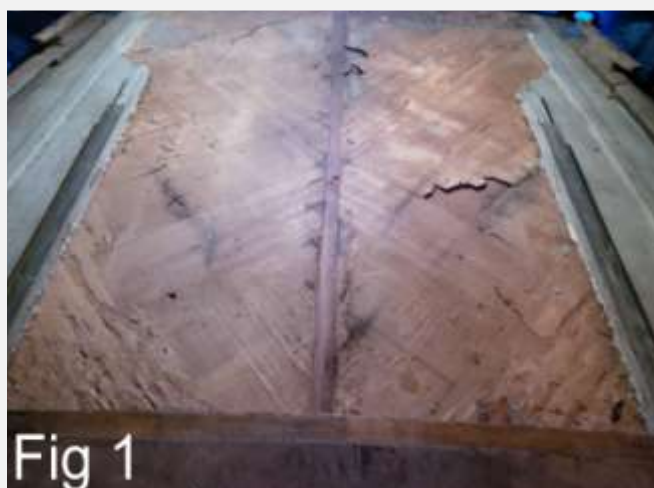


Kerry Piper A169 Restoration – Part 2

By Chris Green

2014 - 2015

Kerry Piper's ongoing restoration – continued through winter 2014 from the work covered in a previous article (2014 AOA bulletin). Recap: a combination of dry and wet rot had ravaged KP over several years while laid up in a Belgian boat yard; restoration and rebuilding required removal of cockpit and internal fittings; new keelboxes; cockpit bulkheads/seats; afterdeck; replacement sections of foredeck; hull; lower transom



and rotted frames. This article covers refurbishing from November 2014.

Aft deck repair (Figs 1 – 3)

The hard top-coating had split and/or detached from the agba substrate in several places allowing water ingress/delamination



underneath. Preparation: Central section of aft deck stripped to the outer veneer; three central stringers removed; damaged veneers (see photos) repaired with agba patches/epoxy glued. With ambient temperature around zero heating the aft cabin below warmed the deck to assist curing. After sanding, the repaired section was coated with a thickened mix of West 405 filleting compound onto which two sections of 4mm gaboos structural marine ply (*see note below) was fixed. The pre cut sheets were laid full length with a join at the centre. Weighting the new deck from above and wedging shoring props below provided compression while the epoxy cured. Replacement hardwood stringers were then glued into place - the centre join covered by the middle stringer.

*** Gaboon Plywood** Marine Grade according to BS 1088; structural plywood for boat and light aircraft construction. An attractive veneer finish similar in tone to agba; excellent flexibility for contouring etc and (in my



opinion) is a suitable replacement for agba veneer with the added strength of laminated plywood. I used this for several of the larger hull repairs in conjunction with standard 3mm agba.

Whipstaff reassembly (Fig 4)

A replacement whipstaff bearer plate



(remnants of the rotted original used as a pattern) was fashioned from a plank of 25mm mahogany and epoxy glued to the new aft cabin bulkhead; overhauled whip-



staff assembly reinstated. NB: The vertical mahogany plate below the bearer plate ties the new port and starboard bulkhead panels for extra support (fig 4).

Transom and rudder (Figs 5 -6)

The transom was finished with a mahogany capping around the top edge, to seal and

protect the aft deck/transom deck-edge join. Salvaged lengths of mahogany were cut to a template and scarf joined /clamped (**Fig 5**). The capping follows the top deck down to the strake. The knock on effect of the modification was the capping protruded some 12mm from the transom; to avoid cutting slots, backing pads were required to bring the backstay plates flush - and longer bolts for each side (**Fig 6**).

Precautionary note “waisted” bolts

Massive degradation had affected original galvanized steel fastenings. The 1/4” mild steel coach bolts fastening the bronze mainsheet-horse retaining plates either side of the cockpit had wasted (literally waisted) to virtually nothing at the centres. The bolts fractured into two halves with little or no pressure! Similarly, the three original coach bolts securing the rudder pintle bracket onto the transom had similarly degraded and fell apart as each head was turned. It is probably worth extracting these and other fastenings to check/ replace any original steel bolts. The mainsheet horse or rudder assembly parting company in a seaway would be somewhat unpleasant.

Exterior repairs)

Side and foredeck (Fig 7 -9)

Epoxy specifications for different jobs.

Throughout the project various epoxy products have been used:



Inboard of the shroud chain plates stress cracks in the deck coating resulted in water ingress and delamination of the side decks, consequently veneer had *sprung* adjacent to the starboard forward chain plate. Wet rot was removed from a 50cm square section of the foredeck area between the coachroof and hatch. Either

- Glueing, filleting etc – **West 105/6 or Gurit SP106**
- Structural – i.e. bearer plates, frames etc – **Trimol 36 3 part structural epoxy grout**; an ultra high density product designed ostensibly for floor and roof timber restoration in old buildings - rot, fire and insect damage etc. This is the toughest epoxy compound I have used - cures to a consistency akin to granite.
- Laminating etc i.e. low viscosity required - **Gurit SP115** (other types available, but check specification as some 2:1

side of the bitts had minor rot above the strake. Repairs were straightforward - rot replaced with agba laminate glued with 106 grade epoxy and West 405 filleting mix.

(NB: Fairey drawing B 12388 covers laminate repairs). The deck to coachroof join (foredeck replaced) was bonded with Trimol 3 part epoxy grout *see above*. Scaffolding screw jacks between keelson and coachroof (under join/frame) maintained position while the Trimol cured.



The port galley area where a section of strake, topsides and deck had been replaced, required new deck fittings: stringer (part); stanchion support base and cockpit sheet winch bases etc (fig 9). Toe rails and support pegs had been removed earlier; most rails were reusable after sanding and varnishing, so only one short (blister) section had to be made up from scratch. Two damaged rails were

cut back and scarfed with epoxy glue to form a sound single rail (clamp and splint join fig 8). Several replacement cleats were made up from scrap teak as originals had deteriorated to wood crumble.

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Exterior finishing: (Fig 10-13)

Hull painting / deck fittings – *learning curves* – *artex epoxy*

Replaced sections of topsides, deck and strake (previous article) required consid-



nish it; this was a major job as this had been painted for the last 20 years+, Removing the paint was worthwhile though, as degradation to the upper hull joint was revealed in several areas.

A thin clear epoxy primer coat was applied over prepared areas, prior to final sanding. Strake, toe rails etc were finished with UV varnish coat.

All varnished (and painted) areas were given an epoxy coat prior to UV resistant varnish for added protection. After the toil to eliminate rot in various forms, protection

erable fairing and rubbing down to achieve an acceptable finish. To my eye, looking forward from the cockpit, there was a faceted edge in replaced topsides curved sections above the strake towards the bow. I decided early on to sand the strake back and var-



remained paramount. NB: I learned from experience to keep epoxy priming coats thin and even. Early high gusto roller applications of epoxy had dried with a ripple effect, not quite artex, but far from the intended glass sheet.

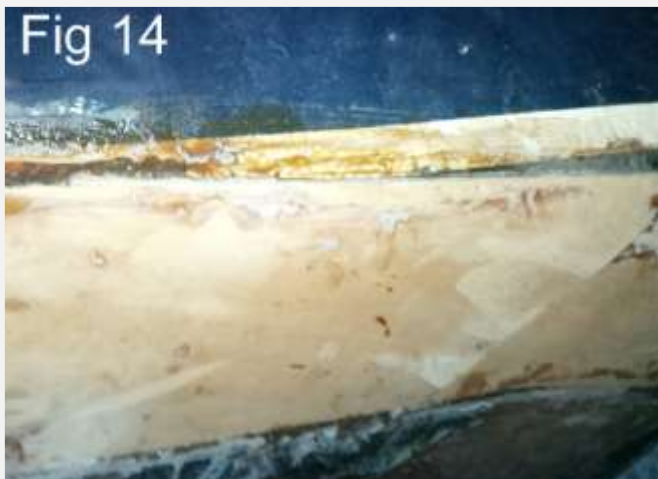
I know it sounds obvious, but it is easy to get carried away when using an epoxy mix against the clock. Mix quantities reduced progressively with each job - lesson learned *hard* way!



Below waterline: (Fig 14-15)

Exterior repair and replacement of hull veneers was described in previous article; figs 14 and 15 show the repairs under way below the starboard quarter.

Interior



made a 12 gal tank from resin and glass bonded ply (Fairey drawing B 245 82); this was refurbished - *new copper inlet/outlet spigots set with Soudaflex; exterior sanded & epoxy coated painted; tested for leaks; reinstalled into the newly painted bilge locker beneath the port cockpit seat (adjacent to the galley) - flush water filler from cockpit seat.*

Galley fig 17

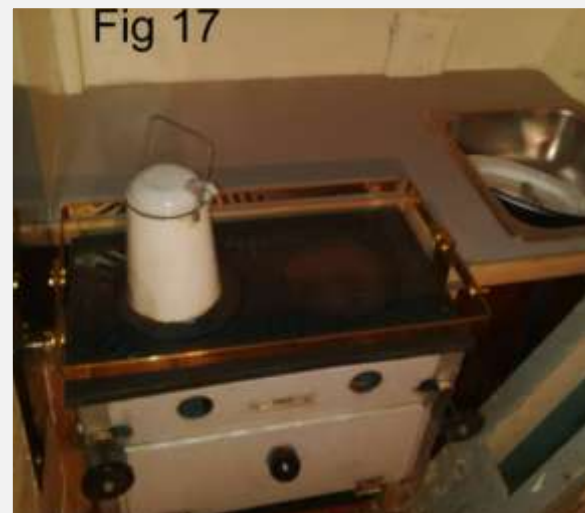
The replaced companionway bulkhead

Water tank (Fig 16)

Before fixing in new cockpit seat panels the water tank was installed below – adja-



cent to the galley. A previous owner had



and portside deck, topsides, strake etc (described in the previous article) provided a blank canvas for the refit of the galley. The old arrangement - enclosed cupboards, instrument panels and drop down sink (mounted on port bulkhead) had been removed. The aforementioned rot, which had burgeoned behind the enclosed joinery, had been removed along with much of the deck/topsides and bulkheads. I opted for an open plan galley and nav area arrangement similar to *Jaunty A100*. An old 1950s Taylor's paraffin caravan cooker (eBay find) was refurbished and adapted for marine use with the addition of custom gimbals and a brass fiddle rail (modeled on the original Taylor's pattern). This arrangement provides accessible open storage below the cooker- above and beneath bilge covers. Galley plywood top was finished with Formica, stainless steel sink (inset) draining into internal side of keelbox. The paraffin

pressure tank was installed below the companionway step/removable cupboard, for



sundry stove items; filling/access etc.

Nav area (starboard) Fig 18

The previous arrangement had a small gas cooker mounted below a substantial hinged nav table. A gas heating system; ancillary pipes and ducting housed below the stb'd cockpit seat had been discarded - dry rot had been active behind all the various built in fittings. The replacement bulkhead and refurbished bilges therefore provided another blank canvas. The new arrangement - slide out nav table below cockpit seat - would allow a snug quarter berth/stowage

area below - again similar to A100. The slide out table was constructed from 15mm ply - Formica covered with hardwood edging.

Saloon

Work in progress at time of writing: new waxed cotton upholstery for settee berth cushions (Fig 19); folding bulkhead table ready - all awaiting interior refurb of paint-work etc; all scheduled for winter.

The Last knockings

Electrics

KP already had a fairly sophisticated distribution board which has been retained and adapted for future; mounted on the companionway bulkhead adjacent to the nav area. The 48v 7.5kw motor will have a stand alone control box to handle the high amperage wiring etc.

Electric Hydraulic motor system

With work on the refit progressing on all fronts I thought I would review the electric / hydraulic motor elements before fitting into the engine bay. I had acquired the 48v 7.5 KW motor/hydraulic pump when KP was to be a rolling restoration; i.e. before the protracted rebuild; hence the motor had languished in the engine compartment for 3 years. Periodic checks using a 12v booster to turn it over had become less frequent throughout KP's structural rebuilding stage. Now - with two of the four 12v deep cycle batteries on board, I hooked the motor up for a test. Nothing! Investigation revealed the 4 sets of brushes had jammed in

their respective spring loaded holders. Even industrial motors fitted to electric vehicles (this one from a fork lift truck) need to be nurtured occasionally. So a clean out of the brush holders with wire wool and windings with a preparatory electric cleaner was required - working again (phew!!).



Walrus Log June 2015 Part 1

By Chas Hammond

Following on from Walrus' 2014 Croatian cruise we trailed her out to the Adriatic once more, but this time we headed further South to save the sea voyage along the Istrian Peninsula.

This did come at a price, an extra 200 miles.

Said quickly it doesn't sound a lot, but how wrong we were. We drove through Germany, Austria and Slovenia to reach Croatia. Our additional miles took us via Ljubljana, Rijeka, Brestova where we caught a ferry to



A typical Croatian harbour

Mast

The original wooden mast had become unglued and as a holding operation (pending refurbishment) it was sanded off, re glued, given a priming coat of epoxy; since when it has sat in the scaffold workshop alongside KP. This will receive attention over the winter and early spring. NB: have begun work on a mast raising gizmo using the boom gallows mounted wheel principle described by Richard Hall (Aquila) - AOA Bulletin 2012-13.

Trailer

Currently sitting in a corner of the yard pending work – although in pretty good condition (i.e. carried KP back from Belgium); aiming to modify the configuration with modifications to facilitate launch/recovery – i.e. raised winch; docking arms and roller wheels (also similar to Richard Hall's trailer modifications in the 2012/13 bulletin). Another idea is to add a removable scaffold pole gantry to raise KP in slings on her trailer. I saw a similar arrangement on the trailer of Joann (A65) some years back and the modification adds considerable facility for antifouling etc. When the scaffold tent is dismantled, I will have plenty of poles and the four chain pulleys, so plenty of scope (will update progress as and when).

Final note

Refitting and finishing are on track for spring completion; mast, engine and trailer are three project items to add on. Light at the end of the tunnel, maybe KP will be afloat in time for the East Coast Rally 2016? PMA!



Cres, up and over a whopping mountain with hair raisingly steep and narrow roads, first gear and average 10mph as we climbed the 500m to the summit. 50 miles later we reached our destination, Yacht Club Mali Lošinj. Total journey: 1250 miles.

The intention was to not visit places we had previously been to. The weather was settled, air temperature average 35°C and sea temperature 25°C, with perfect breezes for gentle cruising. We didn't quite achieve our initial aim of getting to Dubrovnik, managing only as far as Split. After a month of crystal clear seas, excellent anchorages, and shoreside *konobas* (bars), thanks again in part to the 'Adriatic Pilot', Walrus was

craned out and left on her trailer at the Mali Lošinj Yacht Club until our return in September.

September 2015

After the second wedding of the year, our wallets a little lighter, we flew out to Rijeka. A short taxi ride took us to Omišalj, on the island of Krk, where we caught the bus to Mali Lošinj. 24 hours after leaving Sussex we were on board Walrus, heading south (a few hours quicker than trailing!) on our way to Dubrovnik again. This time we only made it to Šibenik forced back by southerly winds (*Jugo*) which were unusually strong and lasted over a week. We cruised around the central Adriatic islands, an account of which is included in this blog and written by guests, Chris and Jane Hay (Mandy's sister). Our second month was coming to an end so we turned north encountering an extremely nasty *Bora*. Fortunately we had good shelter on the



Sun, a fair wind, what else could you want?

island of Ist and enjoyed exploring its many footpaths.

Back at Mali Lošinj, we had Walrus craned out, washed down and tucked up in her undercover storage until next year. We drove home in half the time. Next year we WILL make it to Dubrovnik, and who knows maybe Albania.



Walrus anchored in the crystal clear waters of a sheltered bay

Walrus Log June 2015 Part 2

By Chris Hay

22 Sept 2015

Chas had texted us to say that he was tied up on the old casino wall in the Zadar centre of town marina, so we went there hoping to leave the campervan on site. Nice lady in Reception said they were not licensed to store campervans but did direct us to a campsite. On the upside though we were able to call Chas and offload all the stuff we intended to take on board, so that saved us from having to carry things from the campsite.

Before we left the marina Chas had identified a little jetty near the campsite where we could join Walrus and save us hiking across town, so off we set to meet up.

After a no show of about 10 – 15 mins we texted to see whether we had misunderstood directions. Maybe we did or maybe we didn't, but either way got a text back saying they were on their way so we had a wee beer whilst waiting at a pretty harbour-side bar. Directed them to the harbour as we could see that the jetties earlier identi-

fied as a pick up point were buoyed off for swimmers so boats are not allowed. Bought 2 beers for the skipper and his first mate and joined Walrus without falling in the sea, which is always a good start.

Destination - the Kornati Islands National Park and a little bay at Šipnate. We motored there as there wasn't much wind. On arrival 4 x bodies beautiful in the buff hit the water. So, so nice. Our nearest neighbour was a huge catamaran, which at first we thought was entirely occupied by 6 or 7 children, but later identified that one of them was a diminutive woman. The kids were having a whale of a time playing pirates and jumping up and down on the trapeze between the hulls when they weren't swimming. It was hours later that 4 men finally appeared on the deck and promptly set off in a dinghy and all appeared to be getting some instruction/practice in dinghy manoeuvring and handling. As we were rowed ashore later for a beer we spotted one more lady on board and had a brief chat with one of the men who said they were a kindergarten boat from Portugal (long sail that from Croatia) but no further details emerged. Never did find out if there were any more wom-



Mandy and Jane relaxing as Walrus cruises the Kornati Islands



Walrus tied up to a restaurant pontoon

en on board.

Pork ribs for dinner on board Walrus followed by a game of May I?

23 Sept 2015

Awoke to brilliant sunshine coming through our open hatch cover. After a sustaining breakfast we had some lessons on toilet procedures, probably best not rehearsed here.

Then a swim off the boat again and off we went under sail to the Telašćica Nature Park on Dugi Otok. It was a great sail among some really beautiful islands and we were often hitting 5 knots, which is pretty well full pelt for Walrus. Later we motored back to another spot in the Kornati Islands, Vrulje. It was really busy when we arrived and there was some debate as to whether to use one of the spare buoys because in some places these are provided by restaurants rather than the park authorities and if you use a restaurant buoy they expect you to eat there.

After cruising up and down a couple of times assessing the options, Cap'n Chas decided to moor up alongside a jetty as the sea at the entrance to this little haven was

becoming choppy and not ideal for an overnight stay and there was no obvious anchorage as the water was too deep. As we closed the jetty a diminutive lady appeared from the adjacent restaurant (Konoba Robinson) and helped us tie up. "No eat, just drink" says Chas. "No problem, see you soon" was the response in perfect English from our helper.

For a bit of exercise we then headed off up one of the moonlike limestone hills which are typical of the Kornati. Having got the exercise out of the way we then went for a beer, as promised. Not long after we arrived we were joined in the *konoba* by the guys from the massive 52 ft yacht which was moored next to us. What a motley bunch rather than a crew they were. More like Hells Angels really, with lots of pony-tails, gold fillings and shoddy jeans on display. That said, whilst noisy, they were very nice. They had the weather forecast which we hadn't – seems a storm is expected and much rain too. Boo. Fixed up a couple of tarpaulins over our rear cabin which apparently leaks quite badly.

Dinner on Walrus of pork chops cooked in white wine with apples and onions together with fresh veg. We eat well wherever we are.



Castle ruins in the Kornatis

24 Sept 2015

Good idea those tarpaulins over the after hatch cover. It poured all night and then some and we stayed nice and dry, which is more than can be said for the skipper and his first mate. The rain was still falling out of leaden skies at getting up time so Chas fixed up an old sail over the saloon area to

keep us dry or at least less damp than we would have been otherwise. Had some breakfast and generally mooched about the boat whilst hoping the weather would improve.

Miraculously come lunchtime the rain drifted off so we took ourselves off for a walk. This took us through large olive plantations where some of the trees could easily have been 100 years old given how gnarled they were. On then out of the plantations, up and

over huge limestone boulders, and up to the top of another hill for some great views, albeit that there were no blue skies. Lady luck was with us as we headed back and the rain held off, but only just. Time then to have lunch in the same *konoba* as yesterday. Our lady host (who called herself Gold) produced a great lunch of home produced olives stuffed with anchovies, Pag cheese, then plates of razor clams and



Mooring buoys in an island bay in the Kornatis



The weather wasn't always perfect!

shrimps (prawns really) done in traditional Croat fashion.

A magnificent storm overnight but our cabin stayed dry again and Mandy & Chas's accommodation was drier than last night as Chas had rigged up some very inventive rain catchers. Hoping the forecast of better weather tomorrow proves accurate.

25 Sept 2015

Hurrah. A beautiful bright and slightly breezy morning. A sailing opportunity not to be missed so we headed off towards Telašćica again under sail and in and around lots of lovely islands. So great to have this opportunity which is only open to those on the water. Definitely not accessible by campervan! Anchored up in possibly our favourite bay of all time. Lots of swimming off the boat in crystal clear water, which was by then like a millpond.

Had a lovely lunch on board then Chas loaded us all up in the dinghy, rowed us to

a small jetty from where we set off on foot over the hill to Sali via a footpath. Mandy and Jane spotted a big fat snake, which had been dozing on the warm stone path, but the resident photographer (your scribe) was too slow to catch a pic of it as it slithered off pretty fast. Had a laugh that Sali is on Dugi Otok so thought of our friends, Sally & Doug. Sali is very pretty with a huge open harbour with two smaller and more protected ones further in. Sali is also where the fast catamaran ferry operates to Zadar 3 times a day. Did a bit of wandering about, had the regulation beer whilst Chas got on the internet and then did some food shopping in "Tommy's" supermarket.

Back over the hill to Walrus for dinner of roast chicken, potato wedges and ratatouille. Another splendid day.

26 Sept 2015

Tee hee, another gorgeous morning, water still like a millpond. This anchorage gives you views of several different islands but



The path across Dugi Otok to Sali

they are all so close together they look like one, until you start sailing. We thought it looked a little like bits of Canada we have seen though the water is definitely a lot

warmer in Croatia.

On shore we could see a group of men pressure washing a load of plastic containers.



The inner harbour at Sali

We think this may have been the prelude to them setting off to harvest grapes. After the by now compulsory swim we set off up Dugi Otok to see the salt lake “Mir”. Moored up away from all the tour boats and the noisy generator on shore and picked up a buoy. Rowed ashore for a tour of the lake and the limestone cliffs. Bit of a tricky landing as there are no jetties or whatever where we were and the rocks are very sharp. Managed not to puncture the dinghy or fall in the water which was nice.

A bit of a shock to see so many people all of a sudden when we had been pretty well isolated recently, however most seemed content to have a quick look at the lake and go and have a beer rather than follow our plan of walking around the lake and to then view the cliffs. The further we went from the start the fewer the people, which suited us. It is fair to say that the lake is fairly unimpressive as lakes go, the interest in it arising from the fact that it is totally land-locked but is nevertheless seawater which has eroded its way underground through the limestone bedrock and popped up inland.

The cliffs on the other hand could not fail to impress. They rise to circa 160 metres above sea level and drop some 90 metres below it. We had a good look at those and saw several divers who we thought may be looking at caves – maybe where the seawater gets through to the lake. Below the cliffs and next to the sea were lots of rocks, some large, some small and people had been making sculptures from them with added bits of driftwood. A bit over the top for your scribe it must be said.

That done we headed back to the dinghy and as the wind had picked up a lot so endangering the launching of said vessel, Mandy & Jane swam to Walrus whilst I enjoyed being rowed by Chas. We then motored round to Sali in some fairly rough seas but no fewer than 3 crosswords were done by the assembled populace despite that. Tied up in Sali harbour and had a lovely shower in the facilities provided for those who pay the £21.00/night mooring fee. There is nothing like a freshwater shower after several swims in the sea and a slightly damp sail (or motor in this case).



Luka Telašćica, Dugi Otok

Suitably cleaned up, if not dressed up, we headed to our chosen *konoba* – Marinov – for a bite to eat. The waiter who greeted us was more than a little harassed and told us there was no room on the terrace, but we could sit downstairs which was fine by us. Chas & Jane shared a fish platter while Mandy & I had lamb. Happy to report that the food was excellent as was the wine and the amusement provided by our waiter who was like Basil Fawlty on steroids. Every time he went behind the bar for something (and he went behind the bar a lot) he poured himself a drink and necked it. By the time we were finishing off he had started singing and making jolly remarks. He made for a memorable evening.

27 Sept 2015

Bit of a sleepless night caused by the “crews” of 3 party boats who were on the beers all night and still on them after 9am. What it is to be young. Sliding back our hatch cover, we were greeted with bright blue skies and the faces of 3 little curious kids from the ginormous catamaran moored alongside peering in at us in our

luxurious sleeping accommodation. They were clearly intrigued by us lying in what is a very different “bedroom” to theirs we thought.

We had another fine breakfast and talked of Jane and I catching the 11.00 ferry from Sali to Zadar. Double checking sailing times at the Tourist Info place revealed that, on Sundays as here, that one doesn’t run. Next ferry 17.50 then 19.50. Not a problem, just a change of plan. We all got our kit together and took the coastal path out of the port and walked round to the next bay. This had a tiny harbour with a very deep water approach. A bit of reading, a couple of crosswords and a swim later we headed back to Sali via a different route.

This inland route took us through what must have been allotments to begin with, where there were splendid rows of cabbages, lettuce etc, then there were olive groves and small vineyards. Then we came across this ancient stone built water reservoir which was populated by lots and lots of dragonflies, which is maybe to be expected but – just as were about to turn away, I noticed some movement in the water – heck



Luka Telašćica, near Mir



Walwus moored Mediterranean style

me there was a turtle or terrapin in there. After a few minutes it became clear that there were at least 5. You have to wonder how they got there.

Met up with 4 Irish folk who were walking to Sali from the bay we had moored up in yesterday, though they had stuck to the road rather than the path we followed. Their spokesman couldn't have been more Oirish given his gift of the gab. He loved the toilet facilities all over Europe he said, save in France where they are smelly. "Where does an Englishman keep a £500 note for safety" he asked. "Under a Frenchman's bar of soap" he says. Then, describing a meeting with two women in Croatia he said - one was older and the other "a no titted 16 year old Mary". You couldn't make it up, could you?

Back to Sali for a spot of luncheon, then Mandy & Chas picked up some fresh water and raided the amazingly well stocked Tommy's supermarket conveniently placed immediately opposite our mooring. We waved them off sadly at 16.30 and waited in the bar for our ferry. Bought the tickets from the kiosk 20 mins before departure (a princely £8 for 2). Couldn't help but notice that whilst we sat in the bar there were lots of yachts arriving. There may have been 8 or 9 when we were there but by the time our ferry arrived there were no fewer than 37 including 20 that had to moor on the other side of the harbour.

Ferry left bang on time and arrived at Zadar after about 50 mins. A fantastic service.



Atalanta Windows – An Update

By Nick Phillips

Much has been written in previous Bulletins about the replacement of Atalanta windows. The primary intention of this article is to add to this information dealing with, in particular, the use of closed cell tap instead of butyl-based sealant.

The Acrylic ‘Glass’

Previous information has covered this in detail. In summary the key points are:

- **Get hold of a set of moulds.** The Association and some members have them, or make your own. I used the old window and a strong casting plaster (I used ‘Herculite’). The surface must be smooth – imperfections may transfer to the acrylic. Note – the windows may not all be the same shape. I used one plug for the forward windows each side and another for the other four
- **Procure your acrylic.** There are many brands but the main choice is ‘Extruded’ or ‘Cast’. Either will do but Cast acrylic is better suited to heat forming and is more scratch resistant. Helene’s original windows were 3/16” thick. This is approximately 4.5mm which is not easily available. I chose to use 4mm but after the event wish I had used 5mm.
- **Cut rectangular blanks** just larger than the size
- **Heat using manufacturer’s guidance** on temperature and time. I placed the blanks on a baking tray in our domestic fan oven and after a trial found, for my acrylic, 7 minutes at 165° Celsius was about right. (I didn’t use a thermometer but did two ‘trials’ before moulding the actual windows)
- **Mould the windows.** I used a fine silk cloth on the baking tray under the acrylic which I used to transfer it to the mould. I found very little pressure was required and the acrylic formed easily just under gravity helped by a gentle push using the old window and another piece of cloth.

Cut to Shape. Once set apply masking

tape (or similar) to the acrylic to protect the surface and mark out the window shape (I used the old windows). Cut out the windows with a jigsaw used at slow speed. Although initially ready to use paraffin as a lubricant as suggested in previous articles I did not find this necessary. Shamfer all edges with a file to help avoid future crazing



Bending blanks

The Sealant - Closed Cell Tape

I initially bought a butyl sealant for the windows but in discussion with the very helpful Hadlow Marine (www.hadlowmarine.co.uk) I was persuaded to try Scapa 3507 closed cell tape. You can read about the material and their advice on its use for boat windows on their website. (There are other brands). Below is my experience using it for Helene’s six blister windows.



the bronze frames, easily bending around the curves by compressing the inside edge (rather than extending the outer edge).

Tape thickness should be chosen based on the thickness of the blister and acrylic used. The tape must be compressed by at least 30% to be watertight. My blister was between 8mm and 9mm thick and I used 4mm acrylic. I chose 3mm tape outside and 6mm tape inside to position the Perspex towards the outside of the gap.

‘Dry’ Fit. I ‘dry’ assembled the frames without tape to ensure that the acrylic and frames will seat correctly. Strictly speaking the final fit is also a ‘Dry Fit’ – the beauty of this tape is no messy sealants!

Before the tape is compressed the short bolts used in the frames did not reach between the frames. I temporarily replaced every other bolt with a longer (25mm) version that could be used to compress the tape and allow fitting of the shorter bolts.



I also lightly marked the position of the frame on the blister with all bolts tight to assist later assembly – see above.

Fit Tape to frames. Scapa 3507 is self adhesive on one side which I stuck to the frames. The 25mm wide tape was ideal for

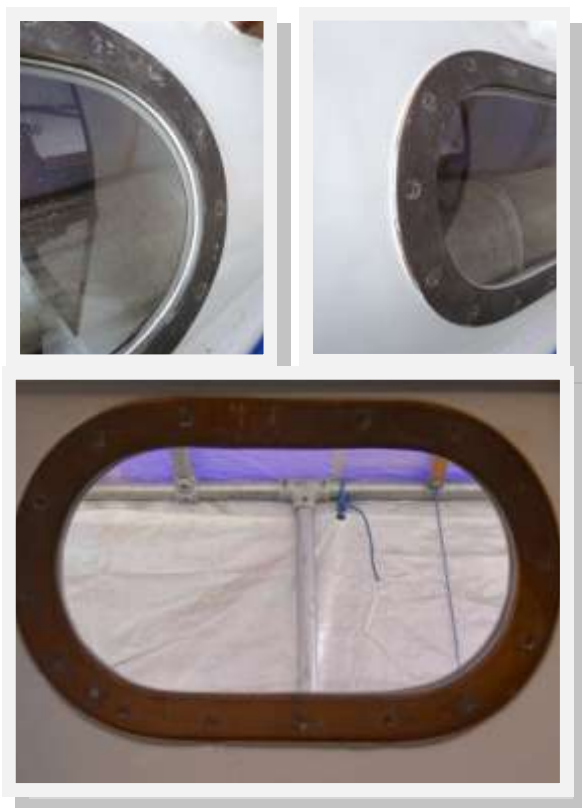
Assembly. This was the most difficult part of the process.

On advice I did not drill holes for the bolts. I used a bradawl to make a ‘pilot’ hole once the tapes were stuck on and the bolts were easy to twist through.

However the bolts would easily cross thread because the tape holds the frames a long way from their final positions until it is compressed. I used the marks from the dry fit to position the outer frame correctly. I then fitted the first long bolt at one end to compress

the tape and worked around the frame placing each long bolt in turn, filling in with the shorter bolts. These are the dome headed bolts in the picture above.

I aimed initially for the minimum compression that allowed fitting of all the bolts. Once they were all in place I replaced the



performed well. I was lucky enough, during 'sea trials' at West Mersea, to have plenty of water above the boat as well as underneath her to put the windows through their paces. As recommended I did not use sealant anywhere – relying simply on the compression of the tape to seal the frames to the blister and around each bolt. The two main cabin windows both leaked through one or two of the bolt holes but this was easily remedied by removing the offending bolts and applying a small amount of butyl sealant under the heads.

The only remaining question is how long will it last? The tape is claimed to be UV resistant. We'll see.....

long bolts with the correct short versions and tightened all until it looked right.



The Final Appearance

These pictures show the final results. I was very pleased with the look and delighted with the lack of mess and cleaning up which would have been required using butyl.

The Results

Although fitting the tape had proved much easier than using butyl the main question is how it performs.

On a cost basis it performs less well than butyl sealant. I paid about £25 for the tape although I think you could get it cheaper from an industrial rather than marine supplier

On an initial waterproof test it



Folding bulkhead mounted saloon table

By Chris Green

Most of KP's interior was stripped of fittings in the process of rot treatment and replacing hull sections. The blank canvas opportunity afforded by the total refit/rebuild led to rethinking the saloon table arrangement. I reviewed various saloon table solutions employed over the years and before going into detail of the folding bulkhead version, here is a brief summary of existing and previous Atalanta saloon table solutions within my own experience:

Atalanta table variants

The arrangement inherited with KP was an overhead stowed version of Formica topped chipboard; may suit some owners. NB: Fairey drawing ref: D24858 has the spec for this design if anyone is interested. It was deployed by unshipping from its overhead port settee bracket; hooking onto the fo'c'sle sliding doors and onto a drop down leg.

Jaunty (A100) had a drop leaf pedestal table which I purchased as two separate items off the shelf. This was a semi permanent table which could be used folded (small top with fiddle rail) allowing passage to the fo'c'sle, or fully opened - see *Jaunty* (A100) and *Sailing Today* article picture albums on the AOA website for this arrangement. NB: The previous arrangement on A100 had two hinged side tables mid way between each settee berth providing a sort of double dinette bisecting each settee.

This version

Operation: Stowage / deployment from the forward saloon bulkhead on a sliding rail (see schematic); table as a single leaf occasional (closed) or double leaf dining (open); supported by a sturdy folding leg onto the keelson. The idea is not new; in fact I had this very arrangement on another boat (not an Atalanta) some years ago and

found it just about perfect. I believe some versions of the Folkboat derived "Twister" were produced with similar saloon tables. The beauty of the system is its functionality i.e. deployment /stowage – basically one simple movement from bulkhead vertical to sturdy horizontal table in less than 30 seconds with none of the inherent faff of moving the various table parts around the boat.

The table-top itself could either be off the shelf folding twin leaf type (à la *Jaunty*) expensive at about £300, but would do the job admirably with two leaves folding inwards on self supporting hinges. This arrangement would allow central deployment for both single and fully opened. However, for KP I opted to make the top from a couple of plywood sections and added a veneer finish. This two leaf version when deployed as a single leaf (i.e. unopened) provides an occasional table off set to one side; when required for serious meals deploys equally to both sides when opened as a two leaf dining table (see schematic).

Modifications

Measuring exactly to ensure neat stowage on the bulkhead is crucial. A limiting factor to the overall length of the table leaves is the height of the bulkhead available above the seat bases (i.e. for bulkhead stowage). For those expecting to seat more than four around the table, on a regular basis this would not be the option (unless with some cunning extension arrangement). See the schematic for dimensions.

Having acquired a job-lot of hardwood veneer some while back this seemed a cost effective and satisfying route. Time-wise the table top took a couple weeks in stages to complete - mostly due to adding a compass rose design. Having never attempted any serious cabinet finish veneering, YouTube tutorials provided useful guidance. The final result is quite pleasing; however some might prefer the functional practicality of Formica etc instead of wood veneer. I would have probably gone down that route but for having a large stock of

veneer. See photos for the KP table top creation; and the schematic for technical, component and fittings detail. At the time of writing I am still refurbishing the interior so have no pictures of the new table in



situ, but will post some on the AOA website when fully installed.

Making a table top for KP

Fig 1 Cut 2 x 12mm plywood leaf 30cm x 85 cm (each); radius 2 corners (inboard



ft); apply edge hardwood veneer strips with iron and waterproof grade veneer glue applied to both surfaces;



Fig 2 Apply glue to both veneer and plywood leaf and allow to touch dry for



wood leaf and allow to touch dry for



application – here the underside ((base) panel veneer is ready; application by hot iron.

Fig 3 Self-supporting hinges in place for marking.



Fig 4 Hinges fitted;

Fig 5 Top leaf (i.e. closed position) NB: hardwood fiddle rail to be added.– **Fig 5A** compass inlay;

Fig 6 Underside – plain mahogany

veneer (NB: Before leg and pivot bracket attachment).

Folding Bulkhead Table schematic:

A folding table permanently stowed against the forward saloon bulkhead; deploys by rotating on sliding rail and folding out onto drop down leg (peg/ferrule or bolt fixed to keelson); use as single leaf occasional table (optional fiddle rail); or opened as double leaf dining table.

Specification (for Atalanta 26)

2 x 12mm plywood leaf 30cm x 85 cm (each)*

4 self supporting hinges

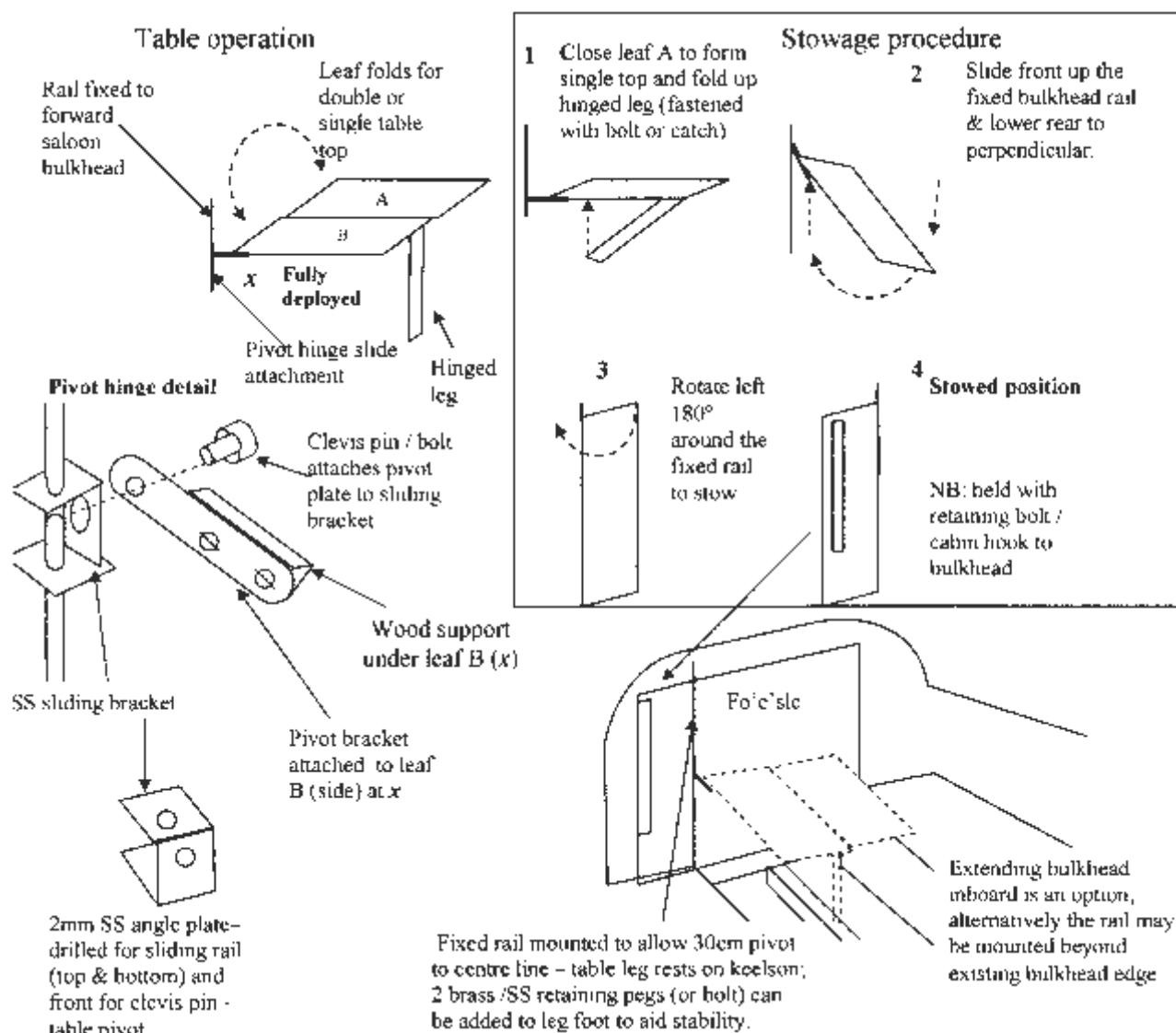
1 x sliding rail with stand- off end fittings to allow rotation

2 x 2mm stainless steel angle bracket - for pivot hinge & table bracket

Hinged leg (substantial hardwood eg: 70 x 30mm)

Hardwood support for pivot hinge 70x 30 x 100mm – epoxy glued below leaf B at x

* Plywood finish optional (i.e. veneer For-



East Coast Meet, Race and Supper 2015

By Nick Phillips

The Preamble - A tale of near misses.

The lead up to the East Coast Race and Supper is always exciting. Will anyone come? Will the weather favour the Atalantas (wind!)? Will the Fish and Chips be as good as last year? And this year (having given up in previous years) the added excitement of 'Will the boat be ready?'.

Ideas quickly formed into a loose plan: I would launch Helene (9 years ashore) a week before the Race and have a few days 'shakedown' on The Blackwater; Carol Moss from Bluster kindly offered to assist with the shakedown - great news for me to get help from an experienced Atalanta crew; Jim Pailing (Tuan Mac) kindly offered to sort a mooring for me to visit him at his club at Stone Point; during the week Jane Stearn on Bluster would be around so that we could meet up; Alistair Rogers and Alistair Currey would join Helene's crew on the Friday for some race practice; and Ian Pollard would launch at Suffolk Yacht Harbour and sail down to West Mersea in company with Richard James in Colchide on the Friday and we would rendezvous on the pile at West Mersea.

The best laid plans....

Near Miss - I missed the planned launch date with bits still being bolted on an hour be-



Bluebelle arriving at W Mersea

fore I set off to Brightlingsea three days late.

Near Miss - Because I was late and launched on the Tuesday, I missed Jane and Bluster who were in Brightlingsea on the Sunday. (*Harbour Master quote: "Haven't seen an Atalanta in years, and you're the second this week"*)

Near Miss - During the week we managed to miss meeting up again in the Blackwater, spending the night about a mile apart at different yacht clubs.

Carol and I did manage to meet up with Jim for a pleasant evening at Stone Sailing Club



Bluster arriving

– thank you Jim.

Near Miss –news that Nick Runnekles would not be able to get to West Mersea reached Alistair Currey as ‘Nick not making it’ and thinking that he no longer had a berth in the race he changed his travel plans. The confusion was cleared up and Alistair was able to modify plans again to join us early on Saturday morning.

Near Miss – Richard telephoned to say that he was withdrawing Colchide from the event due to engine troubles and a stuck keel, although he would join us by car.

Near Miss and some - Ian Pollard and Helen (and particularly Helen) deserve medals for the most persistence in overcoming near, and not so near, misses. His attendance at all had been threatened by the need for him to leave for his new job in Qatar two days after the East Coast Race but somehow he managed to squeeze preparations for a life abroad around his Fish and Chip Supper. Trailing Bluebelle from Yorkshire he and Helen arrived safely and launched on the Thursday only to find the troublesome keel bolt he had been working on at home was leaking. Not one to give



Bluster and Helene on the Pile moorings

up he soon had Bluebelle out of the water and patched up by the end of the day. Launching on Friday morning (the day before the race) they had by now missed the fair tide. With the wind on the nose a couple of hours bashing to windward had gained little southing and they did the right thing and returned again to Levington and the trailer. Ian is definitely not one to give up. After some discussion he decided to try the hard at West Mersea. This shelves very slowly so was a long-shot but Ian drove the 30 miles arriving – you guessed it - just missing High Water at 5pm. Still smiling Ian refused to accept defeat and plans were set for the early morning tide.



Blackwater sunset



Alistair and Ian in Helene's cockpit

There was some light-hearted discussion before and afterwards about unfair handicaps. Helene had only just been launched with minimal interior fit-out and a very clean hull. She also benefitted from the Olympic sailing skills of Alistair Currey. However handicaps were soon forgotten as the sailors enjoyed the Regatta festivities ashore before descending on the West Mersea Scout Hut to join the large shore-party.

The Supper

Sarah and Mike hosted another excellent Fish and Chip Supper. Sarah did a fantastic job as always in setting up the Scout Hut (thanks also to Carol) and providing puddings, cheese and biscuits and coffee to supplement Mike's provisioning of the Fish and Chips.

Race Results

Sail No	Boat	Owner	Elapsed	Handicap	Corrected	Place
A124	Helene	Nick Phillips	01:49:25	0.6856	01:15:01	1
A183	Bluster	Jane Stearn	01:50:25	0.7050	01:17:51	2
F54	Bluebelle	Ian Pollard	DNS	0.6640		
A89	Colchide	Richard James	DNS	0.7265		



Tuan Mac motors past the piles

Around the table were:

Alistair Currey
 Richard & Elan Morgan
 Carol Moss
F54 Bluebelle – Ian Pollard & Helen
A16 Dervorguilla - Janet Bennett
A86 Sassi – Bernard Marshall
A95 Hiran - Colin Twyford
A104 Atalanta Mary – Alistair Roger
A105 Taku Maru - John & Mariana Ingleby
A115 Mara – Robbie Cormie
A124 Helene – Nick Phillips
A141 Rakia – Mike & Sarah Thorley
A169 Kerry Piper – Chris Green
A183 Bluster – Jane Stearn & Jonathan

And in spirit Jim Pailing of Fisherman **Tuan Mac** and Richard James of **A89 Colchide** who had been in West Mersea earlier in the day but could not stay for Supper.

Postscript

The biggest ‘Thank You’ must go to Sarah and Mike who yet again expended a great deal of effort to provide us with an excellent Supper. ‘Thanks’ also to everyone who took part, afloat or ashore, to Jim for his hospitality at Stone Point, and personally from me to Carol for her support whilst we sorted the most critical items on the ‘Snagging List’ to get Helene to the Start Line.

See you all next year!



Restoring Terrapina A49

By David Gray

Before I bid at auction on A49 "Terrapina" I checked that the keels were free. So after giving it a new Brunzeel marine ply deck, repairing weak points with new agba veneer, reglueing the mast with epoxy, replacing missing rigging etc.etc.etc., I felt ready to remove the keel bolts and replace them with stainless steel ones, drilled to ease greasing routines.

With A49 removed from its refurbished trailer and propped up on tall wooden trestles, the keels wound down easily, but the keel bolts refused to budge!. A couple of weeks of soaking in improvised troughs of penetrating fluid made no difference. The application of heat, not too much, made not a blind bit of difference.

I was advised that I was in for The Call Girl's Curse. As I lay on my back suffering



what seemed to be an unending task, with the uncertain and limited thrust of a wobbly pad saw, I gritted my teeth and looked forward to the carefree days of cruising, promised in the yachting press since the sixties. The six keel bolts at last surrendered.

Winlinton Garage in Irvine, where my boat club is, specialises in Classic Car restoration, so 7 tons of hydraulic pressure was available, which, encouraged by an acetylene torch, finally shifted the keel bolt stubs from their housings. The proprietor, Ron-



A49 sails for the first time in 25 years



New keel bolts and pressure plates



Sam, Davids's grandson takes the helm

nie, one of the old school and even older than I am, turned up six new stainless steel bolts to the club's drawings and made new clamping plates.

The keel boxes were in good order, and of an early pattern, with the load of the mounting frames spread by large dished washers, a feature which may account for the generally good condition of the boxes themselves unshrouded by a backing plate. While the keels were dismantled I took the opportunity of replacing the lifting stirrups in stainless steel.

Being a fan, as an ex Douglas motorcycle owner, of the horizontally opposed flat twin engine with its innate balance of firing stroke which reduces noise and vibration, a feature especially useful in a boat with the wood construction characteristics of a guitar, I reckoned the Fairey people had got it right with the watercooled Coventry Victor 17HP, as it allows a flat unencumbered cockpit floor



New engine hatches and cockpit floors to the original design

with good get-you-home-to-windward power.

Replacement of the water cooled exhaust system was a trial and error enterprise,

mainly the latter, but members' advice, encouragement and occasionally spares mean that now a professionally overhauled, quite powerful, flat twin beats quietly beneath a cockpit sole built from Siberian larch to the



A49 sailing in Rothesay Dock East

correct dimensions and according to original drawings.

Prompted by warnings from members, I replaced the rudder blade and pivot bolt in marine alloy which was machined by Blanefield Precision Engineering to club drawings. In the process I dismantled and reassembled the rudder stock, to release the uphaul wire which was jammed in a corroded sheave.

Replacing missing rigging was a problem solved by studying club drawings and the generosity of members who gave advice and the occasional missing spare. I did not attempt anything adventurous in my raising of the mast for the first time. Friends from Clydeside Traditional Boatyard gathered to help me with, what was to me, the unfamiliar Bermudan rigging, when "Terrapina" took to the water in Rothesay Dock, Clydebank, for my first sail in an Atalanta, with its varnished mast glowing in the September sun.

After some minutes of panic, tightening keel bolts against their new seals, and taking some extra turns on the new keel frame bolts to compress the sealant, I realised she was not going to sink, so we sailed calmly

up the dock against both wind and tide, despite the presence of an uncleared nib of epoxy glue in the boom sail slot which prevented the full tautening of the sail foot.

Having sailed and owned gaff yachts for many years, while admiring the virtues of the Atalanta at a distance, I was very greatly, and pleasantly surprised to find how easily "Terrapina" responded to wind and helm. My many years of, often very enjoyable, work culminated in the alleged summer of 2015, in which pulling out a paint brush was akin to performing a pagan rain making ceremony, and "Terrapina" is now back on her trailer.

I look forward to learning her ways next year. I know how much we owe to friends in the Association who have lent expertise and encouragement in her resurrection. Our thanks to you all.



Lundy

by Trevor Thompson T10

I have never thought that late September was ideal for an adventurous cruise, but the difficult sailing conditions during 2015 meant that both Pete and I were keen to get out of Milford Haven. After all it was almost time to lay up - and we had not even got out of the Haven so far this year!

One of the advantages of retirement is that we were not restricted to weekend sailing, so we set off on Thursday 24th September. The incentive was the forecast: SW 3 to 4 becoming SE 3 to 4 late on Saturday. It sounded perfect for a dash to Lundy.

Calista lives on a mooring opposite Lawrenny Yacht Station, and we launch our dinghy from a public hard at Jenkins Point, about a mile from our cottage. We try to launch when the tide is more in than out so that the new truck is kept away from the lower muddy part of the hard. All of which meant that we were on board at 1600 and motoring down river against the tide shortly after.

We raised the sails as we went along. Unfortunately it was still windy (it has been all summer!) so we set a reefed main and double reefed genoa. The reef in the main was still tied in from our last sail. We were able to get the sails to set on various reaches in the river as we approached Pembroke Dock.

We hoped to get a pint in at a local pub, and to that end tied up at the pontoon at Llanstadwell. (The haven is provided with long pontoons allowing access to many of the settlements and pubs along its length.) Unfortunately the swell was bending around the headland, and while you might

have expected the lee side of the pontoon to be sheltered, we were rolling badly enough to pop a fender. We didn't stay long.

So on to Angle! We motored until the tide changed and then sailed most of the way. We were on a mooring by 2000. We contemplated getting out the dinghy, inflating it and rowing ashore to the Old Point House, for that beer. We eventually agreed that it was far less effort to sit in the cockpit with a glass of wine!

We were up reasonably early on Friday and dropped the mooring at 0950, at the last moment at which we could be sure not to go aground. Off the lifeboat slip (in deeper water) we lowered the rudder, making sure it was **right** down. Wind Westerly 8 knots! Again we raised sail, and this time shook the reef out, as we motored for the entrance. By low water we were in the Eastern Channel, with the wind on the beam, and the engine shut off. Unfortunately we were not going very fast.

So we continued until by 1145 we had the Turbot Bank weather buoy abeam. Of course the wind was fitful and while we contemplated the spinnaker, we looked at the swell, and decided that it would be unlikely to fill properly. So it was the engine



Approaching Lundy

again. Now there is nothing wrong with the engine, it is a very nice engine, it is just that we are a sailing boat, and prefer to sail if we can.

One of the highlights of the day was a group of dolphins which played in our bow wave for a while before rushing off to find a more interesting playmate. The competition can't have been very interesting because they kept coming back.

Now we were suffering for our reluctance to start the engine earlier. It looked increasingly like the tide would turn before we were behind Lundy island. Now you may know that there is a tidal race to both the north and south of this island, and although it isn't dangerous in weather like this, it was springs, and we could end up motoring into 3 knots quite soon. So the revs were eased up to the max for a while. We just eased through the beginnings of the foul tide, and motored, at normal revs, in a flat calm for the last mile or so into the inner anchorage. We enjoyed the views of the island as we cooked dinner, and talked about landing in the morning.

The latest forecast, North Westerly veering South Easterly 3 or 4, suggested that that easterly wind was going to arrive earlier we hoped. Of course it changed during the night, and we were kept awake by the incessant rolling!

In fact it was so bad that we were up at first light recovering the anchor. It wasn't that there was that much wind, it was a most uncomfortable swell which was our problem. We knew we would probably be thrown around in the race, but at least we would be through it fairly quickly. So sails were raised and we motored to the race while making the days' first cup of tea. Thursday's plan had been to go on to Tenby, so we were soon reaching north under



Leaving Lundy astern

full sail towards Tenby. It took a while for us to work out that this was not really a good place to go in an easterly, which blows straight in there. So we changed our course and headed down wind for the Haven. Of course down wind, with a weakening wind we were soon motoring again. Back inside the Haven we headed north to one of our favourite "Atalanta" anchorages, Sandyhaven. We entered over the stepping stones at the top of the tide and anchored in our usual spot, where we know the bottom to be flat and pure sand. No stones.

After all that adventure, not to mention lack of sleep, we settled down looking forward to spending a lazy day aground in Sandyhaven. The ulterior motive was to change anodes, and scrub the bottom.

Monday morning and we raised the anchor just after high tide, and motored out into the wider bay just outside this creek, Sandyhaven Bay, where we could stay afloat at low tide. We were re-anchored by 0745. Once the tide had slackened we set sail, and were back on the mooring, and ashore, dinghy recovered and on our way home by tea time.

Our first and last trip outside the Haven, and we suffered from a lack of wind!



East Coast Get-together

By Richard James

I enjoy looking at other Atalantas and learning about them and have seen several over the past few years including: A15 Artemis II in Prinstead, A16 Devorguilla in Ipswich, A95 Hiran in Erith, A99 Toco in Kings Lynn, A119 Walrus in Steyning, A124 Helene in Seething, A138 Sweet Sue in Guernsey and A183 Bluster in Woodbridge, to name a few.

Our AOA East Coast Rep, Nick Phillips had been keen to see A89 Colchide in the flesh for some time, so I invited Nick and Martin Bennett to Levington Yacht Harbour, near Ipswich on 1 December 2015 to watch her being lifted out of the water, ready for her annual maintenance.

After the obligatory cup of tea, I showed Nick around below deck. Nick was interested in the LED cabin lights I had fitted 2 years ago. We also discussed keel plate clamping and releasing in different sea conditions. Nick was surprised that the an-

chor is stored inside the forepeak and moved to the deck when required – Nick and I mused on the suitability of this arrangement for the East Coast.

Nick was interested to see the engine and hydraulic drive system. The Farymann engine is mounted backwards and bolted to a massive hydraulic reservoir and pump that turns a small two bladed folding prop, which Martin Bennett refers to as an ‘egg-whisk’. Getting more drive is one of my top jobs for the winter, hopefully with the help of a new 3 bladed 12 x 7 fixed prop provided by Martin. One slight snag with this is that Martin’s prop is an Imperial 1 inch and Colchide’s prop shaft is metric 25.2 mm. I put a blog on the Association website asking other owners to detail their engine power, prop size and typical max speed in still water. Within a few days, our Commodore phoned me with some interesting facts and figures that his 11.5 x 11 prop pushes Hiran along at up to 7 kts, which is twice the speed I can get in Colchide at the moment with the “egg whisk”. I phoned 96 ½ year old Uncle Bernard, who built Colchide and



Colchide



Colchide airborne

owned her for 50 years and he told me that the prop was made by a specialist company in Switzerland, near where he was living, but when he offered the prop up to the hull, it was felt that there was insufficient clearance...so an inch was cut off each prop blade! That prop is now a 12 x 12 2 bladed folding prop. I also had a look at an interesting website <http://www.vicprop.com> where you can input your boat details and get an ideal prop size. Their calculations are based on 90% RPM to allow some reserve power to allow for variable loading. Their rule of thumb is 1 inch of prop diameter is equal to 1 1/2 to 2 inches of pitch and Martin's 3 bladed 12 x 7 fits in that bracket nicely. I would be delighted to hear from any other members about prop sizes. The photo below shows the comparisons between the "egg whisk" and Martin's 3 bladed prop.

In the journey from Colchide's berth to the (rather oversized 75 ton) hoist, I handed the helm to Nick, so he could experience the vertical rudder and also the vague hydraulic drive gear and throttle levers. Nick carried out a couple of "S" turns, but the

vertical rudder was only $\frac{3}{4}$ down due to the low water. Nick felt that there was too little free play in the rudder pulley system.

The lift-out was uneventful, and Nick and Martin were surprised at how clean the hull was. I had applied 2 coats of unbranded anti-foul from BGD in Ipswich in March 2015 and it seems to have done a good job. The only areas really fouled were the stainless steel rudder cassette and the prop. Interestingly, the 2 anodes on the rudder cassette were still as new, but the small prop-shaft collar anode that I had fitted last winter, had vanished. As arranged, the boatyard team went off for lunch and left us hanging in the strops for an hour, so I could winterise the engine and try and get the sticky port keel up. During this Martin and I discussed at great length the merits of changing the oil on winter lift out to stop the sulphur deposits eating away at the engine over winter. We also discussed the suitability of using modern semi-synthetic or even fully synthetic oils on a 1972 diesel engine. The old Farymann only takes 2 litres, and I have always used good old fashioned mineral oil, designed for 1970s diesels. I decided it was time for a new rubber exhaust hose, so disconnected the old one (43 years old) which I had patched up last year, and handed it, bit by bit to Nick and Martin who remained dockside. Martin had some colourful comments about the water-trap / silencer in the wet exhaust system, as it turned out to be an Eberspacher dry heater silencer for a caravan. It had lasted 43 years in fresh water and sea water, so it shows the quality of Eberspacher. Nick and Martin also commented on the need for a swan neck to the exhaust system, now we are sailing in the North Sea. I intend to replace the Eberspacher with a Vetus 40mm waterlock/silencer and replace the rubber exhaust hose throughout.

Nick and Martin had a good look around underneath the hull, as I took 20 mins pumping the keels up with 30 year old undersized hydraulic hand pumps. I have been discussing upgrading this system with a number of fellow members recently, including Chris Green from East Sussex. I could



The hydraulic keel lifting mechanism inside the keel boxes

fit a more modern hand-pump, with a T piece and selector valve and mount it under the cabin seats, or I could buy a new 12V hydro-electric “power-pack” and mount it in the galley area. Having seen all the other Atalantas, I am minded to go back to the original screw jack winding mechanism.

Nick noticed the weave of the Marglass sheathing that could be seen at the bottom edge of the cases. The Marglass, which Uncle Bernard applied to the hull in 1959, has been a major success.

We then watched as the boatyard team



Which propeller?

loaded Colchide onto her trailer and moved her to her winter resting place. We removed the batteries, dried all the bilges and fitted her winter covers. Nick and Martin thought that Colchide is in amazing condition for her age, thanks to Bernard's care and attention to detail in her original build and the care lavished on her since.

I now have 3 months before she goes back in the water again, to complete the following list of jobs:

- Consider reverting to original screw jack keel raising system.
- Remove both keels, sandblast and galvanise.
- Make new keel clamp plates in stainless steel.
- Drill keel bolts for grease channels as I saw on BLUSTER.
- Fill in keel gaps in cockpit floor to stop continuous splashing.
- Rub down and re-varnish all toe rails.
- Replace engine and gearbox control Bowden cables to correct length, to improve the current spaghetti all-round the aft cabin.
- Service Hydromarine hydraulic drive system.
- Fit Nav table and galley.
- Look for a standard sized Genoa to replace the current 21 square metre "gennaker".



