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New Life for a Seamaster 8 Metre

SEAMASTER
LIVES ON

The magazine of the Seamaster Club
Volume 16

Cover Picture: Our cover picture shows Cantá Libra, a Seamaster 8 Metre found in a very sad but fairly sound state, which is already undergoing a complete face lift at the hands of our Norfolk Coordinator. The story starts inside.

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Hi Brian
I thought I would email a pic of when boat was purchased, and one when she was put back on the water a month ago, just a slight improvement.
Best wishes
Neil



Disclaimer: The views, opinions and any other content of entries in this magazine are those of the contributors; The Seamaster Club, and the Editor, do not accept responsibility for such content.



CHAIRMAN'S REPORT



Pat Noyes was Managing Director of Seamaster for many years and I was delighted to receive a recent communication from his son Christopher offering the Seamaster Club, draughtsman's plans of a variety of Seamaster boats. Two days ago I received these plans which brought some excitement from your Committee.

In the early days of the Club's inception, the Noyes family kindly furnished us with many contacts and written information which we have lovingly protected in our archives for the benefit of our Members. Jane Wall is at present the custodian and I know you contact her from time to time for information about your boat.

So I would like to say a special thank you to Christopher and his family on your behalf for their continued support of the Seamaster Club and its Members.

It continues to be a year of disappointment for boat owners. I ought to warn you to expect increases in the cost of the BSS inspection as the Scheme must now be self-funding.

Before scuttling off to your various destinations this Summer please check your Insurance Company requirements very carefully. Members of our own Yacht Club are now required to sign an indemnity releasing the Club of any responsibility even when travelling in company with the Club.

Due to financial cuts there will be a reduction in EA staffing, perhaps some locks unmanned. I am still hopeful that someone will forward reports of changes / problems on their rivers so that we can build a united front. After all we are the largest marque Club in the UK. Please keep in touch.

I am continually delighted to read reports from Area Co-ordinators who continue to provide excellent programmes for their area Members. I know how much effort is involved.

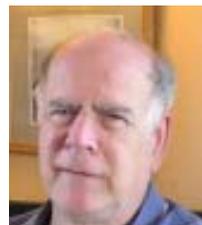
Thank you also for your excellent contributions to the Newsletter, I am particularly looking forward to the continuation of Second Melody's adventure.

Yes! Sailbad the Sinner, I was one of those who "mithered" about lock closures and the inability to navigate the Thames after November. I miss the late Autumn Cruising especially as the weather has been so good.. As I continue reading I note that you have the privilege of at least an opportunity to see otters – smug isn't the word.

By the way Stan (Goosander) I was presented with a Silver Duck but not for anything as ambitious as your marathon cruising, although I assume the real object was to gather information for visitors by way of counting the watering holes - the mileage being incidental.

Elizabeth Gwyn-Griffiths
Chairman

From the Editor



May I take this opportunity to remind members that they may advertise their boats for sale, or miscellaneous items wanted / for sale, in our classified ads section near the back of this magazine and on our web site. There is no charge for this service although we do ask non-members to consider giving a donation of £20 to the Club when advertising their boat for sale. The feedback we get suggests that more than half the boats advertised by us sell as a result of our advertising.

We now have a small stock of back copies of most issues of the magazine which are available to members at a nominal price of 50p to cover post and packing. Contact me if you wish to purchase any. Details of the content of past issues are available on our web site or by post from me.

Just occasionally we receive cheques payable to me or another member of the committee. I have been asked to remind members that all cheques for membership subscriptions, burgees, clothing, logos, boat reports, etc should be made payable to "The Seamaster Club".

David Cooper, a relatively new member, has managed to find a source of supply for the plastic backing plates for the Seamaster logo on the Seamaster 30. These are available together with vinyl Seamaster 30 logos from him. Details are in page 40. Others can probably be supplied also. David has also found some other useful sources for various services and products which will be added to the directory on the web site. If you do not have web access contact your area coordinator, or Paul Killick, or me, instead.

Also In this issue:

I am rather taken with the "Sailbad the Sinner" article this issue. It is definitely worth a read as it deals with a novel way to stop a window leak. I cannot vouch for the success of this method but it seems to have worked for them. I shall probably try it on a particular cockpit leak on my 30.

Our "Letters" page seems to have woken up with several interesting items including the handicapping of a Seamaster Sailer, more on the link with David Gifford-Hull, and on "Drifter" the Vanmaster 21 which undoubtedly form an important part of the heritage of our marque.

I have included several pieces on or by "organisations" etc including The National Association of Boat Owners (NABO), the RYA, the BSS scheme and The Green Blue. The RYA contribution on Red Diesel, the DEFRA cuts and the Norfolk Broads Authority is updated. These articles are all edited from their press releases, their magazine, or similar material available from the internet etc. I hope I have not transgressed and broken copywright.



Brian Rowland

NOTE TO PROSPECTIVE MEMBERS

You may have been handed this magazine by a friend, and now be wondering how to find out more about joining the Club. For more details, please email: brian@seamasterclub.org

The National Association of Boat Owners (NABO)

The Seamaster Club is affiliated to NABO. Members may like to see an outline of what NABO contributes to the UK Inland Waterways scheme of things.

NABO is dedicated to promoting the interests of private boaters on Britain's canals, rivers and lakes, so that their voice can be heard when decisions are being made which might affect their boating. NABO will always challenge injustice where necessary at the highest level.

The Association does not cater for a broad spectrum of waterway interests, as so doing could prevent it from taking a strong stand on boating issues, e.g. unnecessary boat safety requirements, excessive licence and mooring fees, poor dredging, any loss of freedom to navigate or moor on waterways, etc. It will advise on individual members' problems, as well as taking up local issues and matters of national concern. It is not a social club, a cruising club, or a canal society.

NABO was formed in 1991 by a group of boat owners who felt that none of the existing organisations adequately put forward their views to the waterway authorities. It is run by a Council elected at an Annual General Meeting each November, consisting of up to 12 volunteers, who meet in Birmingham every six weeks. There are no specific regional meetings or sub-committees but each area of the country has a Regional Secretary on the Council, and there is a River Users Co-ordinator to look after the special interests of boat owners on rivers.

NABO depends almost entirely on member's subscriptions for its income. In its short life it has gained recognition from all the major navigational authorities, other waterway organisations and government bodies. Its arguments are listened to with respect and it is frequently consulted on important issues. Its members are kept in touch through the newsletter - NABO News, e-mail bulletins and the members' pages on the web site. Any member is welcome to attend Council meetings, or phone or write to or email Council members with their views or concerns.

NABO's growing membership represents over 3000 boaters and it is now the largest organisation to represent solely Boat Owners on Inland Waterways in the U.K.

Examples of NABO's work include:

Boat Safety Scheme

NABO has been a leading influence in securing a commitment to minimise the mandatory requirements of the Boat Safety Scheme and also in securing changes to the appeals procedure. It is one of few boating groups with representation at both technical and advisory level within the scheme.

Boat Licencing and Moorings

NABO was victorious in taking British Waterways to the Waterway Ombudsman over the lack of consultation concerning boat licence fee increases. NABO has also brought to BW's attention inadequacies in its Licence and Mooring Permit Conditions which are being rectified.

NABO is working with BW in seeking a legally sound means of combatting abuse and overstaying on public moorings that has minimum impact on the freedom of movement of conscientious boaters. This is leading to extensive modifications to the content and application of BW's trial Moorings Code.

The Seamaster Club supports the work NABO does and is happy to work with them for the good of our members.

RYA fighting for you:

RYA has been campaigning on several major inland issues. Here are some updates based upon articles in the Spring 2007 RYA Magazine:

RED DIESEL: Whilst the overall aim of the campaign was lost, boaters and the marine industry are now in a strong position to influence the manner in which the Government implements the new regime. The key campaign document, 'Seeing Red' presented our research and findings on the consequences for recreational boating and the marine industry. The Government recognised and accepted these consequences and now this document is the basis of Government thinking on the matter.

Some of the key consequences are:

The future availability of white diesel at our docksides affects us all, motor boats and sail boats alike, particularly in rural/ remote areas where red diesel is likely to remain the only fuel available at the waterside. Difficulty of fair enforcement; given that our fuel systems will have red dye in them for years to come.

The impact of a more than twofold increase in fuel prices on a thriving leisure activity, and particularly on RYA recognised schools in the UK.

The impact of compliance costs on the industry, and ultimately the boater.

The impact of increased boating costs on marinas and boatyards, together with security costs and investment in new infrastructure.

The RYA believes, from the preliminary discussions held with HM Revenue and Customs before Christmas, that Government is looking to the RYA to help inform and advise them on the issues that will arise from implementation of the new regime. It will be necessary to review and discuss how the new arrangements can be administered. We have been promised a 'light touch' when it comes to enforcement, and Government recognises the

importance of minimising compliance costs. The fact that boaters can still buy and use red diesel purchased in Jersey is going to present officials with an interesting problem when it comes to enforcement.

The Government has a lot of work to do before it will be in a position to implement the EU's decision, and even then it can only institute change through primary legislation such as the Finance Bill.

To give a clear timescale is hard at this stage, but it is clear to us that the Government will not have developed a new regime in time for the next Finance Bill, due in April this year. Even then, the Government recognises the need for a period of transition so that changes can be brought in at a sensible pace and has asked the EU to agree to this.

Consequently we can still buy and use red diesel until new legislation comes into force, which we hope will be 2008 at the earliest, to give us enough time to address the problems that will arise from the new regime.

DEFRA: The RYA, along with the British Marine Federation, is maintaining its campaign against Govt funding cuts to British Waterways and the Environment Agency. A number of Early Day Motions (EDM) have generated a good response from MPs, the main EDM (No 90) drew over 200 signatures, and the EA-specific EDM (No 235) drew nearly 50 signatures.

The Minister, Barry Gardiner MP, attended the London Boat Show and met with user representatives including the RYA. Afterwards the Chairman of RYA Thames Valley Region, met the Minister to discuss specific concerns arising from funding of EA navigations and increased registration charges.

We have to be prepared to continue this campaign over the long term, as the Govt is unlikely to reverse the funding cuts. It is essential we stop the situation from getting any worse and encourage Govt to reconsider its funding strategy on inland waterways so RYA will maintain pressure on Govt and continue to liaise with the British Marine Federation (BMF) and IWA to ensure

our efforts are focussed and effective.

DEFRA:CHARGING REGIME

The Agency is currently consulting on its proposed charging regime. The RYA is fully engaged in this consultation. In addition, the RYA has now agreed a Memorandum of Understanding with the Agency to accompany its draft Transport and Works Act Order. The RYA website will be updated with further news as this develops.

NORFOLK BROADS: The RYA has successfully negotiated amendments to the Broads Authority Bill and agreed measures to protect the interests of recreational boaters on the Norfolk Broads. This follows months of intense negotiation between RYA and the Broads Authority (BA), BMF, IWA, NSBA and the Broads Hireboat Federation. Without intervention by RYA, the Bill would have had an extremely detrimental impact on recreational boating on the Broads. The BA has now agreed to amend the Bill as it passes through Parliament to address some specific concerns, and it has entered a formal agreement with RYA on how it will exercise its new powers.

The RYA's key concern was the wide discretionary powers of General Direction which the Bill would have given the BA. If exercised inappropriately, they would have placed unfair restrictions on recreational boating.

However, a formal process has now been agreed and included in the legally binding agreement that gives the Navigation Committee and the RYA the ability to check these powers and to ensure that the powers are only used where appropriate and in a reasonable manner. Had the Authority retained its proposed powers then it would have had the ability to regulate without any consultation.

The BA has also agreed not to use some of these powers at all against recreational craft. For example, it has now agreed not to prohibit or regulate the movement of such craft in strong winds or in poor visibility. Whilst on the face of it this may seem logical, such regulations are not applied to

recreational craft by any other UK harbour authority and would have gone against the public right of navigation.

Key local concerns over transparency of BA's income and expenditure have also now been agreed. Separate accounts previously held for navigation purposes will be merged with the Authority's general accounts, but the Authority has agreed to produce memorandum accounts giving the necessary transparency. The fear had been that monies earmarked for navigation and raised through tolls would be spent on other areas.

The RYA are pleased the negotiations have achieved a successful outcome. It was important we did not prejudice the safety elements of the Bill which were welcomed by local boaters, such as the introduction of construction and equipment standards and insurance.

However the Bill, when enacted, will create an important precedent, not just locally but also nationally, because it includes key points of principle that significantly affect recreational boating, in particular rights of navigation. The formal agreement should now form a stronger basis for local user groups and the Navigation Committee to work with the Authority on more strategic issues, and on issues affecting the management of boating, to the benefit of all boaters on the Broads.

During the negotiations RYA has succeeded in removing proposals that would have allowed the Authority to give priority to its conservation duties. This would have led to restrictions being placed on recreational boating. It will now continue to give equal weight to its conservation duties and its duty to protect the interests of navigation.

Other key issues have also been addressed including the operation of the registration scheme, exemptions from compulsory insurance for entry level craft and the standards to be applied under the Boat Safety Scheme.

A full copy of the Agreement can be viewed on the RYA website www.rya.org.uk

LETTERS:



Dear Brian,

Apologies for the delay in contacting you – as you've probably gathered by now our 813 'Runaway' has been sold and thus I'd be grateful if you could remove the ad from the club classifieds. I've sent all the documentation to her new owner Tim Lamb who I believe has already joined the club and have asked him if he can let you have copies of the various documentation as you requested.

Regretfully we need to resign from the club as we'll not be replacing Runaway for some time to come – hopefully once the babies are bigger we can come back to it. Many thanks to all in the club who have offered help, advice and inspiration, not least the contributors to the excellent club magazine and website. It's a pity we never made it to a club rally, but location and spare time were never in our favour. However, Runaway will now be based at Wargrave on the Thames – she's going back 'home' where she spent the first 28 years of life having been bought new from Reading Marine in 1974 for just over £5000! More importantly, I'm hoping her new location puts her in closer proximity to more members so please encourage all in the club to give her and Tim a 'wave' if you see them and I'm sure you'll make them very welcome into the membership.

Wishing everyone the very best and a great 2007 boating season,
Richard and Claire Leah
Member 0970 Runaway

Dear Brian

I was very interested to see Brian  Govan's letters in the February issue of 'Seamaster Lives On'. I have had my 23S VIONA since July 1991 and race her fairly regularly, mainly at Woodbridge towards the head of the River Deben. Our races are, of course, governed by the tide and include some evening races during June to August. I am pleased to say that I have



had some success, aided at times by low cunning as I know more about the eddies and counter currents than do some of these youngsters!

Our scratch boat is a lifting keel Sonata which sails on a handicap number of 1038, whilst I am currently on 1343. Another competitor is a Medina, handicap number 1134. Having said this my number has been adjusted both up and down over the seasons, and much depends on wind direction and the run of the tide. Beating against a strong flood is not too bad as I can utilise the eddies (and lift my plate if I touch) whilst the Sonata has to stick to the channel. Evening races are less successful because the wind tends to drop away, with the Sonata finishing before high water whilst I struggle against the ebb which can run at 1.5 knots or more.

I have had a long connection with Seamaster and frequently visited Dunmow during the late 50's and early 60's and got on well with Pat Noyse and Doug. At the time I was in the business, and Seamaster moulded the Kestrel 22 for us - we sold a hundred or so



of the g.r.p. Kestrels as well as the same number or more of the original wooden version. For a while we were agents for the Seamaster sailing models and I believe a colleague sold VIONA to her first owner, an American serviceman in about 1974. Would you believe that he intended to sail her to the States but his wife, who returned from England before he left, sold his house and disappeared with the money!

From the numbers written under some of the floor boards I assume VIONA was the 27th on the production line and this is the sail number I have adopted. Incidentally, when I bought VIONA she had her original sails and I used these for some years, changing headsails single handed when under way. Eventually, having saved up, I bought a new roller headsail and a couple of years later, a mainsail. These were made by Suffolk Sails here at Woodbridge, and have certainly helped to improve performance.

I also had a go at reducing weather helm by fitting a full depth skeg in front of the rudder, and this certainly helped although she now has a wider turning circle. On this subject, sailing with the centre plate at less than full depth also helps as the centre of lateral resistance is then moved back. Additionally this also reduces the banging of the plate in the slot when at sea.

Over the years I have cruised VIONA between Southwold and Sheppey and found her both able and comfortable. You may remember that for a year or two there was a well supported 'gaggle' of 23s on the East Coast, and indeed there are still around six on the Deben although the other five have not joined the Club.

My best wishes to you and the Club, and thanks for all the hard work you put in,
Michael Beeton



Hello Brian

Purchasing a trailer for my new boat has unearthed a very interesting connection between the manufacturer and Seamaster boats.

I had approached RMTrailers of Alresford

Hants for a trailer to suit my Seamaster 23S centerboard boat as they had produced an excellent trailer for my previous sailboat, an East Coast One Design clinker ketch. Fortunately for me they had a returned close-coupled trailer which they had designed and built for another client for his 30 ft keel boat of about the same weight..

RM Trailers were able to tailor this redundant trailer to suit Moonbeam perfectly and she was subsequently delivered to her base at Staines Sailing club on Feb 2nd 2007, where she lies awaiting refurbishment.

RM Trailers was started by a D.Gifford-Hull, father of the present proprietor, Richard Gifford-Hull, who had a Seamaster 21 sailer - the first it appears (see Seamaster Yachts & Sailers page 38 & 39) for more details.

On reading the above pages I photocopied them and gave them to Richard when I went to pay for my new trailer. He was delighted.

On speaking to Richard it seems he had many happy hours aboard Crystal in the Solent Area, his father continued sailing until about four years ago when he had a sudden heart attack and died whilst recovering his precious Crystal from the sea (as I understand it) ,

I am so pleased to have been able to be part of this particular story. And pass it on to the Seamaster Club records.

David Cooper

1466 Moonbeam

SM23S CB boat(sail) no 242



Hi Brian,

I just thought I'd drop a line and let you know the membership pack arrived today. Thank you very much.

I'm impressed with it too - there is a lot in there and its a lot more than a lot of clubs I have joined in the past. Well worth the £25 I think just for this.

Regards

Tom Carnell

Redlands Engineering Services Ltd

Dear Brian,

I am interested in hearing from someone who  would like to join me boating on my 1969 Seamaster Commodore.

The arrangements are quite flexible.

The motor cruiser is 28ft. long, with three cabins and six berths. The engine is a 1.5 BMC diesel. There is a shower and toilet (with holding tank). I have her history of ownership from new.

The boat is on the tidal Medway at Elmhaven Marina currently finishing fitting out for cruising early summer.

I would be happy to discuss this with anyone interested and can be contacted as follows:

Tel. & fax. 01689827431

E mail peter.jackson9 @btinternet. com

Yours sincerely, Peter Jackson

Hi Brian,

We bought Drifter (Van Master 21) from  Waveney River Centre for £1800, (they were asking £2000). She is on a mooring there, and if you have a local club rep. who would like to look her over on behalf of the club, just let us know.

She appears to have been registered with the Broads Authority since 1999. WRC were selling her on behalf of a couple in Devon who had spotted her for sale while holidaying on the Broads and intended to have her taken down to Devon. We believe this was in late 2005. "Drifter" has a BSS certificate issued early this year at the new owner's request. We believe she belonged to "an elderly chap" in Beccles. We may have his address on a previous Broads registration certificate. Apparently he used her for fishing but that's all we know. We were told she was built in 1974 but we doubted this was correct from the start - she simply doesn't look like a '70s boat!

Generally, she is in pretty good condition - a little tatty here and there (only to be expected!), but generally sound. She was out of the water when we bought her, and her hull appears absolutely sound - no sign of any blistering etc. There's a couple of small "dings" in the hull paint, but they are definitely only paint blemishes. We had her antifouled before she went back in the water in June. Most of the superstructure is sound, though the aft deck is definitely "spongy", and probably needs replacing ASAP. We patched

it up with filler etc prior to repainting but unfortunately our good work was accidentally undone by a guy who came to fix the outboard, so at the moment she has temporary tape repairs! Throughout the summer we had no water in the bilge but we have found a small amount since the weather turned - we are 100% convinced, however, that this is rainwater seeping in from above rather than riverwater coming through the hull.

We think (though we'd like an expert to confirm it) that she originally had an inboard, although she currently has an outboard. The outboard bracket doesn't match the Seamaster/Vanmaster bracket that can be seen in photos we've had from Paul. There's also a blanking plate on the hull. Other obvious mods: the original seats have gone, replaced by very nasty car seats! The original windscreen has been replaced. A pulpit rail has been added. The exterior rails along the cabin roof do not look like the originals. She has a cockpit canvas but we've no idea how old it is.

Inside the cabin there is a small locker (port) containing a chemical loo, and the space above looks as if it once had a gas hob. Opposite is a small sink. Berths, lockers etc all intact. Hard to tell what's been modified (need an expert!).

We're delighted to hear from the club, as we very definitely want to keep "Drifter" cruising around and, although we've considered restoration, not knowing what we were supposed to be restoring her to has stopped us doing any work other than cosmetic/essential. We'd be more than happy if someone wanted to offer help and/or advice. What we don't want to do (you'll be pleased to hear) is take her any further away from her origins, or leave her to quietly deteriorate.

Please let me know what sort of pictures you'd like, and if I haven't got them, well, we'll nip over to her at the weekend and take them for you.

Oh, and if it's your department, yes we'd like to join the club - what do we need to do?

If you (or anyone else) would like to talk to us about "Drifter", our home phone number is 01502 531419 (Lowestoft, Suffolk).

Share Giving with the RNLI

One way to help the RNLI is to donate your unwanted shares (if you have any) to them. Share donations are an alternative to cash donations and are an increasingly valuable source of income for the RNLI.

RNLI can use donations of ordinary shares in UK listed companies valued at over £100. RNLI sells them as soon as is practicable with monies raised ploughed straight back into the lifesaving work of the charity, its volunteer crews and lifeguards.

There are also benefits to sharegiving for the donor. If you are able to gift shares to the RNLI you can receive income tax relief on the donation, which can be claimed through your annual tax return. Also capital gains tax is not applicable on shares donated to the RNLI. This exemption may be important if you are likely to reach the annual limit.

RNLI hopes that both members of the public, and companies, who would like to give to the RNLI will consider making a share

donation that will help towards the vital work of saving lives at sea.

In 2006 RNLI received £80,000 in share donations which equates to the purchase of two new D-class inshore lifeboats, or vital training for 80 lifeboat volunteers. It would be wonderful if we could match or improve on this figure in 2007 and assist even more people at difficulty on the sea.'

The administration involved in the RNLI transferring and selling a smallholding of shares may outweigh the financial return. For shares worth under £100 we recommend contacting ShareGift and stating that monies should go towards the RNLI. ShareGift is a registered charity that specialises in administering small amounts of shares. Find more information about ShareGift at www.sharegift.org.

For more about giving shares, visit the RNLI website at nli.org/sharegiving or telephone Rhys Parker on 01202 663285 or e-mail rhys_parker@nli.org.uk

RNLI 2006 rescue statistics

RNLI Search and rescue statistics show 2006 was its busiest year to date, continuing an upward three-year trend. Lifeboats were launched 8,377 times and rescued 8,015 people. The numbers of people rescued in 2006 was 8,015 - 22 per day (compares to 8,104 in 2005 and 7,507 in 2004).

The figures also show that RNLI lifeboats were busiest in July during 2006, with 1,657 lifeboat launches (40 per cent up on average) rather than during the traditional August summer holiday period (17.5 per cent down on average in 2006) reflecting last year's unusually hot early summer, when people flocked to the coast.

RNLI operates 232 lifeboat stations around the coasts of the UK and Ireland, with 4,800 crew, of which over 4,500 are volunteers. The RNLI fleet consists of all weather and inshore lifeboats and, at selected stations, hovercraft. The RNLI operates four lifeboat stations along the tidal Thames (Tower Pier, Chiswick, Gravesend and Teddington). They

also operate lifeboat stations covering major inland waters at Lough Derg, Ireland; Enniskillen (Lough Erne) Northern Ireland; and South Broads, Norfolk.

RNLI is responding to ever-increasing numbers using the sea by introducing more inshore lifeboats, faster all weather lifeboats and expanding their lifeguard service to provide a seamless rescue service from the beach to the open sea. Lifeboat rescue launches to small non-powered craft increased by 24 per cent (805 launches) over the 2005 figure, canoeists and kayakers up 46 per cent, inflatable dinghies up by 28 per cent, accounting for 357 launches, and the total of this type of rescue caused by 'adverse conditions' increased by 26 per cent, highlighting the dangers associated with British weather. On beaches 63 lives were saved and 10,331 people assisted by RNLI lifeguards during the summer season on the 62 beaches in the south of England that operate using the RNLI Lifeguards service.

Tales and tips from Sailbad the Sinner **(some exaggerated, some stolen, some ours)**

In a previous life Mr Sailbad raced circuit powerboats (S850 catamarans), and whilst practising for an event in Germany at the Wilhelmshaven Naval base (it should have been a clue) he was getting closer and closer at high speed to a particular turn buoy. Eventually he "nudged" what should have been a giant 8ft lightweight plastic ball to discover that it was very solid indeed and nearly totalled the boat!

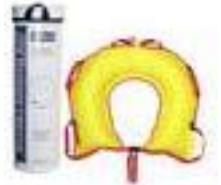
Who said the Germans don't have a sense of humour, the organisers thought it was hilarious, they had saved money by using naval steel mooring buoys and painting them orange! Of course a steel buoy weighing over a ton will always win a fight with a 250 kg catamaran doing 100 mph! Moral of the tale? Take great care, a few floating reeds can hide a solid piece of wood, things are not always what they appear!

Do you bemoan the disappearance of the old style stern tube/gland/bearing mega thick grease? Mr Sailbad did not like the new style thin grease which is like melted butter and falls through, but could not find the old original style grease. At last! Found it! Whitham Oils and Paint in Lowestoft has what they call water pump grease, perfect!

Well, Mr Sailbad has discovered a demon use for it apart from lubing the stern gland bearing. The Sinner had a couple of irritating window leaks and is overdue for a full job on them but we are having so much fun all year on it that we can't find time to do the full windows out, replace seals, etc, etc, and refit, but they were getting a pain and leaking badly. In total frustration one wet day Mr Sailbad was jumping in and out of the boat trying to find the leaks, the problem was he could see where the water started from and where it arrived inside but had no idea of how to stem it. He was very loath to use the bodgers method of vast applications of silicone sealant, which in fact rarely works

and looks a mess. If only, he thought, I had something that would follow the route of the water and then solidify? Hmmmm? Worth a try! When the windows were dry the rock hard grease was pushed in every cranny, liberal use of Mrs Sailbad's hair dryer got it flowing although none ever appeared inside. The outside was cleaned off, showing no trace of the grease and a quick hose test raised hopes of success. It was a week later that two days of torrential rain showed the Sinner to be leak free!! And, months later, it still is and the windows have still not been done!

Back to the safety trail, I mentioned before that Mr Sailbad is a manic compulsive neat freak and can not stand things untidy, and to him a standard lifebelt falls into that category! Besides, they are so bulky that they either cause serious clutter in the wheelhouse or are placed in out of way places such as hand rails or on cabin roofs when they should be close at hand and ready for use. Problem solved, with a very neat and compact inflatable horse shoe lifebelt powered by a gas cartridge as per the lifejackets. When you need it you just pull the cord and bang, off it goes, it can be thrown and is small enough to be taken into the water by a rescuer with out hampering their movement and inflated when needed. Made by Seago and supplied mail order by Mailspeed.



Don't forget to check anodes from time to time, after much laughing at Harry's near disaster with Crayfish when both anode bolts fell off resulting in fingers in holes, and having to make plugs, etc, and then a quick visit to the adjoining boat yard for lift out!! Sailbad was duly checked, and the anode was hanging on one corroded bolt!! Quick, visit the adjoining boat yard for lift out!!!!

From the crew of Sailbad the Sinner

SAFETY Eberspacher Heaters

During a BSS examination, an Eberspacher heater was found installed in a petrol engine space. The examiner sought to advise the owner as to how to meet all relevant BSS requirements in respect of fitting such a heater.

Eberspacher air and water heaters are a popular choice with boat owners, including those with petrol-engined boats. The air and water heaters operate on similar principles.

Non-compliant installations may present a risk of stray fuel vapours in the engine space being ignited by the exhaust or electrical sparks. With the air heater, poor intake hose installation could also result in fuel vapours being pumped into the cabin and igniting.

The BSS Office sought help from the Eberspacher Technical Department to help clarify the installation requirements. It provided the product installation guidance with regard to location.

The BSS Technical Committee accepted the guidance as being compatible with the BSS requirements.

Most Eberspacher heaters are fuelled by diesel and paraffin. A description of how the unit works follows. (the figure shows it as an air heater, see Eberspacher website for water heater). It requires both a fuel supply and either 12v or 24v electrical supply.

All installations must meet the BSS requirements. An Eberspacher heater located within petrol-engine spaces does not comply with the BSS requirements, nor does it accord with the Eberspacher installation instructions. However, if the heater unit is installed in a sealed cabinet such as one of those offered by the manufacturer to provide a barrier to stray fuel vapours, then it is

considered to be separated from the petrol engine space.

We also strongly recommend that these units are installed in accordance with the manufactures installation instructions as best practice.

How the Airtronic works: A control switch (1), or a 7 day timer, will start the heater operation. The heater's motor will operate the fan (4) drawing in air for the combustion chamber (2) to mix with diesel. This is delivered by the remote factory set fuel metering pump (3). This draws the fuel for the heater from the tank. A glow pin (5) ignites the fuel air mist and combustion is established. This heats the heat exchanger (6), and the products of the combustion (7) are passed out of the heater and on through flexible stainless steel tube to the exhaust outlet. The heater is not connected in any



way to the engine.

The fresh air fan (8) draws in cold air for heating; quite separate from the combustion process. This air passes over the sealed, finned heat exchanger (6) and under pressure, passes through the duct work. This delivers the warm air which is automatically controlled to give your desired temperature.

The Canta Libra Tales

Chapter One

“Discovery”

It started with a phone call; would I be interested in a Seamaster 8 Metre at a price that even I could afford?

A week later I travelled to Tinsley Marina, just outside Sheffield on the Sheffield and South Yorks Canal, to view. At first sight it was a derelict old 8 Metre with a home made hard-top, covered in black muck and green moss.



A very unhappy and unloved looking boat but as with most things a closer inspection can reveal a different picture, i.e. a seagoing 8 Metre complete with radar, GPS, VHF, Compass, the original gel-coat and enough spares to last for years.

With the aid of the battery from my van, fresh diesel and a quick bleeding session the Perkins 4107 diesel engine was soon



running smoothly with no obvious faults or excess smoke or overheating. Not bad after sitting for 6 years.

A deal was struck, a deposit paid and I was

now the proud(?) owner of “Canta Libra”. I only had one problem – my moorings are in Norfolk and the boat was in South Yorkshire. Solutions:

1. A quick service, then through the canal system, onto the River Trent, down a bit, turn for Boston in Lincolnshire, out into The Wash and down the coast to Yarmouth then North again through the Broads rivers to my moorings at Wayford Bridge. Simple. 3 to 4 days depending on tides, wind and unknown problems. I decided that with a strange boat and a skipper who had never been to sea except on a ferry this could cause a slightly dangerous passage even for a madman like myself.

2. Arrange a transport company to move it for me. This costs a few pounds but could be done in a day and safely.

The second option seemed the most sensible.

A quick chat with the vendor and a price reduction was agreed. This was partly due to the British Waterways Board wanting lots of money for mooring rental and boat licence which were now due.

My time-table now was August 2006 finalise purchase and arrange for Abbey Transport of Norwich to collect from Tinsley Marina and deliver to Stalham. This could be done on September 1 – 2 . With one of their self-loading lorry / trailers they would lift on, deliver and put back in all for £535 inc. This, I think you will agree, was a very reasonable figure. A quick phone call to the Marina telling them that the boat would be moved the following week met with the response that I would need a permit from the head office. Next a call to BWB South Yorkshire about a permit produced a 6 page leaflet and a 4 page form to be completed by myself and the lift company. My feelings that the world is full of overpaid and under worked bureaucrats was now confirmed. I was now asked for a mission statement, risk assessment, copies of insurance, site visit by engineer, a lift plan and, of course, details of the two qualified lift engineers who would

be doing the work. All of this to be supplied before a permit could be issued at a cost of course. A phone call to the Marina manager to suggest a donation to “his favourite charity” and this untaxed old boat would be gone forever in a day – “More than my job’s worth sir” he said.

Back to the “proper” way.

Abbey Transport sent copies of the forms to BWB. Back came another set of forms for a contract lift, more paperwork, more delay, and finally a date agreed for the lift.

The cost including permits and two men’s wages had now risen to £930.

Oh well, its now November so lets get the boat back to a land where bureaucrats do not thrive. Norfolk. It had taken 2½ months of phone calls, paperwork and waiting to get BWB permission to lift a boat 10’ across from the marina to the lorry!

It took 1 phone call to the Broads Authority about putting a boat in the water at Stalham Staithe. Their answer – “You should have room to pull up beside the Staithe and drop your boat in. Try not to damage the bank, there’s a good chap.”

Having now dealt with BWB I have lots of sympathy for members who have to moor on and use waters under their jurisdiction, and cheers BA. I’ll not say a bad thing against you again.

Canta Libra is now on my moorings and refurbishment can commence.

Lessons Learned: If you need to move a boat overland try Abbey Transport Norwich. A superb service at a very good price. If you want jobworthy and bureaucrats apply to BWB. If you want a sensible approach try the BA.

That reminds me, my yearly boat licence is now due. As inflation has gone up I now have to pay a whole £160.61 for the 8 Metre. Oh Dear!

Will Hawkes, Cantata Libra

Reference:

Abbey Transport Ltd

Concorde Rd., Norwich, NR6 6BH
Phone: 01603 425 928

Have you heard of the Green Blue?



If you enjoy boating or watersports, the Green Blue has practical advice and information to help you think and act in an environmentally conscious way. Inland or coastal, there is something in it for you. By taking a few simple steps, you can keep future costs down and sustain high quality water and local environments. Backed by the British Marine Federation and the RYA, The Green Blue is testing out practical projects, conducting research and providing advice, to help recreational boating go green.

Excessive resource use is leading to climate change but the good news is everyone can do something about it, both on and off the water. The GreenBlue have a wealth of information available for you to download from their web site to provide information, advice and tips about using resources more efficiently.

The aptly named ‘GREEN DIRECTORY’ has just been launched by Sailing Networks with the support of The Green Blue. The Directory provides details of a range of products and services which will help you reduce your impact on the marine environment.

The Directory aims to provide boating consumers with information and a choice of more environmentally sensitive products and services that:

- help prevent environmental damage from occurring
- help to minimise environmental damage, mainly through the minimal use of harmful ingredients
- are innovative solutions to issues of sustainable development of the marine sector

To follow the Green Blue initiative and for more information go to:

<http://www.thegreenblue.org.uk/>

Soutce: RYA Magazine

The Canta Libra Tales Resurrection

One of the first jobs I like to do on a new boat is to upgrade the toilet and washing facilities to suit myself. This makes life easier when staying on the boat while working. I find the essentials are a pressurised water system (see the next issue of this mag), a shower with automatic pump out and a toilet that works.

The Toilet. My boat had an old sea toilet with no holding tank which will soon be essential for inland waterways. This I removed and replaced with a Thetford



Cassette Toilet which comes in a variety of types – manual or electric flush, all have a easily removable 22 litre waste tank which you slide out and empty down any handy normal toilet. This also saves paying a boatyard to pump

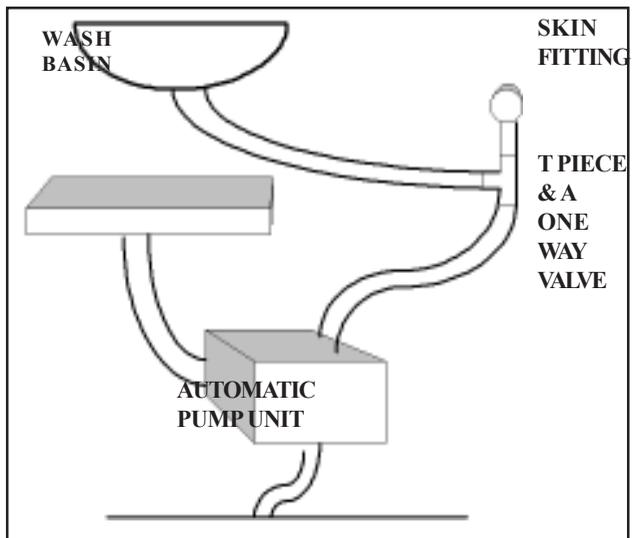
out your tank at approx £8 to £10 a time. The cost of the Thetford can accordingly be recouped in 2 to 3 years depending upon use. My own one has a swivel seat / pan assembly which gives me more room in the shower. I carry a spare cassette for periods of busy use.

The Shower. Also the floor of the heads. I made a wooden sub frame and bedded the tray on silicone. The drain is piped to the automatic pump box in the bilges. These have a pump, filter, float switch and various inlets / outlets. The advantage of this system is that as you shower the water is pumped out and by using one of the other inlets I have an extra automatic bilge pump



New Small Sink; fits in OK with the drain coupling to the shower outlet. The tap centre lifts out to form a shower head. This folds out of the way after use. I have utilised the original Seamaster fittings, just moved to a different position.

Duck Board; this wooden or plastic item is essential for the shower as you will be standing on it for most of your functions. I found mine at the local garden centre. It is hardwood and cost the mighty sum of £1.00.



**PARTS USED FOR CANTA LIBRA
REFURBISHED
SHOWER AND HEADS**

Thetford Manual Flush Toilet	220.00
Skin Fitting For Waste	2.40
Sink Unit with Waste	48.00
Shower Tray with Waste	72.00
Auto Shower Pump	74.60
Sink / Shower Tap Assembly	38.20
3 metres Flexi Drain Pipe	6.00
12 Hose Clips	13.20
One Way Valve	8.95
T Piece	1.20
Hardwood Decking Square	1.99
Sealant, screws, etc	15.00

TOTAL COST OF PARTS £501.59

These are retail prices. By careful shopping you should be able to reduce this. Also, sinks and shower trays come in various sizes. Try caravan parts suppliers first as some chandlers tend to charge more.

Next time – the whole h/c plumbing system.

**Carrying out of date flares
in French waters**

RYA have received a second-hand report of UK registered boats being stopped in French waters for carrying out of date flares. This has been a hot topic in recent months and, although they do not yet have a written statement from the authorities in France, they have been assured by reliable sources that UK registered boats should not be fined for doing so.

It has been common practice for pleasure boaters to carry their old flares as a back up to their in-date flares. This is not a practice the RYA endorses. An out of date flare may fail to operate as specified if used after its expiry date. It is possible that a manufacturer or insurer might avoid a claim concerning a malfunctioning flare if it has expired.

Source: RYA Magazine

Later Voyages of Second Melody

A peaceful night, not even disturbed by the ship repair yard further up the creek, and we awoke to another brilliant morning, "Farewell" to the crew of "Sippers" and we were on our way.

Almost immediately we came to the tower gates of a giant lock, les Fontinettes. We had been down several such on the --- Rhone -- - in 1986, but this was the first time that we had looked up at 13 metre gates! and with the sun behind, they seemed to cast a long shadow. The VHF told us that we had 20 minutes to wait giving us plenty of time to view the redundant boatlift across from us. At last those big gates began to open and a small cruiser came out. Still no green light! After a while, the bow of a barge appeared and began to emerge slowly, very slowly. Lashed behind was another barge, the pair being manoeuvred by a "pusher," a sort of tug that works from the back. We were very impressed. It must take enormous skill! Our wait became insignificant. Now we had to enter that daunting canyon ourselves. Would someone else like to go first? we wondered. No, it was our turn. In we went. Of course it was easier than we feared. Floating bollards are a boon, though it is still a messy business if you cannot keep your fenders off the slimy sides.

Underway once more we could relax. There was not a great deal of traffic on what is a major route; 3 commercial barges and 2 pleasure craft in over 2 hours.

Then we locked through to the Lys, a narrow river winding between woodland and meadows. It was very quiet and teeming with birdlife, much to the delight of the mate. A couple of hours, punctuated only by an ominously long wait at a lifting bridge, brought us to a pretty marina at St Venant. A long walk to the supermarket and back had us regretting our lack of bikes. But our problems were reduced to nothing as, on recrossing the title bridge beside the lock, we read of the deaths here of a whole company of

Lancashire Fusiliers in June 1940. Presumably, they were delaying the Nazi's approach to Dunkirk! A quiet little town now, St Venant was probably very different then.

The following day we continued our journey. Two locks operated by the same keeper. At the second he handed me a remote control. "No use to me on the boat I," I thought. "At the next lock," he said, "you'll need this." Sure enough, the next lock being already open, we sailed in and tied up. On the opposite side was a board with instructions and a target. I pointed the remote and pressed the button. The gates closed. The water emptied. The lower gates opened and we motored on. The French love technology and sometimes it works.

The upper reaches of the Lys are beautiful and tranquil. We saw only one --- peniche --- (barge) all day. However, paradise had its serpent. Someone, or more likely a gang, had strimmed the banks recently. There were masses of fresh weed floating in the river. Often it was impossible to avoid. Soon after lunch we became aware of extra vibration. Both props were affected and we had to reduce speed. With barely enough speed to steer, we limped into Armentieres. This gave us even more time to appreciate some very smelly factories with evil-looking effluent. There was even a disused brewery.

We were much heartened on entering the marina. It is set in a beautiful nature reserve. Spacious, neat and well-kept, it had everything we could wish, except someone to clear our props. People could not have been more helpful. A neighbour lent us a longer boarding ladder. The "capitaine du port" lent me a wet -suit; he's not as big as me, so the zip did not close, but it was welcome. I'm not the best of swimmers and in 12 foot of water I needed a platform to work from. A group of young people were preparing an ambitious "son et lumiere" show and were happy to donate a 2' length of 6" by 2". A couple of bowlines on a mooring rope made this into a sort of bosun's chair. This was

suspended from the handrail so that I could sit on it about 2' below the surface of the water. Luckily, I'm tall enough to reach the props that way, with my chin just above the water. My haul? a plastic carrier bag, some lengths of green, heavyweight polypropelene rope and enough weed to fill a compost-bin. I marvelled that Second Melody had been able to move at all.

When I had showered, rinsed off the wetsuit and recovered from my exertions, we walked into town. On the way, we had lunch in a bar. The other clients clearly knew each other well. There was a lot of chat and laughter. One fellow who had obviously drunk a good lunch suggested that I bought him another drink. I replied that I would be delighted to if he would pay for our lunch. He was not keen, but his friends thought it very amusing. On being asked if she would like "seconds" Mary said that she was full (pleine). More hilarity! It seems that she had announced that she was pregnant! She should have said 'complet'.

After enjoying Armentieres, we returned to the marina and had a delightful walk through the park. I've never seen so many rabbits. When I returned wetsuit, the "capitaine" was going off duty and insisted on driving us to the lock so that we could buy our "vignette". The lock-keeper was not a bit surprised that we did not have a licence. He pointed out that as it cost 16 euros per day it would be much cheaper to pay for a fortnight at only 35 euros. Who says that the French don't like us? Smile pleasantly and address them in a title of their own language and they melt like butter in a hot pan.

As we prepared to leave the following morning, Francoise, our live-aboard neighbour hurried to give us an Armentieres pennant as a souvenir. We were touched, which will surprise no-one who knows us.

We meandered gently on and after 6 or 7 km. joined a larger canal which took us into Belgium. Soon we were able to buy some

Belgian diesel at only 39 cents a litre. It was almost a shame that we only needed 50 litres.

Our route continued to please with many coots, grebe, geese, herons etc. though there were some smelly factories. We passed through Menen and Kortrijk (Courtrai). In Kortrijk the canal is very twisting and they have a one-way system with traffic lights to control the traffic. Major works were underway to straighten the canal and remove the problem. It may be completed now.

At lunchtime we arrived at Kuume to moor for the weekend. Our friend Jan came to pick us up and took us to a grand barbecue at his house. Jan's barbecue has to be seen to be believed. He has built it himself of welded steel. It's tall enough for me to stand at. Onto that he piles 4 or 5 layers of 2" logs. When it's burning, it's like bonfire night for a while.