



April 2020

Dear Fellow Elizabethans,

I'm afraid I haven't any good news to hand on, but I hope to provide something to take your mind off the virus, however briefly. Like the majority of us, we live too far from our boat to justify a trip to continue scraping, epoxying and varnishing – all the tasks we never thought we'd miss, after what seems like 25 sunny Sundays in a row. The commodore's garden has never looked so well-tended, although it sometimes feels like there is someone cutting their grass at any given time of the day or night. Often, accompanied by someone using a circular saw to cut paving slabs for their new patio. Thank goodness for the allotment, and the regulation dog walks.

2020 South Coast Raleigh 19th-21st June

I'm not expecting this to go ahead as originally planned, unless we have a miracle on the vaccination front. But, ever hopeful, I've not got back to the Folly berthing master to say anything until I have something positive to say. I expect that to be at the end of this month.

Even if the ban on travel and recreational boating is lifted, the social distancing measures will still be in place so the marinas and pontoons will probably still be closed. However, we will all still be able to go out and anchor in the Solent at a socially acceptable distance from each other. I propose we have a multiple-centre Raleigh, meeting initially at the anchorage off Egypt point, Cowes. In order to keep the vhf chatter down, I suggest we all invest in a loudhailer, one per boat. Some boats may not need this, depending on the volume of the skipper. As we'll be more than 2 metres apart we will need some radio-controlled boats so that we can offer each other drinks and nibbles on the Friday. Fish and chips are to be delivered by drone from Cowes. This limits us to line-of-sight from the RYS, and no more than two miles' offshore or the drones will run out of juice, and we'll all have extra salt on our chips.

On the Saturday, we can all go for a sail in company, to look at the Needles perhaps, then pick up a mooring outside Yarmouth. Not only is this cheaper than the marina, we can then smugly tell them why it wasn't such a good idea to ruin the traditional harbour with walk-ashore berths and pontoons that are too narrow for social distancing after all. And don't get me started on the single point of access. Hayles will have some rowing boats for hire, for anyone visiting by land. Seagull outboards are also available if you're not in a hurry (to leave the pontoon). An Edwardian steam launch complete with Robo-butler serving pink champers has been made available for the hon. President's party. We'll do our best to accommodate any other requests, such as for stand-up paddleboards, but no jet skis are available.

The pubs will still be closed, but the Wheatsheaf has access to a fleet of traditional Solent coracles, and have said they can deliver food to each boat individually. You should order something that is still nice when it is cold, and can withstand being catapulted over 2 metres. Possibly more than once. I

suggest we all invest in a long-handled fishing net to retrieve any errant dinners. It might be a good idea to leave the mainsail up as well, to give them a better target, as long as you don't mind curry stains down the mainsail. Paddling after it in the rubber duck, with spring tides and pre-prandial drinks is not recommended. Because of our reputation, the Raleigh will be pioneering their large-scale beer supply system. This consists of seventeen crates of Fuggle-de-Dum and a fleet of drones. Prosecco, chilled wine and cider will also be available. Due to the Raleigh weather effect, all drinks will be chilled by the time you get them. The drones can fly with great precision, allowing you to pluck a bottle from the bomb bay as it hovers over your cockpit, but after 10pm they will change to "plastered" mode, and drop them from a height of 3 metres. This is to avoid accidental amputation as you reach for your beverage. They will invoice each boat for payment by contactless drone swipe card paypoint the next morning, so make sure that the most sober person on board knows the PIN number of your debit card, the night before.

On Sunday, we will all depart, maintaining social distancing, of course. The Chichester harbour boats can have a race back, but only as far as the Bar beacon: despite dredging, the channel is too narrow to allow us all to sail in together while maintaining social distancing. The Poole boats are better off, but by then the traditional Raleigh weather will be in full force, and they have the choice of a WSW F7 on the nose, or a wet and roly Lymington mooring buoy for three days.

I hope to see you all there!

Membership news – boats and people

Doug Butler



Those of us who have been to south coast Raleighs over the years may remember Doug, who has frequently accompanied John Baynes on Lizzie B, and later Zeewolf over the years.

Sadly, John has been in touch to say that Doug died recently. Not of coronavirus, but after a long illness. He was always good company, and John will not be the only one who misses him the next time we all get together.

Keelbolts – e33 Kazbek and others from the 1960's

There was a very interesting exchange of information between e33 owners Ken Bradshaw (Kazbek's new owner), Jerry Hart (Jean Heather), Tom Fisher (Arctic Smoke) and Derek Greenwood (e31 Elizabeth Tudor) with others chipping in, including yours truly, in February. I've tried to summarise this below, as reading through the emails and correspondence there's quite a bit of interest to anyone with a 1960's long keeled Elizabethan. It is reasonable to assume that Drummond Bayne's and Peter Webster's methods of attaching keels to bolts are similar, and similar across the range of

long keel boats they made at that time. The (drop keel) Liz 23 is excepted, of course, as is the fin and skeg e30:

(Ken Bradshaw, 'Kazbek') Further to my earlier email to Commodore David White, purchase of the subject yacht is now nearing completionThe survey calls for examination of 1 or 2 keel bolts; it would be very helpful if any of your members know the method of their installation, i.e. are they threaded into the iron keel or are they through bolts?

(Tom Fisher, 'Arctic Smoke') Mine by Peter Webster the original builder in 1974. AS has (I think from memory) 3 pairs of bolts under the saloon sole with a single one under the heads sole. All are encapsulated in glass. I did remove the glass from the forward one and established it was mild steel bolt. I'm pretty sure but not certain that it is threaded into to the keel. That one is probably relatively easy to remove but I have not tried.

I had AS surveyed last year and the surveyor pronounced all ok after a visual inspection of the tops of the glassed over heads (the logic being I think that if water had got in the resulting rust would have popped the glass covering) - probably not a foolproof diagnosis!

(David, Evadne) I have never removed Evadne's keelbolts, but I did expose the head of No. 1 (forward blolt) to find it looking pristine, so I reglassed it over. It looked like a stud with a nut on it. I'd always assumed it was tapped in the cast iron, but now I wonder if the construction is something Peter Webster used earlier on the 29s (and presumably 35s) as well.

(Tom attached photograph of both a typed report and a hand-written letter about the removal of Jean Heather's keelbolts from a previous surveyor to a previous owner. I have reproduced part of the typed document as it describes the keelbolts on the e33 as installed by Drummond Bayne.)

Have now read but some difficulty in deciphering. It seems the writer was requesting that existing mild steel nuts attached to mild steel studs, be replaced with stainless steel nuts. I could not follow the explanation for this. Are you able to 'translate'? It seems a strange thing to do given the different metallurgy of the two materials. My understanding is that corrosion would be more likely as a consequence. I also understand that stainless is susceptible to failure if starved of oxygen. Having said that. I don't think the nuts in JH are glassed over so that probably not an issue.

(Editor's note: 316 stainless will crevice corrode in salt water and the absence of oxygen. The skin of the metal sits at a different electropotential to the body and it can look as if gribble has got at it after less than a year of continuous immersion. You can get the parts passivated by boiling in sulphuric acid (there's a bit more to it than that) to mitigate the problem.— DW)

(Jerry Hart, Jean Heather) Yes it is hard to work out what is written, I believe when the keel bolts were first looked at the nuts had significantly corroded so the surveyor suggested S/steel nuts as they would not suffer the same problem, I don't believe the dissimilar metals are an issue as well greased, in the air and not submerged in salt water (with a dry bilge)! The bolts would be a different story if S/S!! He talked about the failure of S/S keel bolts and the nightmare of the subsequent work in removal should one fail! S/s being much harder and has the ability to work harden!

Yes JH was purchased from the second builder of the 33's (*Drummond Bayne*) attached.

(Derek Greenwood, Elizabeth Tudor) I have a E31 and I think the 33 mould was a stretched 31 with the same keel. For what it's worth I remember seeing a e31 keel in Peter Webster, Rope Walk Boat Yard in 1967 and if memory serves me well the cast iron keel had set within the casting rectangular pockets where Lead had been poured in, the bolt studs (if I recall) were tapped into the casting. If any other info comes to light from your end I would appreciate being made aware.

(Tom) Many thanks to Derek, his observations very interesting and his memory most impressive. I think lead and cast iron are similar but I wonder why it was considered a good idea to use lead inserts? Peter Webster clearly built boats that have withstood the passage of time so I guess he knew what he was doing. As an aside - Jerry - I think JH was fitted out by her first owner, was she laid up by PW?

The cast iron keel is secured to the hull with Whitworth studs. They are spaced along the keelson, one in the heads space between the forecabin and saloon, a pair under the mast step, a pair and a single in the space between the floors abaft the mast, a pair in the next space, then a pair and two singles installed where the hull slopes down at the after end of the keel. 12 studs in all.

At the last survey some corrosion of the nuts under the cabin sole was noted with one particular nut about 70 percent wasted.

The boat was slipped at ESC on 15 Sept. Three of the studs beneath the cabin sole are masked by the sole, which had to be cut away. I considered cutting one large hole on the centre line, but this would have left large areas of unsupported sole from which we must work. It was decided to cut two holes about 5"x8" giving vertical access to the three studs.

Tools. Socket for 1" Whit nuts, extensions for $\frac{1}{2}$ " drive sufficient to allow the lever to be applied above the sole. Note that the aftermost nut is some 30" below the sole. And a substantial lever 2'6" or 3 feet long.

The dimension across the flats of the nuts appeared to vary, which may have been due to corrosion, so that it was useful to have a selection of sockets 1" Whit and less. In every case, nuts had seized on the stud to the extent that undoing the nuts also withdrew the studs albeit, with a lot of persuasion. The stud and the heavily corroded nut eventually submitted after Barry, the resident shipwright at ESC, had chipped away at the remains of the nut to make an undersized socket grip it.

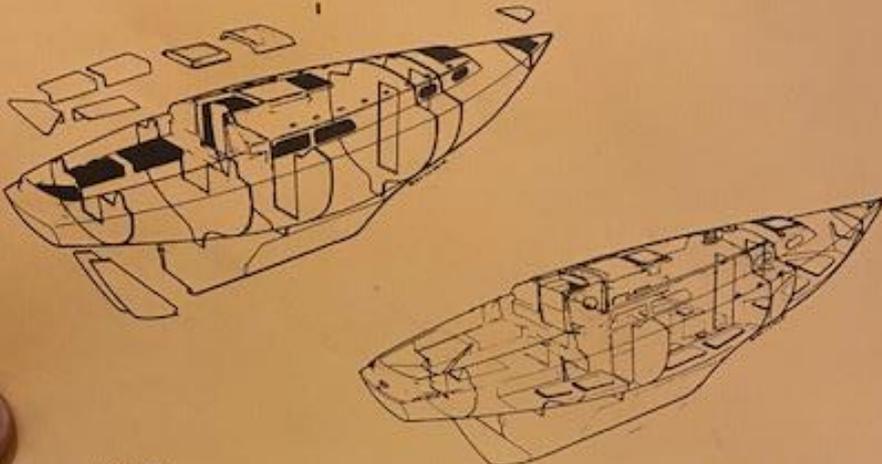
... in good condition, with no indication of SW

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The studs are cut from mild steel threaded bar, being 6" or 7" long. They extend into the keel some 3". The GRP hull thickness is about 1", so that the studs stand proud 2" or so.

And finally, if only for the nostalgia effect of the prices, this is what you got with a home completed e33:

Elizabethan 33 **For Home Completion**



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Built by G. Drummond-Bayne (Marine) Ltd., Unit 20, Willments Shipyard, Hazel Road, Woolston, Southampton. Tel: Southampton 441355 (S.T.D. Code 0703)
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David White, EOA Commodore

“Evadne”, Elizabethan 29 No. 11