



May 2017

Hello fellow Elizabethans, and welcome to the May email newsletter. Well, summer is pretty much here and hopefully you are getting out on the water and enjoying the weather. We only got Evadne in the water the weekend before the last bank holiday and have been gradually introducing Chloe to life afloat. So far, she has had it easy, we started with a trip to the mooring and later, her first night aboard, followed by a day sail. She says she is looking forward to the south coast Raleigh next month, I think, and meeting some new friends in Cowes. I will warn you that, like many puppies she is still so cute that she gets away with murder.



Thanks to all those who wrote to me, it is always great to be able to include news from people with the same boats in such different parts of the world.

South coast Raleigh



This year we are meeting in Cowes, Isle of Wight. Charles Dingle has got us space at Shepards wharf. Anyone who would like to join the fun and has not done so already, should contact him. The best way is to email him on secretary@eoa.org.uk. Please include:

Your name, and the name and class of your boat. How many people for the Friday evening fish and chips supper, and how many for the evening meal on Saturday, whether you are arriving by boat or other means.

Prizes will also be awarded for anyone arriving by the most spectacular non-elizabethan form of transport.

The full agenda, in case you have mislaid it is:

Friday 16th - arrive from 12:00

Friday evening - open to suggestions - provisionally fish and chips on the boats.

Saturday - open to suggestions:

Osborne House is close by.

Walk along the Medina to Newport - up one bank and down the other.

Sit in the sun (of course there will be some).

Fix whatever didn't work on the boat yesterday.

We could even go for a sail (subject to the effects of the Commodore's homebrew) .

Saturday late afternoon - the traditional pontoon party

Saturday evening - dinner at the Island Sailing Club

Sunday - disperse.

News from members



Steve and Pauline Hart and Tara have certainly been getting around since they brought her to Wivenhoe from Scotland in 2006, visiting Spain, the Isles



of Scilly, the Spanish Rias, France, the Netherlands, the Baltic and the Azores. The picture on the right is from the round Gunfleet race, and in 2017 they plan to take her up the east coast to the north.

Jerry Hart has been busy on Jean Heather, as he relates below:

With Christmas going quicker than ever and work not yet started on Jean Heather I thought it time to crack on with a number of jobs I've been putting off for some time actually since I've owned the boat!. With the temperature still quit low I started with the engine, removing the fly wheel to replace the crank shaft oil seal and removal of the cooling water pipe, this job on a bukh is quite an important exercise as they can block with salt when the engine has shut down, this repeatedly cooks the water left behind in the pipe, before this the engine block was internally cleaned with a product called Rydlime this is none acid cleaner designed for the marine industry to clean deposits out of



waterways and tube nests, so with a quick look in to the block through the open hole of the removed water pipe all was good and clean. Next job was to upgrade of the water pump with a speed seal this was fitted in the hope that it will cope with the pump running dry for a short time, handy with a bukh that is slow to



start. With this problem there is the temptation to keep the sea cock

shut till the engine is running to prevent flooding the exhaust which I have managed in the past resulting in the head off but that's for another day.

So with the fly wheel off I thought I would treat the engine to a clean up the rust got an acid wash putting the block back to bear metal then a prime and two coats of engine paint helped by my daughter Libby . Now back to the bad starting of the bukh, I've had sitting on the shelf at home a manifold heating kit, fitting this has made a massive difference to the engine, it now starts like a normal engine!!

So with an improvement of the weather down in the Channel Islands I managed to move JH to some tidal hard standing (nick named The Grave Yard because boats don't move out once in there!!) which meant that I could work on the hull with out the tide for 4 to 5 day stretches. First job was to grind back the keel of rust by the way JH has not had any paint under the water line from to time I purchased her 3/4 years ago (plenty of other jobs to be done!) once the keel was back to bear metal it had an acid wash that removed most of the the rust that was left after grinding what remained was now black and hopefully neutralized, the hull had a number of dubious repairs that have worried me from day one of owning the boat but on inspection they where all in the gel coat and cosmetic luckily !! The defects where topped up with UW filler and hull faired off for painting. The keel received a hi-zinc under coat and a hi-zinc top coat 5 coats in all, the hull had an anti foul primer and two coats of dove white anti foul that is actually gray !!

Finally came the rudder this has been taking on water so not being able to remove it from the boat without a lift, crane or deep hole I decided to cut out three 3" inspection holes, the lower pair let me gun in an under water sealant once the water had drained from the inside, next the holes and the back bone of the rudder were then repaired/reinforced with West System 4" woven tape with three straps going from the back edge to the trailing edge, lastly it had two coats of epoxy this I hope will give it a new lease of life.

What I haven't yet told you is that I have the time to write this poorly written text because I'm in hospital having had my grumbling appendix out! This has been playing up for about 3 months!! It's amazing what pain killers will get you through!!

Meanwhile, Paul Sutcliffe and his Liz 31 Sonic Boom are still in the Caribbean. He is pictured (right) in Oracabessa harbour, Jamaica – Ian Fleming's old haunt apparently, before heading off otthe Dominican republic and then on to the British Virgin Islands. You can still follow his blog at <http://sonic-booms.blogspot.co.uk/> for Caribbean cruising from your armchair.



I also heard from Clive Harris and his Liz 29 Sandpenny in Sweden with 2 recent pictures (below). They were taken on 1st of May at Sunnanå Hamn Sweden. Clive is the figure in overalls to the right of picture 1. Since 2012 after an at times difficult voyage Clive has kept his boat on Lake Värnern, the third biggest lake in Europe, tideless and freshwater. "We are fortunate to divide our time between the UK and Sweden. If you and the members are interested in hearing more about boat owning and sailing in Sweden please let me know."



Jumble

I asked if anyone had anything to give away or sell. You can contact the seller/donor directly or ask me to pass your message on although that may take longer.

Contact me on eoacommodore@hotmail.com for an assortment of Yanmar 1GM spares: fuel filter housing, impeller and anode gaskets, spare impeller and fanbelt and some used but none leaking external oil pipes.

Charles Dingle is clearing out the garage and has some items which Association members might find useful. All these believed to be working when removed from Wakatere (Nick, if you're reading, you might want to close your eyes for the next bit):

Simrad RD68 DSC radio - will need MMSI changed. £30. With power supply harness, lead for ext. speaker, mounting cradle, manual.

Sheet winches, two pairs, working when removed, need servicing/polishing. I believe they were the original (1969) equipment. Might suit someone doing up a boat of that period. I'm not aware of anything wrong with them (I went for self-tailers). £200 per pair.

"GIBB 6CR" Top acting but plain hex socket, not modern 12-point. Drum dia ~3". Base dia ~6.5". 3 handles. These were the primaries.

"LEWMAR EMSWORTH" bottom acting. Drum dia ~3.25". Base dia ~5.25". 2 handles. These were the secondaries.

Plus these (also all believed working) for donations to GAFIRS:

Brass case ship's clock (modern battery movement, base dia 88mm) some case corrosion.

Brass barometer (base dia 142mm), quite a bit of case corrosion.

Alternator belt p/n "10N SPZX- 862CL" - I think from the Beta 14 before I had the poly-vee system fitted.

Aquasignal lights (removed when I went over to LED fittings)

Tricolour/anchor light

Port, Starboard and stern lights

Battery switch - the sort with a removable "red flag" handle.

Bronze fuel filler - might need the seal replaced with a modern "O" ring.

All items in Gosport. Photos of any/all on request. Might be able to deliver to most places in the Solent if it gives me an excuse to sail (could bring them to the Raleigh).

David White

EOA Commodore

Evadne, E29 No. 11