



Issue 23/6
November
2014



SEAMASTER CLUB



**SEAMASTER
LIVES ON**

The magazine of the Seamaster Club
Volume 23





Embroidered Sports Clothing

Embroidered Sweat Shirts, Polos, etc. We can offer a wide selection of colours and styles, embroidered with the Seamaster Club logo.

Prices:

Fleece - specify full or half zip	£21.00 + £3.50 p&p
Sweat Shirt Round neck	£15.00 + £2.50 p&p
Sweatshirt collar attached . .	£16.00 + £2.50 p&p
Polo Shirt	£11.50 + £2.00 p&p
Baseball Cap	£8.50 + £1.30 p&p

All prices include embroidery of the Seamaster Club logo.



Seamaster Boat Logos:

We can supply full-colour vinyl transfers with your model number, which are now available for all Seamaster models, including Sailers, at £20 per boat incl p&p. Other logos, etc., may be arranged to order.

Logo Plates

Logo Plates for "30" or "8M" logos are available @ £30 + carriage (POA) per set Other plates can be made to order.



Seamaster Club Burgees

Seamaster Club burgees are now available in two qualities. Standard single-sided priced at £10.00 and de-luxe double-sided priced at £20.00, both prices include p&p.

ORDERING & PAYMENT:

For all items on this page & page 43 please order from Brian Rowland, 113 Park Avenue, Orpington, Kent BR6 9EG enclosing the correct payment. Please pay for all goods by cheque payable to "The Seamaster Club". The Seamaster Club cannot accept credit cards but payment can be made by bank transfer.

Please note that all the items shown on this page & page 43 are intended for Seamaster Club members and their families only, they are not for sale to non-members. The Seamaster Club makes no profit on any of these items. Copies of The Seamaster Story may be made available to non-members upon request, but at a commercial price.

Cover picture: At the 23rd Seamaster Club AGM in Beccles Sylvia and Brian Rowland were presented with a shield thanking them for all their work over more than a decade for the Club. More elsewhere.

CONTENTS

- 2 Seamaster Club Merchandise
- 3 Contents
- 4 Diary Dates
- 5 Chairman's Report
- 6 From the Editor
- 7 Despatches from your President
- 8 Membership News
- 9 News from the Regions
- 13 Readers Letters, etc
Fridges in Boats
- 14 Winterising Your Boat
- 17 Later Voyages of Second Melody 2012 Chapter 1
- 18 A Seamaster Repair Saga - Part 1 - What Lies
Beneath, My Pet Hate, Antifouling
- 22 Annual Overhaul of Iduna, Seamaster 23 Sailer
- 24 Belated jobs on the J.B. after 15 years
- 26 Successfully fitting a new engine to my
Seamaster 24 Cadet called Mayfly
- 29 Commercial Adverts
- 32 Members Classified Advertisements
- 41 Your Committee
- 42 Area Coordinators & Technical Advisors
- 43 Seamaster Club Publications for Members only
- 44 Haven for Marine Insurance



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.

DIARY DATES



Provisional Programme of Events

2014

- Dec 6th Broads, Christmas Party, Wayford Bridge Hotel, Stalham
Dec 7th Great Ouse & Fens End of Season / Christmas Lunch, Dolphin Hotel, St Ives

2015

- Jan 3rd Medway, Lunch at the Malta Inn, Allington Lock.
Jan 10th Broads, The Dates Meeting, at The Lion Inn Thurne at noon
Mar 7th Medway, Lunch at the Malta Inn, Allington Lock.
March Gt Ouse, Pre-Season/Spring Lunch – The Wheatsheaf at Tempsford. - tba
Late Mar Broads, probably at The Fishermans Inn, Burgh Castle (say 28th) - tba
Mar/Apr Thames, Spring lunch ashore - tba
Apr 3-6th (Easter) - Broads, probably at Waveney River Centre - tba
May 1-4th Broads, Will's Bank Holiday Thurne Weekend - tba
May 22-25th Broads, Oulton Weekend at Oulton Broad- - tba
June Gt Ouse, Afloat Rally at Lazy Otter GOBA moorings - tba
Jun26-28th Broads, "The Big One" at Ranworth- - tba
July Gt Ouse, Teddy Bears Picnic rally afloat at GOBA moorings, Noble's Field, St.Ives, Cambs. - tba
July Gt Ouse, Summer Garden Party Rally at Little Paxton, subject to confirmation from Sylvie and Mike Chase. - tba
July Thames - Afloat meet, Middle Thames Yacht Club - tba
Aug14-16th August - Broads, "The Navy Lark" at Beccles Yacht Station- - tba
August Gt Ouse, Afloat Rally at Hemingford Grey GOBA moorings - tba
Sept 11-13th September - Broads, The Salhouse Weekend- - tba
Sept Gt Ouse, Afloat Rally at GOBA moorings at Brampton Mill. - tba
Sept Thames, Cookham Rally Afloat - tba
Oct 3rd Broads, Dilham Boat Club Lunch at the Rising Sun - tba
Oct/Nov Seamaster Club AGM & Members Weekend - tba
Nov/Dec Gt Ouse, End of Season/Christmas Lunch. TBA
Nov/Dec Broads, Christmas bash- tba

Coordinators are requested to notify the editor
as soon as new events are scheduled for their area.



All copy should be sent to the Newsletter Editor:
email: editor@seamasterclub.org or post to:
Brian Rowland, at 113 Park Avenue, Orpington, Kent BR6 9EG

Chairman's Report November 2014



After being a member for 10 years, here I am just back from this year's AGM as chairman. This all seems a little daunting at the moment but hopefully I can slip into the role in due course and pick up from where Peter Campbell left off. On that note I would like to thank Peter for his work as Chairman and for staying on for the extra year as at that time I wasn't ready to take over the role.

This year's AGM was held at the Waveney House Hotel in Beccles, Suffolk on the Southern Broads. This was a venue that we have used locally before and as always they did not let us down, there was a good turnout for the meeting itself and nearly all stayed on for the evening meal. It was also nice to see that we had members from the north west and the north east who had made great effort to come a long way to be there. As always it is good to meet members from other areas to chat over what's been happening in their respective regions, exchange ideas for future events and not forgetting talking over the finer points of our Seamasters and the technical issues that arise. Peter Campbell had organized Nick Sanderson from the Broads Authority to give us a very interesting talk on the conservation and management of the Broadland area, but the highlight of the AGM in my opinion was the recognition of Brian and Sylvia Rowland. Until you are involved in the day to day running of a club like ours you have no idea just how much work it takes to keep the wheels turning. Brian Rowland and his trusted assistant (And Wife) Sylvia have served our club relentlessly for over a decade and when I heard that Jane Wall and Peter Gwyn-Griffiths wanted to acknowledge their efforts by presenting them with a beautiful Seamaster shield I knew that they would be over the moon. I had a chat with Brian and Sylvia at the end of the weekend and they expressed how overwhelmed they were with the presentation by Jane and also the reaction from the members.

Finally to finish off the members weekend, I had arranged a Sunday lunch at my other club, the Royal Norfolk & Suffolk Yacht Club, situated in the mouth of Lowestoft harbour. Fortunately, after a dull and damp start to the day, the sun came out and 29 members enjoyed great surroundings and a lovely lunch. As always a lot of work goes into these weekends and I would like to thank all those who helped. Our venue for next year is now under consideration and I hope to be announcing it early next year. It has been noted that some members would prefer it if the weekend did not clash with remembrance Sunday and we will do our best to avoid this subject to venue availability.

Moving on to boating matters, you may well have laid up your boat already. I personally will be keeping Delight in the water until early January ever hoping to get a day's winter cruising during the Christmas period, but we should all remember that it's good to get our boats out of the water on a regular basis to give the hulls a chance to dry out and hope to keep the dreaded osmosis at bay. Always remember that if you are doing any winter projects we would love to hear about it or maybe you would write a short article that can be featured in the magazine.

By the time you read this magazine it will only be a few weeks until Christmas and I would like to wish you all a very Happy Christmas and new year from myself and all of your committee.

Roger Matthews

From the Editor

The 23rd Seamaster Club Annual General Meeting held in the Waveney House Hotel in Beccles continued our run of very successful events.

This was the last AGM I will be organising and having organised the AGMs for very many years I must admit I will be relieved to hand over responsibility to Peter Campbell starting with the 24th AGM next year.

It can be a stressful task but is most rewarding when, as this year, everything runs absolutely smoothly and everyone seems to have fully enjoyed it. From the one-day AGM event we used to have to the two-day Members Weekend housing the AGM we have much enjoyed making it more attractive for those who attend. We have also worked hard to find good venues and, almost every time, that has worked too. Over the years I have been supported by various members of the committee from time to time and that is very much appreciated. Also very much appreciated was the surprise presentation of a shield thanking Sylvia and I for our work for the Club over more than a decade. Thank you Jane for a lovely presentation and the committee for the award. I must add my personal thanks to Sylvia for getting the paperwork for over 400 members assembled, printed, enveloped, stamped and posted when I was suddenly hospitalised - beautifully done.



Finally my thanks to all those members who attend. To those of you who don't I can only say you don't know what you are missing. It is not a starchy event, just a very informal friendly AGM surrounded by much very enjoyable socialising. Why not join us next year?

Finally may I wish all of you a Very Merry Christmas, a Happy and Prosperous New Year and a great cruising season next year. I hope to meet as many of you as possible.

Brian

EMAIL PROBLEMS

The seamaster club email addresses seamasterclub@hotmail.co.uk and brian@seamasterclub.co.uk have been compromised and at time of writing Microsoft (Hotmail) are unable to solve the problem. Not only can we not receive emails on these addresses, we also cannot access emails received previously on them. I have therefore opened a new email account which members should use instead:

smc-br@hotmail.com

If you have emailed me at the old address in the last month or so and have not had a reply please re-send to the new email address. Using brian@seamasterclub.org and similar .org addresses still works correctly.

Despatches from your President

Ahoy There! Seamaster Club. Another Club Year has passed and, due to excellent management by the Committee, all is well.

To those of you who were, for whatever reason, unable to attend the AGM/ Members Weekend at Beccles I can only relay the sentiment: You missed out on a very enjoyable and “worth the effort” event. Hope to see you next year. Seriously folks, we had a well attended meeting with a scrumptious buffet. Later we all enjoyed an equally well attended informal dinner – which, incidentally, was delicious and the company was great.

Perhaps you have visions of sitting through a boring meeting with boring speakers. Dismiss that vision. Our AGMS are different

All of you know Brian Rowland who had already developed our web site, and took over from me as membership secretary and newsletter editor in 2001. Brian worked some magic and the old A4 newsletter became a magazine complete with pictures. About a year later further magic resulted in that the magazine was given the name Seamaster Lives On and some colour was added. The website was further developed. In between doing the job of Editor and Webmaster Brian was a superb membership secretary, often the first point of contact for all queries.

Peter Gwyn-Griffiths (your Vice President) and I decided that such loyalty, service and, although Brian would not admit it, bxxxxx hard work should be recognised. So it was my great pleasure, on Your Behalf, to present



Brian with an inscribed shield at the meeting. The response from the floor was tremendous.

Of course behind every great person is one who backs him/her all the way: Sylvia was presented with a fabulous bouquet of flowers. Thank you, Brian and Sylvia, for all your support over the years.

This year's guest Speaker was from the Broads Authority and he gave us an interesting insight as to why the Broads are what they are today and also an idea of the delicate balance between leisure use and conservation.

The outgoing Committee was warmly applauded for its work and the incoming Committee was warmly welcomed in similar fashion. Not bad for some committee members as the new committee consisted of people, in different roles, who had already served.

The Waveney House Hotel is situated, appropriately, on the bank of the Waveney River in Beccles. From the rear decked terrace I saw three Seamaster 23 motor cruisers, one 27 motor cruiser and an old 28 commodore whose owner I met in the town and to whom I handed a club leaflet, whilst urging him to join.

One crew attended by boat, Ray and Margaret Stibbon of Stormaway, mem no 1144, (a 30 which is the recipient of much renovation)

Wishing all of you a good Christmas and a Happy and Healthy 2015

Jane Wall, 18November 2014

MEMBERSHIP NEWS

New Members

1950 Leaf Lady 27
Roger Ellis & Jennifer Ellis
Hargrave Bury St Edmunds Suffolk
IP29 5HZ
01284850528
ellis.r.a@talk21.com
Ford 1600 Wortham Blake Petrol with
Wortham Blake
Acle Marina, Norfolk Broads
N Broads

1951 Summer Sound 27
Rob Boardman & Lynn Higson
Bolton Lancashire
BL1 3RY
01204415538 07821372497
robboardy@ntlworld.com
BMC 1.5 Diesel with Wortham Blake Hy-
Drive gearbox
Galgate
Lanc Canal

1952 Caprio 815S
Leonard William & Helen Margaret Buxton
Donisthorpe Leicestershire DE12 7PG
01530273124 07737681985
buxtonlen@gmail.com
Yanmar YSB89
Wells-next-the-sea
Norfolk & the Wash

1953 Lola Lee 30
Alastair Parkinson & Jacob Studt
Maydensole Dover Kent CT15 5HR
01304828894 07977046226
6paddock@gmail.com
2 x Perkins 4107 Diesels
Bray Marina
Thames

1954 Laraine 23
David Cant
East Kilbride Glasgow G75 0RA
01355905286 07960329475
drcant@msn.com
Volvo aq130c petrol with Penta 270 outdrive
Ardlui, Loch Lomond
Loch Lomond

1955 Rojjer 27
Kevin & Sally Hamilton
Sunbury-On-Thames Middlesex TW16 5PT
01932785191 07966193814
reachkevinhamilton@gmail.com
1.8 Diesel
At home
Thames

1956 Monterosa 23
John Bailey & Jane Bevins
Stroud Gloucestershire GL6 7NZ
01285760659
jrsbailey@yahoo.co.uk
Perkins 4108 Diesel with
Enfield outdrive
Round House, Lechlade
Thames

1957 Cerita 27
Gerald Brooks
Abingdon Oxford OX14 5NH
01235528666 07788847877
gerald44noah@outlook.com
Ford Diesel
Oxford
Thames

Resignations

826 Roger is selling Mainspring (Waterline 30) and giving up boating.

1551 With regret we have to announce that Derek Lewin (L'Artiste 23) has died.

1706 Having sold Heidi (27) Colin with regret is cancelling his membership of the Club. "Thank you for your support over the years. I have passed details to the new owner."

1772 With regret, we have to announce that Paul Ryder (Grasmere, 21) died in June.

1804 William is selling Dragon Heart (813).

1810 Barry & Janet, Moonlight (27), have resigned for health reasons. "Good luck to all, and a Merry Xmas."

1842 Andrew & Jaqueline have sold Plan B (27) to another owner on the Broads.

NEWS FROM THE REGIONS

GREAT OUSE AND FENS REGION

Well, I can't believe it has been a year now since I took over as area co-ordinator for this region. It has kept me very busy and the time has flown past. What an excellent boating season it has been, with such a long hot summer for a change.

I would like to say thank you to all those members who have supported me and attended the organised rallies. It is always good to get together and have a chat about boat maintenance and boaters' adventures over the season.

Now that most of our boats have been drained down and laid up for the winter, we might have time to think about what we would like to do for next year. The following are suggestions for the 2015 boating season:

Mid March 2015 - Pre-Season/Spring Lunch at The Wheatsheaf at Tempsford.

Early June 2015 - Afloat Rally at Lazy Otter GOBA moorings

Early July 2015 - Teddy Bears Picnic rally afloat at GOBA moorings, Noble's Field, St.



Ives, Cambs.

Mid July 2015 - Summer Garden Party Rally at Little Paxton, subject to confirmation from Sylvie and Mike Chase.

Early August 2015 - Afloat Rally at Hemingford Grey GOBA moorings

Early September 2015 - Afloat Rally at GOBA moorings at Brampton Mill.

Nov/Dec 2015 - End of Season/Christmas Lunch. TBA

(please note that you must be a member of GOBA to attend rallies on GOBA moorings with your boat)



The programme includes some new venues which we discussed at the last rally afloat at Brampton Mill. I believe the last time we had a teddy bears' picnic rally was at The Lazy Otter in 2001 which was good fun, so I have decided to do it again next year with a prize for the best dressed teddy at the early July rally. I attach a scanned picture of me and Brian at the last teddy bears' picnic rally and one of Barry Evans cooking the barbecue at another rally there a couple of years later.

The above list is just a first draft of events I have in mind to organise but all other suggestions will be considered. Please contact me with your

suggestions and if you know of any speakers who could come and talk to us, please email me their contact details.

Also please contact me if you know of any other events which are likely to clash with these rallies, so that I can rearrange them. My email address is rosemarie.fisher@ntlworld.com

Rose Fisher, Area Co-Ordinator

Tel: 01234 402799

MEDWAY

Inaugural Noggin & Natter Allington Lock, 4th October

With a little bit of trepidation Naomi and I arrived at the Malta inn to commence the first Medway Noggin and Natter held in several years. My worries were soon put away as our members arrived. We had 2 boats moored outside for the meet, "Elektra" a Seamaster 27 owned by James and "Roxanne" a Shetland 27.

Other members arrived by car and I was pleased to welcome

Romaine, "Piscator II" (27)

Brian & Sylvia "Planters Punch" (30)



Paul Killick "Sea Chant" (30)

Anne & Andy Sharman "Sir Winston" (27)

Graham, Maurice, Christin "Valhalla" (25 Admiral)

"Valkyrie" Who it turns out is moored in the same marina as our boat "Sarah Louise".

Paul and Brian were on hand for expert advice on all matters Seamaster and I'm grateful to both of them for taking time out of their busy schedules to assist me on my first meeting.

The pub found us a private location by the windows where we could watch the river and boats flow by and provided good beer and bar

snacks.

The company was good and many ideas and stories were exchanged over our boats, the problems found and ways to resolve them. It's exactly for these reasons the club exists so use your membership Medway members and come along to the next Noggin and Natter.

Topics ranged from boat covers to getting cushions re-upholstered with a few tips and hints on winterisation, gel coating and blisters.

James let me look over Elektra and I was





particularly struck by the fine mirror on board which has an engraving of the boat, along with her name etched in to it. Definitely something which is not seen every day.

The general thought of our members was to hold the meetings every 2 months, which seems a sensible idea. To fit in better with magazine publishing and internal deadlines our next Noggin and Natter will be held on the 3rd of January 2015, followed by 7th March. So all it remains for me to do is to wish all our members a Very Merry Christmas followed by a happy and prosperous New Year.

Mike Cann, Medway Coordinator

NORFOLK & SUFFOLK BROADS

Salhouse Weekend

12-14 September

Another good turnout for this popular end of season weekend in a beautiful location. Our moorings were at the other side of the Broad this year as the Scouts were having some kind of waterborne jamboree which seemed to involve transporting barrels of beer and wine. This gave us more space to erect two gazebos, one kindly supplied by Peter and Sandra off Opus



II. The weekend followed the usual relaxed format of walking, cake-eating (everyone seemed to agree that the Chairman's Victoria sponge was the best yet), fishing, and a little bit of drinking. A taxi was booked on Saturday evening to take us to dinner. The new team at the Salhouse Bell did us proud with substantial portions of reasonably priced and well cooked "pub grub". Stella's quiz was won by Roger and Pat off New Moon with Martin and Sandra off Mr Tickle as runners up.

Attendees were:

Al Fresco – John & Val
 Coldstream II – Peter & Stella
 KD2 – John & Andrea
 Mad Millie – Martin & Sandra
 Miss Lisa – Bob & Karen
 New Moon – Roger & Pat
 Opus II – Peter & Sandra
 Stornaway – Ray and Margaret
 Touchwood – David & Gisela
 *By road:
 Lady Margaret – Eric & Dorothy
 Northstream – Trevor & Val



A fairly swift departure took place on Sunday, particularly for the South Broads based boats which needed to make the tide. Two 813s cruised in company under Wroxham Bridge and up a very picturesque stretch of river,



sighting several kingfishers, to overnight on the meadow at Coltishall. Many thanks to Stella for the customary smooth organisation.

The Broads Schedule for 2015

The following schedule is based on what we did last year transferred to 2015 on the corresponding weekend - the dates meeting on 10th Jan 2015 will confirm dates etc but based on the last few years running order they will probably feature. All are subject to adoption on the 10th Jan!

10th Jan - Dates Meeting to set dates and venues, etc - Lion Inn Thurne at noon

Late March (say 28th) - probable lunch at The Fishermans Inn at Burgh Castle

Easter 3rd-6th April - Michael Coventry is organising something probably somewhere like the Waveney River Centre (They have shore power for heaters and an indoor pool)

1st-4th May Will's Bank Holiday Thurne Weekend

22nd-25th May - Oulton Weekend

26th-28th June - "The Big One" at Ranworth

14th-16th August - "The Navy Lark" at Beccles Yacht Station

11th-13th September - Salhouse Weekend

3rd October - Dilham Boat Club Lunch at the Rising Sun

In addition there will be a meeting organised by Caroline on the Yare and of course the Christmas bash.

THAMES AREA

Events on the Thames may include:

Spring - lunch meet on the middle Thames

Mid-Summer - Afloat week-end at the Middle Thames Yacht Club

Autumn - Afloat meet in Cookham

Watch this space for further details.

Readers Letters, etc

Fridges in Boats

Good evening Paul. I have received instruction manual from Jane, looks very interesting. A couple of points. It is described as having

electric fridge, mine is gas, is this an older set up? Secondly, mine has a Propex gas fired heating system, as yet I haven't managed to test either, bit nervous really, when the BSC is taken out are these items tested? Date of present one taken out March this year. Or should I try and get a local gas fitter in. The manual doesn't show what all the switches are for, there are 2 near cooker and some in top cupboard over cabin wardrobe.

I have sent for a copy of the Seamaster story.

Regards Derek

Hi Derek

LPG fridges in boats were never officially allowed, they crept in before proper random inspections were introduced and then in 1995 every boat was checked by the BSS.

Seamasters were built to Lloyds specification and anything "Not Suitable for Marine Use" was a very big NO.

The existence of these LPG fridges on boats is a very grey area, the manufacturer says they must never be fitted into a boat, CORGI was the same and GAS-SAFE too. It would be illegal for a registered installer to fit one but a few do and an owner has one entirely at his own risk on a diesel boat as long as it is installed to BSS mandatory requirements. Most fail on non mandatory checks related to flueing arrangements and lack of ventilation.

Electrolux/Dometic says in their fitting instructions "Must not be fitted into a boat", It is also illegal for a supplier to sell one knowing that it is to be fitted onto a boat.

LPG fridges are totally banned from all petrol boats whatever engine they have under the BSS checks unless it is one modified and regularly serviced by Wilderness Boats.

These have a modified burner. This was a very clever but simple modification of enclosing and sealing the burner flame in a very fine gauze with a mesh of at least 28 wires per linear inch effectively turning it into the reverse of a DAVEY LAMP so that the flame could not ignite flammable fumes around it. Very clever and that's what I have on mine because;-

Once upon a time one of my Seamasters had an explosion caused by leaked gas that found

the LPG fridge flame and exploded into a fireball, burnt the skin off my legs and left me in agony for months. It could have destroyed the entire boat and killed me but luck was on my side in that every window and door was open. The gas had leaked out of a cooker control valve that was accidentally knocked partially on when a crew member used another burner to boil a kettle. He dutifully closed the locker containing the cooker after use. The gas built up inside and when I opened the locker to use the appliance the gas escaped, ran along the cabin floor being heavier than air and found the LPG fridge burner in the very bottom of the fridge and. BOOM!

I had spotted the control knob was not horizontal and quickly closed it, shut the appliance locker door and was going to the gas cylinder to turn it off when it blew, the gas leak detector alarm was on but could not detect the gas in the incredibly short space of time.

Since this accident I have never had any gas appliance without FSD's (Automatic cut outs on every burner) and now have a much better placed gas leak detector alarm system plus a bubble tester that allows a leak test to be conducted before using any appliance.

Just to confuse the issue Electrolux did once make a Marine LPG fridge but it proved to be unreliable, too expensive and only a registered GAS-SAFE engineer could supply and install them. They were very basically "Balanced Flue" "Room Sealed" units drawing air from the outside into a completely sealed burner then expelling gasses back out. Room Sealed basically means the burner flame cannot ignite flammable gasses inside the boat. What a complicated answer to that question!

Now we come to Propex heaters, it is a brave man who has any other form of heating on a boat than diesel. Having said that Propex are probably the safest LPG heaters, they have the "Balanced Flue" arrangement explained above. I am unsure whether the manufacturer has stated that they are "Suitable for use on Boats". If they have it will be written into the installation instructions or handbook.

Remember, all appliances must be properly maintained and serviced to the manufactures specific instructions under maritime law and

advised by the BSS and navigation authorities and written into their terms & conditions of registration.

Basically the responsibility is passed onto the owner because when you register the boat you sign a declaration that you agree their terms and conditions and BSS requirements. This also goes for marine insurance, if you haven't carried out your duty of care on something that causes an accident or incident or requiring a claim to be submitted on your insurance you are in breach and not insured. Say you leave the boat with the AC fridge or 12v battery charger connected unattended and it overheats and causes a fire that destroys your boat and another dozen either side plus the pontoons and kills the marina manager and injures some firemen. WHOS FAULT WAS IT? Legally the person who did not ensure the terms and conditions of insurance, mooring and registration were met is the answer, and ignorance of the law is no excuse.

That's why we always turn off everything when we leave a boat for a long stay unattended, even the engine cooling intakes (Sea Cock).

As for BSS testing of appliances, No, not if the burner flame cannot be seen.

Switches;- Seamaster did fit two near the cooker, one for the original 12v Engel fridge and the other for the drinking water pump. No original switches were inside lockers.

Hope you find the above enlightening and not too explosive

Paul

- - - - -

Winterising Your Boat

The following notes are offered as guidance but are not necessarily a complete guide to the work to be done to protect your boat for the winter. They do not, for example, include covering the boat, leaving a dehumidifier on board to reduce / eliminate condensation, etc

When winterising to remain afloat for the winter: it is essential that you prepare the boat for cold weather. The following are typical of the tasks to be undertaken:

1. Drain off domestic water by running off from the taps as much water as possible.

Empty the calorifier (hot water tank) by loosening hose connections and pressure cap. Drain off into suitable containers. You may need to use a pump to extract the last of the water, or disconnect, remove and tip remaining water out.

Empty under-sink water filter (if fitted) and leave open until re-commissioning.

Release lowest hose points and drain, eg in shower or under sinks.

Note: Remember to re-tighten all connections before using the domestic water system again.

2. Start engine and allow to warm up to normal operating temperature

turn off engine

Close stopcock (at weed filter)

Release top of stopcock, remove and clean the weed filter

Refit the weed filter

Re-start engine and pour anti-freeze into the open stopcock until it comes out of the exhaust.

Stop engine

Reseal top of stopcock inlet.

When laying up the boat, at end of Season, whether for winter or for any other reason, it is essential that you prepare the engine for this period of inactivity. The following are typical of the tasks to be undertaken for each engine:

Whilst the vessel is still afloat:

- If diesel powered, ensure fuel tank(s) are full to minimise condensation and avoid infection of the diesel fuel with the dreaded diesel bug.

- If petrol driven, have the tanks as empty as possible because unleaded petrol has a short shelf-life of only 3 to 4 months.

- Run engine until up to operating temperature.

- Ensure the engine cooling system is sufficiently protected with anti-freeze. If it is not, top up, or drain down and re-fill with the correct mixture. (This is better than draining the system because it protects the

engine and avoids the danger of plain water being trapped in pockets in the engine and freezing. If draining the system is preferred, ensure all water is drained by opening drain cock and by removing any bottom hoses.)

- Drain lubricating oil from engine; there are several different ways this may have to be done. Depending upon the engine:

- On some engines, including the Thornycroft T154, there is a tap that can be opened and a built in handpump to pump the oil out.

- on some, such as the BMC1.5 and the Ford 1600, a tube must be pushed down through the dipstick tube to reach nearly to the bottom of the sump and the oil then sucked out with a pump attached to the tube.

- on some, such as some Marine Perkins 4.107 and 4.108 engines, there is a separate tube reaching down into the bottom of the sump, capped by a nut which should be removed and the oil sucked out using a pump.

- if there is room under the engine, the sump plug can be removed and the oil drained out in the conventional way.

Refill with new engine oil.

Renew fuel, oil and air filters.

Run engine until up to operating temperature to ensure lubricating oil and anti-freeze fully circulated.

Run an antifreeze mixture through the raw water cooling system by closing the sea cock, opening the top of the weed filter, starting the engine and pouring the anti-freeze mixture into the weed filter whilst the engine is running. Stop the engine as soon as you stop pouring the anti-freeze in. Do not open the sea cock again until after lifting the boat out of the water AND do not run the engine whilst there is no raw water supply or you will damage the impellor in the raw water pump.

Put a notice on the ignition panel reminding you that the engines are drained, etc.

In the water or out:

Clean out engine breather pipe.

Remove batteries for winter maintenance.

Batteries should be cleaned, topped up, fully charged and stored in a non-freezing environment - e.g. at home in a garage. To maintain their efficiency they should be exercised during lay-up by being discharged by driving a suitable 12 volt appliance and re-charged from time to time.

Check security and condition of hose and hose clips on Seacocks and that they operate freely. .

It is also good practise to clean the exterior of the engine, gearbox and surrounding area, and check all nuts, bolts and screws are fully tightened. replace any that are missing.

Winterise Domestic water systems as detailed above for winterising when remaining afloat.

Re-Commissioning after lay-up: Proper care and attention when laying up makes re-commissioning very simple:

Ensure all drain taps are closed.

Check all nuts, bolts and screws are fully tightened, if not done when laying up.

Re-connect batteries.

Open sea cocks.

Turn engine over by hand.

Start engine.

Other Checks not specific to Laying Up:

Out of the water

Seacocks: Check security of attachment and that still tight on the skin of the hull with no sign of cracks.

Sacrificial Anodes: Check anodes (see below).

Propellor and shaft(s): Check condition. If pitted, check the anodes are wired up correctly. Remove foreign matter such as fishing line (beware hooks), bags, etc.

Keel: Check that keel is firmly fixed and that no keel bolts have loosened. If they have, may need to get access to the nuts/bolts through the bilge as well as from outside the keel. Seek advice from Club representatives if necessary.

What to do about diesel bug?

The diesel bug, caused by excess water

contaminating the diesel fuel in the tanks, can totally disable diesel vessels. Checking and emptying the water trap in your fuel lines regularly is the best precaution against infection with the diesel bug, as is ensuring you have full diesel tanks when over-wintering. If, however, your boat becomes infected there would seem to be two main solutions:

Remove the tank(s) and feed pipes, have them thoroughly cleaned out and the fuel thrown away, then re-install and fill with fresh fuel, or

Contact "Express Lube" who have a service that will clean out the system in situ, and filter the fuel so that it can be re-used. - ring 01444 254115 for details and a quotation.

Antifoul

One should use the same antifouling as already used because different anti-fouls are not always compatible with each other. If you don't know what's on it choose an antifouling paint that is easily obtained and suits the type of water you are in. I.e. Fresh/Salt/Brackish/Low or High Fouling conditions. You should use a "Barrier Coat" of the recommended type for the new paint, your chandler should be able to offer advice. The barrier coat basically stops a possible reaction from different makes.

Both International and Blake's are good all rounders, the best to use is what's called "Self Polishing or Self Eroding. This type erodes slowly during the season which exposes more of the chemical as it does so. It also avoids a build up of paint over the years.

This is applied annually. You should not have to paint the stern gear (Props/Rudders/Shafts) unless you are in a very heavy fouling area. If you do have to, and only if, you should use Copper-Free Antifouling Paint. However, it is much better not to have to do this, just clean all the metal up as best as possible with either fine emery cloth or fine abrasive paste like you would use on your saucepans.

Anodes:

Anodes should only be replaced once they have nearly deteriorated away. Check they are wired up as recommended by the manufacturer, once again the type of anode depends on what the water is, Salt or fresh.

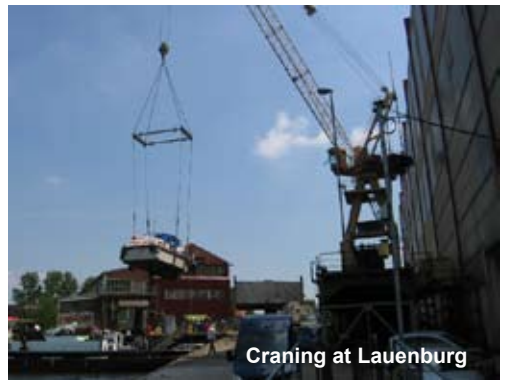
Later Voyages of Second Melody 2012 Chapter 1

As the 2012 season approached, Mary and I had a long discussion about where to cruise next. From Calais to Flensburg, from Emden to Berlin, we had been quite thorough and had seen most of the sights. Sweden and Finland had been in our original plans, but the Baltic had proved too much of an obstacle for us. I do not doubt Second Melody's ability to cope, but the crew is getting too old to enjoy rough weather. What is more our calculations have to include the number of seasons we have left for cruising. We were already into our seventies and no-one goes on for ever. Quite apart from the boating, the journeys to and from the boat were becoming onerous. So, thinking we did not want to come back to Calais just yet, where next?

In the 'Inland Waterways of Germany' Barry Sheffield mentions that the River Lahn is the prettiest in Germany. We should visit that. The name rang a very distant bell. As a schoolboy I recalled having spent a night at a youth hostel in Niederlahnstein (lower Lahn stone). It had been a geography trip in conjunction with the local girls school, some of the recollections were quite vivid.

A study of the charts showed I was right. A shortish river, the Lahn is a tributary of the Rhine. It rises in the mountains to the north of Frankfurt and runs into the Rhine a little upstream from Koblenz. For anything larger than a canoe it is navigable for 67 km. with little or no commercial traffic – ideal for us!

How to get there? was the next question. SM was still at Lauenburg on the Elbe; a thousand kilometres away. In between were long straight waterways with lots of big barges and no hills to improve the view. After passing through the Ruhr, heavily industrial, we would have had to plod upstream against the current of the Rhine which sometimes runs at 7 knots; just about our maximum speed. It would take ages, and ages are just what we do not have left. "Put her on a truck" was the answer. An e-mail to Peter Klemm at the Hitzler Werft in Lauenburg settled everything. A transport company with the charming name of 'Sleepy' would undertake



Craning at Lauenburg

the job and arrange a crane at a boat club in Dehrn a little way upstream from Limburg an der Lahn. The date was easy to decide. Our choir would be singing at a small town near Troyes in central France the first weekend in June. We would be able to drive from there to Limburg in only one day – a big improvement for us. June 12th, 9.30 am was agreed. Peter Klemm provided a map from his computer showing the boatyard. What could go wrong?

What indeed? The singing weekend had its ups and downs but our concert went well and we were pleased with our performance. We drove to the north-east at high speed. Around Mainz and Wiesbaden we were into heavy traffic, but Mary is a talented navigator and, though very tired, we coped and found ourselves in Limburg earlier than I had expected. That's where our trouble began. Dehrn was too small to appear on our continental roadmap. We were dependent on Peter Klemm's copy of a Google map. Round and round we went. Nothing seemed to make sense. We asked the way, but we must have asked the wrong



Dehrn boat club



Quaint bridge and Castle at Runkel

people. No-one knew of the boatyard. At last it dawned on us. The little scrap of paper had no indication of north, the names of the villages were all we had to go on. We were holding it upside down! We had wasted over an hour!

Soon we were at the boat-club being heartily welcomed by Tim, Helmut and Wolfgang. A beer helped to cool us off and then they told us we would be able to find a bank and a hotel in Runkel, the next village. The bank was easy. The pretty lady at the bank rang the hotel to check that they had a room available. Then she directed us past the mediaeval castle, over the quaint bridge and up the winding street. At last we could relax and, after a splendid meal, sleeeeep.

A Seamaster Repair Saga Part 1 - What Lies Beneath My Pet Hate, Antifouling

Before I start with my restoration experiences, I'd like to say a big thank you to Paul Killick and Brian Rowland. Their patience with my questions and advice is second to none. Without them I probably would have lost the nerve to commence these tasks. As the weeks went by and emails to and from the three of us grew, Brian asked if I could detail my experiences for club members. It is from these exchanges these articles have been made. I hope they inspire other club members to self help and do those nasty jobs.

2 years ago, as I write, a Seamaster 30 became mine. She was previously much loved by her owners and I was told regularly serviced, lifted each year and antifouled. I was new to boat ownership and frankly green behind the ears, to the point of not being a club member and

asking the yard to appoint a surveyor; but more on that point later.

Once I realised there was an excellent owners club I joined and haven't looked back since.

After a 2 day rush down the Thames to the Medway Sarah Louise did one refuelling trip, to top her tanks, on a windy blustery November day and was lifted onto the side where she has remained ever since.

Antifouling

Without a doubt removing antifouling is one of the most horrible, messy jobs I've ever attempted. That on Sarah Louise was a flaking mix of multiple coats and hues of blue, a real mess. So I determined to do the job right and take it all off. According to the instructions on the many containers of antifoul remover I bought all I simply had to do was to apply remover, leave it overnight and off the antifoul would come – easy yes? Those of you reading this who have done so before will no doubt understand how frustrating it is to plaster the boat with chemicals, only to have the antifoul remain resolutely in place. So while I'm at it I should remind you all that antifoul and the removers are toxic and harmful, both to you and the environment. Adequate precautions are needed to catch the released anti fouling before it hits the sewers or goes into the ground and protective clothing, coveralls, respirator, thick gloves and goggles need to be worn. I also worked with a bucket of fresh water nearby to wash off any splashes and it was needed as the chemical managed to get onto my skin and started to burn.

My yard are not keen on antifoul being left on the floor so cheap tarpaulins were put down to stop the remains going into the crushed tarmac surface under. After applying the chemicals we departed and came back the following day. Despite strenuous efforts in trying to remove the resulting mess from the hull we were unsuccessful. Scrapers were only partially effective, but way too time consuming, pressure washing wasn't much better. But worse a lake of mid-blue formed around the boat, bad news if the boat yard owners noticed. So we scraped and rubbed and some of the stuff came off. Frustrated it was left there until I could read up properly on how to do this.

The "experts" on the internet recommended

caustic soda, I learned it dissolves everything and removes antifoul. Great I thought and ordered a large tub. Then I read the warnings.... This stuff is really horrible and needs an acid like vinegar to neutralise it as water isn't strong enough. I'd already bought protective rubber suits and the like to protect from chemical spillage so could have used them. But did I really want to lie under a boat with the likelihood of caustic soda dripping down and getting onto my skin? Simple answer no! I'd really suggest to readers that this stuff is left on the shelf and never used; I later found out it's way too aggressive and dangerous to use, especially if you are on your own.

There it was left. Until winter was over I did other jobs, like repairing the exhaust elbow and trying to sort out the diabolical wiring which had been chopped around over the years.

From my total lack of success with removing the antifoul I determined to find a better way of protecting the boat from marine life. I didn't want to have to remove this stuff every few years and re-apply it, that's way too much hard work, so after going to the London Boat Show I came away with a large supply of Copper Coat. This is supposed to last 10 to 15 years so I was pleased with the prospect of not doing this job every few years. For those of you who don't know; Copper Coat is a special copper powder which is mixed in with a 2-pack resin applied by roller. For it to work properly meticulous attention has to be paid to the way the hull is prepared. In my case I was advised to sand off the old antifoul to key the gel coat and then apply 2 coats of GP120. GP120 is another 2-pack epoxy which is designed to adhere well to the prepared surface and acts as a water barrier. The coats are applied 24 hours apart after which the Copper Coat is applied. This means that the chemical bonds between the layers are excellent as the preceding layer has not fully cured and the whole lot effectively becomes one coat protecting the hull.

My credit card suffered (again) as I bought orbital sanders, two different sizes, one large to strip away material quickly, the other marginally smaller to get into nooks and crannies. I tried a belt sander but even with the lightest touch the edges tended to carve into the gel coat and damage it. Working upside down there is less

control over tools, so it's not really surprising this happened. My advice is orbital only, and good old hand sanding block. It is quite permissible to have the hull pressure blasted, using soft materials like soda or plastic spheres. Sand is a definite no as it is way too aggressive. So covered head to toe in protective gear my son and I started sanding..... And sand.....It's



uncomfortable work and you'll be at it for a long while so lie on a carpet or similar, I even used a roll of underlay as a kind of pillow, which stopped the need to constantly hold my head up. The sanders quickly removed the material and I then understood why the chemical didn't do much good.

There was pretty much one layer of antifoul for every two years since she'd been built. In some places there was at least 15 coats of the stuff. Do remember to wear the protective kit when doing this, especially a mask and goggles – the dust goes every where. Blisters, Wicking, Air Pockets and Osmosis

As days passed and more and more antifouling was sanded off the hull I began to see circular rings on the gel coat, the majority were around 5mm in diameter and I immediately muttered "the big O" to myself and went to check my

bank balance. In reality I couldn't afford the £5k or £6k for professional osmosis treatment so determined to do the task myself.

I bought several books about fibreglass boats, their construction and maintenance and read through them. I was surprised to learn gel coat is not fully watertight, it allows water under osmotic pressure through. Now that's a wee problem if there is a small void or air pocket behind as the pocket will eventually fill with water, the water is then transformed into acetic acid which attacks the fibreglass and gel coat making the cavity bigger, and bigger. More water gets in and the process carries on. Eventually the result is a large rupture / blister weeping acetic acid and that's when it's a real problem as the fibre glass behind will have been weakened by this time.

The best way to stop the blistering is to have the boat lifted every year. In doing so the hull has a chance of drying out and while it won't get rid of the acetic acid some of those blisters with water in will dry out or reduce.

The voids and air pockets are caused in most cases by the construction of our fibreglass boats. In the early days when the majority of Seamasters were built fibreglass was still in its infancy and hulls were prepared by hand using brush, roller and a bucket of resin. The operative would apply resin and then apply the glass re-enforcement soaking it with resin. The quality of the moulding was directly attributable to the skill of the workforce. Even with a high quality boat like a Seamaster voids formed when the re-enforcement was laid down, where it wasn't fully soaked in resin. Then there are air pockets, these are the size of champagne bubbles and almost impossible to remove from a hand prepared layup. So it's fair to say our Seamaster hulls will have internal voids and air bubbles – I know mine has plenty of them.

As the layers of antifoul were removed and the clean white of the gel coat appeared innumerable circular blisters were noted, so these are the initial stages of osmosis which I mentioned previously.

As more of the boat appeared through the antifoul a couple of items were seen that caused more worry. It was evident the boat had taken a lot of damage from underwater collisions, there were signs of multiple repairs.

Also a few areas indicated wicking. This is where the initial fibre and resin layer is visible either due to there being too little gel coat to cover the fibreglass or the fibreglass behind has got wet and water has capillared down the fibre and over time the resin around the fibre expands thus bringing the mat nearer to the surface. In boats with this problem the mat often appears to be white, almost ghostly in appearance.



This picture shows the small darker blue blisters and damage to the front of the bow caused by a large collision, that has been repaired.

As Sarah Louise had been on the side for 18 months all the blisters had dried out, which was good in that osmosis hadn't started properly, but bad in that I had to find them all and open them out to repair.

Paul Killick gave much advice on the problem, but the basic steps are:-

- Find your blister. Open it out removing all traces of damage. Wash out the cavity with water, allow it to dry properly for a couple of weeks. Wash the cavity again with acetone, prime with quality resin and then apply a quality filler. I'll describe this in greater detail in another instalment.

- Finding the cavities. Ironically is not as easy as it sounds, if like on my boat all the blisters had returned to a normal profile. The only evidence I had were the circular marks left

by the antifoul / priming paint. There were thousands of these, and not all needed to be repaired. I formulated a simple test to find my blister. Using the blunt end of a handy 1/2" drill I pushed against the blister mark, or suspect area. If nothing happens, great, move on. But if you hear a click, it's the gel coat cracking and you've found your blister.

- use a wax crayon to mark the spot, by drawing a circle around it.



Other damage was also marked in this way and I did a fingertip search of the entire hull, which took ages. Other damage to look for is small black or blue (depends on antifoul colour) dots or evidence of grounding or other damage. The black dot is where a blister has already burst, so needs filling. The blue or red dot is an air hole. These also need filling as there is often a void behind.

Oh to be a Dentist. In the many books I collected the prescribed way of removing osmosis blisters was to use a grinder or electric drill equipped with a sanding attachment to grind away the surface to make a saucer shaped depression. Whilst this may be fine with a large defect, the majority of my blisters were no larger than 3-5mm. Thus this would have been overkill and then some. Another tool recommended was a Dremmel which is far more realistic.

My budget wouldn't stretch to cover the named tool, but Machine Mart had a rotary tool which could be afforded. Armed with this device and a desire not to do more harm than good I started to open my first blister.....

It's scary I have to say drilling into the bottom of your boat for the first time, not knowing if you'll go shooting through the fiberglass, so I went very, very carefully. A good blister will open by the gel coat shooting off immediately it's touched by the tool, then the cavity needs to be enlarged back to good material. I found using a circular burr to open and expand the blister worked well, I changed to a cylindrical

bit to true up the side of the hole so the edges were straight. I have to say it's a bit like dentistry, drilling carefully in removing the bad and preparing to make good again. The only difference is the patient is trying to talk and you are lying on your back!

Regarding the tools, I did buy high quality bits from Dremmel as the others blunted too quickly and I managed to ruin one rotary tool completely – obviously they are not built to the same standards as Seamasters.

I didn't use any kind of depth gauge while drilling out the blisters as I noted the thicknesses of the different layers making up the gel coat varied considerably. The fibreglass layer is noticeably harder and a different colour (bluish) so when I saw the colour change I went no deeper.

So I've finally completed drilling out all the blisters and any osmosis, and the hull looks similar to a Swiss cheese.

If you are considering having commercial osmosis treatment done, please be very careful in your choice of tradesman. There have been many sad stories told of dire workmanship and shoddy materials being used. Of particular concern is the overzealous use of the power plane, this is the device used to strip off the gel coat. If this is not set up dead right it'll remove far more than just the gel coat, it'll take away the fibreglass as well. Ensure you check out previous work and if you ever see old skin fittings standing proud, almost like they are on small mounds – walk away very quickly.

The next set of problems I have is to deal with the damage done by hitting obstacles and damaging the stern gear, but I'll leave that for another article.

Michael Cann, Sarah Louise (30), Nov 2014.



Annual Overhaul of Iduna, Seamaster 23 Sailer.

Dear Brian, As promised last year, herewith an update regarding my Seamaster 23 Sailor.

Over late October / early November this year 'Iduna' was lifted out for her annual overhaul at Poole Yacht Club, it was with some trepidation that I conducted a very thorough hull inspection it being some ten months since 'Iduna' slipped from the for'd hoist sling and landed rather ignominiously on the hard. I am very pleased to report that there have been no repercussions, all was well and the hull and bulkheads are fine.

You may remember that I removed quite a section off the leading edge of the rudder as it was heavily overbalanced causing the bow to fly off the wind unless a firm grip was maintained. The modified rudder worked reasonably, but was still very much overbalanced when under power, so whilst ashore I removed a further tapered section from the leading edge, 5cms at the top to zero at the base, this makes the leading edge almost vertical.

Following initial testing the results are a reduction in the overbalancing under power



and a slight increase in weather helm under sail, e.g running free - neutral helm: reaching and tacking - light weather helm up to 4 knots then increasing up to her maximum hull speed of 6.5 knots. This suits my sailing requirements admirably, the boat rounding up into wind if the helm is released for any reason, and is therefore always safe. I have attached a picture of the rudder as it was prior to the latest modification, I omitted to take a revised picture, but it should be easy to visualise a further taper from the leading edge.

During last sailing season I made further modifications to the boat, refining the mainsail





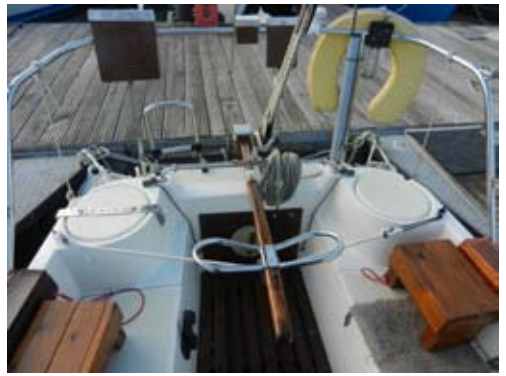
reefing system to flatten the sail adequately, and ensuring that all the lines brought back to the cockpit worked efficiently. I've supplied pictures of the line layout port and starboard of the offset hatch which also show the arrangement at the base of the mast.

Port lines outer to inner:- Mainsail halyard, Port mainsail Stacker line, Leech 1st Reefing line, Luff 1st Reefing line, Boom Downhaul.

Starboard lines outer to inner:- Luff 2nd Reefing line, Leech 2nd Reefing line, Starboard mainsail Stacker line, Boom Topping Lift.

I designed and fitted a stainless tiller side extension, this makes it much more comfortable to sit on the cockpit coaming and reach the tiller, predominantly sailing single handed I needed to be able to keep my weight as far outboard as possible. A stainless bracket has also been fitted over the round starboard aft bin, a socket in this facilitates the retaining fitment on the auto-helm, a fairly recent acquisition, providing invaluable assistance and enabling me to safely attend to the genoa sheets when tacking.

The angled side plates fitted to the keel casting to restrict the centre plate lateral movement



worked extremely well throughout the season and show no sign of wear, they also ease the wear on the bolt hole in the centre-plate. The centre-plate retaining bolt was released, regreased and retightened, this will be done on an annual basis ensuring that the centre-plate will always be able to be removed if required.

At the last overhaul I applied two coats of different coloured Jotun anti-fouling, but this worked so well, there being virtually no growth, and no sign of the first coat colour that I only applied one coat for this season.

I have made a complete list of all the points I attend to at the Annual Overhauls, should anyone like a copy of this please let Brian know and I will forward him a copy.

This year's lift-out lasted 2.5 weeks, I was fortunate with the weather, and now hope to get some good winter sailing.

My regards to you all,

John Neubauer.



Belated jobs on the J.B. after 15 years

Shore Power and an immersion heater.

At our Oulton Broad meeting in May we noticed most of the boats had shore power, we had to run our engine for hot water and battery charging. Pam thought it would be nice if we had this luxury!

Roger our talented vice chairman drew me a plan of what materials to buy:

- A flush mounted external plug (optional)
- a fuse box with two 16 amp fuses
- 2.5 wire for 13 amp spurs (white round and fairly thick)
- 2.5 heat resisting wire for the heating element
- 13 amp sockets
- an illuminated gang switch
- one 11 inch heating element (more of this later)

After planning where the parts were meant to go



I started by cutting a hole in the superstructure for the flush mounted plug, I was extremely lucky to miss an internal piece of wood by 1mm. I then fitted the fuse box, then the 13 amp



sockets and wired them up, I left the wiring of the fuse box to Roger as he could check the work I had done so far as he has much more experience than me.

We attempted to undo the blanking plate of the water tank but it refused to budge. The nut on the top is brass and the open ended spanner started to damage the nut. (keep the tank full of water as this makes the tank more ridged but turn the feed tap off). Fortunately a good old Norfolk plumber who has a boat



near mine offered to help me, he arrived with a 24" stilson and a large club hammer, with one good whack it moved, we fitted the element. We could not test it as there is no power where we moor.

Our next trip was to Beccles Navy Lark Weekend where we had electrics, all the sockets worked but when I turned the immersion heater on it tripped out after 5 seconds and on inspection





buildings or large boats in the way the signal is very poor but we are pleased with it so far. Fitting is fairly easy apart from passing the lead behind pannelings etc. The cable from the aerial plugs into a very small and neat amplifier which then joins to the TV cable, the other outlet is a fused wire which you can connect to a 12v souce or to an EPS100 cigarette socket which will change the voltage over automatically
Chris Hoelzer

I found I had used a 3kw. instead of a 1Kw heating element. The 1kw. is over three times the price of a 3kw. Aren't boats cheap to run!! After replacing the offending part we went to the Oulton Broad Regatta Week and managed to get electricity, guess what, it all works well. In future when we are fortunate enough to moor near to an electric point we can just flick a switch for heating and hot water instead of starting the engine at 6am. on a cold morning

The WAECO Cool Power EPS100

After fitting shore power I noticed some boats had a Waeco EPS100 box fitted to their electric fridges, when connected to shore power it converts 230v to 12v automatically and back to 12v when shore power is off.

It is easy to fit and has 4 terminals 2 go to the fridge and 2 to the battery, there is a 13amp plug attached which you plug into the shore power ring main or you can cut the plug off and connect it directly to the back of a spured socket.

Also on the EPS 100 is a cigarette type socket which can be used for other 12v or 230v items ie.TV The cost is between £40 to £ 48.

BALLADE analog-digital aerial

I have also fitted an omni directional TV aerial as sometimes if moored on a broad and the boat swings around the picture would freeze. It is a BALLADE analog-digital aerial which is very neat and small, about the size of a tennis ball, it sits on top of our mast and clears the hood for a good signal. As with any normal aerial if there are any obstructions ie. trees,



Successfully fitting a new engine to my Seamaster 24 Cadet called Mayfly



I wrote an article about my boat in the August issue of MotorBoat Monthly saying what it was like to own a boat for the first time. Four years on and many tasks undertaken, it was time to tackle the biggest one of all, the fitting of a new engine. When I purchased Mayfly it had been fitted with a marinised Ford 1800 diesel engine and the previous owner had told me that it did get a little hot ! So I always had one eye on the temperature gauge. The problem is that Ford engines run very hot anyway and, in my opinion, the marinisation unit was not man enough for the job. When the water intake filter became blocked with weed the engine over heated. Later I found out that the engine muffler had been fitted the wrong way round which added to the problem. The engine was also very noisy and it was time to push the boat out (excuse the pun) and fit a new engine.

I had read an article in one of my Seamaster magazines, written by a member, giving his account of having a new Nanni N4.38 engine fitted in his Seamaster 27. I contacted him to



find out more. He told me that he'd had a Ford diesel engine in his boat and had experienced similar overheating problems. He said that having a new engine

fitted to his boat was the best thing he could have done. He recommend that I contact A R Peachment Ltd who are based in Brundall Norfolk. They are the main Nanni dealers for my area and he had purchased his engine from them. I contacted them and made an appointment. I sat down with the managing director and discussed options. He told me

that for my size of boat a N3.30 or N4.38 Nanni inboard marine diesel engine fitted with a PRM 150 hydraulic gearbox would work well with Mayfly's prop shaft and propeller. I decided to go for the N4.38 with four cylinders and more HP than the N3.30 three cylinder model .

Back at the Galleon boat yard where Mayfly is moored, the first job was to remove as much as I could from around the engine compartment. As most boat owners know there is not a lot of room in that area to work, the more you can remove the better. I removed the sanitary and water tanks along with the pump and accumulator expansion tank from one side of the engine compartment. Then I took out the three batteries along with the calorifier which I would replace with a new one later, from the other side. Now there was much more room in which to work.



It was time to remove the old engine, with the help of the lads at the yard and their Wiggins Marine Bull Forklift, which is used to lift boats in and out of the water, we soon had the old engine out, later to be sold on to a marine engine dealer.

With the engine compartment completely clear, my first problem was that the engine supports were too far apart and too low for the new engine. I set about the task of making new supports. I bought some timber and made two identical frames to fit inside the existing supports, securing them from above with A4 stainless steel coach bolts and from the side with A4 stainless steel studding with nuts and washers. I used A4 stainless steel because I did not want any possible moisture getting into the supports and giving problems later on. The supports were now in place and ready to be fibreglassed.

I had never undertaken fibreglass work before. I researched on line and found a company in Norwich who could supply me with the materials and the know-how for me to do the job. Back at the boat I first removed all the old bilge paint from around the supports area. Not a nice job as it left the bilge covered in a thick dust which

got in everywhere and took me days to clear up. Then I sanded a generous radius to all sharp edges of the supports, then cut all the fibreglass sheets to shape and size, three in all for both sides. Suitably attired with rubber gloves and face mask I started work.



As it was quite a large area to cover, and the pot life of the fibreglass resin is not very long, I worked on one support side at a time. After both supports had dried and were looking good, even if I do say so myself, I painted the supports and the whole of the bilge with two coats of grey bilge paint.

The engine was on order and, during a conversation, a Seamaster friend suggested that I should put metal plates between the now fibreglassed supports and the rubber engine mounts to give the engine extra rigidity. Taking his suggestion on board I decided to make them from aluminium, lighter and equally as strong as steel. I contacted a local engineering company who supplied me with two 100cm x 10m x 600cm aluminium plates. Having been a toolmaker, in a past life, this job was well within my capabilities.



Armed with a drawing with the dimensions of the engine mounts, and the use of a pillar drill and milling machine from the wooden window company next door, I completed the task of making the plates.

D-Day had arrived. The engine had been delivered and was sitting on a pallet behind the back of the boat ready to be lifted into

position. Again with the help of the lads from Galleon and their forklift we soon had the new Nanni engine in place. The next job was to line up the engine with the prop shaft, not an easy operation. I started by centralising the prop shaft in the stern tube with the aid of a well fitting bush which a Seamaster member had made for me. Next I refitted the old shaft coupling and began lining it up with the gearbox coupling using



the up and down adjustment on the engine mounts and the side to side movement in the slots in the aluminium plates I had made. The gearbox manufacturer's alignment tolerances were eventually achieved. Later I had the boat put into the water so that I could check the alignment again. As owners will know all boat structures move when transferred from land to water. Satisfied all was well, I drilled through the engine mounts and aluminium plate into the fibreglassed supports and secured them using 10m x 6cm A4 stainless steel coach bolts. Mayfly was then lifted out of the water and put back on its stanchion ready for me to start work on connecting up all the engine ancillaries.

I removed the old shaft coupling, then refitted the PSS shaft seal and connected the prop shaft to the gearbox with a new Centaflex M-127 coupling, recommended to me by Peachment because the highly elastic encased element absorbs more shocks and stress without excessive deformation. I fitted a new raw water intake bronze scoop and Vetus 330 raw water strainer nearer the centre of the hull having previously removed the old one which was located on the outer side of the hull and was prone to pick up weed. So far so good. The fuel lines were located on the right hand side of the old engine and needed to be run to the left side of



the new engine. I replaced the old Racor fuel filter with a new cav type fuel filter and water separator. I ran 8mm copper tube from the fuel filter back to the existing on/off fuel valve. Then I connected rubber fuel hoses from the filter to the engine, making sure that they were secured using stainless steel rubber lined P Clips and ensuring that the manufacturer's IOS 7840 number was clearly visible. I knew



that the boat safety scheme examination required this. The next job was to connect the new calorifier to the engine coolant circuit. This was a bit of a problem because the engine and calorifier male hose tails were different sizes but I overcame this by using brass straight hose connectors to connect the two different sizes of hot water hose. I also cable wrapped the two hoses together where they ran over the top of the engine, to protect them from any heat or movement that would occur when the engine was running. The last job was to refit the exhaust system. I decided to reuse the old steel exhaust muffler, although a little rusty in places but after sandblasting and repainting blue to match the engine, it was as good as new.

Now that most of the engine ancillary work had been completed it was time to look at



the electrics. When an engine is purchased from Peachment it comes with a four metre electrical harness and instrument panel as standard but Mayfly already had an instrument panel fitted with Faria Euro White Gold Gauges which I did not want to change, so Peachment said they would supply just the harness. I had disconnected all the wiring from the old engine before it was removed. Now looking at the electric box and seeing a jumble

of coloured wires inside, this was not a task for me due to the fact that I am colour blind! I had a friend with a very good knowledge of marine electrics, I contacted him. After he had looked inside the electric box, he said that the right course of action was to rip it all out and start again. So I agreed and he started work.

After the electrical work had been completed and the batteries and tanks replaced, I connected the control cables to the engine and gearbox. The engine was ready to be commissioned.



To comply with the engine manufacturer's guarantee this had to be carried out by a qualified marine engineer. After the engine had been commissioned, I took a deep breath and turned the key in the ignition. Hey Presto ! It started ! I had 45 days to run the engine in for 20 hours and, at the end of that time, have it serviced by the engineer to comply with the second part of the guarantee. Fortunately we were having a mild winter and I completed this just before Christmas.

Would I recommend undertaking the fitting of a new engine ?

When I look back there were one or two challenges along the way but the joy and satisfaction of doing the job myself outnumbered any difficulties and I now know every nut and bolt in that engine compartment. So yes!

Michael Coventry



Planning a winter project?



Supplying products for Maintenance, Repair & Overhaul



We extend our discount scheme to members of The Seamaster Club.

Tel: +44 1502 716993 | info@asap-supplies.com | www.asap-supplies.com | Follow us...



www.trainingafloat.com

Friendly, relaxed Professional Training - for YOUR kind of boating

Beginners to Advanced

Inland and Coastal

Inland Waterways Helmsmans Course

Own Boat Tuition and Families Welcomed

International Certificate of Competence (ICC), CEVNI

Marine VHF Radio

Bespoke Courses

Assisted Passages - your first sea trip?

YOUR boat, or ours!

Email: ON967@aol.com or Call 01263 576768

Principal John Wheeler (Seamaster Club Member)



SEAMASTER SAILERS

SEAMASTER 925 SAILER

WHISPER Seamaster 925 Sailer 1980 fin keel, new 3 Cyl Volvo 2020 Series 20hp Diesel on shaft, 5 berths, 2-burner Flavell Cooker / Grill /Oven. Coolmatic Fridge, Self Draining S/S Sink. Jabsco toilet, manual bilge pump. 3 solar panels, Accu solar charging regulator, battery charger, inverter. Plastimo 2.6mtr dinghy. Spinnaker pole whisker pole, boat hook. Quick anchor windlass & hand held remote. Simpson laurance manual anchor windlass. 2 Barlow 24 2-speed & 2 Barlow 23 self-tailing in cockpit. 2 Barlow 16 coach roof to all lines led aft. 1 Barlow 15 mast. Bruce anchor 50m 8mm galv chain to 25m anchor plait, CQR anchor with spare 8mm chain. Aluminium single



on rigging. avico autohelm, Tiller Pilot 2nd autohelm. Navico Radio Telephone. Hand held gps & fixed gps, standard horizon fixed cockpit sea map for european and med; seas with live charts plus greek waters on screen veiwing. Compass. Navtex live weather station. Clipper duo echo sounder/ log/depth/speed. Safety equipment, **Price:£17,950.** Contact: philipjill7@yahoo.com. Mobile 07581674119

SEAMASTER 815 SAILER

GINNY Seamaster 815 (1979) Her owner has installed a new single diesel engine, new mainsail, new stanchions and bases, new marine toilet, new fishfinder, upgraded her wiring and in 2006 a hull epoxy treatment. Located Clarke & Carter Suffolk Yacht Harbour, Levington Ipswich, IP10 0LN, United Kingdom Tel: 01473 659681 Ref: YW# 29066-2125123 **Price: £10,750**

EYE CATCHER Seamaster 815 (1978) Fin keel, 20hp Beta BD722 3-cylinder diesel (2004),



spreader mast, s/steel rigging, roller headsail reefing. Saunders main & 2nd mainsail, working strong wind jib, spinnaker & snuffer. Sailsavers

Your Committee

PRESIDENT Jane Wall, 1 The Rise, Loudwater, High Wycombe, Bucks, HP13 7BB
Tel: 01494-81-4040 email: jane@seamasterclub.org

VICE PRESIDENT Peter Gwyn-Griffiths, 96 Manor Lane, Sunbury-on-Thames, Middx.,
TW16 6JB Tel: 01932 789 952 (TARROO USHTEY, 8Metre)

CHAIRMAN Roger Matthews, Bumble Bee Cottage, Station Rd, Potter Heigham , Norfolk NR29
5HX Tel:01692670019, 07771521800, (DELIGHT, 27) email: roger.matthews@me.com

VICE CHAIRMAN Jon Male 75 Grove Walk, Norwich, Norfolk, NR1 2QQ Tel: 01603 630 782
(RUM NAVY, 813) email: jon@seamasterclub.org

TREASURER Peter Campbell, 30 St Albans Road, Norwich, Norfolk, NR1 2QY, 01603629018 &
07767 345598 (COLDSTREAM II, 813) email: peter@seamasterclub.org

SECRETARY Alan Davies, 4 Pikes Nursery, Ludham, Great Yarmouth, Norfolk, NR29 5NW
Tel: 01692678021 (KORALI, 27) email: alanmdavies77@hotmail.com

MEMBERSHIP SECRETARY Brian Rowland, 113 Park Avenue, Orpington, Kent BR6 9EG
Tel: 01689 824531, 07552777873 (PLANTERS PUNCH, 30) email: brian@seamasterclub.org

ARCHIVES / INFORMATION Mrs Jane Wall, 1 The Rise, Loudwater, High Wycombe, Bucks,
HP13 7BB Tel: 01494-81-4040 email: jane@seamasterclub.org

MAGAZINE EDITOR Brian Rowland, 113 Park Avenue, Orpington, Kent BR6 9EG
Tel: 01689 824531, 07552777873 (PLANTERS PUNCH, 30) email: brian@seamasterclub.org

PUBLICITY OFFICER Michael Coventry, 8 Harepark Close, Halesworth, Suffolk, IP19 8TT,
Tel: 01986872844, (MAYFLY, 8 Metre) email: mwc20@ovi.com

WEB SITE MANAGER Brian Rowland, 113 Park Avenue, Orpington, Kent BR6 9EG
Tel: 01689 824531, 07552777873 (PLANTERS PUNCH, 30) email: brian@seamasterclub.org

Committee Members

Paul Killick, 26 Fortescue Road, Weybridge, Surrey, KT13 8XF
Tel: 01932 889 723 (Eve) 07831 204549 (SEA CHANT, 30) email: paul@seamasterclub.org

Will Hawkes, The Reglets, Eastgate Street, North Elmham, Norfolk NR20 5HF Tel:01362 667 859
07884 358898. (JENNY WREN, 21) email: will@seamasterclub.org

Sylvia Rowland, 113 Park Avenue, Orpington, Kent BR6 9EG
Tel: 01689 824531 (PLANTERS PUNCH, 30) email: sylvia@seamasterclub.org

Paul Hills, 72 Hill Rise, St. Ives, Huntingdon, Cambs, PE27 6HR, Tel: 01480 492 864H, (Saratina,
27), paulhills8@aol.com

Mike Cann, 44 Alers Road, Bexleyheath, Kent, DA6 8HS Tel: 0208 304 5725, 07795 141457, (SA-
RAH LOUISE, 30) email: mike@thecanns.net

MINUTES SECRETARY Andrea Etheridge, (KD2 813) email: eth1ame@gmail.com

APPLICATIONS FOR MEMBERSHIP:

Please apply to Brian Rowland, Membership Secretary, if you wish to join the club