

# WESTERLY OWNERS' ASSOCIATION



**Spring 2018**  
Edition 100

## Regalia



WOA Rally Banner 100cmx-70cm £15 plus postage\*



WOA Value Burgee 57cm to tip  
£15 plus postage\*

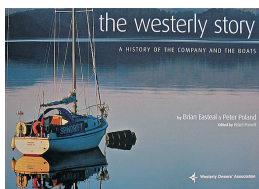


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**You can order regalia** on line in the WOA shop where you can pay by credit card. Please note that prices are subject to change without notice.



**The Westerly Story £12.50 plus postage\***

New members receive a copy with their membership pack. You may order extra copies of this excellent handbook written by Past Commodore Brian Eastel. It describes all the Westerly models as well as the company's history. It compliments the Definitive Guides to Westerlys which are available on the WOA website or by sending an SAE to the Membership Administration Office.

## WOA Leisurewear

WOA Leisurewear is available from ESP Merchandise (who have merged with Absolute Clothing). They can supply crew, rugby, and polo shirts, sweatshirts and caps. All can be in a variety of sizes and colours with embroidery of the WOA Logo and your boat name included in the price. Contact- [sales@absoluteclimbing.com](mailto:sales@absoluteclimbing.com), or call 01603 484000 or via Web address <http://easternscreenprint.com/shop>

## Postage

\*Current postage costs are based on LARGE LETTER and weight. Current prices are available on the WOA website shop or contact the Membership Administration Office.



# Westerly Owners' Association

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*The cover picture: 'How many crew?!' by Hefin Davies,  
winner of the 2017 WOA Photographic Competition.*

# ELECTED ASSOCIATION COMMITTEE FOR 2018

## FLAG OFFICERS

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## ELECTED ASSOCIATION COMMITTEE

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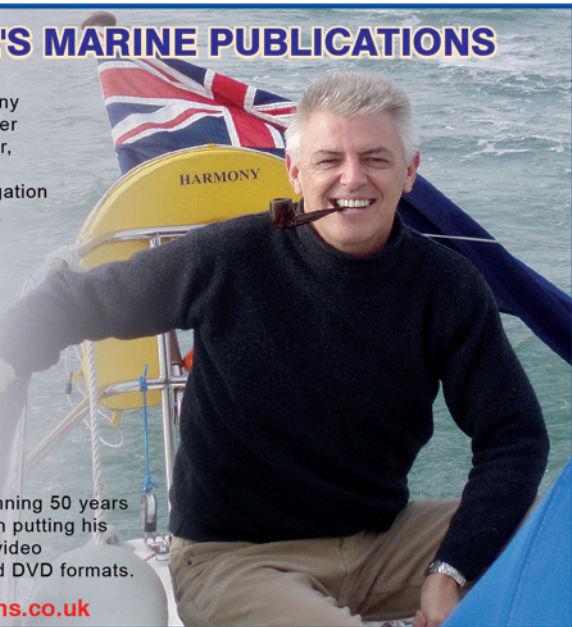
## JOHN GOODE'S MARINE PUBLICATIONS

John is a true friend to the Association and helps in many ways. A down to earth mariner with a great sense of humour, John is renowned for his refreshingly innovative navigation and seamanship techniques.

His training films (all featuring a Westerly yacht) and practical features in national sailing magazines – produced for the benefit of cruising sailors and still relevant in our high-tech age – have earned him worldwide recognition and a fellowship of the Royal Institute of Navigation.

After a seagoing career spanning 50 years John is now concentrating on putting his numerous past articles and video programmes into booklet and DVD formats.

**Web: [marinepublications.co.uk](http://marinepublications.co.uk)**



## WARNING

*It should be understood that articles and technical contributions in this magazine have not been subjected to any validation by the WOA and are published here for members' interest only.*

*Be aware that use of special tools, equipment, clothing, skills, or procedures may be assumed. If you have any queries or comments, you should contact the contributor directly.*

*Please understand also that individual boats may vary widely, even within the same class. It is your responsibility to ensure that any apparent advice or information you receive from this magazine is applicable to your boat and is applied in a proper and diligent manner with due regard to best practice.*

*By using this magazine, you accept that the WOA has no responsibility for any consequential or other loss, howsoever incurred, as a result of articles or contributions provided herein.*



## **COPY WANTED**

### **WIN A BOOK TOKEN FOR THE BEST ARTICLE, LOG OR TECHNICAL ARTICLE**

**We depend on your contributions**

#### **GUIDANCE NOTES FOR CONTRIBUTORS**

##### **Who?**

Contributions are welcome from all members owning Westerly boats, big or small, and all levels of expertise or experience. We aim for variety in each issue.

##### **What?**

We welcome articles on any topic concerning Westerly yachts or that you might think interesting to WOA members. Readers have told us that they enjoy technical articles, and tales of interesting or unusual cruises and voyages. Humorous situations and 'lessons learnt' are always welcomed features. If you think we're missing something, please email [editor@westerly-owner.co.uk](mailto:editor@westerly-owner.co.uk) with suggestion and new ideas.

##### **How long?**

Ideally articles should cover whole pages in the final printed publication. Work on about 550 words per page without illustrations. 2000 words is normally plenty for a main cruise report/log. Include photos or drawings for all articles where possible, especially the longer articles as they make for more interesting reading.

News reports and letters should be short and snappy. Again, a good photo will help.

##### **Illustrations**

We aim for an illustration, photo chart etc on at least every other page. When sending digital photos please use your camera's highest resolution and lowest compression settings, and when scanning use at least 300dpi. Although this may produce a larger file it gives us more flexibility in the size of photo we can print. If you submit original photographs, these will be returned after publication. It is helpful, if photos have strong contrasts and are in crisp focus.

Please include a drawing or drawings, however rough, with Technical Articles.

##### **Format**

**Your contribution should be emailed or sent on a SD card or USB stick plus printout. All usual WP programs are acceptable, but not PDFs. Please do not include photos or any drawings within a Word document, but rather send or email them as separate jpg files.**

##### **Deadlines:**

**1 February / 1 October, for most items**

But please send in contributions as early as possible, to spread the work

**Publication dates: 1 April / 1 December**

**Send ALL contributions to the Editor, Jan Smallwood**  
(see page 2 for contact details)

## COMMODORE'S REVIEW



Hello to all Westerly Members from your new Commodore. I took over from George at the AGM in Poole so I am fairly new in the position. I feel privileged to be your Commodore, especially being the first to come from Scotland.

I have been Chair of the Scotland group for some years but this is definitely a big step up. A challenge to which I am looking forward.

I realise that I am unknown to many of you but I hope that over the next two years we will get to know one another better. With my husband Ian, I own a Westerly Oceanranger named *Clar Innis*, which is the war cry of the Clan Buchanan!

We sailed her for two years out of Port Hamble while we were still living in the Midlands. Then in 2002 we sailed her back to Scotland, to Kip Marina on the River Clyde. Our journey took us along the south coast of England,

across to the Isles of Scilly then across the Celtic Sea to the south coast of Ireland. Then it was up the east coast of Ireland, across the North Channel and finally into the Firth of Clyde and Kip Marina where she has been ever since. Over the summer periods we take off for about two months and have visited most of the Inner and Outer Hebrides, St.Kilda, Orkney, Fair Isle and Shetland, the Atlantic coast of Harris and Lewis and one memorable year, we circumnavigated Ireland. A not necessarily memorable for the right reasons journey.

In our 50<sup>th</sup> Anniversary year, I put forward the idea of a Celtic Gathering on the Isle of Man for boats that weren't going to make it all the way to Portsmouth. This event turned out very well with boats from Scotland, Ireland, Wales, England and the Isle of Man itself.

So far, as a Flag Officer, I have visited the North Wales Group and by the time you read this I will have spent a weekend with the South West Group at what they call a "Fitting-Out Weekend" Although as far as I can see from the programme, there is not much fitting out, but I am sure it will be very enjoyable.

I am also going to visit the East Coast Group for their special Anniversary in May and I will be happy to visit any group that has an event, which I could attend.

Also Ian and I had a holiday in the Channel Islands to celebrate our Golden Wedding Anniversary. While there we had a meal at the Yacht club with Mike Tai and Julie. Unfortunately,



it was not possible to meet with any more of the group for various reasons. Mike presented us with a picture of the Casquet rocks which now hangs in my study.

Something I want to put into the Westerly consciousness is the next AGM in January 2019. This will be held in Glasgow and we hope that as many as possible will make the pilgrimage north to be there. We hope it will be a real friendly Westerly family occasion. The Friday night is Burns Night and so a flavour of the Bard, as he is called, will be around. On the Saturday night after dinner there will be a Ceilidh for everyone to enjoy. Ian has a list of people who showed interest when we were at Poole and if you would

like to be added to his list and receive more information please email him at: [nextstopglasgow@westerly-owners.co.uk](mailto:nextstopglasgow@westerly-owners.co.uk)

I hope to attend some of the Summer Cruise courtesy of Romonist. All in all I am really looking forward to the next two years, keeping the Westerly name and reputation alive and well. At the Scottish Boat show two years ago, our Royal visitor commented at our stand that Westerlys were safe cruising boats although I am not sure that gives us 'By Royal Appointment'

Happy Fitting-Out or whatever you are doing and good sailing.

Mary Buchanan, Commodore

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*'Vulcan Restless picks up her skirts in the Ionian Sea' by Mike & Jane Graveling – third place in the 2017 WOA Photographic Competition*



Welcome to the 100<sup>th</sup> edition of the WOA magazine.

I've recently taken over the editor's role from Jill Pickburn who edited 10 editions over the last 5 years. So I owe a great THANK YOU to Jill for leaving the magazine in such a good shape with articles flooding in for each copy and for her hard work over the years.

The 100<sup>th</sup> edition is celebrated, courtesy of Brian Easteal, with some illustrated articles from the archives. These were deliberately short articles, usually illustrated with sketches and cartoons so Brian has agreed to sort out some cartoons for the next magazine. If we have any budding or established cartoonists, please consider contributing to the next magazine and perhaps we can revive the tradition.

Bill and Sue Redgrove of *Camomile* admit they have frequently been questioned about their sanity to take on such an adventurous Caribbean to Carriibbean circumnavigation. Their article gives honest answers to the most asked questions with some lovely selected photographs.

Some articles tell of endeavours to buy, fix up then have great adventures, some alarming, some peaceful on Westerlys only to sell them on. At least two of the writers have now bought campervans so I hope they join the new Westerlys On Wheels group. The inaugural meet attracted Westerly owners who had never joined rallies afloat and old friends who have boats and wheels.

Jill encouraged readers in the Winter 2017 edition to produce copy for the Technical Section and you responded brilliantly with more than 10 articles. One unusual one is about Curing Toilet Odours and this reminded me of the time when we arrived in Bembridge to find, to our horror, that the heads didn't flush. Pump as we might, nothing would shift. The ship's engineer took it upon himself to dismantle the seacocks to find the problem. For his pains he was showered with a fountain of interesting coloured water. Everyone on the pontoons suddenly became a blockage expert. It was suggested that we undid our pipes and bashed them on a pontoon to break up the crystallisation inside. Thinking of our neighbours we declined this suggestion and thankfully cured the problem in a different way.

This edition has fewer logs although the ones you'll read have been well illustrated and give information on sights to visit and places to ramble, once you've gone ashore. So I'd like to encourage you to contribute some logs and tales of your derring do's. I have plenty of stories but you won't want to hear about the time we'd just got past a Cowes week race as

we left Wootton Creek, only to have the engine splutter and stop, the only engine key accidentally trodden on and broken and then being rescued by Sea Start and towed back through the race we'd only just escaped from. I'm sure you can do better than that. There is an annual prize for the most interesting log.

Sometimes, when you moor back up at your base you'll mention to a fellow sailor where you've been only to find that you've missed the best café or pub which was only just around the corner you didn't find. So I'd like to introduce a new section to be called *'There's always a drink somewhere.'* Can you encapsulate in about 250 words or less that really good place you found that was good quality, comfortable and especially welcomed dripping wet sailors and their dogs? Don't forget to tell us which corner it was around. My contribution is for anyone who

moors up at Wootton Creek on the Isle of Wight.

In the next issue we will revive *'From the Crows Nest'*. This section features articles about the origins of boat names. These are very short articles and it would be great to hear about the origins of your boats' name too.

Another section I'd like contributions for is for photographs of Westerlys sailing on the high seas (or just outside your home base if you've not ventured far). The photograph must be of a Westerly sailing. The best photos will be in the next issue and if this idea works, in future ones. Hopefully, some WOA members may be delighted to see themselves in action.

So as Jill said in the previous edition, keep the copy coming and remember that this magazine is written by the members for the members.

Jan Smallwood, Editor



*'Little and Large' by Keith & Julia Parker – a runner up in the 2017 WOA Photographic Competition*



*'Sea Dog & Jo Ellen' by James Heaven – second place in the 2017 WOA Photographic Competition*



### The AGM Report 27<sup>th</sup> January 2018

The 51<sup>st</sup> Annual General meeting of the Association took place at the RNLI Lifeboat College, Poole. This has proved to be a popular venue with members over the years with many arriving on Friday to take advantage of the facilities, including an opportunity of a tour of the All -weather Lifeboat Centre and the talk given by Peter Lees of Crusader Sails. The Riggers Restaurant and Slipway Bar were both full in the evening with members from various Area Groups renewing old friendships or forming new ones.

Saturday morning started early with registration. There was the usual Boat Jumble run by Liz and Julian Roberts. After many years Liz and Julian now wish to stand down and we are looking for volunteers to take it over, if you think you could help please let us know. In addition to Crusader Sails the following companies all exhibited either in the entrance or in a room along with the jumble, Precision Paints, Harken, ASAP, Beta Marine, Comfort Afloat, Apollo Gas, Tek Tanks, Roger Nantais, XW Rigging and Bar-rus. From what I heard business was quite brisk and there was plenty of advice on hand.

The formal part of the weekend started promptly at 11am with an EGM prior to the AGM.

The EGM asked the membership to vote on a change to the Constitution that would allow Associate Members to serve on committees. Some Area Groups are finding that as their membership is getting older and they are selling their Westerlys, they still have





much to offer the Association both in time and expertise, but the Constitution states that only full members can vote or join committees. Some Area Groups have found that they are unable to function without these members.

There was a full discussion with some members recommending there should be a limit on the number of AM allowed, unfortunately the proposal put to the Membership could not be amended as it had already gone out and some proxy votes had been received.

A vote was taken, and the proposal was carried however the Commodore assured the meeting that the Committee would look at the question of limiting numbers of AM during the coming year.

The Annual General Meeting followed with the retiring Commodore, George Pickburn, welcoming members from seven of our eight Area Groups plus representatives from Westerly Club Nederland and Germany. We now have 3191 members, 216 of whom are from overseas. It is gratifying to see the membership growing whilst so many other owners' associations struggle.

The Commodore and Treasurer then presented their reports, these are published in full in the AGM minutes and are available on the web site. Finally, the new Committee and the Honorary Auditor were voted in.

Following the formal part of the meeting Jill Pickburn, retiring Magazine Editor, thanked all contributors to the 2017 Magazine, whether long or short, with or without photographs, by way of general article, log or technical article or reports of an Area Group event.

It's good to have photographs but this isn't always possible as some of this year's articles demonstrate.

A brief resume of articles and logs submitted was then given before the winners of the various awards were announced.

**Best Article** - Patricia Stanton 'A Crew Member's Story'

**Best Log** – Stewart Gibb 'The Scottish Island 3 Peaks Race (SIPR)

Jill went on to thank several people.

"Tim and Jackie Pullen at JayT, who are key in the production of the Magazine; Jackie doing the desk-top publishing and Tim overseeing the printing and distribution. Thanks to all the contributors, with special thanks to Brian Easteal for his supply of articles from the archive, and to Marilyn and Johnny Carver, editors of the AWON and Tjerk Teerde of WCN for their enthusiastic support. Without you all my job would have been a great deal harder and not half as much fun!

I am delighted that Jan Smallwood has agreed to take over as Editor. I hope that she enjoys the role as much as I have."

Tim Harrison, Technical Editor, presented the award for the **Best Technical Log** to Les Cowan for his articles on Ideas for Everyday Use onboard his Griffon.

### Presentation of Special Awards

**Harken Trophy** was awarded to Alan Rand for his article on the 'Refurbishment of a Westerly Storm Pushpit.' Matt Davis of Harken presented the trophy.

**Navigator and General Photographic Trophy** - Hefin Davies – 'How Many Crew'

**The Precision Prize Trophy**, is awarded by Area Groups, this Year SW Group. It was won by Barbara Pugh for her article 'A Girl's View of SW Cruise to Padstow' or 'Sorry Obby'Oss Another Time' and presented by Kelly Stork of Precision Paints.







**Commodore's Clock** – John Beattie, WOA Facebook moderator.

**The Rayner Challenge Plate** – Jeremy Spencer for 'If You're Going to San Francisco'

Jeremy and Cathy were unable to attend the meeting but were able to express their thanks for the award in a video they had sent via the internet from the USA.

**Special Award** – A presentation was made to Sapphire III in recognition of being used as the PBO Stage at London Boat Show. Her owner Aurora Allen received a radar reflector.



The Commodore thanked Aurora for the use a Sapphire III at the show and Crusader Sails for the mainsail they supplied.

Tim Harrison proposed a vote of thanks to David Jibb for his work at the show.

Following the presentation of awards the meeting was open to the floor for General Discussion.

The Commodore reported that the Fulmar Nationals are expected to be at again New Quay.

Robert Bull advised members to check their engine sound proofing -the 'egg box' type has been found to burn. It was also suggested that at the same time we should check the foam in upholstery, elderly Westerly foam may well be flammable.



Dick Leedham- Introduced Westerly on Wheels for people with land-yachts (caravans, tents or motorhomes) and the first event (Feb 2018) at Tarrant Keynston, near Blandford Forum, Dorset. If you have an idea for a suggested venue let Dick and Jane know.

The meeting then adjourned for a buffet lunch.

The afternoon session began with the handover to the new Flag Officers. George Pickburn presented Mary Buchanan with the Commodore's flag. Mary presented David Jibb with the the Vice-Commodore's flag and David presented Alan Rand with the Rear Commodore's flag.

Mary presented George with his past Commodore's flag and thanked him for his service as Commodore for the past two years. George and Jill (Magazine Editor) were presented with Life Membership.

There followed a short presentation and video, given by our new Commodore, on Glasgow, the planned venue for our 2019 AGM. It will be in the Golden Jubilee Conference Hotel.

A newsletter will be available to keep members informed.

David then introduced our first speaker Dr Simon Boxall of the National Oceanographic Institute who gave a fascinating, thought provoking and often amusing talk on The Art of Climate Change in the Arctic. Much of his time over the past 15 years has been spent in the Arctic sailing on a schooner, *Noorderlicht*, as part of the Cape Farewell, an artist led organization that works to create an urgent cultural response to climate change. "The voyages bring together scientists, film makers, artists, musicians and writers to provide a commentary on how our planet is changing in one of its most fragile environments. By working with a wide range of people such as the artist Antony Gormley, the musician Jarvis Cocker, the comedian Marcus Brigstocke and the author



Ian McEwan the science of climate change can be made more accessible to a widening audience. Added to which, messing about in boats with northern lights and polar bears is a great way to spend a few weeks at sea with interesting people."

From what he said it is not always idyllic, to quote Marcus Brigstocke, during a particularly long spell of strong winds and heavy seas in the Greenland Sea "There are two stages of sea sickness, the first, thinking you're going to die, the second is realising you're not going to but wishing you could."

More seriously he shared how the lack of ice is changing the way of life of the Greenland people.

His summary: Artic – a great place, magical. The Med – horrible.

Alan Rand introduced the second speaker for the afternoon, Dave Selby, the PBO columnist, who has several notable passages to his name including 4 solo circumnavigations, around Canvey Island, plus a number of trans-Atlantic crossings, all in an aircraft.

Titled *Marlin's Mission* he gave an account of his passage from the East Coast up the Thames to London, easier than crossing the estuary and then on to Southampton in *Marlin*, his Sailfish 18 (the Reliant Robin of the seas). *Marlin* was to be an exhibit at the Southampton Boat Show. It took him two months to cover the 338 nm, although he did manage to cover 42nm in 7 hours on one day. The aim was to demonstrate that cost is no barrier to getting afloat, that in this day and age sailing has never been more affordable.

*Marlin's Mission* was also to raise money for charity. What Dave shared with us later was that during his trip he had to have regular stays in hospital for treatment for a rare viral condition Guillain-Barre Syndrome.

In 2012 he was struck down with the condition, in Dave's case it means that the messages stop getting through to his legs every four weeks or so; then he spends three days in hospital where antibodies from the blood of 800 donors are pumped into him to restore his legs. This treatment had to continue throughout his passage. So far, he has raised over £9000 for the charity ([gaincharity.org.uk](http://gaincharity.org.uk)) that

funds research into this rare illness and provides support for those with it.

Dave left us with a final thought- Take someone sailing this year who hasn't sailed before.

Following pre-dinner drinks in the Riggers Bar, the Waterfront Suite was filled to capacity, 120, for the New Commodore's Dinner, with Brian Eastal acting as Our Master of Ceremonies.

Our evening speaker was Johnny Ball, drummer, comedian, Strictly dancer and award-winning writer and presenter for over 50 years. He is best known as an inspirational enthusiast of young people, mostly in the field of mathematics and science with his TV shows *Think of a Number* and *Think Again*. His latest book – *Wonders Beyond Numbers*, was published in October.

Johnny, who has a half share (the bottom half) in a boat moored on the Thames, shared some of his boating experiences with us, some 'near death' in nature. Whilst also including tales of the ancient Greeks and how early navigators tackled, what was for them, the final frontier.

Before heading in different directions, we were all able to meet again at breakfast, discuss plans for the coming season and exchange thoughts about our next AGM in Glasgow, it looks like the Golden Jubilee Conference Hotel will also be full.

Thanks to our Secretary, Bob Godbold, Commercial Manager, Alan Rand and other members of the Association Committee and Area Groups for all their work in the organisation of a very successful weekend.

Gill Clare, Minutes Secretary

## The London Boat Show



The London Boat Show this year must go down as one of the most successful ever for WOA. In addition to our usual stand, Westerly Centaur *Sapphire III* formed the backdrop to the Practical Boat Owner Theatre. *Sapphire III*'s polished blue hull looked magnificent and her mainsail with the WOA logo and "Westerly Owners Association" name helped to make the area effectively appear to be the Westerly Owners Association theatre!

On each day John Goode had arranged an excellent selection of speakers drawn from the Yachting Press with celebrities including Tom Cunliffe, Sam Llewellyn, Stokey Woodall, Dave Selby and Peter Poland. The first presentation of the day was given by WOA and was entitled "Classic Westerly Yachts – even better value in 2018". George Pickburn, Tim Harrison and David Jibb shared the presenting over the 5 days.



The new 5-day format for the Show seemed to work well and gave the show a real buzz especially on the Thursday late night and the Saturday and Sunday. The pontoon party on the late-night evening was held in the *Sapphire III* area and was well attended. Thanks once again to Ian Owens and Pat for organising the food.

Visitors to the WOA stand at 200 were only slightly down from last year but the number of new members signed up at 24 was more than last year and the total of new members and renewals was a record.

In addition to the stand banners and the pop up that we have used for several years, this year we had a special banner for the Centaur and a new banner for the stand with a chart summarising the Westerly Range of models. The chart created lots of interest and was an excellent starting point for discussions.

On the WOA stand we had a rolling video display with over 100 excellent still pictures of Centaurs that had been sent in, in response to the email request to the membership for Centaur material. So thanks to everyone who responded. The pictures will now be added to the WOA photo archive.

Thanks to all those who helped on the stand and thanks to Mike Wilkins who helped with the build up of the stand and the rigging of *Sapphire III*.

Especial thanks to Aurora Allen, the owner of *Sapphire III* for entrusting her beautiful Centaur to WOA for the show and for her hard work polishing and preparing her.

David Jibb  
Vice Commodore and  
Boat Show Organiser



# GDPR — General Data Protection Regulation

Is a new set of regulations which come into force on 25<sup>th</sup> May 2018 – replacing the Data Protection Act of 1998

GDPR's primary aim is to protect members' Personal Data which we hold as a necessary part of running WOA – this is called being held on a lawful basis. Your name and address and contact details we need to run the admin office, collect your subscriptions and send you the magazines and Year Book.

We also hold other data about your Westerly, where you keep it and how other members can contact you. This forms the main part of the Year Book.

GDPR also says that a member has the right not to be identifiable and we are having to make sure all members give their consent for such data to be published in the Year Book. Under the current Act the wording we use is in the application form for consent is implied rather than specific

If you do not give your consent then you and your boat will not appear in the Year Book.

You will still receive details of Group events via the admin office but other members will not be able to look up your yacht and see details in the Year Book.

We are now publishing the 2018 Year Book for which we are still under the Data Protection Act.

What we now have to do is to ask all of you to give your consent for your information to be included, and published in future editions – note that the data fields in future Year Books will be the same as now.

We will shortly be sending an email to all members. This will show the data fields that are included in the Year Book. There will also be a box which you can either tick, or type 'Y' or 'Yes', or even enter a signature. This is your way of giving your consent for inclusion in the Year Book.

GDPR also means you need to consent to photographs. The majority of these will be in the magazine and unlikely to be a privacy issue, but to cover this there is a second consent box on the form which will also need a tick, or yes.

We will be revising the Privacy Policy, which you will find on the Website nearer to 25<sup>th</sup> May.

We are also including some changes to the Data Protection section in the forthcoming Year Book.

## In Summary

Email will be sent to all members requesting them to give their Consent to publish details in the Year Book.

Members are asked to enter a tick, or yes, or sign the form and return to the admin office.

Failure to do that will mean no entry in the Year Book.

Timescale to complete by 25<sup>th</sup> May 2018.

All new members will now be completing the updated application forms.

This will be a major task for our admin office and we would ask you all to help and return these as quickly as possible.

Thank you

Alan Rand  
Rear Commodore

## WOA Summer Cruise 9th – 21st June



Starting at Dartmouth on the 9th June, the 2018 summer cruise will be a leisurely sail along the West Country's lovely coastline, offering an opportunity for easy passages. Often only half a day's sailing will get you to your next port of call. In settled weather coves and anchorages provide good places to enjoy a lunch on passage, or even an afternoon snooze! The cruise timing offers the advantage of a west going tide, gradually getting later each day. There are a few navigational issues, mostly headlands, which require some care to ensure fair tides around them. Harbour approaches are straight forward with the right information, however Plymouth needs additional care as it is a busy naval port.

Participation can be on an 'on off' basis which has worked well in the past. We have arranged moorings at four harbours; Dartmouth, Plymouth, Fowey and Falmouth. Time is allowed for members to visit other ports and anchorages as they wish. Only Mayflower Marina, Plymouth and Port Pendennis Marina, Falmouth offer walk ashore berthing and facilities. Mooring elsewhere will be on island pontoons where a tender and outboard will be needed to get ashore. Rafting will be required at Port Pendennis Marina and on the island pontoons; it may also be needed for some boats at Mayflower Marina.

Members of the South West Group have worked together to prepare

interesting and enjoyable activities at the four harbours. Through their local knowledge and contacts we have arranged a cruise programme all will enjoy. At Dartmouth, Plymouth and Fowey there is an option to book in for a meal and at Falmouth, having moved up river, we will be barbecuing on the final evening. A cruise booklet detailing these arrangements is available on the WOA Website.

For sailors arriving from some distance we have made arrangements so those crossing Lyme Bay can avoid an adverse tide around Berry Head. They can take a mooring on the town dock at Torquay Harbour before coming to Dartmouth. The town dock staff will be very pleased to greet WOA boats and the nearby Royal Torbay Yacht Club welcome the use of their facilities. Those wishing to join a group sailing from Yarmouth I.O.W should contact George Pickburn for more information.

There may be some interest in arriving early or extending the cruise. The Tor Bay Airshow takes place on 2nd and 3rd June ([torbayairshow.com](http://torbayairshow.com)), this is centred on Paignton. On June 22nd to the 24th the Falmouth Classics are being held ([falmouthclassics.org.uk](http://falmouthclassics.org.uk)). The Falmouth International Sea Shanty Festival ([falmouthseashanty.co.uk](http://falmouthseashanty.co.uk)) shares the same dates. Mooring will need some careful thought as it is bound to be crowded for these events.

Please use the application form enclosed with this magazine to register for the cruise. There you will also find further information about menus and pre-cruise costs.



## WELCOME TO WOA

We would like to welcome the following new members to the Westerly Owners' Association:

Peter & Dobromila Kernachan	WILDHORN	Centaur	Lake District
William Tudor	TAHITI	Griffon II	Unknown
Mark Guerin	JASPER	Centaur	Gourdon
John & Alison Watterson	ALVEOLUS	Griffon I	Isle of Man
David Trace	GINGER KAKE	GK29	Plymouth & River Tamar
Richard & Lucy Howard	MOUETTE BLANCHE	Centaur	River Hamble
David & Nicola Histon	BABAR	Storm Cruiser	Chichester Harbour
Tony Maidment			
Lizzie Cutler	PENTA	Centaur	
Stephen Newnham			
Shaun Rush	TARKWA	Griffon I	River Bann
David Wilson	SOLITAIRE	Riviera	Cardiff Bay
Juergen Spitzner	NUNO	Pentland	Netherlands
Kate Owen	TAMARIND	Longbow	Cardiff Bay
Gary Knight	RA	Pageant	River Lune
David Goodrich	SANDPIPER	Centaur	Fal Estuary
Michel Le Bouquin	ORIBI 3	Centaur	France
Brian Lugg	SPELLBOUND	Merlin	River Hamble
Doug & Rosie Hinge	RAPPORT	Typhoon	Plymouth & River Tamar
Fernando Évora	GREAT EXPECTATIONS	Typhoon	Portugal
George Mckay	CARIMA	Berwick	Firth of Forth
Blake Lee-Harwood	SAMPHIRE	Pageant	Walton on Naze
Ben Sheath	OSPREY OF MEON	Longbow	Isle of Wight
Frank & Stefanie Schultealbert			
Andrew Mitchell			
Simon Willis			
Thomas Lewis	ARIES	Merlin 29	Carmarthen Bay
Jamie Scott			
Neville Thurlow	TRILOGY	Ocean 33	Shoreham
George Etherington	MASQUERADE	Fulmar	Chichester Harbour
Andrew & Rebecca Purvis	INEVITABLE	Centaur	Chichester Harbour
Chris Logan	ZETA	Fulmar	Guernsey
David & Rachel Wright	BLUE JAY	Berwick	Southampton Water
Euan Welsh	MINX	GK24	Portsmouth Harbour

Brian Johnson	DAYSPRING II	Pageant	Lyme Regis
Peter & Jennifer James	KITES OF BOSHAM	Griffon I	Langstone Harbour
Geoff Harrison	SANDERLING	Pageant	Fal Estuary
David White	MIDNIGHT KETCH	Sealord	Sharpness
Ian & Linda White	SEA QUEST	Riviera	Clyde
Brian Larmont	GOPHER 2	Centaur	River Exe
Emiliano Maurizio Tosi	U' LUNDRIN	Renown	Italy
Bob Wyatt	NODDY	Nimrod	Plymouth & River Tamar
Rene Chinnery	TEMPTATION	Regatta 290	Lymington
Joe Gallacher	DENNESSA	Centaur	Southampton Water
Maurice Elford	CORISANDE	Konsort	Newhaven
Christopher Bradley	KARM DWY	Pentland	River Medway
Duncan Andrews	ENIGMA II	Griffon I	Clyde
James McIntosh	TIGER RAG	Tiger	Clyde
Dave Guy	GIN KING	GK29	River Fowey
Keith Bater	MOONLIGHTER	Tempest	Swansea Bay
Kevin Keeler	GINNY KWIK	GK29	Weymouth
Robert Marchant	FULMAR FEVER	Fulmar	Co. Waterford
Mark Attenburrow	STORMALONG	Storm	Southwold
Keith Mebbrey	TUMBET	Centaur	River Deben
Adam Brown	PHOENIX	Sealord	Southampton Water
Peter Donaldson	ZARA	Pageant	Chichester Harbour
Richard Hodson	FOXTROT	Tempest	Chichester Harbour
Mick & Janet Taylor	KITTIHAWK	Seahawk	Guernsey
Paul Ebrey	PZAZZ OF WEYMOUTH	Oceanranger	Milford Haven
Neil & Anne Cawthorn	SKYE OF DEBEN	Fulmar	River Deben
Gordon Brown			
Graham Bolton	COMMOTION	GK24	Lake District
Jeremy Ouvry	SEADUST	Centaur	River Hamble
John Mc Keon	TRITON	Konsort	Co. Sligo
Barney & Hilary Walker	GEORGIE GIRL	Centaur	Menai Strait
Richard Parris			
Mark Joslyn	JEUX DE VAGUES	Renown	Unknown
James Shead			
William Casey	ELGA	Griffon II	Co. Cork
Peter Hayward	BLUE JACKET	Storm	Isle of Wight
Jeff Hill			
Mark & Emma Lancaster	ALFA	Foxhound	Guernsey
Larry & Kay Fitchett	AMASUE	Longbow	River Thames

Christian & Anne Langlois/ Jones	MADAME BRADWELL	Nomad	River Colne
Bobbie Melville			
Norman Bloomfield	FAIR MAID	Nimrod	Poole Harbour
Will Smyth	PANDA OF HAMBLE	Fulmar	Chichester Harbour
Andrew & Ali Watson	CARLOTTA	W25	River Colne
James & Rosemary Holland/ Magill	DRAGONFLY	Griffon I	Portsmouth Harbour
Zoltan Berces			
Andrew Craven			
Barry Spencer			
Roger Rudd			
Arne Lovius			
Michael Weir			
Jose Montepegado	FALCON'S FLIGHT	Falcon	Portugal
Mark & Janice Gillett	SASSY TAS	Tempest	Lymington
Kevin Douglas	STARGAZER	GK24	Plymouth & River Tamar
Jeffrey Davies	SAND MARIE	Renown	Swansea Bay
Kevin Harmond	IMPALA	Pageant	Chichester Harbour
Alastair MacMaster	TRIVIAL PURSUIT	Fulmar	Portsmouth Harbour
Anthony & Christine Meese			
Rick & Carol Thorne	ELSIE D	Storm	Plymouth & River Tamar
Scott Goudie	SOLITAIRE	Storm	Poole Harbour
Roy Mansell	REALITY 3	Pageant	River Crouch
Robert Dance	ST MALYNPA	Centaur	Southampton Water
Jason Gavin	SWIFTLY	Pageant	Langstone Harbour
James & Belinda Alexander			
Tony & Sue Wardale	KATIE OF LYMINGTON	Konsort	Portsmouth Harbour
James & Lena McMahon	TE TIAROA	Renown	Canada
Malcolm & Nicola Hardy			
Mark & Jennifer Underwood	TRAMOUTANA	Tempest	Greece
Dan Saunders	RAVEN	W33	Portsmouth Harbour
Chris & Kath Kelly			
Desmond & Carol Cross	CHAMPAGNE SPIRIT	Spirit	The Swale
Ron & Helen Lewis	SAMPHIRE TOO	Berwick	River Orwell
Kevin & Katonya Yochum	DEFIANT	Sealord	Florida
Kai Schwarz			
William Davis	MOLL MIFF	Conway II	River Medway

Kirk Towers			
Darren Saunders	ROAMING FREE	Seahawk	Greece
Tony Lock	ISABELLA	Tempest	River Shannon
Martin & Erika Kuhn/Kulig	SERENITY	Storm	River Medway
Gerry O'Neill	SEA MIST	W22	River Colne
Rudi Last	LIZZIE	W21	Southampton Water
Stuart & Samantha Hughes	SUN BIRD	Jaguar 27	River Medway
Michael Renny	SUANTHEA	W25	Fishguard
Steve & Lorna Youngs	CHISCO	Konsort	Poole Harbour
Amanda & Mark Long	CARSAIG	Fulmar	France
Charles McBride	BEKA	Oceanquest AC	Strangford Lough
Sean Crawford			
Pat & Stephanie Blackman	PAPA	Centaur	Walton on Naze
Trevor & Rhona Musson	LAZY JACK	Pageant	Swansea Bay

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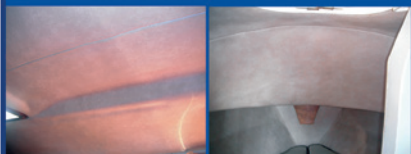
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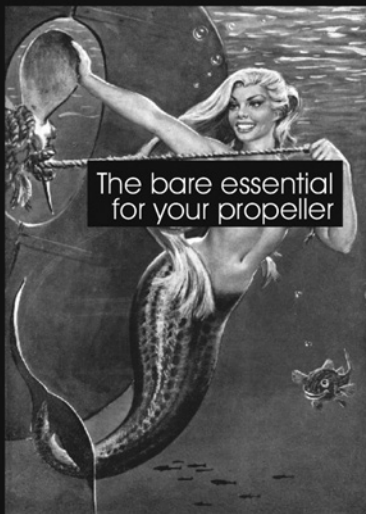


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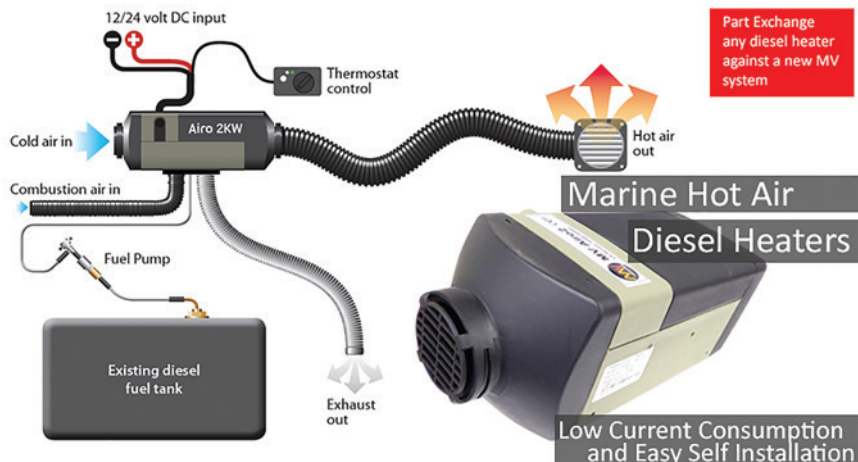
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## NEWSROUND – Area Groups Near and Far

### East Coast Group

#### Medway Rally 11th August 2017

The event started at Chatham Maritime Marina on Friday 11th August with a fish and chip supper in the marquee alongside the lock. This proved a very popular meal choice with many positive comments on the quality of the food. It was a good way for members to meet up, whether new members or old friends.

On Saturday morning we all visited the historic tug *Kent* and *VIC96*, a steam powered victualling ship based on the Scottish Puffer. These vessels are rarely open to visitors but Chatham is their home port. This proved to be a very interesting tour of both vessels given by the teams that maintain them in working order. We could not believe the size of *Kent's* diesel engines and how complex the coal powered steam engine was.

In the afternoon some members did a walking quiz with a marine theme, whilst others went shopping in the local outlet centre.

In the evening, the marquee was used again for a BBQ. The number of people was far greater than the previous night with many Westerly owners arriving by wheels, plus a Westerly

that just arrived at the marina. There were problems with the BBQ not working as the gas needed replacing so slightly late, my daughter Chloe, who had driven down specially from Liverpool to help, stepped in and started cooking. The weather was being very kind to us and most people enjoyed an evening outside. A new quiz with a Westerly theme was held. It was a tough list of questions, but proved we all could learn more about the boats Westerly produced. The quiz was won by Bill Miller from Walton on the Naze.

Sunday morning; most participants had brunch at the Ship and Trades pub. Unfortunately some boats had to leave early to catch the spring tide home.

This was the first time I had organised a WOA meeting and it proved an interesting learning curve, especially planning the catering with ever increasing numbers.

Roger Clark

### East Coast Adventures

#### 8th September 2017

Instead of the usual Suffolk rivers trip in June, this year *Arion* organised a cruise in company to the River Blackwater on the weekend of 8th-10th September for *Falcon*, *Fore-Thought*, *Hunters Moon*, *Meltemi*, *Purejoy*, *Romteskip* and *Triple Two*. We were fortunate to have a sunny weather window in between the strong winds of the previous week and Storm Aeline's arrival the following week, although some boats were held up by bad weather in the preceding few days but joined us for the events landside.



After a slightly bumpy but partly sunny wind-over-tide passage along the Wallet on Friday, we met at the "Green Man" in the evening for dinner and a quiz which was set up as a hearty menu with Clacton Fish Tart and Swedish Meat Balls for starters, amuses bouches, main courses of Boiled Beef Bond and Pirate Stew, more amuses bouches, cheeses, a musical interlude, pudding and After Dinner Port. All of this was washed down by copious beer and wine and,



strongly encouraged by the pub owner Micky from Malta, there was even some after dinner dancing by the bar! The quiz was convincingly won by Jane and Andy Oliver of *Triple Two*, who received a bottle of Appleton rum, with Ian Bartlett of *Purejoy* and his crew in second place and Ken and Christine Parry of *Hunters Moon* the runners up, receiving pure, unadulterated honey from *Arion's* Skipper's French bees.

*Arion*, *Purejoy* and *Triple Two* continued on to Heybridge on Saturday on an excellent tacking breeze in bright sunshine, arriving in good time for the opening of the old lock where the lock keeper had found us some excellent berths close to the lock gates. We had time for a leisurely stroll along the river path towards Maldon and were joined in the evening by other participating crews for a very good seafood feast at the "Jolly Sailor". The wind had dropped and the mud flats were still and magnificent in the moonlight.

We passed back through Heybridge Lock close to high water on Sunday afternoon, hoping to escape the anticipated bad weather. Strong winds and rain closed in on us on the River Blackwater above Bradwell. *Triple Two* made it safely into her home port at Bradwell Marina, while *Purejoy* and *Arion* were carried flying into the River Colne on short sail and into Brightlingsea harbour in a near gale, for a much awaited cup of tea!

Nick Van Den Brul

## South Coast Group

### SE Cluster 'Mayday' Autumn Walk, Arlington Reservoir 14th October 2017

The start of our walk this year was at Arlington Reservoir. Sixteen of us set off with dogs Millie and Badger, to be joined later by two more and the last two met us for lunch, so twenty in all, a very good turn out.

The weather was very kind, warm and dry unlike last year, so the fields weren't very muddy underfoot. We walked through the beautiful Sussex Downs countryside near Arlington Reservoir with some bird spotting on the way, and made our way to Selmeston, where there is a very old picturesque church and graveyard.

This was where we found out the meaning behind the theme for our

walk 'Mayday'. The call sign Mayday was originated in 1923 by Frederick Mockford who is buried there. When he was a senior radio officer at Croydon Airport he was asked to think of a word that would indicate distress and would easily be understood by all pilots and ground staff in an emergency. Since much of the traffic at the time was between Croydon and Le Bourget Airport in Paris, he proposed the word Mayday from the French *m'aider*. "*Venez m'aider*" means "come help me". This was later adopted in the Marine world as we mariners know.

After our visit there it was time for lunch, so the next stop was the Berwick Inn next to Berwick railway station. They accommodated us all very well (including the dogs) and served us an excellent meal. Then it was a leisurely walk back to the car park to say our goodbyes – in all we enjoyed a walk of about 5 miles during which the time seemed to go much too quickly.

Many thanks once again to Maurice and Jill Phillips for their organisation of this event, I know there was a lot of care taken to make sure it was pleasurable for all, even down to the odd bit of pruning on the way to cut back the pesky brambles! Also, as always, thanks to Dave Clare for taking the excellent photographs for this event.

Teresa Niewiarowski



### Christmas Lunch 2nd December 2017

South Coast Group paid a return visit to the Hummingbird Restaurant in Shoreham Airport this year, as it proved so popular last time and is in such an interesting setting, with views of the airfield and River Adur which flows nearby.





We were in the Pashley Suite, a lovely Art Deco style function room that accommodates up to 40 people and we did our best to fill it with 36 of us, as unfortunately 2 people couldn't attend. The whole restaurant was decorated throughout with Christmas trees which put us all in a festive mood, not to mention the turkey dinners, and excellent Christmas Pud. The Harveys beer proved quite a hit too with some members, mostly of the male variety! It was also a special day for one couple there, our Commodore George, and Jill Pickburn who were celebrating their Wedding Anniversary. This was marked by Gill Clare presenting them with a bouquet of flowers and card signed by everyone. After the meal, and whilst we were enjoying our coffee, there was a free raffle where numbers were picked at random corresponding to your place card. The prizes were a selection of wine, biscuits and chocolates – always welcome especially at this time of year.

The day was a good opportunity to catch up with fellow members and mark the end of 2017, as this was the last event for SCG this year, and to wish everyone a Happy Christmas and New Year, a good time was had by one and all. Many thanks to Gill Clare for organising this event, and to Dave for his photographs. Also to Paul, the Manager, and the staff of Hummingbird Restaurant for the excellent service once again.

Teresa Niewiarowski

## South West Group

### AGM and Talk 28th October 2017

The Annual General Meeting was held on Saturday 28th October 2017 at China Fleet Country Club, near Saltash. The Chairman, John Alker, welcomed 43 members.

John started by saying that he would be standing down as a committee member and Chairman, along with Charles Patchett, and he thanked everyone for their support.

The minutes of the previous AGM in 2016 were accepted.

In an amusing report, John then described the events of the year, both land based and sailing, details of which have been published in the WOA magazine and are also to be found on the web site. He said that all events had been well supported and enjoyed by those who took part. He thanked all the organisers for their hard work and those who did the write ups.

At the Christmas lunch 2016 we raised £168 for the charity 'Turn to Starboard', which provides sailing experience for traumatised soldiers on a boat provided by the Prince's Trust, which is based in Falmouth.

The secretary, Sally Loynes, reported another busy year with 116 registered members, several resigning after giving up sailing often due to ill health or age. She outlined the four main mailings and said that all events are put on the web site with a registration form. Sending reminders about two weeks before the deadline for registering has worked well, with very few late bookings. She emphasised that it is becoming increasingly difficult for organisers, as many members now wait

for the reminder before booking. This means that the organiser doesn't know until the last minute whether the event will take place. She said that 'Until you organise an event then you won't fully realize the amount of planning and work that has to be done'.

During her extended summer cruise, one reminder came from JayT which was sent to anyone who has ever expressed an interest in the SW group. Sally said she has occasionally managed to use the wrong email address this year. Please continue to mail to [woasouthwest@gmail.com](mailto:woasouthwest@gmail.com) as this is monitored regularly.

She also thanked those who wrote magazine reports, but again asked for a greater selection of photos.

The treasurer presented the unaudited accounts for 2016/2017. She reported that she anticipates that the cost of running the group including pontoon parties and admin costs is covered by registration. Several events during the anniversary year were subsidised and each year we buy Christmas raffle and competition prizes. Some gratuities were also subsidised.

Most events show a loss as the cost of pontoon parties has been added in. The exception is Fowey/Falmouth. This is as a result of an error by the Yacht Club in the charge for the meal. The Yacht Club is aware of the error and requests that the difference be donated to a nautical charity. This will be determined at the next Committee meeting.

On paper the Fitting Out at Tenby appears to show a loss but advance payments in excess of £1000 for deposits had been made in the previous accounting year.



There were no questions and the accounts were accepted at the meeting.

Our National Representative, Phil Loynes explained that for a variety of reasons there was no National Cruise this year. The South West group will organise the 2018 cruise on behalf of National WOA in June. As numbers will be limited those wishing to join in will need to register quickly and pay an administration fee to secure their place.

Phil will step down as Regalia Manager and South West rep on the National Committee in January but Chris Strang is willing to take over as our rep. There are now two types of burgee, the traditional one at £24 and a budget one at £15. Phil brought one of each for comparison.

The Precision Prize was presented by Teamac Precision Paints at the 50th anniversary celebrations in 2016 and was first awarded to the winner of the South Coast Group race from Stokes Bay to Beaulieu. Every year it will be passed around the country clockwise to every group in turn. It is up to each group to award it in whatever way they choose. The presenting of the prize will take place at the National AGM. The SW committee decided that it would be difficult to award the trophy for any one event and we would like to include as many people as possible. The trophy would be given to the person who wrote the most interesting account of a SW event from those submitted over the last two years (24 in total). Technical articles were not eligible. Committee members were asked to rate all the articles, giving three points to what they felt was the best, two for second and one for third.

The article that came out top was 'A Girl's View of the SW Cruise to Padstow' by Barbara Pugh. (Winter 2016).

The committee all stood down and eight had agreed to stand again. There were two new nominations so a vote was not necessary. There was a unanimous show of hands in favour of electing the committee – Chairman – Barbara Box, Vice Chairman - Chris Strang, Treasurer - Gillian Davies, Secretary - Sally Loynes, George Curnow, Paul Moorhouse, Sue McKen, Sparks Beattie, Chris Taylor and SW Rep - Phil Loynes.

Andy Truscott asked to say a few words about the National Cruise. He explained that the cruise would start with a muster at Torquay (organised by Paul Moorhouse) before the official start on June 11th at Dartmouth (organised by John Alker). The cruise would go on to Plymouth (organised by Charles and Jane Patchett and Bob Shapland), Fowey (organised by Barbara Box) and finish on June 21st in Falmouth (organised by George Curnow and Gillian Davies). He thanked all those who had put in time and effort organising each port.

John and Gwendolyn Alker were both thanked for their hard work and presented with gifts from the SW Group.

After a buffet lunch we had a fascinating talk from Bruce Truscott titled 'Behind the Weather Forecast'. "Forecasting the Weather – Big Data Big Science". He gave us an insight into the science and data collection required before a forecast can be made. Starting with terrestrial observations: radiosonde, commercial aircraft, land surface automatic weather stations, a variety of surface marine stations, sub surface observations, remote sensing – radar,



*Presentation to John & Gwendolyn Alker  
(Sue McKen)*

lightning detectors and lidarnet which detects clouds and volcanic ash Bruce moved on to Satellite observations. The most surprising aspect is the vast quantity of data used to produce the models from which a final forecast is produced.

Barbara Box thanked Bruce for his presentation.

Sally Loynes

## **Christmas Lunch**

### **2nd December 2017**

The day of the WOA Christmas meal at The Bedford Hotel, Tavistock had arrived. At the venue we found 63 Westerly group members, catching up with what each other had been up to.

Crackers were pulled, the jokes told and Christmas hats worn.

Sue Mcken came around to entice us with the raffle tickets and at this point we learned that it was once again our

turn to sing for our supper, as we hadn't been seen in print for a while.

How could we refuse when, now that we do not have a boat, we have so little to do?

The room in which we sat in the Bedford Hotel has such a lovely atmosphere, with its stone walls and glass windows looking on to the original parts of the hotel. A modern yet intriguing venue.

Lunch was served and enjoyed.

Barbara Box thanked the staff, the raffle was drawn and this year proceeds will go towards two NCI (National Coastwatch Institution) Stations – £180 to Polruan and £138 to Nare Point.

The winner of the photo competition was Chris Barton from *Chianti*.

It was soon time to go, goodbyes and best wishes for the season were exchanged, and many were looking forward to the next event, a coastal walk from Polperro to Looe.

After we left we had a little time to look around the Christmas tree display at St Eustachius church, before boarding our bus back to Plymouth.

Thanks to Sue Mcken for such a well organised event.



Alan Casey

## North Wales Group

June 2017 was the date for our visit to Whitehaven. One boat, *Morganna*, ventured to this wonderful part of the country. We saw a new cruising ground and took in some of the sights of the North West of England. St Bees Head is quite remarkable. Our photo shows *Morganna* in the lock waiting for entry.



*Morganna 'locking in' at Whitehaven*

July we ventured further afield to the magnificent Clyde estuary. *Marisco* with Chris Dibble and crew spent many days cruising and finally waiting for the weather window for the return trip. Ailsa Craig, the Isle of Arran and Lamlash Bay were noteworthy. The photo shows *Marisco* at the Troon refuelling berth.



*Mrisco at refueling berth in Troon*

There was a dinner following our group AGM on 18 November.

A walk photo along the seafront at Conwy was arranged for 20th November by Chris and Janet Dibble. We visited the Conwy mussel treatment factory where Tony Jones gave us an entertaining talk on mussels. We were entertained to a tour of *Jac Y Do* the Harbour Masters mooring /dredging vessel, by the crew, and a talk from the Harbour Master Mathew Forbes on the activities of his department. The weather was kind and we all repaired to a local hostelry for lunch.



*Diners at the NW Group AGM dinner*

We are going to be more ambitious this coming season and we hope many more North Wales group members and others will join us in our social and sailing events all of which are on the WOA site.

Photos courtesy of Chris Dibble and Mark Pearson



*A group of Conwy walkers*

John Morgan

## Scotland Group

### AGM 18 November 2017

Mary Buchanan, Vice-Commodore for WOA and the Chair for the Scotland Group, welcomed George Pickburn (WOA Commodore) and others there to the meeting.

A comprehensive array of 2017 photographs were on show at the rear of the room along the group's portable WOA Scotland Group pull-up advertising display showing *Clar Innis* in Village Bay, St Kilda.

### Chair's report:

This year has been a series of Highs and Lows – awful meteorological Lows! The summer was punctuated with a succession of five Force 7s – one of which caught us as we were rounding Cape Wrath.

Scotland Group activity started in January with a visit to Silvers Yard at Rosneath. All were impressed by the scale and quality of business being carried out there. Indeed, some members booked their boats in for subsequent work. The General Manager gave us a very stimulating, informative and thorough tour of his yard. This was immediately followed with a lunch, across the water, in Helensburgh.

The Spring Lunch was next and held in The Chartroom Restaurant at Kip Marina. This meeting, now a tradition, gives members the chance to share ideas and firm up plans with others for the coming Scottish summer.

April saw the first muster on the water. Alex West arranged for boats to meet at Lochgoilhead. The weather at the time was forecast to be quite windy making the whole trip somewhat challenging. However, most made it and enjoyed

great company, local walking (a local Corbett was even bagged!), shared meals and a fine meal ashore in the local hotel.

During the summer Alex experimented with 'WhatsApp' across a small group. Its use generated a few impromptu meetings that could not have otherwise happened. The outcome so far has been deemed promising and will be more widely used during 2018. One thing to note though is that it does require strict moderation if it is to remain useful and uncluttered.

The final event of our year was at the Scotland Boat Show, at Inverkip, where six new members were attracted and signed up. This now brings the WOA membership total to a new high of 3136 members. The show was on just as Storm Ophelia arrived in the UK which made for some interesting moments for the unwary. Our Commercial Manager was also on hand making new contacts and attracting new business.

The meeting continued with the Treasurer's Report and the election of committee members, continuing and new.

John Brand stood down and was formally thanked for all his substantial contributions by Mary Buchanan. We all wish him fair sailing.

The formal AGM completed, George Pickburn, the WOA Commodore George Pickburn spoke.

He reiterated the importance of Area Groups. Without these there would be no Association. They provide the physical link to our core business, sailing.

More Group Clusters are now forming whereby Area Groups get together



to create yet more opportunities and activities for members.

Mary Buchanan takes over as the Commodore at the Poole AGM January 2018. This means that the following 2019 WOA AGM will be in Scotland - Glasgow.

Celtic Gathering – George Pickburn thanked the organisers for this “great event”. It was impressive to see Peel harbour crammed with Westerly yachts.

The 2018 National Cruise will be to the West Country and may attract a few Scotland Group members. All are welcome to come along.

Maybe there could be a Scotland West Coast National Cruise for 2019?

WhatsApp – WOA was keen to find out how this use of communication technology was progressing and was interested to see that its use was to be expanded next year. Full guidance will be circulated early in 2018 to familiarise members with WhatsApp.

The engagement with current communication trends is important if we are to keep the WOA in the public eye and attract more interest. Our Facebook page currently has over 1000 ‘Likes’. However, the complete lack of 4G/WiFi coverage across nautical Scotland presents significant challenges in keeping these up-to-date and relevant. We need to persevere.

Twitter is particularly important to us because we can link with our suppliers and advertisers to show them that they are getting value for money by supporting the WOA. Do not underestimate the power of the ‘Re-Tweet’ – one recent one by Practical Boat Owner pushed our message out to over 12000 people!

A general/informal discussion then took place involving all and covering:-

### **Musters**

A desire to change the purpose and structure of Musters was expressed. It was thought that Musters should be more pro-active and set out to help members improve their skills, experience and confidence by making them more of a ‘Cruise and Learn in Company’. This would create more of a supportive environment whereby members could expand their expertise at their own pace but with a virtual ‘safety net’.

The following will be offered for 2018 (all weather permitting):-

**i) W/e 11-13th May** – Gather at Portavadie with a view to sailing down to Campbelltown and then on round The Mull

**ii) 26th May** – Oban area and then on towards Ardnamurchan

**iii) 8-9th Sept.** – Arran or Troon and then as the weather allows

### **Collaboration**

There was a short discussion about working with The Moody Owners’ Association. It was agreed that this would be beneficial to both organisations.

### **VHF Coverage in Scotland**

The general consensus was that in many critical areas, like harbours and anchorages, it was non-existent. Indeed, in some ports and lochs the local fisherman, Harbour Masters and commercial seamen did not even bother to try to use it – it was not there. They listen to Radio 4 for their weather information!

The current situation is poor but it was agreed that as the MCA are aware of

their shortcomings a correspondence from our Group would be a waste of our time.

The AGM ended with Gwyneth and Paul Common who gave an impressive talk, backed up with some amazing photographs, about their trip to the Lofoten Islands and beyond.

## Ireland Group

### AGM 3rd March 2017

Howth Yacht Club was once again the venue for our AGM on Friday the 3rd March.

After the minutes and matters arising were dealt with, members reported on their cruising activities for the previous season.

Great interest was shown in the cruising reports from the South Coast of Ireland, Isle of Man, Scotland and the Bristol Channel.

The meeting was chaired for the last time by Gary Maguire, who after many years of truly excellent leadership and service stepped down from his position.

Michelle Scott was elected to take on the role and assured those present that she would do her best to serve the members of the Ireland group.

We then adjourned to the Club dining room for a lovely meal and more stories about our exploits.

### Cruise to Arklow

#### 2nd & 3rd September 2017

5 boats took part in this cruise to Arklow with *Wild Again*, *Katrina 2* and *Shamu* having a pleasant sail from Howth on Friday.

*Pucaban* braved stronger winds on Saturday morning to join the group

which by this time had been joined by *Asile*.

The afternoon was spent following Simon & Sue Parker (*Asile*) as they led a very interesting historical walk around the north shore and the site of the old munitions factories.

Later we met up and enjoyed a very warm welcome and hospitality in the Arklow Sailing Club.

On Sunday, *Pucaban* departed for home with the remaining boats deciding to spend the day visiting the town of Arklow, leaving early on Monday morning.

Michelle Scott  
Ireland Group Chairman and  
Representative

## Channel Islands Group

### Laying Up Supper

#### 28th October 2017

The Laying Up Supper was held at La Grande Mare Hotel. In total there were 38 people in attendance, made up of WOA Channel Islands Group (CIG) members, Guernsey Yacht Club members and their guests. In the course of the evening, Rear Commodore (Motor) Sacha Yabsley gave a brief resume of events that had taken place this year. A Raffle then took place and raised over £200 for the RNLI and the Channel Islands Air Search.

It was once again a most enjoyable evening in the presence of good company, good food and good wine. In that respect, due thanks were accordingly expressed to Ash and all his staff at La Grande Mare Hotel.

Mike Tai  
Channel Islands Area Group  
Chairman and Representative



# Westerly On Wheels

**Inaugural Meet at Tarrant Keyneston, Dorset. February 2018**



The inaugural Westerly on Wheels event certainly put the group's motto – "Foul British weather will not deter us" – to the test. We arrived a day early to ensure that everything was prepared; and it was just as well that we did, because, despite several telephone calls with the pub over the previous weeks to confirm pitches, meals, etc, the staff on duty on the day we arrived had no record of us coming! Moreover, of the promised six hard-standings, there were only three available, the rest being already occupied by other campers. The back-up of using the pub's overspill car park was therefore necessary, but we needed to make an urgent shopping trip (thanks to David Symonds) to purchase a couple of splitters to provide the promised electric.

David and Judith had also arrived on the Thursday, and we set our vans up with the awnings facing each other, which together with the Westerly Gazebo, we hoped would provide a dry meeting place for the pontoon party. In the event, we decided that the wind would be too much for the big Westerly Gazebo and so made do with a small one to extend our van's awning instead. In any case, the wind

increased late in the evening, and we had to take everything back inside.

Next morning, we put it all out again. The temperature had just struggled above zero, although the wind chill made it feel much lower. With Westerly flags flying we were ready to welcome the fleet! By Lunchtime most had arrived and we had our "pontoon party" get-together, just before sunset. David and Judith's gas-fired "volcano" provided warmth for those huddled around it.

The following morning found us sheltering under the awnings from the wind and rain, for coffee and a Valentines themed quiz, and a wonderful iced sponge cake, specially made by Mandy and Paul Whitney, and featuring the WOW logo, to commemorate the inaugural event. Tim and Michele Burkinshaw were worthy winners of the Quiz and received the prize of a bottle of bubbly. Afterwards, although it was still raining intermittently, we decided to take down the gazebo and furl up the awnings as gale force winds and rain were forecast for the afternoon.

After lunch five hardy souls began the 1½ mile trek to visit Keyneston Mill where we had arranged for a visit to the Parterre perfumery and Botanic Café. On the way, we diverted to visit St Mary's Church and admired the ancient murals on the walls. After tea in the café, we were shown around the perfumery, and given a talk on aromatic plant cultivation and perfume making. Fortunately, the rain held off for the walk back to the camp, and we didn't get too wet.

In the evening we had arranged dinner in the True Lover's Knot pub. This was accompanied by a raffle, which raised a total of £66 towards the Ocean Brothers' target of raising £100,000 towards the British Skin Foundation charity. More information on the Ocean Brothers epic Atlantic rowing challenge can be found on

their website. Another cake (chocolate, this time) by Mandy completed a very sociable evening, and we retired to our 'vans.

On Sunday morning, the pub put on a full English Breakfast for all, before we went our separate ways home. There was even a brief flurry of snow as we packed up the campsite.

In total, 19 people (and three dogs), representing ten boats, attended the event. It was particularly encouraging to meet several couples who had not attended Westerly events before. We are looking forward to organising the next Westerly on Wheels event in the Autumn. Watch the website for details. If you want to be reminded of the WOW event please send us an email to [westerly-wheels@westerly-owners.co.uk](mailto:westerly-wheels@westerly-owners.co.uk).



*Mandys Cake for WOW*



*Pontoon Party at sunset*



*Tea at the Perfumery Cafe*



*Sunday Farewells*

## From the American Westerly Owners' Newsletter



Greetings from the USA! We hope that Westerly owners everywhere are looking forward to happy time spent on the water. Here in North America, winter has not yet relaxed its grip, but many sailors are enjoying the tropical waters of the Gulf of Mexico, the Caribbean, the California coast, or points farther south.

The most recent issue of the American Westerly Owners' Newsletter featured an installment on the voyage of *Camomile*, Bill and Sue Redgrove's Westerly Sealord 39 that recently completed their circumnavigation of the globe. We were fortunate to have Bill and Sue in our part of the world for the past several months, as they sailed into Florida waters, followed the coast of the USA northeast all the way up to Maine, and then sailed southwest again down the coast and off toward the Bahamas. They visited historic and cultural American sites that many of us from the USA have not yet visited, and

so we were especially grateful to them for sharing their perspective with us. We know that many WOA Magazine readers have also been following *Camomile's* progress. We are happy for your friendship, Bill and Sue, and wish you well on your journey. Also featured in the most recent issue of AWON is a story by Mark Kuiper, who rescued a Westerly Centaur that was seriously damaged by the hurricane known as Superstorm Sandy. Mark tells of some of the challenges that he has faced since taking on a boat that had been scheduled to be crushed. Mark, we wish you continued progress in saving a worthy boat from such a fate!

The American Westerly Owners' Newsletter is sent out four times a year as an emailed .PDF attachment. You don't need to live in the Americas, or even own a boat, to subscribe to it. Since there are no printing or mailing costs, there are no membership dues. If you would like to be added to the recipient list, please email [westerly-owners@gmail.com](mailto:westerly-owners@gmail.com) to subscribe.

Happy Sailing and Fair Winds,

Marilyn and Johnny Carver,  
Editors American Westerly Owners'  
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## ARTICLES

### It's not a holiday, it's an adventure by Bill Redgrove

**A post script to completing our Caribbean to Caribbean circumnavigation.**

If it emerges in conversation that we have sailed around the world we have found that this is met with a "wow" followed by a slight pause while wits are gathered and then a question about our journey. These are many and varied but for interests sake here are what I think might be the top 10 along with some of our replies:

#### **What's your favourite place?**

No matter how hard I try I could not pick one spot in particular but the general area of the South Pacific in the region of New Zealand, Fiji and the Solomon Isles would be my choice. This is partly because of the beautiful scenery but is just as much about the lovely people.

#### **Just the two of you?**

We find sailing two up is tiring for the first few days while we get into our watch pattern, but not too much of an issue while the weather is playing nice and the boat is all working properly. It is not so good if the weather starts to kick off and this is when it would be really good to share the burden of the 24 hour watches. The truth is that we had lived for a year on *Camomile* before we did our first ocean crossing and had kind of expanded our personal space to fill her. It is not to say that we don't enjoy the great visits from family and friends but we do find her 39' cramped with extra crew aboard even for a week or so. But for months at a time... It just wouldn't work for us.

#### **Where do you stop at night in the Ocean?**

We don't. On passage *Camomile* is a dry boat, maintains watches 24 hours a day and sails through the night. In the daytime we are usually both up and I go off watch at about 8pm until 1am while Sue watches. I am on watch while Sue sleeps from 1am until 6am when I go off watch and sleep until 9 or 10 am. Then we are both up until Sue naps in the afternoon between 3 and 6pm.... Long watches but it works for us.

#### **How much does it cost?**

Some people on the circuit have a budget the size of a small country to spend, some are on a shoestring and work their way round. We are somewhere in the middle but our outgoings fluctuate wildly according to the location. South East Asia is very cheap but by contrast America is ridiculously expensive. We take our choice, make sure we get good value in what we buy and make our budget stretch as far as we can.

#### **Have you been in any serious storms?**

Yes we have. I think every boat has its war stories and *Camomile* is no different. However I would seek to reassure those of a nervous disposition by adding, of the 3000ish days it has taken us to get around the world, only four of them were in actual hazardous conditions (rather than merely un-



comfortable when Sue wasn't happy). Also, two of these days could have been avoided by not passage-making to a rally schedule. So probably better odds than sailing the English Channel on a regular basis.

### **What would you do differently?**

Even though our four year plan became ten, we would have gone through the Caribbean and French Polynesia more slowly than the rally schedule we were on at that time called for. It wasn't until we stopped being ralliers and became cruisers instead that we really engaged with our surroundings and the large community of yachts already out there.

From a technical perspective I would be better prepared for living in a hot climate. More insulation, more ventilation, better canopies, far more solar panel capacity, a bigger water maker and inverter would have been good along with a tow generator for the longer passages perhaps.

Finally I would learn and be equipped and qualified to scuba dive at least from the Caribbean onwards.

### **What surprised you most?**

That people who possess the least are the most generous with what little they own. It is quite remarkable how little they appear to envy what must to them appear great wealth as we rock up in our sailing boats in cloths with no holes in them. Well nearly none.

On a more prosaic level, as I set out from the Solent to sail around the world I fondly imagined this adventure would involve a lot of sailing. And it did but, when there is no wind, when safety is upwind, when your rig has a problem, when your batteries need charging and for many other



*Exploring another creek*



*Family outing to see the yacht*



*Putting something back – mending leaking dugouts*



*Trading with the locals*



good reasons.... on goes the trusty engine. In eight years I have put thousands of hours on my forty horse power engine. Far more than I would have credited

### **Why did you do it (are you nuts)?**

It was around the time when career and children and houses and shopping and everything else that whips our busy western lives into a crescendo of activity, that it started to dawn on me our noses were pressed so hard to the grindstone that I was sleepwalking through our lives. Maybe I would wake up when the boys left home, when I retired from work or perhaps just when the life ran out of me.

Then, over a period, we had early deaths in our family and I suppose it was then that the sleeper awoke and our long term plan took form.

As we turned 50 and our boys had started their own lives, an adventure sized gap appeared. We could have waited another 10 years or until retirement age and saved more and more money up towards the trip but.... "life's hour is later than you might think".

And so it turned out that we would see the world from the deck of our sailing boat. This is not particularly because we like sailing (talk to Sue) but because we could step outside the tourist bubble and into the lives of real people and do it in the company of like-minded folk.

### **Why have you stopped/are you going around again?**

We have stood on the rim of active volcanos, swam with whale sharks, played with dolphins and free dived with huge manta rays. We've seen the most beautiful vibrant coral in the world, explored jungle temples,



*Sunday lunch Island style*



*Trainee traders*



*Solomon anchorage*



*Mayotte mother*

walked the Great Wall, beached the boat on uninhabited islands and sailed the desert of the world's greatest oceans. We have seen and experienced so many wonderful places and people that we have gradually become more challenging to impress so going around again would not have the same impact on us as the first time. Yes there are plenty of places we didn't see on our circuit but we would like the axis of our lives to be closer to our family now, attend their events, and see them without using Skype or a long haul ticket. Re-integrate.

And then we have barely scratched the surface of the Baltic, have never sailed the Med let alone most of the UK coast. We have housekeeping projects that, after ten years away, are clamouring for action along with gainful tasks we

can't complete from the other side of the world. So we plan a shift in lifestyle rather than a complete change.

### **What have you learned?**

That the beauty of our planet, its peoples, cultures and creeds, is best appreciated outside of that frantically speedy tourist bubble. That, for us it is always best to move forwards, going back seldom works well. So *Camomile* is not good at back tracking and the first rule of boating applies. Pointy end first!

We have found that good people outnumber the bad by a very big margin and that 99.9% of the time, all over the world, if you give respect, you will receive it.

Finally, though it may be imperfect, there is no place like home.

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## **Using a Tablet as a Chart Plotter and Navigational Aid by John Shead**

My Griffon came without a chart plotter so I looked around at various models and felt the 7" was a good workable size on a small boat, the 9" was perfect. The 7" compares well with the screen on my Ipad mini tablet, which costs a little less than a small chart plotter and is a lot more versatile. Use a standard size Ipad and you get an even bigger screen, more like a 9" plotter. I find the screen clarity on tablets is better than plotters. Many other tablets are available but I already had an ipad mini. Both Apple (IOS) and tablets using Android can be used.

I have a basic Wi-Fi only tablet, which does not have a proper GPS receiver built in. Basic tablets have A/GPS for location purposes. This utilises mobile phone signals and is not suitable for

navigation afloat. However there are various stand-alone GPS receivers on the market that connect to a tablet using Blue tooth. They are very small and not very expensive. I use the GNS Bad Elf, which works well.

More expensive tablets with the cellular option may have a built in GPS receiver.

Both the tablet and the GPS receiver are battery powered but use very little power and can be charged from the boats 12v supply using a USB adapter.

What about software? I use Transas iSailor. This is a free app that provides all the basic functionality of a good chart plotter. Not so sophisticated as a dedicated chart plotter of course but still more than adequate for day-

to-day navigation. Tablets use touch screen controls, which is particularly useful when changing scales. There are other software packages available for both Apple IOS and Android. Imray produce good chart plotter software that is free to download. As many chart plotter apps are free to download you can download them along with trial charts and see for yourself before buying.

### **Charts**

Most dedicated Plotters come with some charts already loaded. Some are rather basic but they are generally good.

There is a good choice of downloadable charts for tablets. iSailor uses Transas vector charts. I have found these excellent and cost effective. There is world coverage and many inland waterways. I have two charts. The East Coast chart goes from the Pentland Firth to the Thames and the UK South Coast from the Thames to the Scillies. They cost around £30 each and can be downloaded to other devices with the iSailor app at no extra cost. The price includes updates. There are also subscription options for AIS, Weather and Tides. Imray electronic charts are also available for their Chart plotter at similar prices. Their coverage is not so good as Transas but they do cover all UK and European waters and are well supported.

I have a waterproof case for my tablet so it can be used in the cockpit as well as at the chart table although it is not so good in bright sunlight. K J Howells make a teak holder for tablets that enables them to be mounted on the bulkhead above the chart table. There is also a range of tablet swivel mounting kits.

A dedicated 7/9" plotter may be a better option if you just want a chart plotter, something you may only use for few weeks a year however a tablet offers more versatility and I use mine daily. As well as a chart plotter it has a tidal app, a wind finder app and a weather app. A light recognition and buoy recognition app and other nautical apps are available and of course many other non-nautical applications. Tablets can also be used to watch movies and listen to your music. The excellent camera can be useful on the boat and ashore. With a WiFi/NMEA adapter other on board instruments, AIS and radar can be displayed on a tablet.

I understand that some devices, Chart Plotters, Radar and Fish Finders etc. can interface with a tablet using a blue tooth option. In this mode a tablet can be used as a repeater with perhaps a better display than the home device.

On board I do like to keep things simple. Not as simple as my first boat. A chart (out of date?) a hand bearing compass, a Breton Plotter and a pencil were the only aids to navigation. Now as well as the tablet plotter I have a Garmin GPS with a cockpit repeater. This doubles as speed log. I also like paper charts and always have the current one on the chart table.

A 9" tablet with GPS will cost around £500 compared with a 9' Chart plotter at around £1000. The choice is yours.

Pilot Books are now becoming increasingly available as ebooks and having them on your tablet can save space on board. I personally like to browse the paper editions.

I hope you find the above useful and it encourages you to explore the possibilities of tablets on board.

## How I came to buy my third Westerly, *Starwatch*, – a W33 Ketch by Les Willis

*Editor's comment : an honest story which will resonate with many!*

I bought my W33 Ketch after returning from a failed attempt to sail to the Azores Island of Terceira in early May 2016 in a friends' Nicholson 38 together with another friends' Vancouver 34. We departed from St Mary's in the Isles of Scilly to set out for The Azores on 16<sup>th</sup> May. The Vancouver made it after 14 days, suffering damage during three severe gales but the Nicholson gave up after 24 hours of going nowhere some 75 miles out from St Marys' while being blown towards Gijon in Spain, so we opted for tour of Brittany instead.

Returning from L'Aber wrac'h via Newlyn, Penzance, Padstow, and Ilfracombe and back to our home port of Uphill, Weston-super-Mare, I had a chance to sail my own yacht *Pandora*, a Saltydog. **Finding *Starwatch***

My son, on my early return, invited me to stay at his home in High Wycombe to celebrate both our birthdays and to visit Hastings where he had bought a house in need of much refurbishment.

No intention to buy another boat yet but I saw an ad on the WOA web site

for what appeared to be a bargain boat, ashore at Sovereign Marina, Eastbourne near Hastings. We arranged a visit with the owner and as usual I couldn't say no. Now I have two boats! The Westerly was very well looked after but had been out of the water for the last two years. The price was right despite a few electrical problems, easily cured with a new alternator and three new batteries. The package included nearly 3 months free berthing in Sovereign Harbour Marina and as the owner hadn't used the allocation of 42 free nights in other Premier Marinas this would make for an easy voyage along the South Coast with free berthing available in 7 marinas from Brighton to Falmouth. I had to fit the alternator, sails, drain the fuel tank, renew the engine oil, filters and generally get her ready for sea with hopefully some pleasant sailing and free berthing to look forward to in mid-July and August. The next problem, after sailing my new acquisition back to Uphill, would be whether to sell *Starwatch* or *Pandora* my other yacht. Well, I'll tell you my decision later.



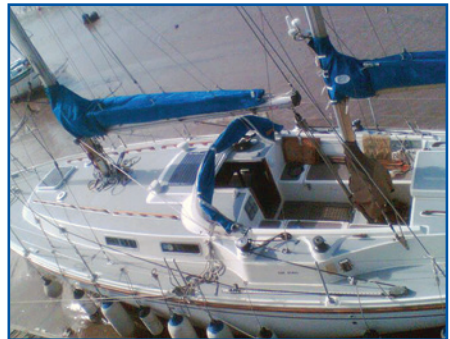


## Problems

The alternator created a few problems as the replacement came with a different pulley which didn't match the belt width, requiring the old pulley to be machined to fit. Finding someone to do this, as a stranger to Eastbourne, posed another problem but luck was on my side as, while searching, I chanced upon a workshop with their doors open, as it was a hot day. The young manager offered help and promptly disappeared with my pulley and within fifteen minutes was back with the pulley perfectly machined to fit. He wouldn't accept any payment except when pressed. I also needed a puller to remove the steering wheel to allow removal of the Raymarine SPX5Mk2 4000 wheel pilot drive. The gods were on my side again as the owner of the garage next door to the machine shop offered me one after a bit of rummaging at the back of his premises and again let me borrow it without security or charge. Pleased as punch I returned to the marina to cook dinner and fit the alternator. This resulted in another fault coming to light as I then noticed the ignition warning light on the instrument panel was not illuminating. Next job was to strip out instrument panel and clean up the ignition light bulb holder. This actually was the reason the original

alternator was not charging. Hey Ho the perils of buying boats. I also had to tidy up most of the connections on the instrument panel as the engine was a bit reluctant to turnover unless one wiggled the starter switch. All done with the engine fired and alternator charged. All that remained was to remove the wheel and return the wheel pilot drive to Raymarine at Fareham. This I did while driving back to my home in Weston Super Mare.

Raymarine at Fareham offer a complete service of the unit for a reasonable charge which entails replacing any worn components with a stated 'turnaround of 15 days' (Their words) which proved frustratingly unachievable. After receiving only half the pilot by post, losing the weekend and the weather window to fit it, I found in the follow up parcel a new outer cover instead of the one I had delivered to them which to be fitted requiring numerous holes to be accurately drilled in it to allow re-assembly. Once all was finally installed, in fine weather my son and I foolishly decided a test sail was in order. We locked out for the first time after close encounters, sandwiched between an expensive motor boat and a large yacht. The crews of both vessels kindly took my warps but we were the first to exit and





the yacht crew let my lines go a little prematurely as the surge when the gates opened threatened to drive my yacht's stern into the highly polished side of the motor boat. Fortunately I was able to open the throttle and stem the surge until the green light to clear the lock entrance. We safely reached open water, headed into wind and engaged the wheel pilot prior to raising the fully battened mainsail. This achieved and headsail unfurled all seemed well except for a rather noisy electric motor which eventually became a worrying graunching noise. I decided to return to our berth and strip down the wheel pilot again only to find the paid for repair had not been completed. So back to Raymarine. The pilot was handed back to me after a couple of hours. I asked would they mind if I opened it up for examination prior to leaving. I pointed out two of the plastic cams that press the belt on to the drive mechanism when the clutch lever is engaged where cracked. Another two hours later the unit was again handed to me as it was now in perfect working order. Once the pilot was installed for the second time I was ready for my first passage home with a friend as crew and eventually locked into Brighton after a pleasant passage, from Eastbourne mostly under sail without the use of the wheel pilot.

### **Sailing home**

Due to silting in Brighton marine I failed to depart at 0430 the next day and had to delay to 06.30 before the keel came out of the mud. Sadly the winds and tide conspired to raise a nasty sea which prevented passage to the Looe Channel until two days later.

My crew had by then left for his work. So single handed I left Brighton at

0430 again and had a superb sail to Gosport despite having to remove the wheel and wheel pilot while underway as the drive belt snapped! Victor Meldrew's 'I don't believe it' plus expletives vented my anger. But the boat performed with seven knots through the water and nine knots SOG arriving at Bembridge on the Isle of Wight too early for passage with a fair tide to Gosport. Anchored off Bembridge for a relaxing lunch, I used the electric windlass for the first time to recover the anchor. I was amazed at the amount of sea weed that came up which without the windlass I would have failed to lift. The finale came on entering the Small Boat Channel to Portsmouth/Gosport, where sailing is forbidden without prior permission from the Queen's Harbour Master, as suddenly I realised there was no coolant water circulating but managed to arrive at Gosport without cooking the engine. The inlet strainer was jammed packed with sea weed but once cleared all seemed well for the next passage to Weymouth. Two days later after R&R and a pleasant day with my brother, a master mariner, spending a day on board, I set sail single handed again for Weymouth when disaster occurred again with the engine over heating as I entered the Solent. A favourable wind allowed me to sail back to Gosport via the small boat channel with permission of the Queen's Harbour Master. The over heat was due to more seaweed blocking the inlet filter, fortunately without damage to the engine. The saga of the wheel pilot eventually ended after making passage to Penzance when it finally gave its last gasp off St Ives, resulting in steering single handed all the way back to my home port. I advised Raymarine of all the problems and, after

a positive conversation they provided a complete wheel pilot drive without further charge, It remains to be seen how long this will last as during my time in Padstow I met up with another Westerly 33 owner who sailed single handed across the Bay of Biscay with a failed SPX5 MK4000. He showed me a box of broken drive motor gearboxes all of which had failed during a period of sailing in the Mediterranean

### **Back home**

Despite eating well during my time at sea and appearing to keep fit, I had noted the loss of a stone in weight and a noticeable reduction of my hearing. My GP diagnosed blocked Eustachian tubes and also said 'while you're here I'll do a well man check'! This resulted in her saying she didn't like the sound of my lungs and the weight loss was good reason to arrange for chest x-rays and later a CT scan. Fortunately no

cancer was apparent and as I didn't appear to be having breathing problems they wouldn't need to arrange any treatment. The period leading up to diagnosis made me decide to sell *Starwatch*, the W33, which I now to some extent regret but life continues and I still have my Saltydog. Rest and regular meals soon regained my weight loss.

Ps *Starwatch* is still sitting where I left her as the new owner is temporarily living aboard, providing him with relatively cheap accommodation in lovely surroundings. I still can't resist a sigh of regret, as I see her most days when walking to my mooring on the River Axe at Uphill as she is a very pretty craft. *Pandora* soon changes my mind once back on board as she has two keels and is perfect for an ancient mariner. Although I still keep looking at the yachts for sale ads!

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## **And the June Winds did Blow by Ian Owens**

Our beloved Westerly Centaur *Amopotis* was moored on the Chichester Harbour side of Hayling Island bridge until early March. Langstone Sailing Club had erected a large, substantial pontoon on the other side of the bridge. After some thought and discussion we decided that we would like a mooring there. The advantages are the convenience of the pontoon, access to the club house, electricity, toilet and shower facilities. So we moved to the Langstone side. We were allocated a mid-channel mooring, just 100 metres from the pontoon. However, this season, due to inclement weather conditions (warm sunny days, but extremely high winds) we had not ventured out into the Solent. We were disappointed as rallies were arranged

with WOA, but the winds were far too strong. But we made good use of the pontoon, using it as a weekend retreat.

In June this year the Langstone Sailing Club organised a Cross-Channel cruise to Cherbourg and friends Mandy and Dean had planned to sail their newly acquired and renovated 'Sadler 29' on this trip. You may remember the mini storm (Force 9 for 5 hours) in the Solent area I believe it was the 8/9 June. Dean and Mandy's boat was moored near to us; their Sadler broke free of its mooring bouy and snapped its anchor chain. The Sadler went walk about and came to rest bouncing on the shore off Hayling Island, and yes sustained substantial damage to the hull. We read the report on the internet. I must

say, that Langstone Sailing Club were extremely efficient and helpful in the rescue of this vessel. Langstone Sailing Club is a self-help club, with members that are experienced in sailing and maintenance of craft. The next weekend we inspected *Ampotis*, and she had suffered a small amount of damage. The bow roller was bent, I thought nothing too serious. However in hindsight I should have looked for cracks in the side of the bow roller.

During the following weeks and months the high winds continued increasing in strength. Now fast forward to September and winds had increased to force 9. We were helping the WOA at the Southampton Boat Show and we decided to visit *Ampotis*. We rowed out to our mooring in the dinghy. On reaching *Ampotis* I was horrified to find the bow roller leaning over the side - just like a drunken sailor, with the chain still tied on. You could clearly see a crack on both sides had appeared over half-way through the metal of a widening gap. Just like tearing a sheet of paper. We moved *Ampotis* onto the pontoon and ran through all the options in our minds.

One more blast of high winds, or gales, would break the forestay and bring down the mast. Fortunately, for me, a member of Langstone Sailing Club was around and suggested attaching a shackle and with my previous experience and lorry driver knots, I tensioned the forestay and moved the connection back behind the fracture.

The bow roller for the Westerly Centaur is no longer available, however, I spoke with many Westerly owners at the Boat Show. Again, luckily, one owner had a friend who fabricates stainless steel 316 and can re-build in plate stainless steel to a much stronger standard.

### **Conclusion:**

Extremely high winds and freak storms are here to stay, even if they don't visit on a regular basis (i.e every year). The world's oceans are warming, causing the air to rise, resulting in excessively high winds over the world's surface. As seen in the present devastation in the Caribbean. Do not rely on your boat being able to take the punishment taken in the past. Think of the future and take appropriate action now.



*'Bit quiet at the moment but lovely sunrise' by Alan & Sylvia Ann Rand – runner up in the WOA Photographic Competition 2017*

## Volunteering for Blind Week by Julian Mandiwall

For over 40 years there has been a wonderful week long day-sailing cruise every summer. It is specifically targets crew who are registered blind; some are experienced long distance sailors and some are new to the sport; some have useful vision in bright light and some have no sight.

I heard about the week asking for volunteer boats in this very magazine 33 years ago and since then have sailed in over 30 Blind Weeks in my Westerly Falcon, *Borborygmae*. Many friends are made and it is great fun. Westerly owners are always prominent in the week, but we are aware that the prospect is initially daunting - until you have done it, that is! This is not about disability. This is about sailing. It is just always nighttime for some sailors.

Some 20 odd boats, usually between 30 and 40 feet are volunteered by their owners every year and the event organisers make sure that each boat has its skipper, 2 crew (one of which has sailed with visually impaired crew before) and two visually impaired or blind crew. The boats split up into 4 fleets and day sail in company from



port to port, returning to base for a last night dinner party.

Apart from weekend club events, last year *Borborygmae* again took part in Blind Week which was hosted by the Royal Southampton Yacht Club. At the end of the week she crossed over to St. Malo for the spectacular fireworks, there being invited to join in with the Channel Islands group for drinks and a most convivial dinner! Thanks to Mike Tai! She then made her way inland down the canal to Dinan - a favourite haunt. Then back to Cherbourg and on to St. Vaast for an amazing celebration at a wine cave that had been organised by our sailing club.

A few words cover six weeks!

*Editors note: This year the week is hosted by the Royal Cornwall Yacht Club in Falmouth from June 30 to July 7. If you are interested contact Julian Mandiwall owner of Borborygmae: [julianmandiwall@gmail.com](mailto:julianmandiwall@gmail.com).*



*'Misty morning' by Christopher Derrett – a runner up in the WOA Photographic Competition*

## From The Archive by Brian Eastael

*To celebrate the 100<sup>th</sup> issue of the Westerly Owners' Magazine, I have picked a couple of short articles from each of the 25<sup>th</sup>, 50<sup>th</sup>, and 75<sup>th</sup> issues to show some of the things that have changed over the years, some that have stayed delightfully familiar, and some that perhaps we should consider revisiting.*

### Issue 25: Winter 1980

#### A novel idea for the ladies

##### – heated hair rollers on board, without electricity.

Using a heavy based frying pan, and using 3/8" and 5/16" coach bolts bolted into the base of the frying pan, you can have your own heated rollers in as short a time as five minutes.

Drill out the required number of holes in the base of the frying pan, correctly spaced to take the size of the rollers, cut off the head of the bolts, smooth down so one can slide the hair roller on easily. Bolt the threaded end into the base of the frying pan and it is ready

for use. Make sure the bolts are long enough so that the roller doesn't touch the -pan base. No water is required in the pan when placed on the cooker but the rollers must be carefully watched and as soon as the temperature rises and the disc on the roller changes colour remove from heat.

Foot note: Warn any new crew members that this is not a new method of cooking scrambled eggs!

Kevin Read

---

#### Race Officer's Problems

Not all races go exactly according to plan! And to those who raced on 13th September my apologies. The saga went as follows:

We arrived on station near the Norris Buoy intending using Norris Castle as a transit (Mistake 1: Course instructions said Osborne House). All of the yachts in the immediate vicinity understood we meant Norris Castle - I think! At this point West Ryde Middle Buoy disappeared which was a little difficult as it formed the first turning point. We then started to drag anchor until we drifted 1/2 mile off station and not only had a starting line 1 mile long but we also had the turrets of Osborne House and Norris Castle in view! At this point we advised nearby yachts to still sail Course 1 but exclude

the buoy. We then postponed the start in an attempt to regain station but found we had a fouled anchor. This was bad enough, but seconds later Trinity House came along and put the buoy back again! At this point I wished I owned a little wooden cruiser and was still rubbing down ready for the season.

We then advised most owners to include the 1st buoy as we could not be sure that the yachts without RT had received the "original" instructions. What next - the children let the starting signal off early and the flags get caught in the rigging. Just to round the story off, one minute before the start with all the chaos and yachty language around we had a phone call via Niton Radio from an owner asking



if his table reservation was OK! At this point most yachts started – least-we think they started, we couldn't even see the yachts at the far end of the line. We think they all went in the right

direction because we only then had to clear our anchor and sail to the finish.

Could drive one to drink this relaxing sailing game.

Jack Acres

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## Issue 50: Spring 1993

*N.B. Neither of these pieces are attributed, but I suspect both were written by Rod Herdman, the magazine editor of the day.*

### WOA Insurance Scheme

Our insurance brokers Dove and Butler Limited have more connections with Westerly than you may have realised!

John Butler is a Naval Architect by profession and he designed the Westerly 28, Cirrus and Tiger (see Newsletter No.46). He was side-tracked into sail making when, in the early 1970's, he started Butler Verner Sails. The Company grew so quickly that he had to leave his design career and concentrate on running the sail making business. It was sold to North Sails some ten years later. During the sail making period he supplied sails to Westerly Marine Construction and he can remember supplying ten Konsort mainsails and jibs to the factory every Friday for many months.

John started Dove and Butler six years ago and he was joined by Peter Dove who has also been in the yachting business for most of his working life. For many years Peter was Sales Manager of Hood Sailmakers and before joining John he was a Director of Proctor Masts. He has raced all over the world on large yachts and was one of the permanent crew on Ted Heath's *Morning Cloud*.

Through their knowledge of yachting they are always very pleased to talk to

Association Members about any aspect of sailing.

It is hoped more members will make use of the excellent Insurance Scheme they have arranged for Association Members. Their rates are competitive and the cover excellent. There are already 165 members signed up and the more there are the better the chance of maintaining or even improving on the present terms. The policy covers everything the cruising Westerly owner is likely to want including participation in Association Races.

Just as important as obtaining the best value premiums is the knowledge that if you should have the misfortune to make a claim you will certainly get good advice.

### Policy Changes

Those who have recently renewed their policies will have received details of a number of minor but valuable enhancements. One being that it is no longer necessary to notify a change of ships' boats, outboard motors and personal effects providing they remain within the automatic limits

Another useful extension is that gear and equipment is now covered for whilst in transit anywhere within the continent of Europe and whilst

at repairers. This would cover your mast and rigging when sent by road from Rouen to Sete while you cruise unencumbered up the Seine through the canals.

There is now a separate Legal Protection Scheme that covers legal costs which is available for a small additional premium. This is very much on the same lines as the motor policy legal fee schemes. John Butler suggests that it is useful to have this cover alongside the main policy. Leaflets are available from Dove and Butler on request.

### Surveys

Generally speaking the insurer's requirements for surveys of older

boats are far less stringent for Westerly boats. A good example is *Dryad*, the Windrush 25 bought by founder members John and Eve West in 1965 which has just had its first insurance renewal survey after 27 seasons.

The result was a clean bill of health for hull and rigging although they have had to upgrade navigation lights, fit a fixed bilge pump and hinges to the previously loose cockpit locker lids.

*N.B. The WOA insurance scheme originated by Dove and Butler was subsequently taken over directly by Navigators and General. Members' benefits have been continuously updated since this time.*

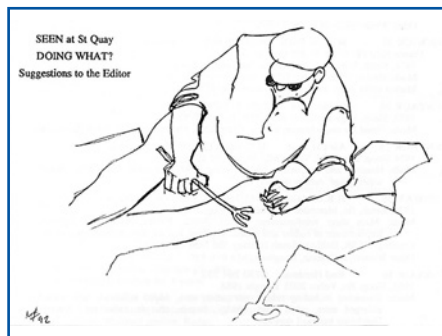
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### Seen at St Quay

We had hoped that the sketch on page 43 of the last Newsletter might have drawn forth a whole list of amusing suggestions such as "I don't think much of this new-fangled crab catcher".

It was, in fact, one of our more senior members who was nursing into life a BBQ tucked precariously between the large stones forming St Quay marina breakwater. This ploy solved the problem of the wind but did complicate the cooking and give rise to frequent cries of "There goes another \*\*\*\*\* sau-

sage" as said delicacy, aided by gravity, disappeared down the crevices.



---

## Issue 75: Winter 2005

### What's In a Name? Westerly Berwick 140 *Marduk* by Gordon Kemp

We inherited the name *Marduk* (pronounced Marduke) when Sheila and I bought her 15 years ago. We thought the name was a bit 'hard' after owning CR 1643 *Tamoure III*. *Tamoure* is the name for the sexy Polynesian fertility dance which beguiled so many of Captain Cook's sailors.

*Marduk* was one of the pantheon of Babylonian gods but he was elevated to become the supreme god. The Babylonians believed he defeated the sea in battle, then created the land and everything on it. 'That's good enough for us', we said, so we kept the name.

We think it might have been the name which caused us 15 minutes of real anguish some years ago 20 miles off Alderney when running home on a brilliantly clear summer afternoon. We had watched the *Al Biba*, a 40,000 ton gas tanker, coming up channel from the west, for at least half an hour, judging that our converging courses would bring us close. But I had no intention to claim my right of way even in an otherwise empty sea. *Al Biba* passed across our bow about half a mile ahead and then it slowed, turned north, then west back across our bow and then swung south straight at us. A radio call asking what his intention was drew no response. There was no sign of anybody on deck or on the

bridge. Had we stood on, we might have passed port to port but she was still turning and I could not be sure that I would clear her bow. I opted to pass starboard to starboard and with the engine flat out to overcome the hopelessly backed poled-out genoa we passed 50 feet off her side and slipped thankfully around her stern.

*Al Biba* had passed well clear ahead and was away to starboard before she made her unnecessary course change to circle us. Did some bored officer on the bridge spot the name and come round for another look? *Al Biba* was from Kuwait. Or was Sheila getting a bit of extra sun tan at the time - I just can't remember!

---

### What's In a Name? by Nicholas Bushill

When I purchased my Westerly Centaur No 1241 she was called *Reward* and the paperwork showed that she had been called this all her life.

I was interested in such an unusual name for a yacht and started to make enquiries. A friend of mine, who had been in the Royal Navy, said that it was the name of one of Lord Nelson's warships, so I was most impressed by

her history as I felt that the first owner must have been a Navy man.

Unfortunately, I saw my friend a fortnight later, and he said that he had checked up in the Navy list and she was a Tug in Portsmouth Harbour. Not such an eminent pedigree!

*N.B. We are continuing with this theme in the next edition as 'From the Crow's Nest'. Do you have a brief story to tell about your boat name?*



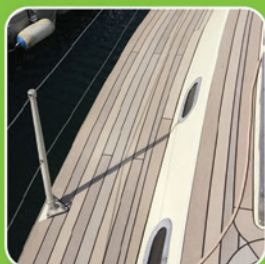
*'Loch Sunart at sunset' by Timothy Bowden – runner up in the WOA Photographic Competition 2017*

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### WOA Boatline

If you have a maintenance problem or any other query about a specific Westerly model, try contacting a Boatline Member specialising in that model.

See the WOA Yearbook, Technical Section for details. Boatline Members are listed by Westerly model on the WOA Website.

New Boatline Members are required for Westerly models not listed, or which have only one Boatline Member. If interested contact the Technical Editor.



*(Left) 'A close fetch off Lee on Solent' by Adrian Rigby and (Right) 'Another season over' by Steve Cordingley – both runners up in the WOA Photographic Competition*



## BABYSTAY DECK FITTING – EARLY OCEANLORDS

BY KEN BROOK

When we purchased our Oceanlord *Badgers Sett* our surveyor suggested we should tie the babystay deck fitting down to the hull, as he had seen them lift the deck off the internal bulkhead in this model.

The original installation had an angle bracket on either side of the bulkhead with the top of the bracket bolted through the deck and the babystay fitting and the two brackets bolted together through the top edge of the bulkhead.

Initially I fitted larger brackets to ensure they would not pull up through the top edge of the bulkhead. However, over the years I noticed the forward cabin door tended to jam and also observed that this particular bulkhead, the forward cabin aft bulkhead, does not go all the way down to the hull.

So I fitted a 10mm stainless steel rod from the deck fitting to the hull, straight down the inside of the forward cabin door frame (as photographed with the larger bracket I installed).

Of the 4 bolts from the deck down through the fitting, deck and bracket, I removed the forward port-side bolt.

The rod was flexible enough to pass up through the bolt hole from below and the base plate then slid under the floor. The rod fits behind the existing wooden casing that covers the original bracket. The base of the rod is welded at right angles to a long flat plate, the top edge of which can be seen in figure 1.

The base plate was bolted through the hull beam to a partner plate with matching holes, visible in the picture.

Luckily the existing hull beam lined up perfectly with the hole for the deck fitting.



*fig 1 - View of steel rod*



*fig 2 - Flat plate in the hull*



*fig 3 - Top of rod with eye*



A small hole in the floor and the rod in a corner, down the edge of the door frame are the only things visible (see figure 2)

Lock nuts on the rod above the deck fitting tension the rod and hold the fitting down. Rather than cut the rod to length I fitted an eye nut on top of the rod which provides a useful fixing. (See figure 3)

The cabin door has not jammed since and I no longer worry about lifting the deck.

*Tech Ed comment:*

*The author also points out that the problem of babystay lifting the foredeck particularly applies to early Oceanlords that have a single babystay. Westerly altered the rig of later models to two forward lowers, perhaps because of this problem. We invite comments from Oceanlord owners on this technical problem.*

---

## FIXING FOREDECK HEAVE ON A WESTERLY OCEANRANGER

BY IAN BUCHANAN

*Tech Ed comment:*

*It seems that foredeck heave caused by the babystay on the Westerly 'Oceans' is a common problem. Here is a second technical article on the same problem, this time on a Westerly Oceanranger:*

### INTRODUCTION

When I purchased my Oceanranger in 2000 the surveyor drew my attention to 'suspected foredeck heave' at the babystay fixing point.

I investigated this later by removing the fore cabin roofing panel. The deck fitting for the babystay was backed by a small alloy plate, located at the bulkhead between the fore cabin and the forward heads. On inspection I found that Westerly had bonded the bulkheads during construction with the backing plate at this point under the bonding. Hence the backing plate had lifted the deck off the bulkhead bonding.



My first attempt at fixing the problem was to replace the small backing plate by a large one that spanned the bulkheads at the rear of the fore cabin, and then epoxy this plate in position.

However, last year there was a leak from the babystay fixing point and investigation showed that the bond to the deck had again separated from the underside of the deck, although the plate was still firmly secured. It was clear that a more substantial repair was necessary.

I had previously replaced the headlining in the fore cabin, so this required the roof panel to be removed and the headlining pulled back from the two bulkheads (towards the heads and towards the passage to the saloon).

The small roof panel at the forward end of the saloon was also removed.

Conveniently, I was replacing the headlining in the forward heads, so this was removed totally.

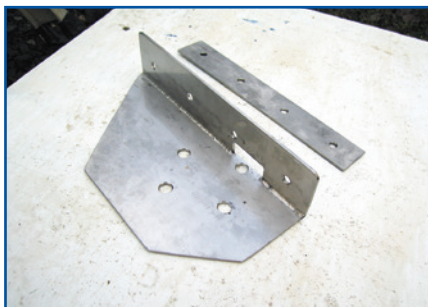
Inspection showed that the bonding to the deck had failed in the three sections exposed. This failure may have been due to the poor preparation of the underside of the deck before bonding, as the bond material had not failed, and was still firmly attached to the vertical bulkheads.

### REPAIR STAGE 1

The first stage was to cut away the old material that had separated from the underside of the deck, so that a stronger repair could be made. This was done by using an angle grinder with a cutting disc as well as chisel and hammer at the corners.

The repair area was then ground down with a disc to cut in a fresh face for the epoxy to bond better.

Note: This is a very messy process and needs a high quality dust mask and sealed eye protection. In spite of erecting dust screens in both the fore cabin and forward end of the main saloon, dust got everywhere. Fortunately the boat had been emptied for the winter.



### REPAIR STAGE 2

I made a cardboard template for an extra metal plate to be fitted under the babystay bolts and allow it to be bolted to the adjacent bulkhead. A stainless steel angle plate with a backing plate was made by a local workshop.



### REPAIR STAGE 3

Firstly, to fill gaps between the top of the bulkheads and the underside of the deck. This was done mixing a stiff epoxy mix (West System) and using a disposable cake icing bag to squeeze the paste into the gaps. One side of the bulkheads had been taped to aid the work.

Secondly, I rebuilt the bulkhead/deck joints using the epoxy bond and webbing tape, 6 layers were put on each side of the bulkheads.



(As it was done over the winter the heating was kept high over the days of work to ensure a good curing of the epoxy).

#### REPAIR STAGE 4

The babystay bolts were replaced with longer ones to hold both the old spreader plate and also the new angle plate. Once in position the holes to the bulkhead were drilled and the backing plate (in the forward heads) secured.

#### REPAIR STAGE 5

The final stage was to cut back the bolts to allow the headlining to be replaced. Note that a slot had to be left in the angle plate to allow a spanner to reach the inside nut.

With the headlining all back in place the finished job looks good and should cure the deck heave from happening again.



## A MAKEOVER FOR A 35YR OLD WESTERLY DISCUS

BY DAVID PHILLIPS

#### SHE WAS A BARGAIN

“You might have a quick glance at this one” tipped the yard manager at the end of another fruitless day’s search for a suitable family boat. A few calls established that the owner was very keen to sell but if we wanted her could we please decide that afternoon as an attempt to sell the boat on Ebay had just failed. A careful inspection revealed a boat that had obviously been well looked after in the past but had not seen much recent use. Taking a chance on the condition of the hull we made an offer which was rapidly accepted. Vendor and vendee were both happy and we had concluded the purchase of a 1980 bilge-keeled Westerly Discus in seemingly record time. An informal survey carried out subsequently confirmed my initial impressions but did reveal the presence of the “Westerly Waggle” - looseness of the cast iron bilge keel to hull fastenings leading to splaying of the keels when the boat was lifted onto hard standing. Over the next few years we decided to carry out a programme

of winter refurbishments and improvements while continuing to enjoy the boat during the summer. Here is an account of what we did which may be helpful for owners of similar boats.

## KEELS

Excessive movement of the bilge-keels is a well-recognised Westerly problem. In the case of the Discus its cure requires a helpful man with a large crane and a lot of patience all round. Access to the keel bolts was obscured by the plywood base of the under-seat lockers which had to be opened up with a hand-held jig-saw. Another problem was very restricted space around the keel bolts on the starboard side under the galley woodwork which made it difficult to undo the nuts. The problem was solved using a stubby ring spanner and a lump hammer but at the price of several bruised fingers. Remarkably when all had been taken apart, the keel bolts were bright and shiny – a testament to Westerly's choice of high class materials for construction. An unexpected finding was that the keel stubs which supported the cast-iron keels had a surprisingly thin fibre-glass layup – nearer  $\frac{1}{2}$  inch rather than the inch we had expected – explaining some of the excessive keel movement. A professional laminator was employed to build up the fibre glass to a respectable thickness. As the Haynes car manuals used to say "Refitting is the reverse sequence to removal" a task not so easy with each bilge keel weighing rather more than a ton. This job, however, was greatly helped by constructing temporary wooden jigs to support the keels while the boat was lifted and the keel bolts engaged with the keel stub. The joint between them was sealed with several tubes of marine polyurethane sealant before tightening up the bolts.

## ELECTRICS

"It looks a bit like a game of pick up sticks" observed a colleague rather unkindly after looking at the wiring. I must say that I agreed. Apart from the original electrical switchboard on the wooden port side engine cover, a second set of switches had been added to the wooden bulkhead in front of the chart table and it wasn't clear how these were related to each other, if indeed they were. Several frustrating hours of trying to decipher what went where, led to a fit of pique and a decision to opt for the surgical "cut and pull" solution. The afternoon's work produced a large pile of somewhat corroded old flex and a chart table bulkhead resembling the aftermath of the battle of the Somme. The latter was remedied by making a cardboard template which was then used to cut a 4mm piece of teak veneered plywood which in turn was slid into place and glued as shown in the picture (Figure 1). The repeaters for the NASA depth and log gauges and Garmin GPS were also re-sited there. I decided to rewire with





marine-grade tinned 1.0 mm<sup>2</sup> flex and purchased a 100M roll fairly cheaply which was sufficient for the boat with the exception of some heavier grade flex for equipment such as pumps. The rewiring was fairly straightforward - the principal difficulties being the removal of some of the cabin woodwork to get access to the cable ducts and feeding the flex supplying the fore and aft navigation lights through the pulpit



and push pit stainless steel tubing which was achieved by using a stiff piece of wire as a guide. The wiring was fed back to a newly constructed switchboard on the hull adjacent to the chart table (Figure 2). A couple of fairly inexpensive standard switch and circuit-breaker panels were used to control the 12v system. Finally we bought a Merlin Smartgauge system which both monitors the state of the battery and has an integral voltage sensitive relay to couple the boat and engine batteries for charging. This system has worked well for us.

During the next season we found that the electricity demand far exceeded supply. The previous owners had installed an isotherm fridge and this together with rising expectations of the crew, in terms of essential mod-cons for life afloat, always seemed to drain the batteries. Indeed at night my boat always seemed to have something of the ambience of a cruise ship with bright lights, loud music and constant requests for somewhere to plug in various electrical items including hair dryers. Keeping up with these proved way beyond the combination of engine and Rutland 913 windcharger.

A major contributor was the glacial rate at which the boat batteries (an engine and a 110 AH deep discharge battery) were charging when the engine was running. This appeared to be due to the combination of a lowish output from the original 30 amp alternator together with an excessively long journey to the battery. The alternator output was fed backwards to an ammeter on the engine switchboard alongside the helm and then forward again to the boat battery, a distance of almost 10 metres. The alternator was replaced with a modern 80 amp model and connected directly to the battery positive lead on the starter motor (standard practice in the motor industry). In addition the Rutland windcharger was found to be producing low output because of wear in the slip-rings. While this improved after appropriate servicing its output, even on windy days, was not up to the power-hungry demands of the crew. We therefore added two semi-flexible 30W solar cells which were glued to the raised portion of the coachroof in front of the cockpit canopy and their output connected to the Rutland regulator. Replacing the original incandescent cabin lights with LED bulbs greatly reduced electricity requirements. Finally we installed a rather limited mains system with a garage-type circuit breaker box and galvanic isolator installed in the space above the rear cabin wardrobe (Figure 3) which fed three sockets and a C-Tek M200 15 amp charger, installed out of the way behind the seat back in the main cabin (Figure 4). Together these

improvements have helped considerably with the power supply problems although we plan to add extra solar cells in the future.

A Raymarine chart plotter and radar set had already been installed and were in working order. However the screen was on one of the cabin bulkheads and could not be seen at all by the helmsman. We decided to move it to a purpose constructed helm pod which has been described previously in a WOA magazine article (Edition 95).

### ENGINE

The OM636 Mercedes diesel has lived up to its reputation of requiring relatively little attention. One problem was the need for new engine feet as the old ones had sagged under the weight of the engine. Replacements were available from Westfield 4x4 at Lancaster, the excellent supplier for parts for this engine. Not so easy was their installation. We used a chain hoist to lift the front and back of the engine in turn but needed a variety of ring spanners and socket sets to extract the old and put in the new feet. Some green Hammerite was used to touch up rusted areas.

### INTERIOR

The quality of the Westerly wood fittings has limited the need for maintenance. The teak veneers used in construction have lasted well and have merely required occasional coats of varnish. Where there have been leaks and extensive de-lamination – for example the woodwork around the main hatch- the panels have been replaced. With less severe damage, repair in situ has produced a good result. One noticeable shortcoming is



Figure 3

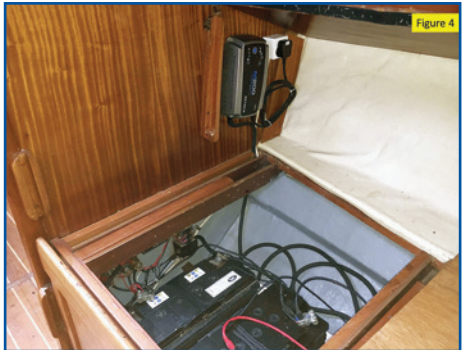


Figure 4



Figure 5

the small single cutlery drawer in the galley. This was remedied by dropping the cupboard door to the left side of the cooker and constructing an additional drawer above this in the Westerly style. (Figure 5).

### STEERING GEAR

The original steering system had been made by Whitlock and was so stiff that a previous owner had apparently invested in a larger diameter wheel. Taking the system apart proved to be a sensible idea as the reason for the stiffness was quickly found: a combination of partial obstruction of the movement of the rudder quadrant and badly frayed cables connecting the wheel to quadrant which were replaced.

### A NEW NAME FOR A NEW BOAT

A final touch was to rename the boat. Although some regard this as unwise, the original name was well-used especially in the Solent where we sail and meant nothing to us. Because of the strong Celtic links in the family we chose the Welsh word *Anrheg* meaning gift and so it has proved.

---

## TIPS FROM THE HEADLINING PROJECT OF GINGER BY GERARD VERSLUIS

Ginger is our beloved Oceanranger who is now 22 years young. So it was no surprise to us that the headlining had to be replaced. I did this replacement in the winter of 2016-2017.

The approach to a headlining project is in general always the same and exists out of the following steps:



- Unscrew all trimmings and pull out the old headlining
- Scrape off the old foam residue with a blunt chisel and clean the GRP with acetone
- Glue in the new oversized headlining material
- Cut the headlining material to size and reinstall the trimmings

Many articles have been written in detail about how to do this. In this article I would like to add some tips to make the work easier. Easier but certainly not faster as it remains a very time consuming job if you want to do it right.

### **Tip 1: Do only one compartment at the time**

I started with the toilet to get the feel on how it all works. Only when the toilet was completely ready I moved to the next compartment. In my case the after cabin. By doing it one by one the project stayed manageable. It takes about 30 to 50 hours to do one compartment, like the after cabin, depending on size.

### **Tip 2: Prepare the whole boat with protection**

It is impossible to remove the old vinyl without making an unbelievable mess. Therefore, before you start, you have to take everything out of the boat. When you have finished the project the boat needs a very thoroughly cleaning. Spreading the project over two winters would mean that I would have to do this twice.

### **Tip 3: Put insulation in**

The whole job takes a lot of time. Putting in insulation adds only very little extra time to the project but has major benefits. It's only one extra step between removing the old stuff and gluing in the new vinyl.

I used the 5 mm insulation with a self adhesive on one side from Hawke House. The instruction manual says that it's a good idea to use contact glue on corners. I would also add, "use contact glue always and everywhere" as the bonding of the self adhesive is not that strong. The combination of the SAF111 contact glue and the heated self adhesive is excellent.



As you won't be seeing the insulation once the job is finished, it can be stuck on in pieces.

### **Tip 4: Try to make the vinyl pieces as small as possible**

The smaller the pieces the easier it is to fit them. So think smart and try to figure out a way to make them as small as possible, also utilise suitable off-cuts.

### **Tip 5: Use wooden panels wherever possible and Tip 6: make templates from cardboard**

Try to use wooden panels and cover these panels with the foam backed vinyl. These panels can then be screwed to the boat. Well known examples are wooden panels under the side boards. Use old cardboard boxes for taking the



measurements and making templates with the card and a glue gun. Then take them home with you for copying the template onto plywood sheets and sawing the panels. This is so much easier than trying to make a perfect fit using the glued vinyl directly onto the GRP method. As the vinyl is about 5 mm thick make the plywood trim just a little smaller to give room for the foam to wrap around the edges.

Note: be careful not to use screws which are too long to avoid any risk of piercing the outer gel coat of the coach roof!

### Tip 7: The cockpit seating

The shape of cockpit seating inside the cabin makes it the most horrible thing to cover. It's large and has an awkward shape. Westerly sewed different vinyl pieces together like an inverted tent and glued this tent to the GRP. This one was too difficult for me. So I made a special trimming for this. This 'trick' can be used on many Westerlys.

I fixed a 5.5 mm plywood to the underside of the cockpit seat and then marked the curve of the cockpit seat. Then it was a simple job to cut the panel to the correct size in the comfort of my shed. I made an edge trimming using 8mm thick "bending plywood". When everything was in place I covered it with veneer.

The underside of this trimming was covered with foam back vinyl. This trimming made life so much easier. They say that one picture says more than a thousand words, so:

### Tip 8: Use thin aluminum for trimming strips

I stole one of the best ideas from Polaris. John and Barbara Lucas showed me how they had covered the corners of their after cabin. It's very easy. Cover thin aluminum (0,8mm) with foam backed vinyl and use this to cover the seam between differ-



*Port side ceiling beneath the cockpit*



*Vinyl being installed*

ent vinyl pieces. It's so thin that it easily follows all curves and is light enough to be glued on the vinyl. And by using this system you can use three small pieces of vinyl instead of one large one. See tip 4

### **Tip 9: Join WOA rallies**

Join WOA rallies and ask members who have replaced their headlining if you may see their work. They will overwhelm you with information, tips and tricks. I have stolen some really great ideas from 'Titan of Dart' while they were in the Netherlands and from 'Polaris' in Portsmouth during the 50th anniversary.

### **Tip 10: Glue is king**

If you do this project like me during the winter it is necessary that you use glue that cures at low temperatures. The SAF111 from Hawke House has this property. In the Netherlands this type of glue is forbidden due to environmental restrictions. Fortunately I was able to obtain this by having it delivered to a friend in England.



*Bending plywood edge*



*Attaching the veneer*

Maybe the spray cans from 3M (number 90) can also to the trick at low temperature.

**Tip 11: Ask Hawke House in case of doubt**

If you have any question ask Hawke House. They were very helpful to me. Check also their website as you can download a booklet with hints and tips.

**Tip 12: Use a mix of white spirit and tar remover for cleaning**

The residues from the old vinyl are easy to remove with tar remover and white spirit. I sprayed the floors with tar remover and added some white spirit to it which then removed the residues relatively easily.

**Tip 13: Enjoy it!**

Yes it's a messy and time consuming job. But it gives great satisfaction seeing the boat become so nice. Relax, take your time and just do it. Piece by piece...



*A nice clean finish*

*Tech Ed's Comment*

*Thank you Gerard, there are some great tips in this article. Headlining replacement is an unpleasant job, requiring careful attention to adhesive fume extraction and to wearing of correct personal protection especially vapour masks and goggles.*

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## USEFUL HEADLINING TOOL BY IAN BUCHANAN

Replacing the headlining on panel boards of our Westerly Oceanranger required screw holes to be cut in the foam material at each of the screw/button positions. Hawke House supplied me with a hole punch to cut out the holes in the material, but I found that pressing and twisting this in by hand quickly resulted in a sore palm.

The cure was to drill an old golf ball and secure the hole punch in it. Thus the load was spread over a wide area – problem solved!



*Tech Ed Comment:*

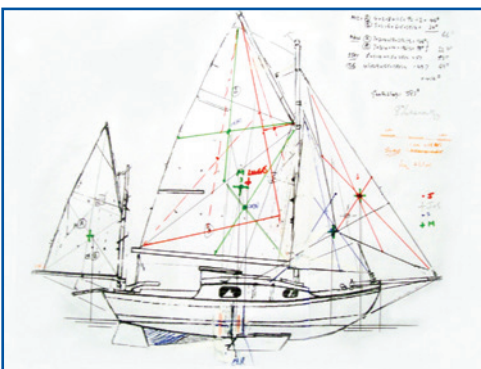
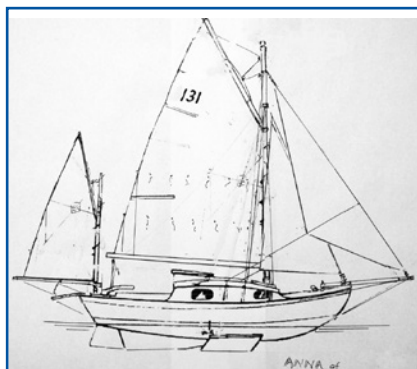
Our Spring 2016 Edition featured an article by Richard Blomfield in which he outlined a proposed project to convert his W22, *Anna of Apuldram*, from a 'sloop' to a 'gaff yawl'. Well, the job is now done as explained in the article below.

## WESTERLY 22 – CONVERTED TO A GAFF YAWL - A PROPER LITTLE SHIP! BY RICHARD BLOMFIELD

For 30 years I owned a six ton Albert Strange gaff yawl *Galatea*, but regretfully parted with her 12 years ago as she was becoming rather too heavy for me to handle on my own. .... I was then in my early seventies. I bought a little Silhouette just to keep sailing, but found that my increasing years made her too restrictive. Sitting headroom only maybe acceptable at 23 but not at 73, although I kept her for 10 years. I needed something that I could almost stand upright in but would still be small enough to handle easily; and I was so taken with the gaff yawl rig for shorthanded work that I decided to get a W22 and convert her.

Shipwright Alan Staley of Faversham a former chairman of the Wooden Boat Builders Association, agreed to undertake the work and it started in the spring of 2016. A considerable time was spent on drawing up the sail plan as a rig has to look right as well as being correct mathematically. Albert Strange, in his writings on Yacht Design and Construction made the very valid point that a yawl's mizzen should not be considered only as a sail to balance the helm, but be of sufficient size to provide worthwhile drive. A well designed yawl sail plan should allow the boat to sail well to windward under headsail(s) and mizzen only. On finalising the sail plan with the sailmaker it was decided to lengthen the bowsprit but this turned out to be a mistake since there was an adverse effect on performance as explained later in this article.

The main structural alteration that was necessary was to do away with the forehatch as the new mainmast needed to be moved forward 18 inches and a really solid deck beam constructed under the new tabernacle position, where the forehatch had been, right at the forward end of the coachroof. She now has no forehatch at all. Fresh arrangements needed to be made for the main





shrouds with extra new chainplate each side to provide an eyebolt through the stem for the bobstay and side chainplates for the whisker shrouds. A gammon iron needed to be fashioned for the bowsprit at the stemhead.

It was decided to step the mizzen right at the forward end of the outboard well on a suitable support which would still allow sufficient room for the new electric start (I am 83 after all!) to raise the 9.9 HP Yamaha to the tilt position, clearing the mizzen boom. It was necessary to fit a bumkin for the mizzen sheet, which had to be a bit longer than I would have wished, so as not to foul the outboard engine but also not to foul the mizzen sheet by hooking it if unintentionally gybing with a loose sheet. This sheet had to be attached halfway along the boom so as not to form a loop which, when loose, could cause this. The mizzen shrouds were taken to eyebolts through the deck. The mainsheet is now run over a beautiful bronze horserail.



I never much liked the W22's stern. She has a big bum and the way the deck was just lipped over the transom and left exposed, I always thought was crude. We decided to extend the double rubbing strakes right round the stern and to give her some fancy, I think they are called 'flags', at each quarter. The blue topside band carried round the stern deceives the eye and my ugly stern now looks rather attractive!



Down below, apart from the beautifully laminated support deckbeam and hanging knees, little was altered apart from the provision of a wet hanging locker for my oilies. Unfortunately when the W 22 was designed it was already the fashion to cram as many berths into a small boat as possible, at the expense of providing sufficient locker room. So she had to compete in that market. Stowage of personal clothes and other items were limited to under the bunks and no thought was given to wet gear at all. It seems so silly to provide four sleeping bunks in a small boat where four in the cockpit (and the W 22 has a very generous one for a 22 footer) is an uncomfortable squeeze and there is always the cabin sole available at a pinch if needed.



The hanging locker was built into the port quarter berth area, leaving a very comfortable and snug seat, over which was provided a drop-down chart table locking into the after “galley” bulkhead. What was formerly the foot of the quarter berth has provided an excellent large cockpit locker, with access from the cockpit for stowage of warps ropes fenders etc.

I have only had the chance to sail her once, right at the end of last season and I am very pleased with the way she sails and handles. In a very light wind she has slight lee helm and it was necessary to take 1 1/2 rolls in the jib to get her to take slight weather helm. The lee helm disappeared as the breeze increased a bit and I shall learn more about her likes and dislikes this coming season. I might if necessary shorten the bow sprit by a foot or thereabouts.

The great joy in *Galatea* was being able to drop the mainsail completely if it blew up and sail on her mizzen and headsails only. She was perfectly balanced in this configuration and footed to windward very steadily with no strain on her whatsoever. I’m sure *Anna of Apuldram* will do likewise.

She gets quite a few admiring glances. I do realise that there will be purists who will not be overjoyed at my having altered what is quite an iconic design, but to my eye she looks and behaves with this yawl rig very much as a “proper little ship”.



*New wet locker*



## RE-SEALING WESTERLY CENTAUR WINDOWS BY PAUL SHAVE

Re-sealing windows, like re-bedding keels, is a substantial task that most of the owners of the Westerly fleet will eventually be confronted with. The original Marsh Walters window frames with Triplex toughened glass are good quality and worth renovating.

The windows of my 44-year-old Centaur had been leaking for a while. Temporary repairs had sufficed short term, but the job needed doing properly. Internet

research led me to Eagle Boat Windows whose kit of materials and advice enables one to do the work oneself whilst benefiting from the long experience of experts.

The kit includes two part black butyl rubber glazing sealant, glazing sealant primer, 3mm spacing rubber, two cartridges of single pack butyl frame to boat sealant, scouring pads, a plastic scraper for cleaning up and surgical gloves to wear when mixing and applying the glazing sealant. The quantities of materials supplied were generous, just needing extra pairs of surgical gloves, necessary for handling the black sealant.

Eagle can dismantle your windows, prepare the frames and replace the glazing sealant but it is necessarily an expensive service as the process is time consuming. Doing it oneself is not difficult and well within the capability of most owners. Eagle can speed the process having ovens in which to put the windows to cure the glazing sealant. The sealant will cure at lower temperatures. It just takes longer.

The task was made easier for me by my usual winter routine of taking the mast down and sheeting the boat over with a Bradshaws tarpaulin. If the mast is standing one could put a smaller tarpaulin over the boom to weatherproof the saloon while the windows are out.

## REMOVING THE WINDOWS

Most of the interscrews (a bolt and blind ending threaded sleeve) unscrewed but a number were corroded solid and needed their heads drilling off. Being plated brass they were easily drilled out or sheered off. Wire was threaded through two adjacent holes to catch the window when it parted company from the boat, a necessary precaution as it turned out. Separation was achieved by scraping away mastic on the inside of the boat and then a row of knife blades was gently tapped under the edge of the frame on the outside.

On removal and dismantling it was apparent that the windows had been leaking on both sides of the glazing seal and between the frame and the boat.

Interscrews are neat fastenings but cost around £1 each and one needs about 100 of them. Stainless steel machine screws are stronger and much cheaper. I used stainless steel M4 25mm long Pozidrive countersunk machine screws, washers and Nyloc nuts from local supplier Gemini, Falkirk. The excess bolt on the inside was cut off with a stainless steel cutting disc on an angle grinder. The domed Nyloc nuts stand proud unlike the flush interscrew heads but have a business like retro appearance.

The Centaur window frame is in two parts held together by a fishplate in each end. Some of the fishplate screws had corroded away; others could be unscrewed with penetrating oil. Plus Gas is my habitual choice of penetrating oil but being unobtainable locally I used WD 40 Specialist Fast Release Penetrant and found it as good. This product is distinct from the more common WD 40 silicone spray.

The M4 countersunk machine screws when shortened can be used as replacements for the corroded fish plate screws. Having drilled out the remains of the old screw the S/S M4 self taps in the soft alloy of the fishplate.

### **PREPARING THE FRAMES AND BOAT APERTURES**

With the fish plates released the old glazing sealant was so dry the frames pulled apart easily.

Corrosion concretion inside the frames was scraped off with a screwdriver, finished by warm water, scouring pad and CIF bathroom cleaner.

Each window frame has a top and bottom and a top and bottom fascia plate inside the boat. Masking tape was used to label the parts.

Old mastic was scraped off the GRP of the outside of the window aperture with a wood chisel and the surface cleaned with a scouring pad and CIF cleaner. Inside the boat, corrosion products were scraped off the head lining from under the fascia plates.

The frames were reassembled and following Eagle's instructions the glass was centralised in the frames using small pieces of the 3mm thick spacing rubber in the bottoms of the channels. This takes a few tries.

### **APPLYING GLAZING SEALANT**

Following Eagle's instructions, the primer was handled with particular care as its solvent, trichlorethane, is extremely volatile. However, replacing the cap tightly and keeping it refrigerated there is still some left at the time of writing.

The volatility of the primer means that it dries quickly. One can start applying sealant after 30 minutes.

When applying the glazing sealant I again followed Eagle's instructions, beginning with the window flat on the bench outside face uppermost. I found it would go in OK rolling out sausages of it and pressing it in with fingertips. One can lift the window and look through the glass to check that the sealant has reached the bottom of the channel.

The surface of the sealant was smoothed with the bowl of a teaspoon. The window was then turned over and the glass pressed down to make a gap between the frame and glass for sealant on the inside. Pieces of the 3mm rubber were forced between the glass and frame with the tip of a screwdriver to maintain the gap. Sealant was then forced into the frame and smoothed. The window was turned over and sealant that had squeezed out on the first side was removed and its surface smoothed.

No attempt was made to clean sealant off the frame or glass as this is much easier once it has cured.

The windows were put in a warm boiler cupboard to accelerate curing. They were given two weeks to cure before refitting.



## RE-FITTING WINDOWS TO THE BOAT

There was no need to check that the screw holes lined up as the Centaur window frames are quite rigid. It may be necessary for bigger windows.

The mating face of the frame was cleaned with a rag and white spirit and a generous quantity of sealant applied with a mastic gun. The window was inserted in its aperture, additional sealant dabbed over the screw holes and the screws pushed in. Sealant squeezes out round the frame edges, referred to as a witness. The sealant also goes through into the boat. As I was not using interscrews the sealant in the screw holes could be left. If sealant gets into interscrew sleeves hydraulic lock prevents them being fully tightened.

Inside the boat the mating face of the fascia plates were coated with silicone grease for corrosion protection. They were then offered up and secured with washers and nuts. A helper is needed to hold a screwdriver on the outside while the nuts are tightened inside. A 7mm combination spanner was used on the nuts. The procedure is messy but again no cleaning was done as this is much easier once the sealant has cured.

The window frame to boat sealant included in Eagle Boat Windows' kit was ARBOMAST BR, Butyl based sealing compound, UN No: 3178, manufactured by: Adshead Ratcliffe & Company Limited, Derby Road, Belper, Derbyshire, DE56 1WJ. Phone 01773 826661. Web: [www.arbo.co.uk](http://www.arbo.co.uk)

I found this to be an excellent, incredibly adhesive material. It dries to a soft elastic rubber compound. I have a cricket ball size lump of witness scraped off with the plastic scraper supplied by Eagle in front of me. It is dry to the touch but still soft enough to self amalgamate. Although my boat has not yet been exposed to the weather, this material having been tried and tested by Eagle Boat Windows I have absolutely no doubt that it will prove wholly satisfactory. These materials have benefitted from a quantum leap in materials science since Westerly built the boat.

The sealant is supplied in a cartridge for a conventional size mastic gun. A mastic gun is not supplied in the Eagle kit. Because this sealant is incredibly sticky, I reiterate that you don't clean up after re-installing the windows until the sealant has had time to dry. It can then be easily scraped off.

## FINISHING

After installation I left the windows for two weeks in summer before cleaning. By this time cleaning was an easy job. The windows were cleaned using the plastic scraper supplied and wiped with white spirit. The excess bolt length was cut off on a cold day to lessen heating of the plastic in the Nyloc nuts. I am pleased with the result, a satisfying job well done thanks to the expert guidance and materials from Eagle Boat Windows.

*Tech Ed comment:*

*Whilst the above article concerns Paul Shave's Westerly Centaur, we point out that many of the Westerly Fleet will have the Marsh Walters or similar types of aluminium framed glass or perspex windows to which this work will also be relevant.*

## MAST SUPPORT BEAM REPAIRS ON A WESTERLY OCEANLORD BY KEN BROOK

The plate on the bottom of the steel mast support in our Oceanlord had bent under the load and was cutting into the fibreglass beam of the hull. The plate is narrower than the beam and was found to be pushing down between the reinforced vertical edges of the beam, rather than sitting on the top. A wider, thicker plate would have ensured full support and avoided the distortion.



The first job was to remove the saloon table. Having removed the table for varnishing years ago we knew this was easy, as it was well designed and built by Westerly with easily removed screws.

To remove the fibreglass moulding that the table sits on, I had to cut through the side of the moulding. It was easily repaired afterwards and although the joint in the centre of the nearest side can be seen in the picture, it does not show under our carpet tiles.



The next task was to provide temporary support under the mast deck plate. For this I used the screw tops from boat yard jacks at each end of two tubes, providing the adjustment for two jacks between the hull and underside of the deck plate.

The deck plate is actually two plates, each of quarter inch thick steel, so there was no concern about its strength.

It was important to take careful note of the position of the base plate, as it needs to go back in exactly the same position to ensure the table can be refitted, never mind potential loss of up wind performance!



Then I slackened the rig gradually and wound the jacks up (out), slackening the coach bolts in the mast support base at the same time. The mast lifted easily and the deck flexed back into place. This is not recommended on a windy day as wind might cause the mast to swing with resultant flexing of the deck! I found it best to keep at least one bolt in place at the base of the mast support and used longer ones as required.

Ideally a U shaped channel would have been best, but I could not get one to go through the gap under the base. So I used two 1/4" thick right angle plates.

The flat top of the larger plate could then be slid in under the existing base plate, from the front of the boat. The second plate installed on the aft side of the beam with the narrower flange also facing aft and neatly fitting beneath the first flange.

Two big bolts right through the beam secured the assembly by squeezing the plates onto the beam. Then the tops of the overlapping two plates were bolted together with smaller bolts, aft of the beam. The top plate holes were predrilled.

The tension was taken off the jacks which lowered the mast, so the original base plate sat on the new plate. I straightened the original base plate with a 4lb club hammer. The straightened base plate was secured, with new larger coach bolts, through the new plate and into the existing hull beam.

I used epoxy resin filler to seal around the edges of the plates and poured resin inside through coach bolt holes, to fill any voids – the latter was not really necessary but that's me.

Although primed by the fabricator, I paint the metal with Hammerite, then put the table, etc. back together.

We also took advantage of the ceiling box panels being removed from around the mast post, to recover them and fit LED lights in them. Judith re-varnished the saloon table while it was out. The whole job took about a week.



## ADDITION OF LED CEILING LIGHTS TO A WESTERLY OCEANLORD BY KEN BROOK

We wanted to brighten up the galley and navigation area of our Oceanlord making use of the less power hungry but brighter LED lights. The problem was how to install these shiny new fittings so as to blend their appearance into the 'traditional' Oceanlord finish and cover the original lights footprint on the ceiling panel.

This was achieved by having solid wood bezels turned to match the diameter and appearance of the original light bezels but with a hole in the middle adjusted to fit the new LED lights.

We also had new bezels made to replace the tired looking surrounds on the vents. Judith varnished them all to match.

Ideally the LED lights should have a switch on them, but we could not find those in Trinidad, so I fitted separate switches in the ceiling panels. The end of the cream colour 3 switch plate can just be seen in this photo.

The switch panel for the navigation area can be seen near the bulkhead.

We are pleased with the result and may do the same in other cabins.

### *Postscript:*

*After 22 years live-aboard cruising, covering the Mediterranean, an Atlantic crossing in 2003/4, the East Caribbean Islands and the US East Coast, Judith and Ken are retiring from cruising and Badgers Sett is for sale, please see [www.Westerly41.com](http://www.Westerly41.com)*



*LED lights set in wooden bezels over the sink*



*LED lights over the galley*



*LED lights & bezel over the navigation area*



## CURING TOILET ODOURS BY IAN BUCHANAN

Toilet odours are often a feature of boats, particularly if the heads are only occasionally used.

Replacing both pipes is often sensible if they have been in use for many years, as the discharge pipe does acquire an internal coating from use, which can reduce its performance over time. There are different grades of pipe available and a 'low odour' one may be worth using, but it is much more expensive.

As we know the 'bad odour' in the heads comes from bacteria in the inlet pipe, and not usually the discharge pipe.

Getting rid of the odour in the inlet pipe needs the bacteria to be killed off. There are (expensive) systems that can inject chemicals into the inlet hose to get rid of the smell as the toilet is used.

Another option that I tried (successfully) this year was to force disinfectant back into the inlet hose. This was done by removing the inlet hose from the rear of the toilet (use a hot air gun to make this task easy) and connecting a length of spare hose to it using a connector piece.

A dilute mixture of Milton (or other disinfectant) was then poured in to the spare hose (keeping it above the toilet level). Then by blowing into the pipe, (take care not to suck!) the mixture is forced back out of the inlet seacock. This process was repeated and the mixture left for a few hours to kill off any bacteria. Thereafter the spare hose and connector were removed and the inlet hose reconnected to the toilet.

So far the result has been 100% effective for me as I use the boat regularly over the summer. However it would be easy to repeat the process during the season if the bad odours return.



*'Misty Bows Down'*  
by Gill & Dave Clare  
– an entrant in the  
WOA Photographic  
Competition

### The Log of the Sailing Ship *Bequia* 2017 by Peter Kersey

#### Mutiny!!!

'Either she goes or I go!' said the mate. After only a few minutes deliberation the skipper realised that *Flute* (the skippers beloved Albin Ballad), had better be the one to go!

In fact the mate had become increasingly concerned about the skipper wobbling about on the cabin top while reefing and stowing the mainsail.

So the search was on for the Perfect Boat and after a short trawl *Bequia* was found in Falmouth. She is a Westerly Regatta 330 with all lines returning to the cockpit and with a bit more spacious accommodation for more gracious cruising.

Enlisting the able assistance of *Balu's* skipper we set off for Falmouth at the beginning of April to bring her home to Plymouth. The wind that had been light for the previous few days now

developed a malicious streak and blew force 5 to 6 from the North West. With two reefs in the mainsail and 25 to 30 knots over the deck we sailed close hauled to Fowey in record time and moored on the Albert Quay pontoon. The boat handled well and confidence increased as the journey progressed.

Thus on 2nd July *Bequia* set off on her annual cruise, back to France and to see if we could get a bit further into South Brittany. A 0400 hour start at first light with a light West North West wind. With the sunrise came more wind and soon we were romping along at 6 knots. It didn't last; so when the speed dropped to below 4 knots the iron topsail was set and we arrived in Port Bloscon Marina, Roscoff after 15 hours at an average speed of 6.8 knots. A celebratory whisky (skipper) and hot chocolate with rum (mate).



*Bequia*

### 3rd and 4th July Port Blosson

Up early and out with the bikes on the 4th. We cycled to the Jardin Botanique et Extraordinaire, overlooking the marina, and spend two glorious hours in the garden with its broad collection of plants from around the world including many Proteus Sp. There is a very large rock here from which panoramic views of the Morlaix Estuary can be seen. Well worth the climb up to the top.

### 5th July Roscoff to L'AberWrac'h

Departed 0600 to catch the ebb through the Canal de L'Isle de Batz wind ENE force3. A near miss when skipper mistakes North cardinal for a South in the early morning light! Corrected in time and we enjoyed a fast passage to L'AberWrac'h with the wind increasing to a force 6. The skipper had bought a French tidal stream atlas covering the end of Finisterre. This is very detailed compared with the Admiralty ones so especially useful when traversing the tricky headlands of Finisterre.

In the afternoon we walked to pointe St Marguerite and the entrance to the Benoit River, along the coastal footpath (GR34), passing several attractive bays and white sandy beaches.

### 7th July L'AberWrac'h to Camaret

Another early start to catch the tide through the Chenal du Four, mainly motoring in NW wind force 1-2 until we reached the Pointe St Matthieu when a thick fog rolled over us from the north, reducing visibility to a hundred metres or so. With it came wind so it wasn't all bad. Out with the foghorn, one long and two short blasts every two minutes and, before the canister could run out, the fog cleared and we had a fast passage across the Avant Goulet de Brest to Camaret, an old transit camp for those en route to and from South Brittany and possibly best known for the ship graveyard along the inside of the harbour wall.



*Along the coastal footpath to pointe St Marguerite*



*The ship graveyard*

Now, there is an excellent Poissonerie at the far end of town so in the evening we feasted on giant crevettes, huitres and sauvignon blanc!

### **8th July Camaret to Audierne The Raz!**

HW Brest 1642 so earliest to pass Raz 1542, allow three and a half hours to get there at 5 knots. Wind 15 knots north by west and increased during the journey so we were there an hour early! However had an easy run through and arrived Audierne at 1730. A large douane cutter anchored in the bay and we were boarded by three of her crew. Very polite and pleasant and very thorough!! Having checked us and the boat they left declaring we were not dangerous!

### **9th July Audierne to Loctudy**

Wind light and astern so motored most of the way. We were surrounded by fifty or so dolphins for a while. Very hot and humid and the mate developed sailing fever which was settled with more rum and hot chocolate.

### **10th July Loctudy to Port Louis**

Wind force 2 to start with but increased to force 5 by the time we entered the channel to Lorient and Port Louis.

Port Louis is a pretty small port with a pedestrianised high street and three Pop-up restaurants on the quay. The white one was recommended so there we ate. France's favourite desert this year seems to be 'Le Colonel', a tangy Citron Sorbet with a large shot of vodka over it. Delicious, but lethal at the end of a meal.

The next day it rained and drizzled so we went to the Musee in the Citadel. There are two Musee in the Citadel, one on the work and history of the Societe de Sauvetage en Mer, very graphic and which the mate found a bit near the bone, and the other on the history of the French East India Company, with several large cut away models of the ships showing how the cargoes were stored in the hold. The next day we went for a long cycle up the estuary. We explored the Fort de Pen Mane, overlooking the approaches to Lorient. It was built in 1701 to protect the French East India Companies vessels from plunder by the English! Then on we went through the Pen Mane nature reserve along a raised path with river on one side and wetland reserve on the other, returning to Port Louis along a delightful wooded track.



*Fort de Pen Mane*

### **13th July Port Louis to Benodet**

Another day of motor-ing and hot and humid. Berthed in Ste Marine. This marina is across the Odet River from Benodet but easier to enter and leave as the current runs directly through it rather than across it as in the Benodet marina.



We wandered into town looking for provisions and found a delightful old fashioned Epicerie with Artisan everything!

14th July and Bastille day. We wanted to be somewhere special as big celebrations were expected but in fact there was no real difference from any other day apart from the fireworks at 22.45.

### 15th July Ste Marine to Douarnenez

There was little wind so we motor sailed and reached Audierne in time to continue on and catch the end of the north going stream in the Raz. Quite lumpy at the tail but the wind piped up and we had an excellent sail to Douarnenez arriving at 1930 and

recording a maximum speed of 9.3 knots!

Douarnenez prides itself on its sailing heritage, with a floating complement of historic vessels and a shore based Maritime Museum. There are also many restored local luggers, all worked under sail alone and occasionally with sweeps. It is a lovely sight to see them leave and return to their moorings entirely under sail.

The next morning, having washed and shaved, the skipper was about to leave the sanitaire when he was hailed. Looking round he saw no one until a French head appeared round the shower door. 'Pleeez get my towel I 'ave forgot it?' it said. Ok said the

skipper looking round and not seeing anything like a towel. 'No' the voice said 'I 'ave forgot it. Pleeez I borrow yours'. Now I use a 12 inch square of microfiber for a towel and he was a big man! However It appeared to work for him and he returned it quite quickly drier than I can usually get it!



*Old fashioned Epicerie with Artisan everything!*



*Restored local lugger under sail*

It was still very hot and humid and the tourist map showed that at the back of Douarnenez there is an old railway line turned cycle track that runs 18 km to Plovenez-Forzay. The track is well shaded with trees and on such a hot day was very pleasant. At 10 km we passed the village of La Jupe where they have restored 20

of the old communal clothes washing areas. They must have had about one per family!

The track can be picked up by cycling along the eastern side of the harbour behind the barrage and past the Maritime Museum.

### **18th July Douarnenez to Camaret**

After a hot and humid night it was a pleasure to get under way. The wind initially force 4 as far as the Cap de la Chevre then died and we motored in a flat calm through the intimidating Tas de Pois, to the Pte du Toulinguet when a wind sprang up and we sailed the last mile or so to Camaret. The harbour was full so we rafted up, by invitation, to a Moody 29 on the outside of the pontoon. It was owned by Paul and Karen who were awaiting a spell of calm weather to cross Biscay to Gijon on their way to Lanzarote. A wet and windy night followed with much hull slapping from the SW wind.

### **19th July Camaret to Moulin Blanc, Brest**

Another pleasure to be under way and at least we had some wind! A good fast run through the Goulet de Brest and into the excellent, if rarely visited, Moulin Blanc marina to the East of Brest.

We had planned to spend a few days around the Rade de Brest exploring the many delightful bays and the rivers Aulne and Elorn. However the deterioration in the weather continued so we cycled up to Plougastel-Daoulas,



*One of the many restored communal clothes washing areas in La Jupe*

the town in the centre of the Daoulas peninsular. As we cycled in we passed the Musée de La Fraises et du Patrimoine.

A strawberry Museum? We had to go in!



*A strawberry Museum!*

In 1750 there were small red wild strawberries that had been brought back from the Americas around 1700. Then a Monsieur Frezier travelled to Chile and brought back some large white strawberries that he successfully crossed with the wild local ones to produce large red ones! The industry took off and the Daoulas Peninsular became the centre of a huge industry. Strawberries were supplied to many French towns including Paris and also sent across the Channel to England. In 1928, at the height of the trade, over two thousand five hundred tons of strawberries were shipped to England.

The next two days were very wet and windy and we passed the time reading, visiting the supermarche and Oceanopolis, a marine extravaganza detailing land and aquatic life at the poles and equator.

### **23rd July Brest to L'AberWrac'h**

The wind eased at last so we headed off into force 5 Westerly winds and a lumpy sea. By the time we reached Pte St Matthieu the wind had dropped so again we motored uneventfully to L'AberWrac'h.

### **25th July L'AberWrac'h to Plymouth**

A short weather window appeared in an otherwise unsettled period and we took the opportunity to cross back to Plymouth. The wind was initially force 3 to 4 south west then decreased so motor sailing again. It was an easy journey with little shipping to concern us. We arrived off the Eddystone Light house at 2200 and then it started to drizzle heavily, effectively obscuring most navigational lights! We berthed at 0200.



*Home at last – Welcome Home to Plymouth!*

## Remembering a North West Passage Trip to Canna 2013 by Mike Wren

The winter of 2012/3 was a cold one, a very cold one. In the South we start the sailing season around the beginning of April and in Arisaig it is usually about a month later but this year everyone was running a month late. We drove up to Scotland in late May, intending to spend just one day in a B&B and then sleep on the boat. We arrived on May 20 to find ice on the decks and the boat still cold and damp so we booked a few more days in the B&B before joining the other boat owners getting ready for the lift in. This far north the days may be long but the seasons are short. The coppercoat was still doing a good job so we didn't need to antifoul which made getting ready a lot easier. We thought we were getting quite slick at this and then after the mast was raised and just before the boat was due to go in the water we remembered the halyards! Luckily there was a cherry picker handy and it was a quick matter to quickly thread a couple of halyards.

Last year we visited Rum in the Small Isles but had not been to Canna or Eigg so from Arisaig, instead of heading South, we sailed North West past Eigg and Rum and into Canna.

We left Arisaig on 26 May in lights winds and during this sail discovered a few first day niggles: intermittent electrical problems (probably damp electrics), cooling water not circulating (quickly solved with the use of the dinghy pump), and the domestic battery wouldn't start the engine (probably a poor connection but perhaps the battery is getting old).

In Canna we picked up a Community Association visitors buoy for £10, changed the impeller and went on some long sunny, windy walks. We were in Canna for a couple of days which was no hardship especially when a fishing boat in harbour kindly gave us some monkfish tails (delicious).



*1. View across Canna to Skye beyond*



When we left Canna at 08:00 the wind was SE 5/6 which since we were going North West we thought would be ok. It wasn't. We didn't like the sea state and were back in harbour at 10:00. We left again at 14:00 in a SE 2/3 and a flat sea which was much better. It meant some motoring but Mary Ann was happy, the sun was shining and we could see kayakers along the southern cliffs of Skye. We arrived at the anchorage in Soay at 19:00. This is a remarkable anchorage approached from the North, over a drying bar and into a perfectly protected pool in the middle of the island with just 3m of water.

The next day we left at 08:00 and sailed south past Rum, then along the impressive cliffs on the East side of Eigg and into the anchorage on Eigg's SE corner. We anchored in 8m, the NW wind had been increasing all day and it was fairly windy in the anchorage so I went ashore alone. When I returned I climbed into the boat leaving the oars attached to the dinghy. This was most unusual since I almost always put the oars in the cockpit. A short

time later Mary Ann looked out to see that with the bouncing around one of the oars had gone missing. I jumped into the dinghy, started the outboard and headed off downwind looking for the oar. A mile or so later, bouncing around in some nasty waves off Eigg harbour, with nothing to leeward except 6 miles of sea between me and Ardnamurchan and with just one oar if the outboard should fail, I realised that things could go horribly wrong. I carefully and steadily turned around and motored back upwind to *No Way*. This was one of the more dangerous moments of the trip and it is certainly true that the most vulnerable times are often in the dinghy rather than the yacht. We never did see the oar again.

The next day we continued south and to the classic anchorage in Loch Moidart. Going into the loch, Mary Ann was on the helm using SeaPro software on the laptop, while I was on the bow looking for rocks. There was some confusion I think between North Up and Heads Up (the usual practice by some navigators of turning the map

around doesn't really work with a laptop!) with the result that we kept turning further and further right instead of left. I could see the rocky seabed getting closer but luckily we stopped just in time, re-traced our steps, paused, and tried again. This time we got in safely.

I made a new oar from a broom handle, cable ties and a



2. Loch Moidart

motoring cone, which worked surprisingly well, and it was good to make the motoring cone do some work for its living. It has sat idle in the locker for 20 years. Moidart and Castle Tioram were picturesque, warm, people playing on the beach - lovely.

Sure enough the next day was overcast, wet, windy and cold for our passage west along Ardnamurchan, south past the lighthouse and then south-east to Tobermory. We started with a light SE when we left the loch at 07:00, but had two reefs in the main by 10:00. As we rounded Ardnamurchan Point at midday the wind dropped and then obligingly came round to the West allowing us to goosewing down to Tobermory.

There were now strong Southerly winds which would make the passage down the Sound of Mull rather uncomfortable but the outlook was for a period of settled weather so we spent the next night at an anchorage in a small enclosed loch at the entrance to Loch Sunart and then sailed across the north end of Mull and down the fairly exposed, rarely visited west coast of Mull. Also we were seeing a lot more boats as soon as we passed south of Ardnamurchan and wanted to stay with the remote, wild scenery as long as we could.

We were not looking forward to returning to civilisation and the west

side of Mull was suitably remote. When we left Tobermory the old spinning dial depth gauge which had been playing up for a while finally stopped working so we were using Sea Pro on the laptop to get close to each anchorage and then a lead line for the final approach. It was a long time since I had swung the lead and it was nice to get back into the rhythm. It is very important when you get to a depth of two fathoms to sing out: "by the Mark, Twain" as they used to do on the Mississippi Steamboats, and yes, that is where his pen name came from.

The Treshnish Islands were magical in the mist, looking like floating Mexican hats and we found a lovely anchorage between Ulva and Gometra where we watched a stag on the hillside while drinking sundowners in the cockpit. We visited Staffa, of course, but with a swell running we weren't able to go into the cave. It is not possible to anchor outside so it would have meant one of us staying on the boat and one of us going inside in the dinghy and



*3. No Way in Tobermory*

with the swell we felt that it gave us no leeway if we had a problem.

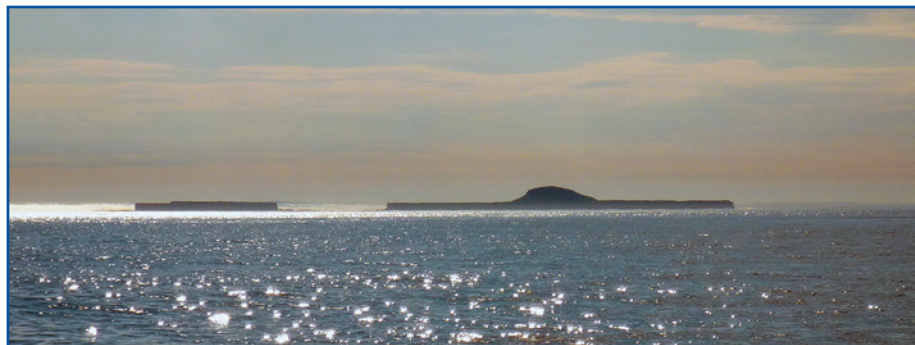
There was another large yacht outside which sent a party into the cave and we could see the dinghy disappearing in the swell, and it was all very misty and atmospheric.

We had a fast, sunny sail down the Sound of Iona and were enjoying the sailing and the scenery so much we hadn't properly planned the next bit. We popped out the end to find a strong tide against a cardinal buoy and waves breaking on shallows ahead. A quick look at the chart and a sharp turn left took us along the South side of Mull and a spectacular dolphin experience. We had seen so many dolphins so often that they rarely featured in the log any more, but as we popped out the bottom of the Sound of Mull the dolphins were getting very excited and when we turned left two large dolphins leapt high out of the water right next to the boat, in perfect synchronisation. They were, of course, concerned at the way we were approaching the shallows and with rocks all around, wanted to get our attention. I had seen this twice before: near Isles Chausey a few years earlier when sailing in a very narrow channel between sandbanks and again

off St Albans Head when I was tacking very close inshore to avoid the race.

In a couple of miles we passed a North Cardinal and were clear of dangers and the dolphins had left. Rather than continue up the Firth of Lorn and Loch Linnhe, we headed south to Loch Tarbet on the west side of Jura. This is a spectacular loch which cuts deep into the heart of this wild and remote island of 140 square miles, owned by just seven people, six of whom are absentee landowners.

We were sad to leave Jura since other places would now start to get busier. We sailed up the Firth of Lorn to the Garvellachs for lunch. This deep rocky anchorage has a Baltic feel about it with scary rocks looking very close and not being entirely sure of the bottom, I was unwilling to spend the night. The island has the remains of monks' beehive cells from a Celtic monastery founded by St Brendan in 542 and is covered in sweet smelling wild flowers. St Brendan the Navigator is of course famous for his voyages to Iceland, possibly the Canaries, the Azores, Madeira and perhaps even North America, in a boat much smaller than a Centaur! We intended anchoring overnight on the Black Isle but there



*4. Mexican hat islands*

was another boat in the anchorage so we continued up towards Loch Linnhe and Puilladobhrain (Pool of the Otter).

This had seven yachts already in it so we left and anchored just outside at 20:30. It was 6th June so we shouldn't have been too surprised. It was a nice enough anchorage and we did the obligatory walk to the Bridge over the Atlantic and the Tigh An Truish pub. Pretty much every sailor must now know the story that after kilts were banned following the failure of the 1745 Jacobite Rebellion, islanders heading for the mainland were supposed to have stopped off here to change their kilts for trousers. It is pleasant enough and the bridge is pretty but it all feels a bit of a tourist scene.

We sailed on up the Firth passing through the sound between Kerrera and the mainland past Oban, busy, busy, busy with sailboats of all sizes and ferries, and spent the night in

Loch Creran. We were looking for somewhere to leave the boat for a month but everyone seemed to be on holiday. The following day we continued north right up to Loch Leven and just short of the Caledonian Canal. We anchored for the night and looked up at the mountains above Glen Coe and to the north, more mountains leading up to Ben Nevis. It was very spectacular but we did have the sound of the A82 all night.

Heading back south we were intending to leave No Way on a buoy somewhere but we stopped at Dunstaffnage Marina and they offered us a good deal on the spot so that decided it. We now had to get back to Arisaig where we had left the car. A bus ride took us to Fort William where we found a steam train in the station, The Harry Potter Express, which we could board and get off at Arisaig. This was perfect since it was Mary Ann's birthday. I tried to blag it and claim that it was all planned as a special surprise but she's known



*5. Yacht outside Fingal's Cave*



me too long. It was fun mixing with all the (mostly foreign) tourists, seeing the Glenfinnan Viaduct and approaching Arisaig by train gave us another perspective on this remote village. We could appreciate why it was chosen as a training ground for secret agents during the Second World War. With few roads and just one rail line it was easy to control who came and went.

We returned by public transport on 10 July and continued south staying the night at Barrnacarry Bay at the mouth of Loch Feochan where there was a party of sea kayakers camping on the beach, we explored Loch Melfort and spent the night just inside Eileen Ona near Corryvreckan. This was a very picturesque Baltic style rocky anchorage with not a lot of room. Mary Ann was not keen on sailing through Corryvreckan even in perfect conditions so we avoided it. We briefly considered passing through the Crinan Canal but we had taken no short cuts so far and the weather was looking good so we sailed on down to Gigha and then around the Mull of Kintyre. We left Gigha at 05:30 as soon as we had

heard the weather forecast (fog) and motored all the way down the Mull. By staying close inshore we picked up a strong south going eddy and could see the bottom of the cliffs with fog above. By the time we got to the bottom the visibility cleared and we got a good view of the lighthouse and arrived in Campbeltown on the East side of the Mull at 15:45. This is a safe harbour and a good place to provision but doesn't have much else going for it. The character of the sailing changes again this side of the Mull of Kintyre, we are much closer to the big metropolises of the Scottish Lowlands and there are a lot more boats. We had a night in Lamlash on Arran, near the Buddhist owned retreat on Holy Island and then to Troon where left the boat for another fortnight. Leaving the boat in marinas and returning home to cut the grass does work out quite expensive, much better to keep sailing if you can.

We returned on 28 July and sailed north up the Clyde, anchoring in White Bay on the north end of Great Cumbrae Island at 20:15. Two hours later, Scotland's highest free standing



6. Jura

structure, the Inverkip power station chimney just five miles to the north was demolished. It was there when we turned in for the night but gone in the morning. We explored the Clyde as far north as Loch Goil, the Kyles of Bute, and Loch Fyne right up into Upper Loch Fyne before coming back south, circumnavigating Ailsa Craig and down to Stranraer, ready for the trip across to Northern Ireland. Ailsa Craig is made of a rare form of granite and is the source for most of the curling stones in use in the world today. The only other source is a quarry in Wales.

From Stranraer we had a reasonable crossing of the North Channel to Belfast Lough with light winds a little ahead of the beam and we tied up in Carrickfergus, the old Cromwellian army garrison town complete with castle. The harbour was great and the people welcoming but there was a definite change in atmosphere. There were lots of flags of St George, orange flags, big drums, people on their way to band practice, bowler hats and

UVF graffiti. We took some time off and caught a train into Belfast to do the tourist sights. It a sign of the times that the Europa Hotel, once the most bombed hotel in Europe is now a tourist destination and the beautifully preserved (or restored) Victorian bar opposite is owned by the National Trust.

The town had a great feel to it and the place was really buzzing but there are still the intimidating high walls topped with broken glass and razor wire, high military style fences and street names and places that we remember from the news. We have no particular desire to go back to the Clyde but we are both keen to go back to Northern Ireland for the sailing, the scenery and the people.

From Carrickfergus we sailed up and down the coast, north as far as Ballycastle and south to Strangford Lough. The tides in the entrance to Strangford Lough are fearsome and require some careful checking but get them right and they offer a free ride for about five miles through the entrance



*7. The Garvellachs*

channel. This is the site of the world's first commercial-scale tidal turbine commissioned in 2008. Once inside the Lough there is perfect shelter and hundreds of islands over a huge area. It would be a great place to explore by dinghy.

When leaving the Lough we originally planned to be at the entrance on the last of the ebb but on the day we changed the plan to arrive at the entrance channel on the last of the flood. It seemed logical but I didn't check the tidal flows and by the time

we got through the entrance the water coming out of the Lough was meeting a contrary current running across the entrance along the coast. The result was some very big standing waves. We quickly put the washboards in, held our breath, and looked anxious for a few minutes while No Way rose on the back of waves and fell into holes quite alarmingly but all was well and we never felt in any real danger.

Returning to Scotland we cruised along the southern coast of Scotland visiting Port William, Kirkcudbright



*8. Aisla Craig*



*9. Carickfergus*



and Kippford before crossing the Solway Firth back to England and Whitehaven. The Solway Firth is a vast expanse of strong tides and drying sands and needs care and careful timing. It was now the end of September, we were faced with southerly winds and were looking for somewhere to leave the boat for the winter. With strong tides, large ranges and wide expanses of drying sands it is important to work the tides down the Cumbrian coast. We left Whitehaven at first light and were soon beating into a very uncomfortable SE wind and eventually gave up and turned around at 11:30 to return to Whitehaven.

We had a few days waiting for the right combination of wind and tide and took a bus up to Maryport at the western end of Hadrian's Wall and visited the excellent museum at the Roman fort. As well as being part of Hadrian's Wall the fort was part of the coastal defences and garrisoned by a regiment from Spain. Its first commander, Marcus Agrippa went on to command the British Fleet stationed in the Channel. We also took a bus down the coast to look at some smaller drying harbours which might serve as refuges in an emergency such as Ravenglass.

When we finally left Whitehaven 6 days later at 03:30, the wind was in the west and we had an excellent sail all the way down the coast but although we made good progress we did not get to Fleetwood in time for the lock opening into the marina. We hove to outside while we waited for the tide to rush out of the River Wyre and then went in to the river and picked up a buoy. With a 7m range, a very steep sided muddy river and tides of 6 – 8 knots it was not really a place to anchor. We picked up a buoy in the

dark at 19:10, it had been a long day, we hadn't worked out where to leave the boat and the wind was due to pick up tomorrow. We looked at the charts and almanac and our preference was to leave the boat at Preston as being somewhere relatively easy to get to from home. The next day we left at 07:00 and started south.

We needed to get to the entrance to the Preston channel by 13:00 to then get 15 miles up-river with the tide. This should have been straightforward but there was more south in the wind than forecast and we were making slow progress so at 09:00 we turned around.

We considered going back to Fleetwood but this would have meant waiting some time for the lock but while looking at the chart and almanac we saw the small port of Glasson in the eastern end of Morecambe Bay. This required some careful navigation because the bottom is very flat, the



10. Tidal turbine in the entrance to Strangford Loch



channel markers are a long way apart and it is easy to inadvertently cut corners. We locked into the harbour at 12:15 and soon afterwards the bridge lifted to allow us into the fresh water of the Lancaster Canal and the marina basin.

Glasson is the old Port of Lancaster and turned out to be a great find. The

British Waterways' basin and marina is very sheltered and being fresh water there is no tidal range which felt rather strange. There is an excellent smokery, the food in the pubs is good value with huge portions and we found a brilliant local B&B, where the staff were very welcoming and helpful. We really liked Lancaster. It was a great place to leave the boat for the winter.



*11. Kippford*



*12. Entrance Buoy for Glasson Dock*

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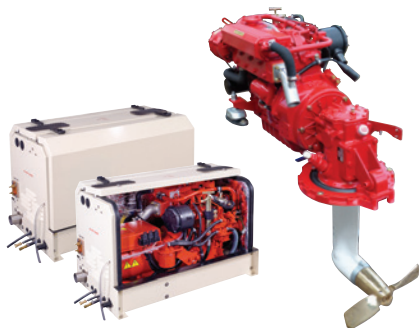
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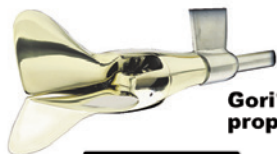
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