Atalanta Owners' Association

2019 - 2020 61st Annual Bulletin

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2019 - 2020 Bulletin

Contents

Front Cover Photograph: Recovering A1 Atalanta by Brian Sadler

Message from the Commodore.

There is much to recommend about being part of our Association, and I'm pleased to say that amidst all the shenanigans of the UK's political scene, our Association is doing what it does best - looking after our boats and the interests of its members.

A few individuals continue to work hard to make their contributions matter and we all should thank them. But they need two things - one, feedback that they're doing the right things, and two, feedback that they're doing the right things well - so please do provide that vital feedback.

Improvements during the last year have seen a revitalised website, articles in the yachting press, detective work in filling in the missing details in the Association's history, the development of a scored boat survey checklist, as well as keeping up the essential day-to-day communication with members. And we're already making tentative plans for events in 2022!

Best wishes to all. Fair winds and safe land falls.

Mike

Commodore

Message from the Editor (Co-opted).

Many thanks to Trevor and Dinah for compiling and delivering the Bulletin to us all over several years.

There have been many changes since they first took over the challenge of producing the document. Thankfully the process has been much simplified by them over the years, for which I am truly grateful.

Thanks to all of you who have written and sent in articles for this edition of the Bulletin.

Next year, I hope that others will feel that they can contribute an article, particularly as the rest of the members look forward to reading the bulletin.

Remember that there are awards given at the Annual lunch for technical articles, cruise logs and front cover photographs.

Finally, another word of thanks to the Hon Webmaster, Hon Secretary and Commodore for assisting me in the technical production of this Bulletin.

Bernard

Message from the Secretary - For your diary (so far) in 2020.

Keep an eye on the website and the Spring Newsletter for updates and more information.

Date	Event	Location and Contact
Feb 29th	**2020 AGM, Lunch and Tea** The meeting takes only an hour or so and the main focus of the day is social. ***AGM***: Hear about and comment on the status of the Association and plans for the future. ***Lunch and Tea***: Have a bite to eat, enjoy the views of the Thames and catch up with other owners.	Tamesis Club, Teddington **Richard James**
May 16th	**Atalanta Owners Go Wild on Windermere** Building on the success of the meet-up At Underfalls yard last year we are getting together at the Windermere Jetty boat museum in Bowness-on-Windermere. This is primarily an event without our boats: - Meet up for lunch - Guided tour of the museum tbc - Steam launch boat trip - Dinner There are camping and motor home facilities nearby and a myriad of accommodation options. One of two of us are proposing to take small boats to use on the lake over the weekend.	Bowness-on-Windermere **Richard James**
Aug 15-21st	**East Coast Cruise in Company** Gentle sailing, attractive moorings, the occasional pub. A low-stress Atalanta based cruise ending up in West Mersea – bring your boat or crew for someone else.	Suffolk and Essex Rivers **Nick Phillips**
Aug 22nd tbc	**East Coast Rally and Race** Boat meet up over the West Mersea Regatta weekend and take part in the Regatta racing if you want.	West Mersea, Essex **Richard James**
Sep 11-20th	**Southampton Boat Show** We hope to be offered a stand for the AOA at the 2020 show as part of an 'Owner Association Boats' section of the show. (See http://bit.ly/2019AssociationBoats for details of 2019) We would hope to see many of you there and also that some of you would be able to help run our stand.	Southampton **Richard James**

Richard

Message from the Treasurer.

We hope that you will continue to support us in 2020 and continue to enjoy full access to the website, bulletin and Association events. Remember **- from 2020 Annual subscription rates are now £20 for ALL members worldwide.**

You may pay by Standing Order, electronic transfer, or PayPal
Standing Order or Electronic transfer to "AOA" Sort Code 20-06-72 account number 10613134. Please include your name or Boat number as a reference.

PayPal payments using the 'Renew' form on the AOA website or on PayPal to email address treasurer@atalantaowners.org

Cheques payable to 'AOA' sent to: AOA Treasurer, 41 High Road, Needham, Harleston, Norfolk IP20 9LB

Nick

A169 "Elle" (formerly Kerry Piper)
Wooden Boom and Mast rebuild 2018 by Chris Green

Boom

Boom rebuild was completed over the last week in August – see photos for work stages etc. Still a few coats of varnish to add to the UV resistant clear epoxy coat - as shown in photos. The new Sitka spruce lower section is a couple of shades lighter than the original salvaged top part. The bronze Lewmar gooseneck and end fittings were salvaged from a vintage yacht of similar size. Barton sliding track/block has been added for the new slab reefing setup, with lazy-jacks. The original roller-reefing boom had succumbed to rot while stored. Most of the affected timber was in the lower boom section; the top part including slot for the foot of the mainsail was mostly intact. The only way to salvage the spar was by cutting off the lower half and making-up a new section. A 4 metre length of 40 x 100 Sitka spruce was obtained from Robbins Timber in Bristol (marine specialists)– delivered to Rye.

Stages of the boom rebuild - photos *show sequential steps*.

Firstly, the original boom was cut in half lengthwise and new lower part cut to size. Original top and new bottom sections were aligned new timber was marked for internal routing and external shaping.

Figure 1. New section routed – taper shaped for gooseneck fitting.

Figure 2. Old top section glued to new lower

Figure 3 Gooseneck final Fitting

Figure 4 Boom end shaped for new mainsheet end fitting

Figure 5 Boom end fitting

Figure 6 Boom reefing added

Progress through planing, routing and sanding solid and hollow sections can be seen in the photos. The new boom is now round on the top with a more squared new lower part. This shape provides a strong fixing point for the new slab reefing; kicking strap and lazy jack points. A heavy gauge SS vang / kicking strap fitting will be bolted through the new lower section roughly in line with the forward (companionway) bulkhead. The vang to be deployed from a pad eye on the front of genoa tracks port/starboard by means of a snatch block as suggested by Dr Thursfield (A180) in the 1973/74 Bulletin article *Tuning an Atalanta*.

A customised sliding gooseneck mast fitting was made up from surplus 2mm stainless steel sheet – left over from the electric motor housing (see AOA website for installation); and a 30mm length ss bar plug-welded to take the sliding car (see mast section below for sliding gooseneck photo).

Mast

Initial strip and repairs.

Figure 7. Main Halyard sheave fitting removed.

Figure 8. Mast sections separated – clean break along joins.

Figure 9 Diamond brace area – external view of damage

Figure 10 Diamond brace area – internal view of damage.

Figure 11 Spreaders area – external view of damage.

Figure 12 Spreaders area – internal view of damage.

Figure 13. Mast base section – internal view.

Figure 14 Mast sections after prep clean for repairs.

Figure 15. Spruce splines epoxy glued inside crosstrees.

Figure 16. Another view of spruce splines epoxy glued inside crosstrees.

Mast overview

The mast was in a sorry state – fractures / rot at the diamond spreader bracket; same issues but even worse at the main spreaders; rusted galvanized through bolt at mast base - water ingress etc – see the first photo section for the gory detail.

Mast construction is in two hollow ovoid lengths of spruce which are joined lengthwise as port and starboard halves with solid bolt-through fastenings at the diamond bracing (single 12mm bolt) and main spreaders (2 x 10mm bolt); through-bolt fastenings also at the masthead through main halyard sheave (7mm) and bolt through original winch fitting at the base. The edges of the port and starboard mast halves are glued along the seams with resorcinol glue.

Much of the seam join had opened; the lower third of mainsail mast-track had been filled with a flexible Sikaflex type product. NB: where the original glue was intact it still formed a perfect bond! Most opened seam issues appeared to result from track fixings etc allowing water ingress into the join and rotting the adjacent timber. This was likely to have been happening over the 10 years of lay-up on her trailer before I acquired A 169.

Preparation

The dreaded job was finally under way (from first week in September) starting with opening the glued seams along its length (see photos) and separating the two halves. The damage was not quite as terminal as first appeared and after some research I was confident all the structural repairs could be remedied with epoxy glued spruce splines (internal and external). Plenty of the Sitka spruce from the boom rebuild was available for this.

Cleaned internal sections were given a saturation coat of epoxy at the short intermediate solid joins (i.e. where the mast is not hollow); the original timber although still mostly sound had some grain separation (photos). Saturation coats were also applied to the inside of the fracture at the crosstree spreaders. This section was splinted with a couple of tightened lanyards to assist in retaining the shape prior to the spline repairs.

Mast base had the remains of the oxidized galvanised (halyard winch) bolt removed – see photos for the damage caused to this area, the timber was mostly sound however and was given an initial saturation coat of epoxy into the opened grain.

Internal spline repairs

Second week in September the first step - separated halves laid out on trestles (inside face-up) - was to rout 50mm slots through the solid 250mm mast joins (in each half) at crosstrees and diamond brace (4 total); 90cm formed splines were then glued into each slot either half of mast. Specifically, the splines were set into the forward mast edge; each spline overlapped the solid joins (shaped into the front edge radii). The spreader and diamond brace through-mast fastenings will pull both splines together when mast is reassembled (see photo). So, the effect will be to reinforce and extend the solid join to 90cm at the two areas of mast stress.

The final job with the mast open was to channel a route for VHF and masthead Cables to run internally from the base to top of the mast; when in place these were tacked with epoxy. Next day the two mast halves were reunited – several quick epoxy mixes (SP 5:1 with West low density filler) clamped to set.

External spline repairs

Figure 17. Spruce scarf section epoxy glued – spreaders.

Figure 18. Another view of Spruce scarf section epoxy glued.

Figure 19. Spruce scarf section at spreaders.

Figure 20. Scarfed graving piece.

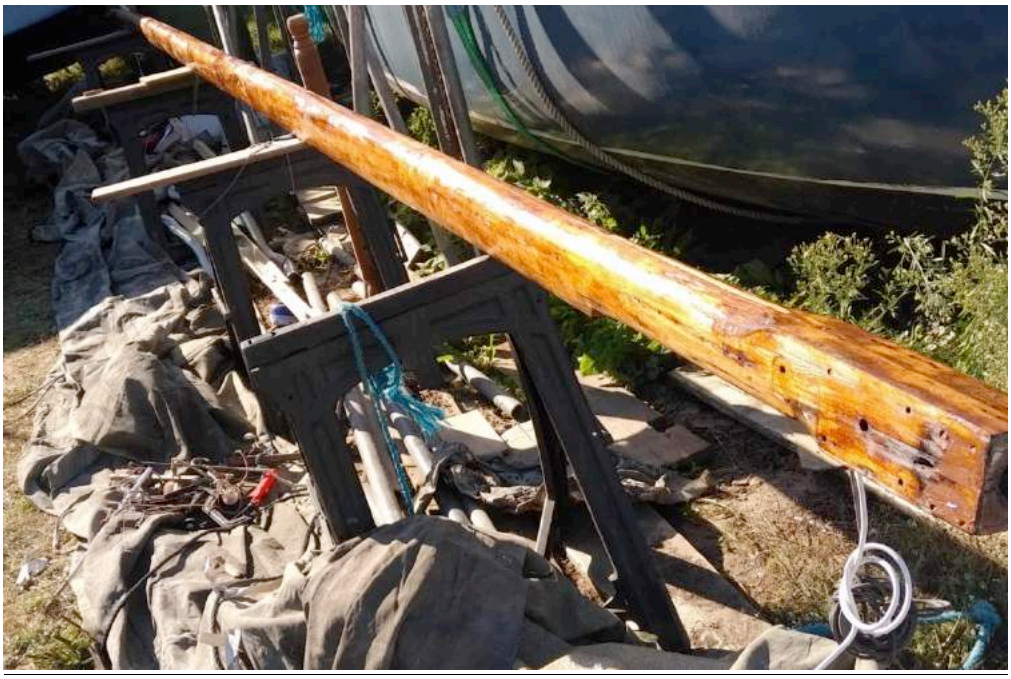

Figure 22. Mast re-varnished.

Figure 23. Cable routing at mast base.

Figure 24. Cable routing mast head.

Fractures and holes at the spreader and diamond brace fitting (photos….) had the new solid internal splines inside the mast immediately below the visible damage, but still required spline scarf repairs for a complete repair. The damaged/rotted spruce was cut out down to the new solid spline below at both areas – 40x7cm at the diamond brace (starboard) and 70x 7cm at spreaders (port). New Sitka spruce splines were cut, shaped and epoxy glued /clamped (photos).

After removing clamps, new repairs were rubbed down and the whole mast given a coat of clear epoxy (UV resistant); further coats of UV varnish will be added over the next few months before going afloat next year.

Mast fittings

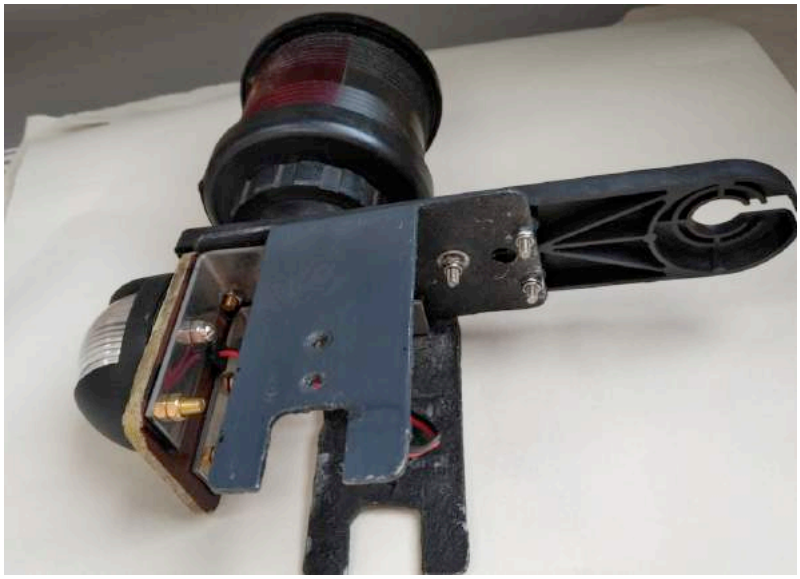

Figure 25. Masthead Nav light & VHF – design.

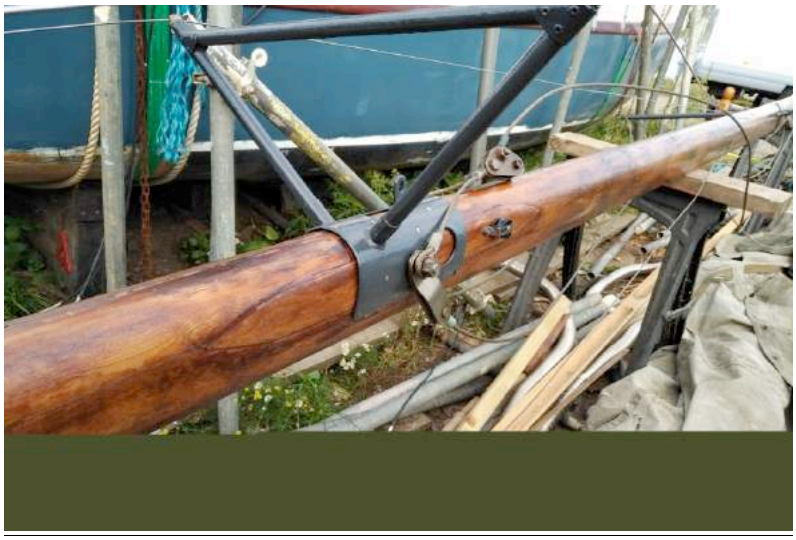

Figure 26. Jumper stay – reassemble.

Figure 27. Spreaders, jumper stays & lower shrouds attached.

Figure 28. Masthead rigging – backstay & jumpers.

Figure 29 Masthead Nav light & VHF fitting.

Figure 30. Stainless steel custom sliding gooseneck fitting.

Figure 31Tufnol winch parts.

Figure 32. Tufnol winch base

Figure 33. Winch fitting complete.

Figure 34. Mast step.

Over the next couple of days away from the boat, spreaders; diamond bracing and mainsail halyard sheave were refurbished. The spreaders and bracing were rubbed down to bare metal; primed with *Primocon 3* (International Paints); and finished with a couple of coats of exterior polyurethane.

The bronze (or brass?) top sheave was originally intended for wire main halyard; as I'm switching to rope halyards, had considered replacing with Tufnol or similar. But after checking the intended rope (8mm) found that the original sheave will be fine just applied a coat of polyurethane to the contact surface.

Another issue with the masthead sheave was that the centre bush had gone leaving the 7mm centre bolt /spindle in a 14mm sheave hole; so new bush was fabricated from drilled-out Tufnol rod. The mainsail track and bronze mast base step fitting were sandblasted prior to refit (photos) NB: Track not yet fitted at time of writing.

Original wire halyard winches were replaced with Tufnol two-speed rope type (photos). Annoyingly, the new winches required four through-mast bolts instead of the single through bolt fixing of the original. Four single fixings for both winches was achieved with the use of countersunk rivet nuts mated to 4 x 120mm countersunk machine bolts (hole alignment - bit of a faff). This type of Tufnol winch is attached by the base and the upper part is fastened onto the spindle (in the base). So, the two base plates are fastened together through the mast with the four nuts/bolts.

Mast rigged and ready for final tweaks before stepping – replacing fixed split/forked type backstay with a bridging block and single lower part (i.e. instead of two single lower parts to the split backstay. I may add a second forestay (keeping hank-on sails) to assist in sail handling.

Not a good Start – by Greg Manning A142

Even though Sugar Plum has her own shed to live in overthe winter, being in the North of Scotland does mean that the temperature is not high enough to do any repair work with resin or painting until well into the spring. This season the forward cabin was painted as was the whole of the topside and all the varnish work was given a fresh coat. In order to be durable not only has it to be dry but given time to harden. Fitting LED strip lights to all the cabins and compartments gave time for this to happen. Then the keels had to go back in and everything prepared for the six hour drive from Aberdeenshire to Arisaig for the launch.

All the small items needed to launch and get Sugar Plum in commission are stowed in an orange tidy tray. Even though I have launched sixteen times since owning Sugar Plum I still use a written check list to ensure everything is loaded.

It was the first Sunday in June when I set off with my friend Steve who had volunteered to help. Steve is a very practical person and always has his mind on the task in hand; I couldn't ask for a better friend to help me.

Sugar Plum looking her best ready for the long drive to Arisaig.

Using the internal sling, we launch at Arisaig using a teleporter which is so much more convenient and cost effective than a boat hoist. On the Monday there was to be only an hour between the boat yard staff being available and the ebb tide leaving enough water to motor away.

We arrived at 8pm in light drizzle and needed to get as much done as possible before the morning. The main task was to fit the rudder blade. Having ensured that the up and down haul cables were not crossed, I went to the orange tidy tray for the centre bush that the blade pivots on. It wasn't in the tray. I searched the back of the Landrover, I phoned home and my wife searched the shed. That bush was nowhere to be found.

By now it was 10pm and there was only one thing to do. We loaded the rudder blade and pivot bolt and set off back to Aberdeenshire getting home at two in the morning. Steve and I both went to bed and were up again at 7:30am. Steve then drove the thirty miles to his house and turned a new bush on his lathe in marine grade aluminium and at 2pm we set off back to Arisaig. Arrived at 6pm we had the rudder blade fitted in twenty minutes and retired to the pub for a meal before turning in. The good news was that during the day it had been too windy to launch so we had lost nothing, much!

Sugar Plum being launched the way Fairey intended, with an internal sling to correctly take the weight. The picture is at Whitehills a few years ago.

Tuesday morning we woke to fair weather and the boat yard staff hard at work early to catch up for the lost day. Being a day later we now had an extra hour before the tide was too low and the launch went without a hitch, the mast was stepped and enough standing rigging secured to make it safe. I watched the depth of water going down, 1.9 metres, 1.5 metres as we quickly loaded the remainder of the inventory. The engine had started on the first turn of the key after the winter layup and we motored away to our out mooring in 1.2 metres. Steve had commitments at home so tired and satisfied we set off for the long drive home. I would like to say it was an uneventful drive but I did discover that the ABS on my Landrover worked, luckily no one was hurt!

My son Edward, who lives in Australia, had phoned the week before to say he was coming over for a week and a sail was on the plan. He arrived on Wednesday, the day after we got back from the launch and on Thursday we drove over to finish getting Sugar Plum in commission. The weather was fine and by Friday mid day everything was loaded, stowed, secured, connected and working. As a shake down we motored for forty minutes out and back between the skerrys that are the channel between the Arisaig moorings and open water. A satisfied Father and Son drove home as although the forecast was fair until Monday evening I had to fly south on Saturday to attend the prize giving of the Devizes to Westminster Canoe Race.

Sugar Plum in commission and safely on her mooring at Arisaig.

On Sunday with just forty eight hours before strong winds were forecast Edward and I drove back to Arisaig with the intention of an overnight trip to maybe the North Channel at Moidart. We boarded gas on, kettle on, electrics on, keels down, rudder down, sail cover off, dinghy secured, I opened the sea cock for the engine cooling water, and Edward started the engine and went to the stern to hoist the ensign and reported cooling water coming out of the exhaust. Life jackets back on and with the engine now warmed up cast off and with Edward at the helm we set off. I poured the tea, found the biscuits and as I joined Edward in the cockpit I heard a strange high pitched noise. We were both bemused and then I realised it was the audio warning indicating an engine over temperature. I clambered to the transom and there was the sound of a diesel dumper truck and no cooling water. A quick dash to the cockpit and the engine was stopped, the sail ties were removed and the main hoisted. Had it been against the stop watch it couldn't have been done quicker? There was very little wind and we ghosted towards the nearest free mooring. I was trying to think what had gone wrong, hopefully just an obstruction in the water intake. 1.2 knots, 1 knot, 0.5 of a knot and 0.2 as we picked up the buoy.

I opened the engine hatch and there was that distinctive hot engine smell but no apparent damage! I loosened the cover to the sea water strainer and no water gushed out, in fact it was empty and I could see the gate valve of the sea cock was in the closed position. Before a deeper investigation I felt we should be back on our own mooring two hundred yards away. By now there was no wind, I contemplated a short burst on the engine but decided that man power was the best option so with my little inflatable as a tug set off. Edward told me that I was pulling the two and half tons at 1.2 knots.

Towing at 1.2 Knots

Once safely back on my mooring I could relax a bit. The sea cock was of the gate valve type and the handle turned freely but did not open the gate. I pushed and pulled the shaft and eventually the gate must have opened enough as I could feel the body of the strainer go cold as the sea water entered. The next task was to inspect the pump, and not surprisingly, the impeller had disintegrated so a full strip down of the raw water system was needed to ensure that there were no pieces of the impeller blocking, especially the heat exchanger. It was a fine day and with a fresh mug of tea we both worked away well together. As a spare I had an old impeller that was changed as a precaution the previous season. When the engine was started there was a good flow of cooling water from the exhaust. At this stage I am sure many crews would have then set off to make the best of the rest of the forty eight hours of forecast good weather. The pages of PBO are filled with tales of crews putting to sea thinking they have rectified a defect. As Edward and I are both professional helicopter pilots we have a responsible attitude to safety and the only discussion was when and how to fit a new sea cock.

We went ashore and negotiated with the yard when we could lift out to affect a repair which was not until the following Thursday after Edward had returned to Australia. The good news was that the tide would be ideal to lift out in the morning giving me the day to do the work and lift back in the following day. On the drive home we stopped at Inverness and bought a new DZR ball valve to replace the gate valve type sea cock. I was a lot more satisfied that this would be a more reliable fitting.

The following Wednesday I was lucky that Steve volunteered to help me and we drove to Arisaig with the boat trailer. Edward had taken a picture of the assembly which showed the access to be tight. I had all my plumbing wrenches and a newly bought thin adjustable spanner in the hope that something would fit in the confined space. The evening was spent lifting the heavier items of the inventory off and preparing to remove the mast. Everything went smoothly the next day and saw Sugar Plum on her trailer by 10am.

Now came the tricky bit. I had installed the skin fitting and sea cock seventeen years earlier and knew that I needed to unscrew the strainer and then the old sea cock without disturbing the skin fitting. I remembered that there were no lugs inside the skin fitting to hold it while tightening or undoing the sea cock. I started by forcing the gate valve closed and filling the strainer with boiling watering in order to expand the threaded joint. Needless to say access was not easy but Steve was able to grip the sea cock and the strainer came off easily. Now the hard bit, I wrapped rag round the sea cock and trickled boiling water on to it. Steve just managed to get grips onto the little threaded part of the skin fitting that was exposed while I used as much forces as I dare to unscrew the sea cock, but it didn't budge. Deep breathing, try again to no avail but then a do or die thump with the palm of my hand and it came undone. Time to sit back and relax with a mug of tea before fitting the new DZR ball cock and reassembling everything. The gate valve had complete disintegrated internally with no sign of the circlip that located the shaft or the grove it was meant to sit in.

Next day was a relaunch which went without a hitch before going home only to return two days later to get Sugar Plum back in commission. The start of the sailing season had taken fifteen days and six return journeys of three hundred and twenty miles round trips between Aberdeenshire and Arisaig. I do hope that 2020 starts off better.

Lessons learnt are many. Firstly do not be complacent. I had looked in the tidy try for the rudder bush but had seen a similar looking a roll of insulating tape. Secondly when checking the cooling water is flowing make sure it is; Edward had just seen residual water being discharged. Thirdly, never put to sea without all means of propulsion prepared, in our case the sail cover was off so hoisting the main took no time. Finally, sea cocks have a limited life, especially gate valve types, change them as part of preventive maintenance rather than wait for them to fail.

The rest of the season was a bit more relaxed. Oh and one final thought. Remove items like impellers long before needed and keep the old one as a spare, that way there is no chance of items not fitting due to being miss ordering, miss identified, miss picked, miss labelled, or miss packed. I have experienced all of the above with new automotive and aeronautical spares

The rest of Sugar Plum's season was more relaxed

A89 in the 2019 Suffolk Yacht Harbour Classic Regatta - by Richard James

The 2019 Suffolk Yacht Harbour (SYH) Classic Regatta saw a fleet of over thirty beautifully maintained classic yachts racing and socialising in sunshine and fair winds over the weekend of 22-23 June 2019.

Atalanta A89 Colchide's owner Richard James attended the Skippers briefing on Saturday morning at 8.45 am and the first race start was set for 1040, which was over 5 miles away, upwind and against a foul tide, so Richard ran back to her berth! Colchide was first out of the harbour and started motoring to the start line at max continuous RPM. Sadly through, this would be the last time Colchide would be leading anything all weekend. Colchide arrived with 2 mins to spare and hailed "ready" to the Committee boat. However, Race Officer Peter Martin postponed the start to allow all the other yachts to get to the start line (including "Stealaway", a Bangor S Class, who had engine failure on the way out).

It was decided that helming Colchide over the 3 races would be shared, so Commodore Mike Dixon helmed the first race, Richard the second and Nick Phillips the final race. We were in the first group of Slow Classics, followed 10 mins later by the Stellas and finally the Fast Classics 10 mins later. It was planned this way to try to get all the boats at the finish line at about the same time, more of which later. The start line was quite busy and there were Stellas and fast classics milling around everywhere, so it was difficult to get clean wind approaching the start line. We set off against a foul tide and 5-7 kts of shifting wind. Within 45 mins we were passed by the fastest Stellas, then the Spirits and other fast boats. We continued on our way upwind to Fox's racing mark, thence onto the (shortened) finishing line at Stone Banks.

After a quick lunch heaved-to in glorious Suffolk sunshine, the afternoon figure of 8 race started in a freshening 15 knots of wind. From a Stone Banks start, it was a beat out to Mark X, followed by a reach back across to Fox's racing mark, then all the way back to Penny Hole, then across to Stone Banks and a final long leg to the finish line at Beacon Hill. Things were slightly confused around Stone Banks, as the nearby Titchmarsh Sailing Club were using that as a race mark too. All afternoon, we were to and froing with Yawl Cygnet, 12 tonne Gauntlet Grey Seal and Stealaway, a Bangor S Class, who had by now fixed her engine, but decided enough was enough by Saturday evening, and returned home to Aldeburgh.

Guernsey based Spirit DH63 Gwenhyfar flying her code zero

We got back to SYH, had a quick clean-up then went to Haven Ports Yacht Club lightship which was bathed in late afternoon sunshine as all the crews gathered for socialising and the usual post-racing analysis in the bar. We cornered Peter Smith from Classic Boat Magazine and suggested they feature an Atalanta in a forthcoming 'Affordable Classics' feature.

Day two began with light wind out of the east / north east and the three classes set off on time from the Beacon Hill line against the tide down to Stone Banks. A few yachts could be seen making the most of the tight reach and flying spinnakers and code zeros in an effort to get ahead on the long leg down to the mark. We hardened up to go out to Fox's racing mark, but just before we got there, we let off too much mainsail and the strong tide took us away from the mark, so we wasted another 5 mins with two extra tacks. The sun was now out and the breeze kicked in, up to 15-18 kts. Helm Nick discussed the pros and cons of reefing, but it was decided not to. We had a good reach across to Penny Hole, then upwind again to Outer Ridge. With the ever freshening wind, A89 Colchide was sailing hard, slightly over-pressed with gunwales under the water. Suddenly, one of the genoa sheets snapped and we were overtaken by the Yawl as we made a temporary repair. Richard went below to make a cuppa and realised that not all of the River Orwell estuary was outside the boat. A small leak had developed high up on the keel boxes, so it was baling out and sponging time in the galley. We still had a couple of miles to tack upwind to Outer Ridge, before turning, avoiding the

shipping channel and all the way back to the finish line and realised that we would be late for prize-giving if we continued. All three of us were thinking it was time to retire, so it was a unanimous decision when Mike popped the question.

We dropped our sails at SYH entrance and noticed one of the half-tonners trying to sail all the way into the harbour. They were blown outside the dredged channel into the shallows just west of SYH entrance. We hailed them and threw them a line, which they missed. We had several boats stacked up behind us, so we had to continue in, but radioed the SYH Harbourmaster to ask for assistance for him. He was subsequently rescued a few minutes later by the SYH work boat.

Overall, a very enjoyable weekend and we hope to do it again next year. A89 Colchide had been given by far the lowest handicap rating in the fleet, and this was reflected in the results.

Spirit 52 Flight of Ufford on the downwind leg with Tumlare Zest in the distance

Mark Wincer and crew won the fast class and the overall regatta trophy in Whisper. The Stella class was won by Andrew Gilmour in Timoa. Jonathan Thompson won took the slow class in Tumlare Zest.

SYH managing director Jonathan Dyke commented, “With ten new boats this year, it’s clear the regatta is still a popular choice in the classic racing calendar. Fantastic weather and great camaraderie, with some healthy competition on the water, all made for a great weekend. We look forward to welcoming entrants back next year!”

2019 –A1 ATALANTA on the water again - by Mike Dixon.

When I took ATALANTA over to Levington last year for the AOA60 event, little did I realise just how much work still needed to be done before she could be properly launched.

The pace of work slackened noticeably over the winter months but picked up early spring. Having the boat under cover was a bonus, indeed essential, and I'm grateful to Peter Keightley for squeezing ATALANTA alongside TAKA MARU in his large garage cum workshop. [Fig 35]

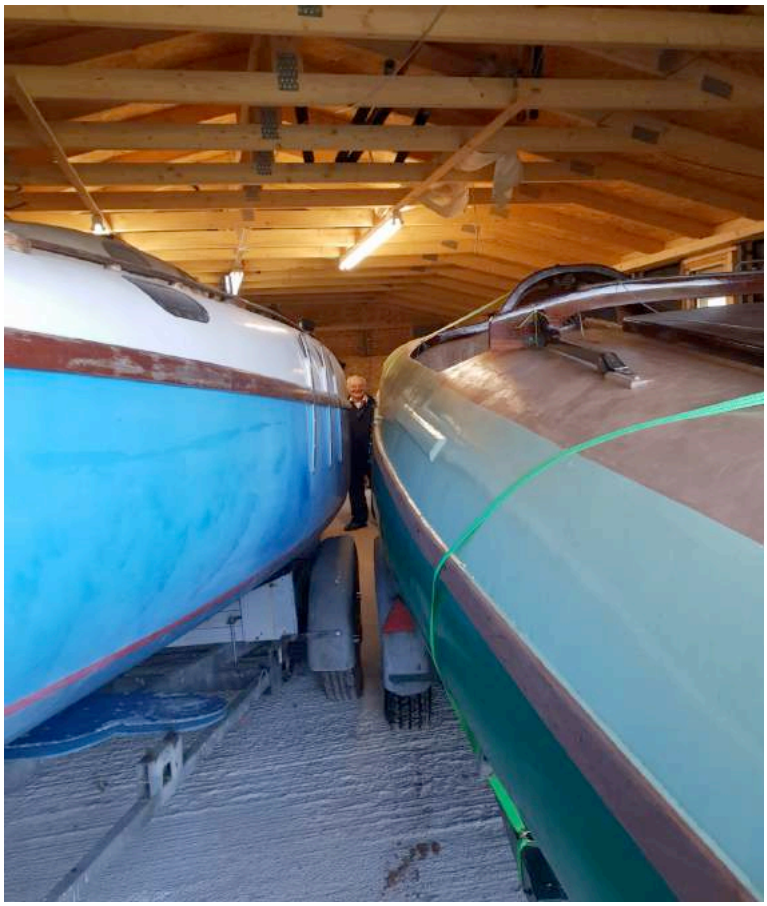

Figure 35 Tucked up with Taku Maru

Details of the work carried out over the next few months are recorded on the website so I won't repeat the details here. Just to say that it would have been all too easy to slacken the pace and just carry on for a further twelve months. A date had to be set and the East Coast Race in August seemed as good a time as any.

There were three main work 'themes' to be completed before launch – the external areas, internal areas and technical installations.

External work included – a complete layer of new veneer over the entire deck area, refurbishing the fore hatch coamings, new deck anti-slip battens, new toe rails, new rubbing strakes, completion of the cockpit lockers, new cockpit sole, new engine box. [Fig 36]

Figure 36

Internal work included – complete removal of all old peeling and flaking paint from the deckhead down to the bunk tops, making good and re-painting same, installing shelves (thanks Joe and Nick!), installing the new oil burning cooker, installing the portable toilet, building a proper anchor chain locker. [Fig 37]

Figure 37

Technical stuff included - installing electrical works (batteries, wiring, distribution panels, equipment), re-installing the whipstaff and steering cables, sourcing the Bowden cables and other bits and pieces for the rudder uphaul and downhaul arrangement. [Fig 38]

Figure 38

Then there was the actual launch arrangements to be finalised as well – refit the hallyard winches, making sure all the running and standing rigging was just so, aerials, mast lights, fenders, mooring ropes, sails – you get the picture I'm sure.

There was a frantic two day period when I managed to squeeze the boat onto the drive at home so as to complete those last minute jobs. Fortunately the weather remained dry and warm as 16 hour days were the norm. [Fig 39]

Figure 39

It was 14th August when she was finally taken across to Brightlingsea – torrential rain and a thoroughly unpleasant drive. [Fig 40]

Figure 40

Fortunately the trip was without incident and I arrived at Morgan Marine's yard in good time, to be joined by Alistair (ATALANTA MARY) and Nick (HELENE) – there to help with the mast erection. This was achieved without incident. With no further jobs until the following day, it was time for well needed refreshment! [Fig 41]

Figure 41

ATALANTA was scheduled for lift in early afternoon the next day. I had already explained to the staff working the travel hoist that ATALANTA hadn't been in the water for nearly 30 years and I wasn't certain what would happen. The staff couldn't have been more helpful and Richard (COLCHIDE) and Nick were a tower of strength in their help and advice.

Anyway, ATALANTA finally got her bottom wet – and leaked. Badly enough for her to be lifted out immediately. The leaks were my fault entirely. [Fig 42]

Figure 42

A year earlier I had assembled the keel boxes, keel bolt steelwork and re-installed the keels. In my haste I had neglected to install all the nuts and bolts securing the steel plate in the keel box, through the side of the keel box, to the three dimensional steel bracket on the inside.

Figure 43

All the holes in the wood and both bits of steelwork had been drilled out to size (6 mm) but many of them didn't quite line up and I'd said to myself that I would re-visit the problem (I needed an extra-long 6 mm drill bit which I didn't have at the time) – but of course never got round to it.

There were six leaking (small boy sized) sites and further investigation revealed that there were eleven sets of holes without the necessary nuts and bolts.

Initially, as we still had hopes of making it to the East Coast Race a few days later, it was decided to block up the offending holes using tapered wooden plugs and epoxy putty. We had started this 'fix' when I called a halt. The fix may have survived the rest of the season,

but the solution wasn't guaranteed. And it was only a temporary solution. The keels would have to come out again for lasting and proper remedial work to be carried out, and their removal would have to be during the coming winter when the boat was on her trailer. Removing the keels requires the trailer to be out of the way – a further complication.

Reluctantly (and Richard and Nick were very diplomatic) it was agreed to do a thorough job. Morgan Marine were very helpful and over the course of the next day, the keels were dropped out of the way, the offending holes filled with 5 mm nuts and bolts suitably coated with sealant, and the keels re-installed. [Fig 44]

Figure 44

By now, it was apparent that we weren't going to make the East Coast Race in West Mersea, and in any event, the strong wind warning meant that there was a real possibility of the event being cancelled.

ATALANTA was launched a second time, thankfully without significant leaks – or so we thought. [Fig 45]

Figure 45

But another problem became apparent, fuel starvation. As the engine was brand new, and the fuel as clean as it could be, there had to be air getting into the suction side somewhere. Yes, the engine could be bled and it would run for about 15 minutes without problem. Nick and I worked out that the 15 minute period was about the same time that it took to empty the fuel filter on the engine. In other words, once the fuel filter was empty, the lift pump was sucking air from somewhere. Yes, some fuel could be persuaded to come though by over-revving the engine, but overall, it was not ideal and somewhat erratic for close-quarters manoeuvring. But we made our way from Morgan Marine to the visitor's berth on the remote pontoon without damaging either ourselves or anyone else. [Fig 46]

Figure 46

But the water slopping from the open-topped keel boxes was something else, and needed to be sorted before we set off round the coast. We slept on it and came up with the temporary solution of stuffing polyurethane pipe insulation down into the top of the box, largely blocking off the hole. It worked even though it didn't look too elegant. [Fig 47]

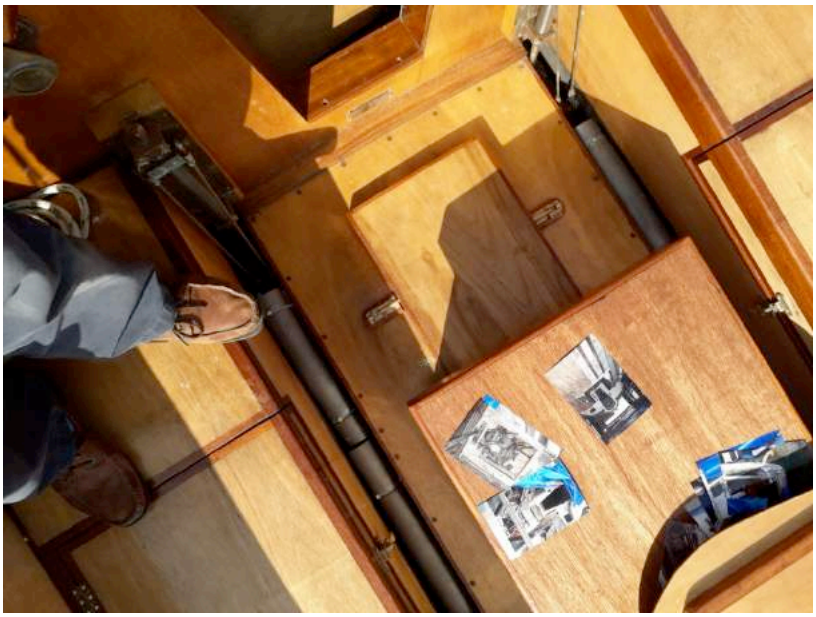

Figure 47

The fuel starvation problem continued to exercise minds. Reading the manual (always a good start!) revealed that the engine fuel lift pump was only rated for a 30 cms lift. The installation was nearer 45 cms. Could this be the problem? Nick came up with a work-around; have a temporary fuel tank on a level with the engine with the suction and return hoses stuffed into the top of the temporary tank. Et voilà – it worked, though the small tank had to be topped up as the contents were used. [Fig 48]

Figure 48

ATALANTA set off on the afternoon of Tuesday 20th August, with Nick and me on board for the passage round the Naze to the River Orwell and up to Ipswich. There was a light westerly breeze, but insufficient to give us the required speed to make the passage with a fair tide. [Fig 49]

Figure 49

On leaving the shelter of Brightlingsea creek, we became aware that there was still a significant quantity of water slopping from the open-topped keel boxes, despite the pipe insulation, and then finding its way into the aft cabin. We anchored off the eastern end of Mersea Island to effect repairs and carried on.

We motored all the way, without the engine giving so much as a hiccup. After the trials and tribulations of the last few days, the trip was almost an anti-climax. The wind died away to almost nothing as the sun set. By this time we were heading up the Orwell and it was now that I realised that the navigation lights were not connected. Nothing we could do about it, and we continued in the ever increasing gloom, finally nosing into the Orwell Yacht Club at 2130.Fig [50]

Figure 50

I went back over to Ipswich two weeks later and fitted an electric in-line fuel pump and prepared for the first proper sail.

The 7th September saw Sarah and me sailing gently down the Orwell with a following breeze under jib alone. [Fig 51]

Figure 51

Off Shotley, it became apparent that the fuel starvation problem remained, but I managed to juggle the throttle and we made it into the lock, albeit rather inelegantly. We stayed there overnight and on the Sunday afternoon sailed the entire way back up to Ipswich, leisurely tacking back and forth against a head wind – much to the initial frustration of the many leisure craft hammering up the channel under engine. [Fig 52]

Figure 52

But I'm pleased to say that once other crews saw that we were a bit of a classic, their frustration turned to admiring glances and lots of thumbs up and even photographs. [Fig 53]

Figure 53

I didn't get any more sailing done this year and ATALANTA is now out of the water and safely ashore for the winter.

It's been a long haul. Many sincere thanks to all who have helped and encouraged.

Images; Paul Mead 53; Nick Phillips 44,45,48,49,50; Richard James 41,42,46; Sarah Legg 51, 52; Helen Legg 35; Author 36,37,38,39,40,43,47.

Atalanta Owners Abroad at the Underfall Yard - by Nick Phillips

In recent years Association events had been focussed on the South East. Keen to meet up with owners from other areas of the UK we organised a get together at the Underfall Yard in Bristol.

The Underfall Yard sits on the piece of land between the Bristol Floating Harbour (the docks) and The River Avon. In fact its purpose was originally to manage the underwater sluices (the 'Underfalls') which controlled the level of water in the harbour. It was also the base for the team that looked after the dockside equipment around the Harbour and importantly provided, through massive steam powered pumps, the hydraulic power for the cranes, lock gates and other equipment. Today it is part museum and part working yard with businesses renting workshops and slipways.

On the day the cold start to May took a welcome break and the sun shone. Twenty or so of us met up over the day, travelling from the West, East and South.

Trevor & Dinah Thompson T10 Calista	Dennis Clarke A58 Julietta
Mike & Pauline Rowe ex owners of T11 Nyeri	Bernard Marshall A85 Sassi
Mike & Sheila Dixon, A1 Atalanta	Derek & Pat Ardron A100 Jaunty
Peter & Louise Crane A9 Ereina	Alistair Rodger A102 Atalanta Mary
Joe & Michelle Lloyd A15 Artemis II	Peter Keightley A105 Taku Maru
Richard & Carol Hall, A183 Aquilo II	Nick Phillips A124 Helene

Most of us had a long lunch in the cafe overlooking the docks whilst others from the party explored Bristol. It was great to catch up on all things Atalanta, plans for the year and to reflect on the wonderful weather! I had never met Mike and Pauline Rowe who owned Nyeri in the 1970s and 1980s. Mike was the Bulletin Editor for many years. Nor had I met Dennis who is restoring A58 Julietta. Dennis had some bad luck when, nearing launch day, it became apparent as it fell apart that the mast had rotted from the inside (see A58's boat page on the website).

The conversation ranged widely around the Atalanta theme until it was time for our tour of the yard. Underfall Yard is a registered charity with a small number of employees but most of the 'staff' are volunteers. One of these was our guide for the afternoon and he started the tour with his recollections of coming across the Atalanta as a child.

The yard has a large interactive display which our guide used to show how the Floating Harbour interacts with the rivers Avon and Frome. The Floating Harbour was introduced in 1809, designed by William Jessop and using and 'Overfall Dam' near the site of our visit to control water levels. These dams kept in the water but also allowed the mud brought in every tide to settle in the harbour requiring disruptive dredging - the harbour was drained and mud removed by hand shovel! In the 1830s Brunel designed and improved 'Underfall' solution using sluices under water to allow the mud to be 'washed out'. The sluices were modified over time and the versions currently use were installed in the 1880s.

Of course the sluice gates and operating mechanisms require regular maintenance and renewal. The Underfall Yard was the base for the team that carried out this work and included extensive workshop facilities. The steam powered, belt driven Victorian lathes, drills and planers are still in place including an enormous planer and a similarly sized lathe. The charity has restored much of the workshop already and has plans to reinstate all of it. *(More photos are available on the website - search for 'Underfall')*

A major exhibit at the Yard is the ‘Pump House’. The lock gates, cranes and equipment around the Floating Harbour all needed power to operate. This was provided by hydraulic power, generated in the Pump House. Three water pumps pump water into a vertical pipe to raise a 107 ton weight in the air. This weight generated sufficient pressure in that vertical pipe to provide high pressure water around the docks to operate the machinery. The pumps were initially steam powered but have been driven by electrical motor for over 100 years. The grey cylinder on the left in the picture below is the weight. The original was housed in the tall part of the red brick building but when this developed leaks it was easier to rebuild outside.

It was great to see everyone and the general feeling was it had been a ‘Grand Day Out’. It was particularly ‘Grand’ for me, as a relative newcomer to the Atalanta based in East Anglia, to meet up for the first time with more owners from the West of the UK.

For those that couldn’t make it I would heartily recommend you visit and if you can get on a group tour. You can learn more about the yard and the harbour online at www.bristolfloatingharbour.org.uk and www.underfallyard.co.uk.

Bulletin Footnote – Is Your Boat Registry up to date?

The register of AOA boats is, as usual, provided in the Yearbook published with this Bulletin. Individual Boat Histories, including indexed Bulletin contributions are available by sail number from the ‘Register’ page on the website.

Have we got your boat’s details correct?

Please do send in corrections and additions to the Secretary (Richard) or Webmaster (Nick) – by email or through the website. Or just ring one of us – details at the front of the yearbook.