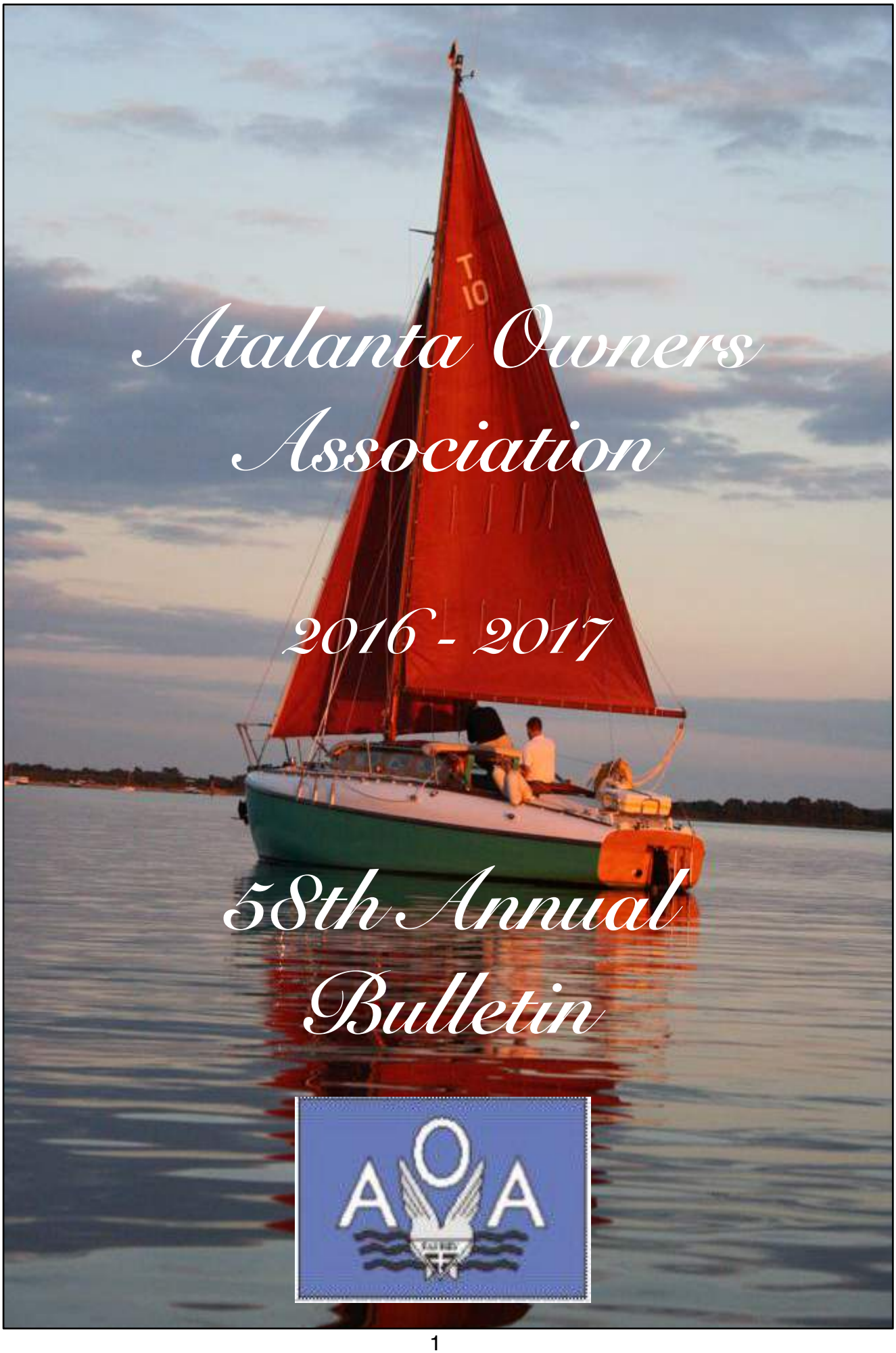


Atalanta Owners Association

2016 - 2017

58th Annual Bulletin

Atalanta Owners' Association

2016 - 2017 Bulletin

Contents

Front cover photograph: Calista prepares to anchor in Poole Harbour

Message from the Commodore

As members will be aware, I have placed A95 "Hiran" on the "For Sale" list as I am no longer capable of managing her on the water, a great wrench which many members in the past have experienced. This has prompted me to consider my position as Commodore and I have decided to retire at the January AGM.

It has been a great privilege to hold the positions of Hon. Sec. and Commodore for the last 23 years and I have seen many changes during that time, some good and some disappointing but the most satisfying thing is the quality and expertise of our officers, past and present.

Recently we (Trevor Thompson, Mike Dixon and I) visited the Brass Foundry in Woolwich, where the Maritime Museum stores all its documents and drawings. The AOA donated all the Drawings from Fairey Marine that had been rescued from disposal by A.E. Young, from the offices of Fairey Marine. These were given to Maurice Donovan, one of our current Honorary Members, who photographed 500 of the 800 available, a massive task, and the 800 originals were donated to the Museum in 1979. We three were able to locate some interesting drawings that we had not seen before.

We are indebted to the efforts of Bill Odling, our own Major General, who started the two Registers that are still being updated and who succeeded in doubling the membership whilst he was Hon. Sec. He was followed by George Parker who produced the "Short History" and continued as Hon. Sec. for 11 years, stabilising the membership. This is just a snippet of the information contained in the "Short History of the Atalanta" which I hope all members have a copy of, if not speak to Trevor Thompson, another of our dedicated officers.

The future of the AOA is in the members' hands, they must encourage other owners to join us, they should organise gatherings and above all, they must pay their subs on time!

I still wish to be involved with our organisation and look forward to its continued progress.

Colin Twyford

Message from the Editor

Colin has reminded me how time passes. It seems like only yesterday I was finishing off the 2015 Bulletin and here I am finishing the next one!

This bulletin contains lots of renovations, Kerry Piper, Gellie and most importantly Atalanta, the prototype for all of our boats. Yet again Mandy and Chas have enjoyed sailing in the Adriatic, and I managed to get to the Scilly Isles.

Of course we could hardly fail to mention the death of our longest and oldest member, Bernard Upton. The first article is a fitting celebration of his long involvement with our Association.

Finally don't forget that I will be looking for your articles and photographs, (front cover photos in particular) for the next Bulletin, by the 1st of November please.

Trevor Thompson

The Story of Colchide

by Richard James

Bernard Upton bought an Atalanta kit, hull number 104, directly from Fairey Aviation, Hamble, on 25 November 1958 for £2800 and had it delivered to Cambridgeshire. The hull was built in a canvas shed in the grounds of a printing works in Wisbech. Bernard Upton and Wally Green, a former shipwright, worked on the hull in the evenings and at weekends. They used the new CIBA Aerodux glue for most of the hull work, which was very successful. Colchide is unique in having extra stringers in her hull. Bernard contacted CIBA for advice on coverings for the boat and they recommended brand-new technology woven "Marglass" fibreglass all over the wooden hull. CIBA sent an expert to see the results and were delighted with what they saw and started to market Marglass.

Bernard's wife Marie-Louise got a job in London and they moved into a flat on the King's Road, Chelsea, and kept the boat in the basement there for 2 years! Colchide still required finishing, mostly painting, fittings and an engine. Marie-Louise then got a job in Rome with the UN, so they emigrated to Italy without Colchide. Bernard sent Colchide back to Fairey in Hamble for completion. Fairey painted her inside and out, then fitted a "Fairey Ford" engine, which was an early 4-cylinder, 24 bhp petrol engine. Bernard kept in contact with Fairey's by letter and ordered a Sparlight alloy mast and boom, of the same dimensions as the original wooden items, and fitted an early Rotorstay furler of 1976 vintage. He then ordered sails from Mrs Williams' sail loft in Hamble in 1963. These were fitted, and two Atalanta Owners' Association (AOA) members carried out successful sea trials of Colchide along the Cornish coast in late 1963.

Sailing with Bernard on Lake Geneva.

Bernard had joined the AOA shortly after it formed on 7 January 1959, so he wrote to the AOA to see if anyone would deliver Colchide to Rome for him. The AOA found a sailor who was delivering boats to the Cote D'Azur, so he was engaged to take Colchide there. In 1964, Colchide arrived in Antibes and was left on a mooring by the delivery skipper. Bernard and Marie-Louise flew from Rome to Nice, took a taxi to Antibes and started searching for her. They eventually found her tied by one strand of thin rope to an offshore buoy. Bernard and Marie-Louise sailed her towards Rome via St Remo. However, a storm blew up and Colchide was left in St Remo port for 2 weeks until Bernard went back to retrieve her. In 1964 the River Tiber, which joined the Mediterranean to Rome, was unnavigable due to a sand-bar, so Colchide was kept at Civitavecchia and Anzio. Bernard and Marie-Louise stayed in the Rome area for over 10 years and sailed Colchide most weekends around the Mediterranean.

In 1974 Bernard and Marie-Louise moved to Switzerland, so Colchide was left on some waste ground near Rome, with 2 old tarpaulins to protect her. That winter, there was a huge storm and the boat moved 6 metres across the waste ground. In 1975, Bernard asked the AOA to find him a trailer suitable for an Atalanta. A trailer was found but needed overhauling, so Bernard had the trailer sent to Zetwins of Southampton who converted the trailer in May 1977. Bernard borrowed a Land Rover and drove the trailer from Southampton to Rome. He then found a crane and successfully loaded Colchide onto the trailer and drove her to Switzerland.

The old Fairey Ford engine was getting tired so he looked around for a replacement. At the same time, a German engine and gearbox manufacturer, Farymann, were marketing a brand new hydraulic marine propulsion system. Bernard liked the look of this system and ordered a Farymann A30 single cylinder diesel engine and a Hydromarin Farymann Flygmotor drive system. A Swiss engineer from Lausanne fitted the engine and hydraulic pump and reservoir backwards to give better access to the ancillaries. Hydraulic pipes then took the drive to a gearbox under the whipstaff which was connected directly to the prop shaft. The Swiss engineer contacted a Swiss propeller manufacturer who made a folding 2-bladed propeller. However, when the prop was offered up to the hull, it was felt that it was too close to the hull, so an inch was cut off each blade.

In 1978 Bernard found a marina mooring on the west coast of Lake Geneva and Colchide was launched into fresh water for the first time. For the next 35 years, Colchide spent the summer months in Lake Geneva and the winter months in a boat-shed in Gland, just north of Geneva. Bernard sailed her almost every day if there was good wind and eventually found an excellent mooring at Founex. As she was being used on the lake, Bernard removed over 100 kgs of unnecessary fittings. Colchide still had a very basic electrical system, using one old car battery. She had no radio, no compass and no toilet.

The original rudder was very heavy and Bernard wanted a lighter rudder, which would be easier to use in the marina. Bernard designed and made a thin wooden

rudder, which fitted vertically into a stainless steel cassette, which saved 10 kg in weight, and was easy to use.

By 1995 the original Williams' sails were showing their age, and Charles Currey had recommended fully battened sails at the previous AOA AGM. Bernard ordered a new fully battened mainsail from Voiles Gautier of Switzerland and a new huge 21 square metre genoa from Southern Sails of Wimborne, Dorset. The total sail area was now over 36.5 square metres, but Bernard needed the extra area for the light winds on the lake.

Colchide still has the original TUFNOL fittings purchased from BX Plastics in Croydon in 1958.

Bernard was a regular attendee at the AOA reunions and welcomed a number of members and family members to sail Colchide, including AOA Secretary John Ingleby, who sailed her in 2011 and Bernard's nephew, Richard James who sailed her seve,ral times. Bernard continued to sail her single-handed into his 90s, but in 2012, he nearly fell off into the lake and decided it was time to let her go.

In 2013, Bernard, aged 94, asked Richard James to collect her from Switzerland and take her home to England. Richard engaged Fenland Boat Transport to bring her home in August 2013. Meanwhile

Colchide sailing on the East Coast

Richard travelled with his good friend Donald Lambert and his son Alexander to Switzerland in a large van to collect all the old spares. Colchide was taken to a disused tennis court near Kings Lynn, which was only 25 miles from where she had been built 55 years previously. She was fully re-painted and kitted out with 2 new batteries, new liferaft, VHF radio, warps, safety flares, fenders and new lighting. The engine and gearbox were also serviced. By now, Richard was a regular attendee at the AOA reunions and following a chat with AOA member Martin Bennett, Richard discounted Wells-Next-The-Sea, Brancaster and Lowestoft, but chose to keep Colchide at Suffolk Yacht Harbour (SYH), Levington, near Ipswich.

Colchide arrived at SYH in April 2014 and was left with a local marine electrician for final electrical work. A few weeks later her mast was stepped and she was lifted into the water. The old Farymann engine started first time and she was motored to her new berth. She was sailed until December 2014, when following advice from Bernard, she would spend every winter on the hard. Over the winter of 2014/2015 new cabin windows were made by Martin Bennet and fitted by Richard. The plastic raw water filter was found to be cracked and Bernard admitted it was a filter from a 1960's domestic Italian washing machine. It was replaced by a new Stuart Turner brass fitting.

Over the winter of 2015/2016, the 36 year old exhaust system was due for updating, not least as it did not have an anti-syphon valve or a water lock, which was essential in the North Sea. New Vetus exhaust pipe, Vetus anti-syphon valve and Vetus waterlock were sourced from the internet at trade price and successfuly fitted. The sails too were baggy and showing their age, so Richard contacted his local sail loft, Jeckells of Norwich, and asked for a quote for a new genoa, as the 21 square metre genoa was far too big for the North Sea.

By coincidence, AOA Commodore, Colin Twyford, was also looking for a new genoa following the theft of his old one. A deal was struck with Jeckells for 2 identical genoas and Richard's was fitted in April 2016. Colchide was now much better balanced and easier to handle in a blow. The dreaded keels had seized just before the East Coast race in August 2015, so the next job was to drop them, service them and replace them, and this is covered in a separate AOA article. Colchide was put back onto the water on 30 March 2016. The genoa winches were showing their age too, so two modern winches were procured from Nick Phillips.

Sadly, Bernard passed away on 22 April 2016, but he had been delighted to hear that Colchide was still giving excellent service and he was always very interested to see photographs of the latest modifications.

Will she steer herself?

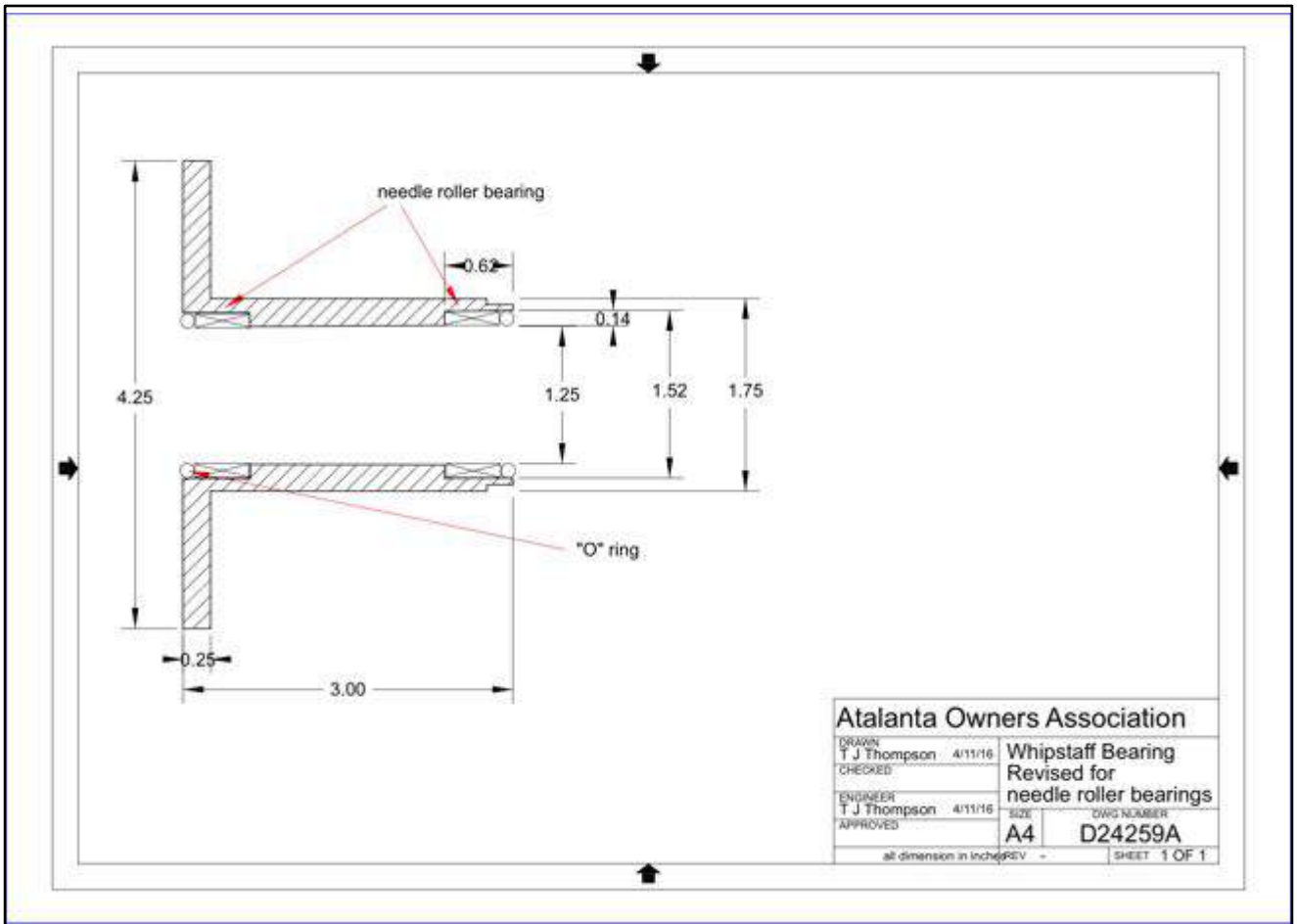
by Trevor Thompson T10

I have been thinking about self steering. It all goes back to being given an obsolete QME wind vane by Rob Woolley (ex A39) some years ago.

Most sailing boats will sail to windward with the helm locked if the sails are balanced well, and Calista is no exception. I have found that with full main and genoa she balances with the keels fully down. Well at least she will sail unattended for long enough to nip down to put the kettle on, or to visit the heads. Of course with our boats the balance can be adjusted by slightly raising or lowering the keels to move the centre of lateral resistance forward or aft. So I never really felt the need for anything other than the Autohelm, which works for both sailing and motoring.

The friction in the steering does depend on how tight you have the wires from whip staff to rudder. Normally they should have some slack to minimise the friction, but I have kept mine a bit tight to cut down the play! So the end result is that you can let go of the whip staff and it will not move unless you actually apply your hand to it. It does help to self steer as there is no need to lock the helm.

In 2014 I replaced the bushes in the steering pulleys with needle roller



"Look, no hands". Calista sailing herself on the way back from the Scillies.

bearings as an experiment. I found bearings which fitted the pivot bolts, but needed the pulley to be bored out slightly to fit the bearing. The bearings (code HK 0810) were £1.68 each. I bored out the pulleys in my lathe, but it would not be expensive to have them machined out at a local engineering company.

The friction in the steering was much reduced, and this encouraged me to mount the QME as an experiment. I was not expecting it to work by the way.

It was late in the season and the limited trials I was able to fit in suggested that in 15 knots of wind it sort of controlled where the boat was heading, well most of the time! There seemed to be 2 issues. Firstly there was still significant friction in the steering, and secondly the weight balancing the vane on the QME seemed too light. It appeared that the vane was happy fully over and that there was nothing making it come upright when it was facing the wind.

The weight was lowered so that the vane returned to the vertical when it faced the wind, that was easy. More difficult was friction. I thought about replacing all the pulleys with low friction ones, but wondered if the whip staff bearing was supplying most of the friction. I had replaced the whip staff bearing some

years ago by pressing a specially made phosphor bronze bush into the housing. It didn't seem to have lasted very long.

So more needle roller bearings! I found a bearing type BA20160H (1 1/4" x 1 1/2" x 1") which fitted onto the shaft and needed the housing to be bored at each end to accommodate it. I also found I had Nitrile "O" rings which fitted into the same housing. So the housing was removed, modified, and the bearings and "O" rings assembled, with plenty of grease.

This year I have found that there is so little friction in the steering that you cannot let go of the helm without her shooting off course straight away! A step backwards in that respect. However I have noticed that the Autohelm is taking much less current to steer Calista. Perhaps 0.9 amperes rather than 5 amperes. Now that makes a big difference! Most of the play in the whip staff bearing seems to have gone as well.

So to trials with the QME again. Peter Crane and I took a trip to the Scillies in June, and on the return journey had perfect conditions to try the QME. Leaving Bryher, heading North, the QME kept a steady course holding Calista 48 degrees off the wind on the starboard tack for 3 to 4 hours constantly. The apparent wind was about 10 to 12 knots during this period, with a few short periods where it dropped to 8 or 9 knots for a while. The QME seemed to hold the course until it dropped to below 10 knots. Once the wind strengthened slightly the QME managed to hold the course again. I know the conditions were perfect for lashing the helm, and Calista would have steered herself, but it did prove that the QME was actually doing something.

So in conclusion. I am very pleased with the roller bearings in the steering. The steering is significantly more sensitive when hand steering, and of course the play in the whipstaff bearing has been eliminated - and seems to stay eliminated this time. The reduction in power taken by the Autohelm is most welcome. The Autohelm just sounds less stressed.

And the QME? Well it does work! Perhaps not in a force 2, but when the wind gets up to the top end of Force 3 it will take over. Its weakest point is always going to be down wind, where an apparent wind of 10 knots means an actual wind of 15 knots, a good Force 4, before it will work. I would not regard it as a valuable piece of equipment yet, but it is worth putting it on board again next year to give it another chance.

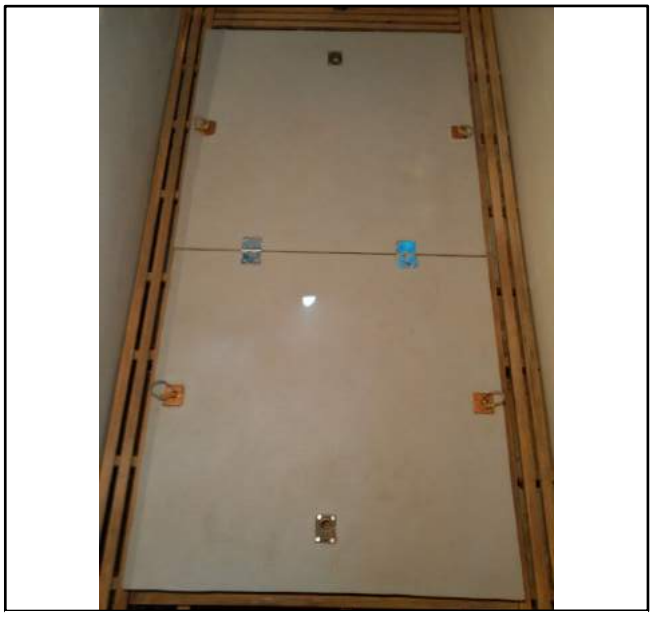
Of course if I was serious about wind steering there are other designs which have been fitted to Atalantas, as well as more modern designs which you can make yourself. Perhaps I am not that serious!

Oh - in case you wondered about the flag painted onto the QME's vane, (which you can see in the photo). It is the flag of Pembrokeshire.

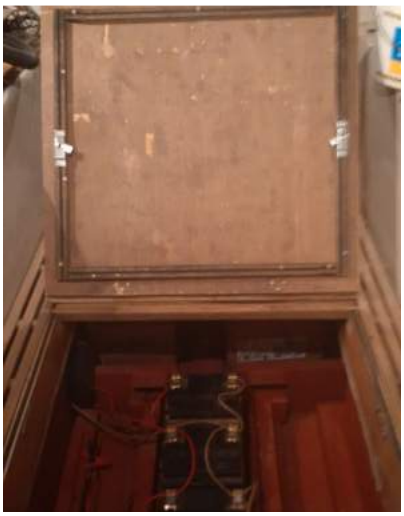
Kerry Piper's Cockpit

by Chris Green

Rebuilding Kerry Piper's cockpit involved the removal of the old floor structure and construction of a lightweight arrangement in epoxy treated plywood (see previous articles). The original shape was modified. As it was no longer required to accommodate an internal combustion engine a flatter profile was adopted. Hatches were covered with smooth Treadmaster.



Hatch doors fastened



Inside of cockpit hatch showing the locks from below

The downside of budget locks is having a permanent keyhole through the hatch. A raised wood boss will keep most surface water out, but with an electric motor, not to mention batteries, below I wanted better waterproofing.

Wood plug and key detail

Key in place

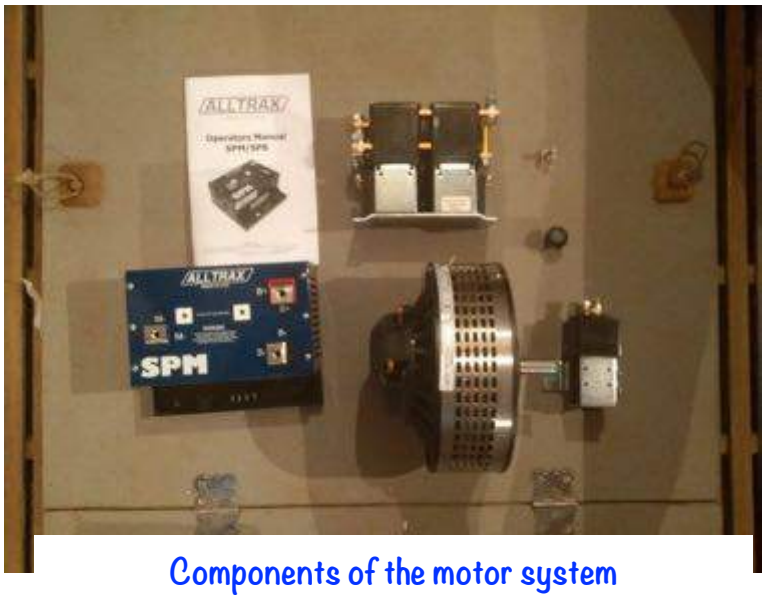
I have tried to solve this with simple tapered wood plugs. These seem to work okay, but for increased durability I will probably make up some brass plugs in the same design.

The hinged covers can be lifted off, and the centre support can also be removed.

Hatch covers removed

The centre support is a removable hardwood section which slots into a rebate slot either side. A drain groove along the centre allows water entering through the hinged centre join to drain either side into cockpit drain-away channels.

The hatch covers fasten down each side to form a tight seal onto rubber strips to keep the compartment watertight. The cardboard boxes at the aft end contain the electric motor, which has yet to be installed.



Components of the motor system

The Recovery of A1

by Richard James

After WW2 the Fairey Aviation Company was looking for peacetime outlets for its skills and expertise. With extensive premises on the waterside at Hamble boat building was clearly an option, and in August 1946 the Fairey Marine Company started to produce wooden boat hulls using hot moulding techniques previously developed for wooden aircraft.

In 1952 Fairey Marine built a 22ft yacht with ballasted keels, minimum draft, and lightweight construction. Fairey Marine then developed the design as a cruiser/ racer and lengthened it to build a 24ft prototype, to be marketed as a 'trailer/ sailer'. The yacht that emerged was named 'Atalanta' after the last flying boat built by Fairey Aviation. She was given the sail number A1 and sailed hard throughout the 1955 season. Her performance substantiated their predictions that a dinghy style light displacement design could be extended safely to the larger cruiser/racer class and bring with it a number of advantages over heavier boats. Her sail area was 235 sq ft.

Fairey Marine was very satisfied with the results of the trials but decided that the accommodation needed to be increased, so increased the length to 26ft for the production boat.

A1's first owner was Capt S.R. Urry who sailed her in the 1958 Round the Island Race. He also took her to Cherbourg in Whitsun of 1961 accompanied by 12 other Atalantas. In 1962 she was sold to Mr T.W. Stanier, complete with "boats, guns, ammunition, small arms and appurtenances." She crossed the Channel four times in 1964 and also went down the Somme estuary. In 1970 she was bought by Mr N Reed. Five years later she was sold to Robin and Mike Davies, who sailed her to France in thick fog, still using the original 2-stroke Stuart-Turner engine. Mr Hammond bought her in

Where to Start?

Jacking A1 up

1981and kept her until Bob Slaughter purchased her in 1988.

In 2015 Bob Slaughter contacted the AOA and asked if anyone would be willing to restore A1, so the call went out to all AOA members. However, she had languished in a car park next to his beach house in Point Clear, near St Osyth, for many years. The call was answered by Richard and Elan Morgan who visited A1 and spent a couple of very pleasant hours with Bob. They found her covered by tree branches, bushes, an assortment of torn and leaking tarpaulins, and sitting on a totally corroded, homemade trailer, which had a broken back. The interior was in great disarray and water had filled the hull. However, the external hull looked and 'tapped' sound. There was a 9 inch hole in the after deck and a similar one on the starboard side. Richard and Elan Morgan's hearts went out to A1 as they left. They felt like purchasing a heavy-duty, full length tarpaulin, but the interior water and debris had to be removed first. On reflection and with all the measurements to hand, they concluded that A1 would not fit in their garden in Eastbourne.

Sadly, Bob Slaughter who had not been in robust health for a while, died in spring 2016 and his family were keen for A1 to go to an AOA member willing to restore her. Another call went out to all AOA members and this time was answered by Mike Dixon. Mike has a long history restoring wooden boats including full restorations on Atalanta A31/4 Gellie and Titania T4 Gellie.

Mike phoned around the AOA looking for volunteers to assist in A1's recovery and looking for a suitable Atalanta trailer to borrow for a few months. His request was answered by Martin Bennett and Richard James. In early August 2016, Mike and Martin travelled to Point Clear with chainsaws, hedge-cutters and shears to clear the foliage away from A1 and to fully assess her. Mike then set a date of Wednesday 17 August 2016 as "recovery day". The day before, Mike and his wife Sheila, Martin and Richard travelled to Ipswich ready for the big day. Richard's trailer was serviced and tyre pressures checked and Martin collected it from

Inserting the trailer

Levington to take it to his house. Meanwhile, Martin and Mike had filled a large trailer with 4 x 10 ton jacks, beer barrels, van wheels, van tyres, wooden blocks, wooden wedges, ladders, alloy beams, trolley jacks, bottle jacks, ropes and various other tools.

They all met at Martin's house at 8.30 am and drove in convoy to Point Clear. On arrival at the seaside resort, there was one very sharp tight bend that the trailer would not fit round, so the team had to back up, speak to the local café owner and remove various bits of road furniture. The trailer would still not fit round the sharp bend, so it had to be bounced round the bend, much to the amusement of the café clients and lots of holiday makers.

The trailer and 3 cars were unloaded and after a brief chat, the team got to work. As team leader, Mike was concerned about safety, so briefed the others that if any of the team was worried about safety, then they should shout "STOP", whereupon the others would immediately stop and down tools. The plan was to carefully raise A1 at the bow and stern to give enough clearance to remove the old trailer and insert Richard's trailer. (This idea was first published by Richie Thursfield in the 1962 AOA Bulletin). However, there was insufficient clearance to port as A1 was hard against a wall. Mike decided to use wooden blocks and a large bottle jack on the port side and 2 of Martin's 10 ton jacks on the starboard side. A1 was raised, inch by inch, using 8 inch x 4 inch sleepers to aft and a thick alloy beam fore, with beer barrels placed under the beams for safety. This procedure took 3 hours and during this time they were visited by many of Bob's old neighbours, who were all delighted that A1 would be cleared from the communal old tennis court/car park/boat park area. The team were joined by an old friend of Richard's, Paul Lenihan, who lived nearby in Colchester. The old trailer was manhandled out by the 4 chaps and taken to the far side of the park area.

Mike treated the team to a hearty lunch at the local pub and they had a chat about the way forward. Richard's trailer was offered up to A1, by now sitting gingerly on 4 beer barrels over a metre up in the air, but there was insufficient clearance, so A1 had to be raised a further few inches. Eventually the trailer fitted under the bow but fouled the keels and stern, so Mike came up with the idea to fully jack up the front of the new trailer and extend the jockey wheel fully, which would force the

rear of the trailer down. After a lot of jiggling, the trailer was positioned correctly and the 4 jacks used to safely lower the boat, inch by inch, using the beer barrels as back-stop safety, onto the trailer. It was now late in the afternoon, the team was getting tired, and there were several STOP calls. Although A1 was not sitting perfectly on the trailer, it was decided to pull her out, clear of the wall and undergrowth, and have a good look around her. To make space for this, the old trailer was taken to a far corner and cut up into several sections by angle grinder. Mike's Freelander was hitched up, and after many years, A1 moved again. She was skillfully reversed out of the tennis court area by Mike and positioned on the narrow track alongside the beach houses. Mike had already partially stripped and dressed the old wooden mast and boom and these were carefully chocked, wedged and lashed onto the port side deck.

Mike and Martin used thick straps to lash A1 to her new temporary home, whilst the team, who had been joined by Janet Bennett, started packing all the equipment back into the goods trailer and cars. The site was cleared of all debris and the team left in convoy, waved off enthusiastically by all of Bob's neighbours. The next problem was the very tight corner by the café. Richard parked his car and ran ahead to give Mike clearance around the corner, but it was too tight, so Mike had to reverse and try again, this time with his Freelander door handles less than an inch from the road wall. Richard moved temporarily several blocks and signs at the roadside and waved Mike forward. With an inch to spare, A1 got round. After a shakedown mile, Mike stopped the convoy for a final check, before they ventured onto the public highway. All was in order so they all drove back to Martin's house, where A1 was parked overnight.

In September 2016, having secured a building suitable for A1's rebuild near his home, Mike successfully moved A1 from Martin's house to a barn near Rockingham, where the hard work began.

To be continued……..

A1 on her way North

To the Scilly Isles

by Trevor Thompson

Pete and I had long ago determined how we would tackle the fickle British weather in 2016. We were waiting for high pressure to approach and we would use our new found freedom in retirement to go at short notice. Previous years had brought long spells of settled weather in April and June so we were waiting for a high to approach.

Tuesday 31/5/16
Pete and I used our 16ft dinghy to load everything into Calista before taking the big dinghy to the house and returning in the inflatable. The northerly wind, Force 5 and gusty, had made the dinghy difficult, but by 20.00 the wind had died away. We organised and stowed everything and settled down to a relaxing evening ready for a prompt start on the morrow.

Wednesday 1/6/16
We had dropped the mooring by 0911, our water and fuel tanks were already full, but we called into Dale Sailing in Neyland, on our way to sea, just to see if we could locate a detailed chart of the Scillies. No Luck.

So we would be relying on electronic charts when (if) we got there.

So by 1100 Thorn Island at the entrance to the Milford Haven was abeam, and we were under sail. Main with a single reef, and genoa rolled to the first reef mark. We were sailing well, making over 5 knots, with a northerly wind of 14 knots (apparent) or 19 knots true. The strategy was to ride the strong northerly, accepting it would get rougher as we left the land behind, but knowing that it would die away to nothing over the next 30 hours. It would be useless to leave it another 24 hours before departing - we would have to motor all the way. So over the next 8

Green Bay, Bryher with the tide in

The main settlement on Bryher. The shop is the second building on the right

hours the wind from north or NNW remained at 16 to18 knots. and we made fast progress even if the ride was a bit uncomfortable. As the light faded the wind slackened and by midnight was down to 8 knots and our progress had slowed significantly, made worse by the 3 metre swell which constantly rolled the wind out of the sails.

Thursday 2/6/16

By 0130 we were making poor progress under sail. The engine was started and the genoa stowed. Perhaps we should have set the spinnaker, but well we didnt. We were rolling heavily and I am not sure we could have set it without one of us going over the side, never mind doing it in the dark! So with 8 knots of wind from astern we continued until we were approaching the northern side of the Scilly Isles by 1130. The visibility seemed OK, and it was a bright cloudless morning, but when we actually could see the land we realised that we could see less than a mile ahead. Of course we knew exactly where we were thanks to the chart plotter, and realised that we should have been in sight of land for ages.

It was as if we had traversed the Atlantic with deserted islands magically materialising ahead. We could clearly see the lighthouse on Round Island as we skirted the island's eastern edge, past the Camber Rocks, and through the passage between St Helen's Isle and Tean Island to anchor in St Helen's Pool at 1312. Our deserted tropical island, with the white sands under us and on the beach ahead, was eventually disturbed by two canoes. Back to reality we settled for lunch in the cockpit.

1430 anchor recovered, we threaded our way through channels amidst rocks and sands to reach the main island of St Mary's. We sailed around the western end of the island to enter Porth Cressa, close south of the main settlement, Hugh Town.

We pumped up the dinghy and went ashore to shop, drink beer, and eat fish and chips.

Friday 3/6/16
We spent the morning ashore, walking over half of St Mary's Isle, as well as exploring Hugh Town on our way back to the boat. We even managed to buy a copy of the Imray's chart of the Scilly Isles. After lunch we sailed west to look into The Cove at St Agnes' Isle, and then on to Porthloo on St Mary's, where we anchored in 6 metres.

Saturday 4/6/16
We were under sail by 1030, heading back to St Agnes, this time to look at Porth Conger. Porth Conger and The Cove cut the island in half at high water with the isle to the west being St Agnes, and to the east Gugh. Most of the time they are joined by a drying sandy causeway. We anchored clear of everything at midday and went ashore for a walk on Gugh Island, which we walked all the way round in less than an hour.

We had met another yacht in St Mary's and had been told to head for Green Bay on Bryher, which may well be the most sheltered anchorage in the islands. It dries, so of course we had to go and have a look. At 1630 we anchored in Green Bay among the few visitors already anchored there.

Sunday 5/6/16
In the morning we walked around the northern end of Bryher. Of course when you have an archeologist on board you have to stop at every hill fort and examine

Green Bay, Bryher, with the tide out. You can see ancient field walls in the foreground

Cromwell's Fort on Tresco defends the entrance to New Grimsby Harbour

quite a few of the burial mounds! So that was the morning! After lunch we filled the water tanks from the local boatyard, leaving a suitable donation for their kindness in providing a tap for visiting boats. Then off to explore the southern end of the island. We eventually walked back to the northern end to sample the beer in the local next to the camp site. We contemplated continuing our explorations towards Tresco, but Pete was keen to be able to make a meeting on Friday night, so we decided to head for home on the next morning. We already knew we would be returning, perhaps even next spring!

Monday 6/6/16

Anchor recovered at 0630. Motored north through the sound between Tresco and Bryher, past the fort, as we hoisted full main and genoa. By 0800 we were sailing, making a course of 020T, doing almost 4 knots, with the QME helming, in a sunny but hazy day. By 1300 the wind had slackened, the genoa was stowed, engine on, and we were hand steering. We were tied up on the new pontoon in Hayle Harbour by 1830.

Tuesday 7/6/16

Pete went off early looking for pasties, but returned to report that they didn't open until 0900. We didn't want to wait that long, so we were off by 0730, with the main hoisted and motor at cruising revs. The forecast threatened fog, and we got fog, patchy, sometimes 100 yard visibility, sometimes a mile, but there was fog hovering around us all day. We anchored in the anchorage east of Lundy Island at 2100, exactly high water.

Wednesday 8/6/16

We had intended to be off at first light but the fog was really thick. We could not even see the other yachts in the anchorage. Departure delayed. It lifted sufficiently by 1000 to enable us to depart. Again we motored all the way, in very light winds, and poor visibility, to anchor at Angle on the south shore of Milford Haven by 1845.

Thursday 9/6/16

Back to the mooring, collect the big dinghy, unload and home for lunchtime.

Kerry Piper – 2016 work

by Chris Green

KP's original wood mast needs dismantling / rebuilding, a rather drawn out job, so it was decided to keep her under cover for another year. Other jobs required before launch apart from mast and rigging are: undersides sanding / epoxy finish; seacocks -relocated from foc's'le to starboard head (see below); 48V electric motor installation (separate article). NB: All KP work is posted on the AOA website http:// atalantaowners.ning.com

Electric motor update

A potential weight saving of 40kg and higher power output – lower consumption lured me to switching from the designated electric/hydraulic 48V motor industrial wound type motor/ hydraulic pump to a Lynch axial gap DC brushed pancake motor.

These lightweight motors are capable of producing the same torque/kw output as much heavier wound motors. Obtained from the Lynch Motor Company in Devon.

Interior modifications

Extra time ashore in my tented workshop with the luxury of mains electricity etc allowed the interior refit to continue apace throughout much of the spring and summer.

Aft cabin

A bulkhead was constructed to house the heads - here is a photo sequence of the work:

1 Hardwood posts inserted

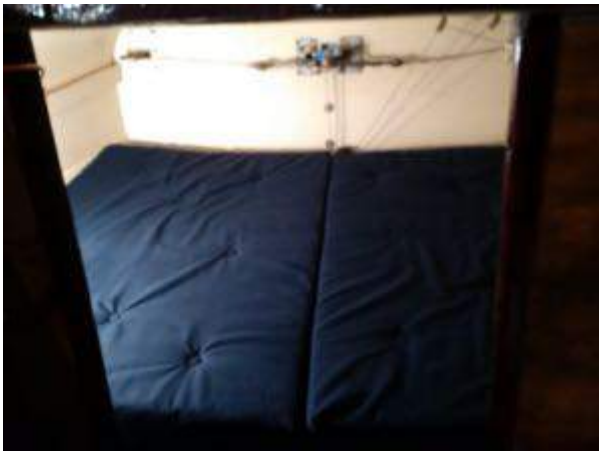
Note the portlight (each side).

A holding tank will be located adjacent to the loo under the starboard cockpit

2 Setting out the stall

seat. Pump out / waste removal cap and SS shell breather to hull.

3 Double berth aft



5 Aft berth cushions

4 Bulkhead details (note rudder control holes)

6 shelf details (port)

The bulkhead was fixed with epoxy glue and given a couple of coats of alkyd enamel paint; rear berth cushions tested for size/fit; original bulkhead shelving adapted and fitted to aft berth bulkhead; folding basin fitted to the port bulkhead opposite loo, draining above waterline through a newly installed seacock. Basin side (port) will also be a wet storage area.

Aft berth cushions first fit. They required further mitre cut to aft foam section to sit on the curve of hull; here you can see the uplift at the aft corners. An electric carving knife is good for cutting foam. Original aft bulkhead shelves adapted either side.

7 folding basin

Superb folding basin (originally in KP's galley) push button operated.

8 completed aft cabin

9 steering gear

10 sink drain

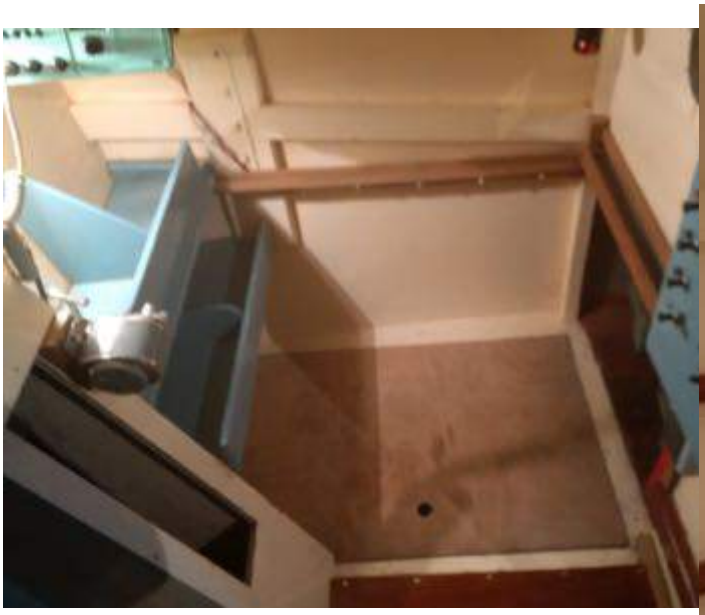
Most aft cabin jobs are now completed . The original Simpson Lawrence bronze seacocks have been relocated from original forward head arrangement. These were easy to service, just needed re-greasing and new silicon bronze machine screws (very expensive).

Main cabin

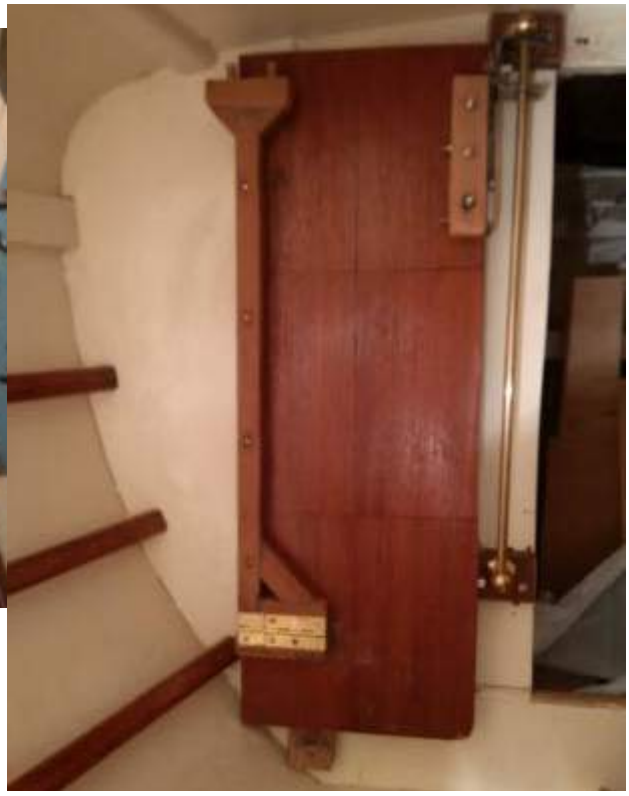
Jobs in the galley /nav area and main saloon have progressed to near completion – wiring much completed, but still in progress. The following sequence of photos records most recent work here.

11 navigation area

The navigational arrangement makes good use of space with the added flexibility of access to the quarter berth or storage area below starboard cockpit seat. White and red lighting for chart



12 chart table stowed



14 table stowed

13 galley area, keel boxes and step

15 table fully erected

table which is formica covered so will double as a practical galley work surface area if required.

Finishing jobs around the nav and galley area - epoxy coated step & keel-box covers. Under the step - pressurised tank / storage locker.

Saloon Finishing

Folding bulkhead table (see plan in last year's Bulletin or posted on the AOA website)

Photos show deployment sequence and mechanical detail.

Saloon refurb is nearly completed. I will probably add a spacing/ board behind the settee back cushions to move the support cushion a few inches forward into the saloon. This will provide an opportunity to add another storage (bin type) shelf behind the seat back.

Also making up two waxed cotton and memory foam cockpit cushions which will double as Nav quarter berth cushions (again an arrangement used on A100).

Waxed cotton seat upholstery and back support; cotton ticking loose cushions.

Winter schedule: complete the above noted unfinished i.e. electrics; the aft floor well surround; saloon bilge boards.

Hydraulic keels

It was always my intention to convert KP to hydraulic keel operation.

"Jaunty" A100, my first Atalanta, had hydraulic keels fitted by AOA former owner Rick Wick. These were very good indeed, especially for single handed sailing (Sailing Today review of A100 on AOA website).

I was planning to adapt and fit new hydraulic rams, but Richard James, owner of A89, had a super set of purpose made rams, which he has kindly offered to me. These were designed to the specification of Bernard Upton, Richard's uncle and AOA longest active member until his sad passing earlier this year.

Most of you will know that Bernard was the owner of A89 since he built her from a kit supplied by Fairey in 1959.

The plan is to fit the hydraulic keel system in the spring when KP is lifted for the underside sanding and epoxy work. I need to get inside the keel boxes to add another epoxy coat and possibly overlap epoxy cloth within laminated coats on areas of vulnerability.

All this should be written up for the next bulletin when hopefully KP will have had some time afloat!

A1 "Atalanta" restoration update as of 4th December 2016

by Mike Dixon

A dry place to work

You will already have read how "Atalanta" was recovered from Point Clear in August. On the 7th September, she was towed from Martin Bennet's home south of Ipswich, across to be closer to where we live in Market Harborough, Leicestershire. I doubt the boat has been farther from the sea than she is right now. She was temporarily 'moored' at Anglia Water's Waste Water Treatment works whilst a more permanent restoration home could be finalised.

The Boatshed (as it became known) was in a large undercover, but open at the front and one side, barn like structure belonging to Rockingham Oak. The bay which was to become the Boatshed was full with "stuff", accumulated over many years. The "stuff" had attracted a large number of rodents and you can guess what state it was in.

The Boatshed

I decided that it would be prudent to create the Boatshed within this space –

a) to keep the rodents out,
b) to have a rather more weathertight space in which to work, and
c) to provide a modicum of security.

Clearing the space, building the Boatshed (35' long, 12'6" wide and 10' high) and then moving "Atalanta" into the shed and chocking her up so that Richard's trailer could be withdrawn, took quite some time and it wasn't until the week of 14th November, that I

started on the actual task of restoration.

There is no defined plan so far – just a mental list of tasks to be tackled. I have mentally given myself 18 months to effect the restoration. At the moment this seems optimistic, but I live in hope! As the answer to the old problem "How do you eat an elephant?" goes – "One mouthful at a time".

I have started on the upper deck on the starboard side, leaving the port side intact so that I have a reference point for measurements etc. as I progress the starboard side.

After stripping off all the deck fixtures and fittings, I burnt off what remained of the paint to reveal the state on the timber below. The foredeck had been sheathed (not very well) with glass fibre matting.

I knew some of the problems from the initial inspection of the boat back in July, but the reality was worse.

There is a massive hole on the starboard bow where water has rotted the wood extensively, mostly above the rubbing strake join between the hull and deck mouldings, but also a few inches below and one plank down to the waterline. There are also several holes which are still to be investigated, but they are bound to be worse than initial inspection would suggest.

And can I make a plea? – **do NOT use glass fibre**; once water gets underneath, it cannot escape and will only rot the wood it is trying to protect.

The huge hole in the starboard side

Deck repairs

The hull (bottom and topsides up to the rubbing strake) seems to be largely sound, and whilst I haven't investigated the entire hull, I am pretty confident that that area at least will not be a problem. The same cannot be said of the deck.

Other areas of concern – seized keel bolts; doubtful engine condition; no rudder blade (the rudder stock is there and appears to be made from either brass or bronze sheet); cockpit somewhat of a disaster area which will need to be rebuilt; mast and boom appear to be sound, though it's likely that as the rigging is original, it will be prudent to have it replaced; sails - main and jib very old, patched and very tired, though I have discovered a very good number two jib in a box deep in the aft end of the boat. Etc. etc!

Thanks are due to many members of the Association, namely,

Richard James' (and friends') – boundless enthusiasm, recovery from Point Clear, loan of a very good trailer.

Martin Bennet – recovery from Point Clear, a home for "Atalanta" for a few weeks and all round good advice on so many issues.

Jane Stearn – who took good care of the sails.

Ian Pollard – replacement spreaders (which are missing).

Colin Twyford – all round

The cockpit

The view from the transom

The rudder stock

The engine

encouragement.

Walrus in Croatia again

by Chas Hasmmond

Walrus now lives in Croatia under cover at YC Marina Mali Losinj. We drove out in early June and spent a few days in the marina getting Walrus ready.

The next three weeks we cruised around the northern and central Adriatic never venturing too far from the YC Marina Mali Losinj as we had a daughter expecting her first child and wanted to get back if needed.

We had a fantastic time and as usual Croatia didn't disappoint and we were treated to wonderful cruising weather. We flew home and soon where gifted with a beautiful, bonny baby girl.

After a great summer in England, it was time go and collect the car so we flew back to Croatia. Mandy and I had

The engine

decided to try and complete our aim of reaching Dubrovnik without visiting any places we had previously been to, subject to the weather allowing us to. The weather was glorious and the wind direction favourable, sailing 60% of the time (not including motor sailing).

It took us seven days to reach Dubrovnik.The journey north was equally kind with moderate afternoon sea breezes gently helping our progress north back to Walrus' new home at YC Marina Mali Losinj.

Kornati village

Our adventures continued overland in our car driving home along the coast road south to Zadar from where we took the ferry to Ancona on the east coast of Italy.

The next week was spent touring Italy, Switzerland and France sleeping in our small dome tent, the highlight being staying at Grindelwald in

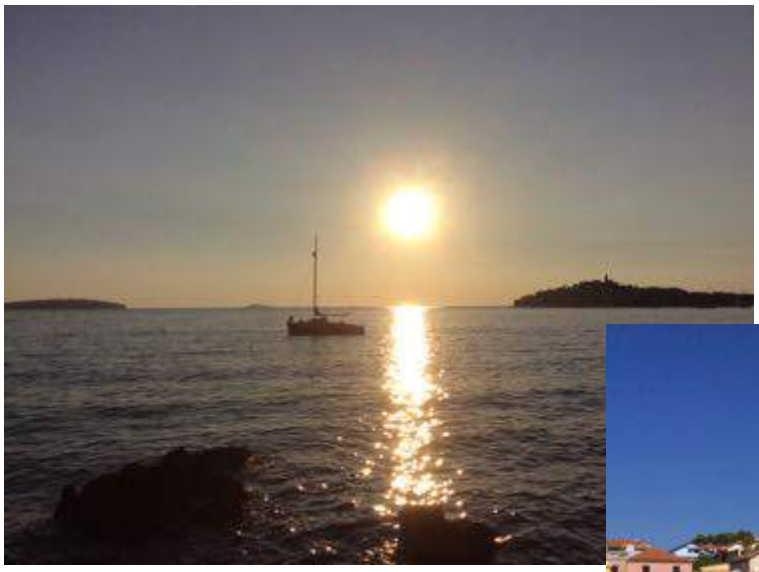
Switzerland at the base of the Eiger. Awesome. We are now looking forward to next year, but don't know how we could better our September 2016 trip.

So until next time:

..... Walrus Out.....

A quiet anchorage

Camping on the way home



Among the Dalmatian islands

Typical harbour scene

Restoration of Trailer Brakes

by Colin Twyford

As "Hiran" A95 is up for sale I thought that I should get the brakes back on the trailer, they were removed over 30 years ago as I did not intend to trail the boat. Firstly I had the trailer welded thoroughly in all the rusted places, then painted. It looked quite smart.

I contacted travelling Trailer Repairers on the internet, but nobody seemed very interested when they heard that my B & B Trailer was purchased in 1959 with Lockheed Brakes, though one chap (a retired police officer) was very helpful and encouraged me to attempt the restoration. I was also informed an EU directive in October 2012 had changed the Trailer Regulations and you needed a type test approval certificate for those made after that date. Those made before this were still OK but a little frowned upon and could be checked.

The parts had been stored carefully and only needing a clean-up and paint. The brake shoes were in good condition with about ¼" of asbestos remaining, the 4 small boxes with articulated arms and the tightening adjusting screw that sits under each box, were all free and working well and were fitted into the wheel hub with the brake shoes.

The two assembled fittings each consisting of two rods with threaded ends (3/8"), attached to the centre pivoting fitting, each one to be attached to the small rods welded underneath the trailer. As they had all been separated to clean and paint and as all rods that screw into the articulated arms were of different lengths, it took many changes to balance the rods. A S/S cable was fitted round the wheel on the end of the rod that is attached to the brake lever, which pivots behind the towing bar. This rod has a turnbuckle in the centre to adjust the tension on the wire.

I then had to make up two springs (from piano wire), one for the brake handle and one for the anti-reversing lever.

With the trailer jacked up and the wheels removed, I applied the hand brake and spent considerable time adjusting the tightening scew mechanism through the hole in the hub and adjusting the turnbuckle. The wheels were then replaced and the brake was tried again. Once successful a sash clamp was used to depress the towing bar to check the system, as all wheels were locked I was satisfied that the brakes were now working. It seems that is the test for old trailers.

There had been a damper fitted alongside the towing bar which had completely rusted away. I was able to obtain one in good condition from car spares, but as it did not have the same method to fix it in place as the original one and it was too long to fix on the existing bar, I had to lengthen the bar and manufacture another method to fix it.

I have yet to fit a safety chain in case of a separation under tow and to replace the mudguards that were stolen some years ago.

In the 1980s I visited the site of B & B TRAILERS LTD. based in Royal Leamington Spar, who had made many trailers for Fairey Marine in the past. They had been taken over by another trailer company, but I cannot recall their name.

You can get details of the hub braking

system from the internet. Log into "Lockheed old brake exploded diagrams" and look for 8", 9" & 10" Wheels (Non-auto-reverse) Brakes, to find details.

The new damper in place

At the moment the taxi tyres that are fitted are in good condition and suitable for onsite movement, but I would advise any purchaser to change them before taking the boat on the highway. The wheels are 4.50E-16 5-stud and you would require tyres that could carry at least 3 tons and be no older than 5 to 7 years to avoid any potential problem if they were subject to inspection. There is no spare wheel.

I am happy to chat to anyone who wishes to renovate their old trailer.

Photo:- The new Damper & its fixings can be seen portside. The anti-reversing lever on the starboard side of the Tow Bar, is held in with a cord for reversing at the moment.

Magic Carpet Moments

by Sheherazade

In the hurly burly of our busy lives we all need magic carpets to whizz us off to magic places. For the past 40 or so years we have had a series of magic carpets taking us to some very special places, although given that our magic carpets have been of the floating kind, "whizz" is not quite the right word.

For some the ride gives the thrill, for others it is the destination. For me tweaking sails and flying spinnakers gets in the way of a good book. It is the company on board and the destinations that I enjoy, and mostly those which are difficult to get to, are quiet, or have some interesting historic significance. You don't have to go far to find a magic place. There's no need to sail to the Pacific to find paradise. Many of our magic places have been on our doorstep.

So, some of the magic moments.

Pennard Pill, a river meandering across a beach to an anchorage tucked in behind the sand dunes overlooked by a castle, is on the south side of the Gower Peninsula. We first visited it on our honeymoon, and what better company than one's new husband? To reach the anchorage you need settled weather and flat seas. It is not marked in any way so it is a question of being there at or just after low water and creeping in. It is an ideal Atalanta anchorage. The river is crossed by stepping stones, covered by the incoming tide. My new husband spent an hour or so ferrying holidaymakers across the river. Pity he didn't think to supplement our meagre resources by charging them! Once the tide was in, the holidaymakers had left the beach, and we had the anchorage to ourselves.

We now live in Pembrokeshire and this is full of magic places. Off the coast of Pembrokeshire are several islands, including Skomer. There are two anchorages here, North Haven, where there is a landing for visitors to the island, and South Haven on the south side, where it is not possible to land. Anchored in South Haven you feel like air traffic control for the incoming puffins, as they come in bearing food for their young, and then fly off again to get yet more supplies. Sitting in the cockpit with a drink in hand it is a bird watcher's paradise with guillemots, razorbills, as well as the puffins. If you are lucky you will also spot seals basking on the rocks, or patrolling the deep.

Sandyhaven lies within Milford Haven and is not far from the big gas tanker and oil berths, but once you have followed the meandering channel, crossed the course of the stepping stones, you come to a totally enclosed bay, and could be back in some pastoral idyll. There is no mobile or radio signal here. When the tide has dropped you dry out on the sand. It does not matter what the wind is doing out in the haven, it is perfectly sheltered in Sandyhaven. When the boys were younger it was a favourite destination as they could build sand castles and harbours for their toy boats at low water. When the tide came in it was perfect for them to learn to sail their dinghies. Now it is a good place to take the dog, as once the tide is out she can just jump down onto the sand for her walk. It is also a good place for more mundane tasks.

Last year Trevor spent a night in Sandyhaven because he wanted to do some maintenance on the underside of the hull. Pete Crane crewed for him, and when they went ashore in search of liquid refreshment Pete discovered a burnt mound. For those who are not archaeologists like Pete the burnt mound was a pile of charred stones, probably dating from prehistory. In the past our ancestors would heat stones in a fire and then drop them into a wooden trough full of water for cooking or even to make the mash for beer. The heat from the hot stones would boil the water or barley mash.

Pembroke Castle mill pond is another magical place. It takes some organisational effort to get there as the tide has to be a certain height and you have to make special arrangements for the water warden to be there to open the gates into the pond, but it is well worth the effort. Sailing along the winding channel you are following in the footsteps of the medieval sailors, who used to sail up the river to supply the castle. There are also records of pilgrims setting sail for Santiago di Compostella from the quay beneath the castle. During the second civil war when Pembroke Castle was holding out against Parliament, the siege was broken by Cromwell bringing siege engines up the river by boat. Today, either on a mooring underneath the castle or tied up at the quay, it is a special place to go.

Blackpool Mill is completely different. It is somewhere that no one seems to go to today, but in the past it must have been busy with barges carrying grain and

Ready to Anchor in Poole harbour for a BBQ

Cala Inglisi in the Tremiti Islands

flour to and from the mill. You creep up the winding river, go past some grassy islands, cross over a stony bank which acts as a sill and then drop anchor in a pool just downstream of the abandoned mill. At night it is pitch black, except for the stars. You hear the calls of birds, see bats flitting over the water catching insects, and maybe will be lucky enough to spot an otter or fox on the river bank. Pure magic.

One of our happiest memories is when our magic carpet took us from Pembrokeshire down to the 50th anniversary celebrations at Hamble. En route we visited many magical places - the Fal estuary, Truro, and Newtown creek. The highlight however was a bonfire and barbecue on the beach in Poole harbour. It was Magnus' birthday and one of his presents was a survival tin. In the afternoon he and his brother rowed ashore and collected and cut up wood for a bonfire. When they had got it going, using nothing much more than rubbing their knees together, they then came back to collect us and give us a cordon bleu meal of baked beans, sausages and rolls. Sitting there on the beach surrounded by our boys, with Calista at anchor, and a clear moonlit sky above was the sort of stuff of which memories are made.

Lindisfarne off the the north-east coast was a beacon of learning and civilisation in the early Middle Ages. Settled by monks who created the stunningly beautiful Lindisfarne Gospels, the monastery is on an island which today can be reached by boat or at low tide by a causeway from the mainland. Unfortunately its remoteness was no protection from marauding Vikings who raided the island several times. Swinging to the tide in the anchorage, with the ruined monastery reminding us of those grim days you can also see the restored castle on its volcanic plug. Upturned hulls around the harbour serve as boathouses for the local fishermen. The castle was one of Henry VIII's fortifications, but during the twentieth century it was restored and turned into a

Landing on Skomer Island

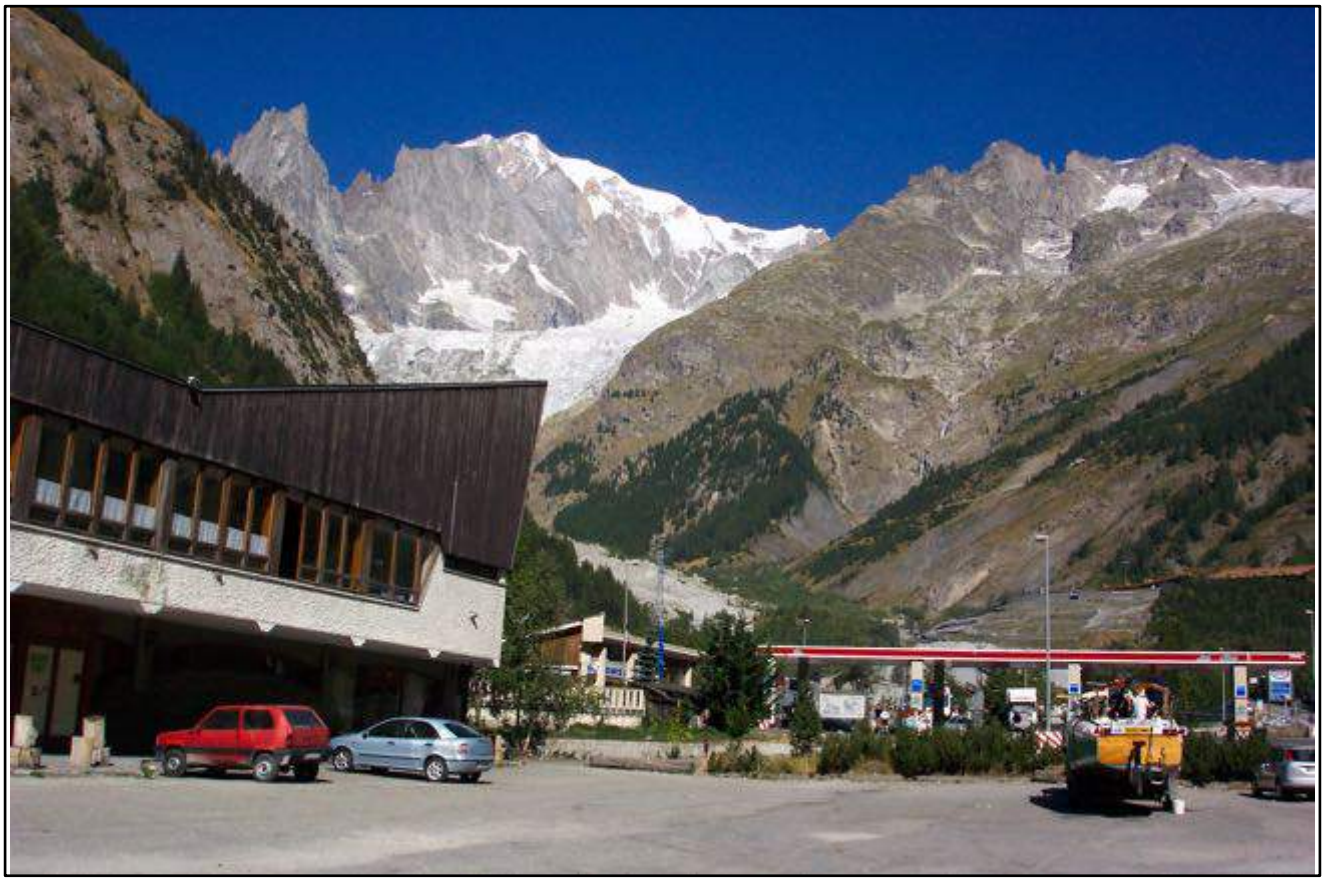
quirky country house by Edward Lutyens and Gertrude Jekyll. Today it is run by the National Trust.

We have been transported by our magic carpet to Italy and Croatia. Crossing the Alps our magic carpet has taken the form of a caravan, giving us a comfortable bed and a galley in the shadow of Mont Blanc. Once in the Adriatic we found sheltered anchorages amongst the islands, many of which we had to ourselves. We have also anchored close to historic gems such as Dubrovnik, Trogir and Zadar. One magical sail of many was in the middle of the night when we sailed along the channel from Unije to an anchorage close to Mali Lošinj. There was a gentle and warm breeze, the sky was studded with stars, the moonlight reflected on the water lit our passage, and when we reached the anchorage the anchor chain rattling over the bow disturbed the peace of the bay. But what a sense of satisfaction at the end of another magical passage!

There are not many boats as versatile as an Atalanta, and there are even rumours that they used to fly!

So where will our magic carpet take us next?

Moored in the Truro River at the Smugglers Inn



Calista at the services at the foot of Mont Blanc

A31 Gellie

by Ian Pollard

This is where the hard work begins

The advantage of a 26, for me, has definitely been the ability to trailer, to save on those expensive mooring fees, keep her dry and accessible for that regular maintenance and sail in different areas at short notice. To be able to raise and lower the mast using the boat's own sheets and winches was also a bonus. To the growing family the only real issues was the lack of standing headroom and a small rear cabin.

To take over the renovation of A31/4 Gellie seemed like an opportunity of getting rid of those objections from our non vertically challenged family members that all seem to like bringing their own hair dryers on holiday! The only downside was a broken mast and a 600 mile round trip from home....Yes, there were a few holes in the coach roof brought about from the pounding of the broken mast in 100 MPH winds, whilst moored at Rhu four years ago, and a couple of hundred gallons of water from the very wet, west coast of Scotland - I forgot to mention these points- my family are so forgiving!

Hindsight is wonderful. Pumping out the water, re -wiring every connection, replacing rusted engine ancillaries and re- lamination was the easy bit. Even sourcing a secondhand Sparlight mast and furling system wasn't too difficult, especially given that I can now use the tabernacle housing similar to the one on Jim Paling's Fairey Fisherman. Replacing the foot will be interesting as the old Selden foot is slightly smaller.

The crucial issue was the journey to

Gellie on her way south

Gellie on a temporary trailer

Rosneath, a beautiful area, but still a little exposed. Even with a wooden frame and new tarpaulins, the rain got in and even though I managed to spend about 6 weeks on her this year, progress was slow and the mooring fees for hard standing were still £100 per month. Money that I'd rather spend on agba - or perhaps hair accessories for my teenage girls.

Last month I managed to find an empty lorry with a Hiab coming south from Glasgow. 14 hours and £850 later she is now, with mast, under cover and on a slightly smaller, but functional trailer that I will use to move her around the garage. A mammoth logistics operation that I should have done a year ago.... Now the hard work begins with a projected re -launch of next July, as long as we have a mild winter!

The new mast step

The old mast step