

Atalanta Owners' Association

2021 – 2022

63rd Annual Bulletin



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Contents

Message from the Commodore	1
Message from the Editor	1
The 2021 East Coast Race. By Richard James	2
August 18th - 26th 2022 - Atalantas on The Solent.....	4
AOA Winterisation Checklist. By Richard James.....	5
2021 Southampton Boat Show. By Richard James and Mike Dixon.....	6
Sailing Single Handed. By Greg Manning	12
Are Atalantas better for the planet? By Nick Phillips	16
Emergency Tillers - thoughts from the bar of The Two Keels.....	20
The Seven Deadly Sins. By Greg Manning	20
A Cautionary Tale. By Mike Dixon	25
AOA Spring Checklist. By Richard James.....	28
2021 AOA Cruise in Company. By Richard James.....	29
Can I convert my 3/4 mast to masthead? By Nick Phillips	35
AOA 'Virtual World' Digest 2020 & 2021.....	37

Cover picture: A124 Helene and A89 Colchide and running down the Orwell towards Harwich. Taken by Brian Sadler at the start of the 2021 East Coast Cruise.

Message from the Commodore

We must thank Bernard, the editor of this bulletin, for his efforts. It can't be easy when all articles come from just a few of the committee members. There has been no input from the membership. To me, this is not only disappointing, but also misses so many opportunities to recount the varied experiences that we have all had during our exposure to and enjoyment of our unique boats.

It was a pleasant surprise at the Southampton Boat Show just how many people stopped at A1 and shared their stories. There were at least seventy such people and they weren't (with some notable exceptions) even members. If they had stories to share, surely we do too.

The other topic I want to touch on – not for the first time - is the ageing process of our boats. Properly maintained and looked after, our boats will last very well. Sadly, all too often the boats are neglected and reach the stage where they slide slowly into terminal decline. The kiss of death seems to be the phrase “free to a good home”.

We cannot allow this to continue. Whilst many of our boats are fine examples of the attention necessary for their upkeep, too many are beyond salvage and fit only for the knackers' yard. So I implore boat owners to make a critical review of their boats before they reach the top of that inevitable downwards slope. If, after that review, there is no alternative but to dispose of the boat somehow, then let either Richard or Nick know before it's too late.

But let's not be too gloomy; there's much to be proud of; membership remains buoyant, the finances are in good shape and it seems the Association is looking after the needs of the members.

Here's to hoping that 2022 will bring a reprieve to the ongoing Covid saga and we can benefit from greater use of our boats. I look forward to meeting you at one or other of the events planned for next year.

Mike

Message from the Editor

Another challenging sailing season weathered! The vaccination programme during the year has given some freedom for sailing to resume. The pandemic is still with us but some have been able to resume the social activities that we had been accustomed to.

The East Coast race was attended by four boats which then went on to participate in a cruise to explore the East Coast Rivers. This year, for the first time, a Trophy was presented to the race winner at the West Mersea Yacht Club prize giving after the race. In September A1 “Atalanta” and her tender “Attagirl” were displayed at the Southampton Boat Show, attracting many admirers. Much effort was put into the Boat Show venture by AOA members for which we are all very grateful.

These exploits are more fully documented on the web site, but there is an extract of some adventures in this bulletin. Many thanks to them all for providing material for this edition of the Bulletin in challenging times. This Bulletin also documents the fitting of additional port lights to the hull, and also a green review of recycling materials, wood versus GRP. A challenging recent towing incident is also included, along with a couple of checklists for members to utilise.

Finally remember that there are awards for your technical articles, cruise logs and photographs which I shall be looking forward to receive for the next Bulletin preferably by the 1st of November please.

Bernard Marshall

The 2021 East Coast Race. By Richard James

Regatta Day was 28 August 2021 and started in good sunshine, but the northerly breeze of F4, gusting F5 continued to give us problems getting safely off the piles in the West Mersea channel. The 3 boats and crews entered into the Atalanta Cup Class Race were:

A1 ATALANTA – Mike Dixon & Sarah Legg

A102 ATALANTA MARY – Alistair Rodger & Bernard Marshall.

A89 COLCHIDE – Richard James, Nick Phillips & Jim Sumberg.

At 1120, all 3 were ready to race and jockeying near the start line. The start gun went off at 1130 with all boats clear. Colchide took an early lead followed by Atalanta and Atalanta Mary. Colchide's lead was maintained for the next 2 ½ hours. All the marks were challenging to find in the swell, particularly once the bulk of the fleet had pulled away, and most of the fleet seemed to mistake the last mark for another nearby mark. Jim crewed on Colchide as he was on his own on A124. The results were as follows:

Yacht	Owner	Start	Finish	Elapsed Time	Corrected Time	Position
A89 Colchide	Richard James	11:30	13:53	2:23	1:54	1
A102 Atalanta Mary	Alistair Rodger	11:30	-	-	-	-
A1 Atalanta	Mike Dixon	11:30	-	-	-	-

Colchide had been racing close to a Bay Cruiser – Moonstone IX - for the whole race and although Colchide finished 3 mins behind, after handicaps were applied, Colchide won by 10 seconds!

Traditional AOA post-race drinks were taken on board Colchide and Mary, but the squalls turned into heavy showers, so cockpit covers (tarpaulin in Colchide's case) were erected to keep everyone dry.



L-R: Jim, Nick, Bernard & Alistair sheltering from the showers

We then got a water taxi onshore to WMYC and had more liquid refreshments whilst waiting for the prize giving which was delayed until 7.30 pm.



*Waiting for the WMYC prize-giving on the West Mersea hard
L-R: Sarah, Nick, Mike, Bernard, Jim & Alistair*

Richard had been phoning new member Ted Baker from Duns near Edinburgh all day and Ted eventually arrived following an exhausting 10 hour drive. Ted had just bought A158 Johara and not yet sailed her. He was keen to meet other owners and learn about sailing an Atalanta. Alistair invited Ted to take a berth on Atalanta Mary.

We all just managed to get the last water taxi back to our boats and we all settled back on board to watch the excellent town firework display. Alistair invited Ted to take a berth on Atalanta Mary.



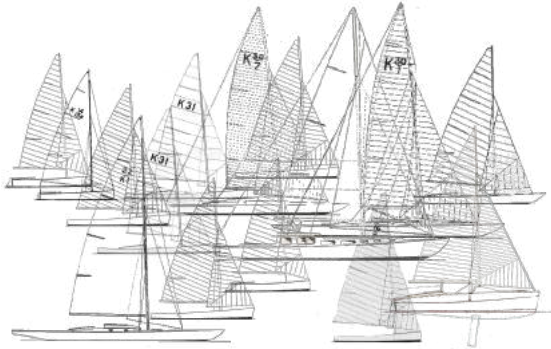
On the left is the new trophy presented by the West Mersea Yacht Club Committee. They were keen to have a trophy at the event and this is now awarded in addition to the Atalanta Trophy – the wooden Atalanta model which is presented at the following AGM.



August 18th - 26th 2022 - Atalantas on The Solent

Please do support these events

Uffa Fox 2022 - 18th to 21st August, Cowes



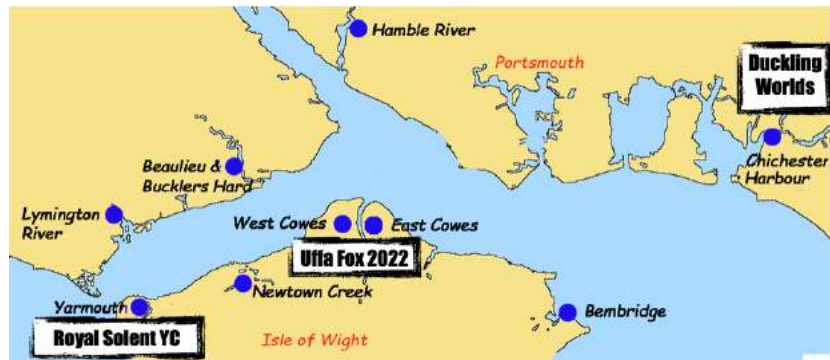
A weekend of celebrations and sailing for the fiftieth anniversary of Uffa Fox's death. The AOA have worked with the Cowes Classic Boat Museum, Royal London Yacht Club and Cowes Corinthian Yacht Club to stage a Regatta, exhibitions, social events and talks. And the whole of Cowes will be joining in. The Regatta is being organised by the Royal London Yacht Club, who also organise the annual Cowes Classic Week. They put on an excellent show. The Regatta is open to all Uffa Fox designs. Whilst the vast majority of entrants will be his various dinghy and keelboat designs his yachts will also be there, not least the Atalanta.

The Cowes Classic Boat Museum have an extensive archive of papers and exhibits, including boats, and will be organising talks and specific exhibitions for the weekend.

It promises to be a fun and educational weekend. Read more and register interest at UffaFox2022.org.

Cruise In Company - 21st to 26th August, The Solent

The Uffa Fox weekend will lead straight into a cruise around The Solent starting on the Sunday. The exact itinerary is to be finalised but we have been invited to visit the Royal Solent Yacht Club at Yarmouth and there are plenty of attractive harbours. The cruise will be about sailing and



socialising, and we hope to organise some shore based events for those that can't join us by boat. The cruise will also include the **Duckling World Sailing Championships**.

Duckling World Sailing Championships - 25th August



The Cruise in Company will deliver the fleet to Bosham Hoe in Chichester Harbour. Alistair Currey has offered to host the very first Duckling Worlds. This will be an Open Event and we hope to attract Ducklings from outside the AOA. There will be basic camping / motorhome facilities laid on, sailing and rowing races, and other waterborne fun.

AOA Winterisation Checklist. By Richard James

Many of us find it extremely useful to have checklists to avoid the worry of remembering when miles from the boat or home something we have left or not done in the other location. Here is one Richard uses at the end of the season.

AOA Winterisation Checklist. By R.James.

- Book the lift in date ASAP.
-
- Take: Diesel, antifreeze, engine oi, buckets, hoses, ladders, tarps, and notebook.
 - Arrive at marina early and check the position of your trailer, tide & wind.
 - Check with boat team - the time and location of lift out.
 - Remove sails and store at home, if not done the previous day or week.
 - Remove all warps from jetty.
-
- Watch lift out - check position of strops. Keels down/half down or up?
 - Watch high pressure wash and survey hull. Make notes. Wind keels fully up.
 - Watch lowering onto trailer, checking for alignment.
 - Boat team should remove crane strops & HP wash behind strops.
 - Direct boat team where to position boat over winter – near water & electricity & loos?
-
- Connect hose pipe to raw water inlet and flush thoroughly engine with fresh water.
 - Flush engine with fresh water from a bucket, then antifreeze, then stop engine.
 - With the engine warm - change engine oil.
 - Remove impellor and store in cup of antifreeze.
 - Pour a little oil down hull raw water inlet valve, exercise valve and leave open.
 - Top up diesel tank to full, adding bug treatment.
 - Top up gearbox to full, to stop condensation.
 - Remove batteries, take home and charge monthly using a smart charger.
 - Remove soft furnishings and take home.
 - Remove other valuable and attractive items and take home.
-
- Consider releasing rear mast tension and other standing rigging tension.
 - Open all hatches and washboards.
 - Set up solar panels/windmills/air fans.
 - Cover boat with tarps, using spinnaker pole and boom to support tent.



2021 Southampton Boat Show. By Richard James and Mike Dixon

Background on how the AOA came to be exhibiting at the Show

The late John Goode was instrumental in persuading the Southampton Boat Show's organisers that whilst the show was very much about the promotion of all that was good about the UK's boating scene, the organisers ought not forget the influencers along the way. To this end a small section of the pontoon display area was set aside for class association boats – some five or six each year. John was a lifelong admirer of the Atalantas and was adamant that they ought to be represented at the boat show. The AOA was invited two years ago but couldn't come up with a boat at very short notice. Last year, the show was cancelled, but this year we were invited to participate. Sadly John died suddenly earlier this year, but his vision lives on.

Although we had confirmed that we would accept last year's invitation, the show's last minute cancellation meant that tentative arrangements were shelved. This year however looked far more promising. An online committee meeting confirmed a modest budget to cover the costs of printing handout literature, display boards and a small number of branded (AOA logos) sweatshirts for the volunteers that were helping out at the show.

Richard James picks up the story

In July 2021, with the COVID situation easing, Mike Dixon made the decision to take A1 Atalanta to the 2021 Southampton Boat Show. He started preparing A1 on 1st September and on 7th September he met Nick Phillips at Orwell Yacht Club for final preparations. Mike then towed A1 behind his motorhome down to Payne's boatyard at the northern end of Chichester harbour, where he was met by local AOA member Joe Lloyd. Joe had been instrumental in negotiating very favourable terms for the launching and recovery of A1. Fellow AOA member (and Editor) Bernard Marshall also came along and between them, they raised the mast and prepared A1 for launching.



In the carrier at Paynes Yard



Attagirl patiently waiting for her mistress to float

On 8th September, Richard joined them and A1 was towed to the water's edge by the Payne's Boatyard Manager – Mark and his 82 year old tractor driver Michael.

Attagirl (tt Atalanta) in the foreground and A1 down the ramp waiting for water. Note the water level of the lock to the left and the Sussex Coastal path bridge to the right, which was opened to allow A1 through



Atalanta awaits the tide at the bottom of the slip



The Sussex Coastal path bridge which was opened to allow A1 through

A1 floated at 1130 and, just after noon, Atalanta slipped the moorings at Payne's boatyard, and with Mike and Richard on board gingerly made their way down the very narrow and shallow channel past Thorney Island and then on past East Head and the new Chichester

Bar beacon into the Solent. The wind was very light and eventually died away to nothing. Rather disappointing that sailing was not an option, we continued all the way under engine.

Once out into the Solent we picked up the westbound tide for a couple of hours as we passed Hayling Island and Southsea, which increased our SOG to over 5 kts. It got busy around Portsmouth harbour with hovercraft and other vessels going back and forth to the IOW, along with many other pleasure craft. As we passed Gosport and Lee on Solent, we rigged the tiller pilot/autohelm, which was a revelation to Richard and allowed us to relax a little more. As we passed Calshot Spit and Fawley the clouds darkened and soon the rain showers started all the way up Southampton Water.



We passed Hamble, where A1 had left the Fairey factory some 66 years and 6 months previously and we discussed how many times she might have returned to her home waters as her previous owners lived in Dorset, Kent, London and Essex. We followed a Red Funnel ferry to Mayflower Park and found an opening amongst lots of white plastic vessels to navigate to pontoon M158. We tied up at 7.20 pm, so the 29 mile passage had taken us 7 ¼ hours, averaging 4 kts.



Mike Dixon preparing A1 Atalanta for the Show.

This is believed to be the first time the AOA has shown a boat at this prestigious show.

We phoned Bernard who was still staying in a B&B near Prinsted and he picked up Mike to take him back to his motorhome, whilst Richard stayed onboard A1 overnight. The following day, Mike brought his motorhome to a touring park in Netley and Bernard moved to a central Southampton B&B. Richard and Mike spent the morning tidying A1 and changing mooring lines to new beige ones, to match the gaffer next door. Richard then left, leaving Mike and Bernard to welcome guests from Friday 10th September.

Mike picks up the story about the show

Up to this point, we only had educated guesses as to what to expect over the coming days of the show itself. Nick (Phillips) had prepared large story boards that we vaguely thought could be displayed in the rigging. In the end these were kept loose in the cockpit and used to emphasise the range of the boats and the uniqueness of their design. Also on hand was the 'hand-out' leaflet with website details as well as numerous QR codes which drew people's attention to the various boats; Nick had even created links to short videos. All in all we were well prepared. We even had an electric kettle to make the all important tea and coffee. Atalanta herself was be-decked with flags and dressed overall and made 'tidly'. Having Attagirl alongside was an undoubted success.



Atalanta and Attagirl all dressed up alongside the 2nd best boat at the show from the OGA

During the show, the weather was kind with only one early morning of thick fog and one early morning when it rained until just before the show opened to the public. We, and the organisers, were very lucky. As to the show itself, we had a constant stream of interested visitors.



Alastair Vines, nephew of Alan Vines, visited to talk Fireflies, Uffa and Atalantas

Yes, there were many people who just glanced and moved on, but what was interesting were the number of people who literally stopped in their tracks before coming over to engage in conversation. The sheer scale and range of interested visitors was not at all what I was expecting. I suppose I had in the back of my mind endless hours of thumb twiddling with an odd visitor or two. So it was delightful to engage with so many visitors. I think the latest 'lunch' break was at about 3.30. Fortunately there was no 'late evening' as by the show's closing time of 6.00 we were all pretty whacked!



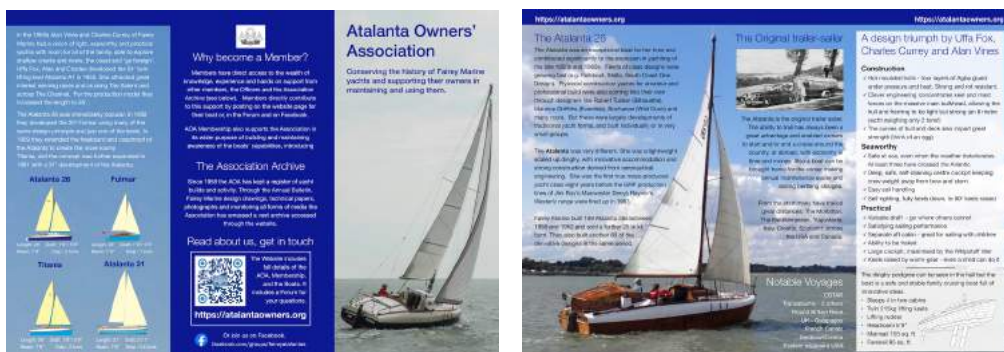
Alistair Currey, whose father was such a big part of Fairey Marine, chats with Mike

We maintained a sort of log of visitors who showed particular interest and there are full details on the website.

The big question – was it worth it? And the answer has to be a resounding yes!

But, and it's a pretty substantial but, the effort involved was significant. There had to be a boat there; having just a small marquee or gazebo would not have cut it. Having any of our boats would have provided the necessary draw, but having the prototype A1 there added just that little bit extra in terms of a talking point.

There's a fine line between making the boat look good and publicising the AOA by having lots of material 'plastered' everywhere. I'd like to think we had it about right. The publicity material (produced by Nick) was key to the overall success. Having a few logoed sweatshirts was invaluable in that we were instantly recognisable and approachable – and not just another visitor on the pontoon.



Images of the new AOA Leaflet which we can use at future events too - read it in the Southampton Boatshow post on the website

And let's not lose sight of the fact that it was very much a team effort. The team included :- Dom Dobson, Richard & Carol Hall, Joe Lloyd, Richard James, Nick Phillips and Bernard Marshall.

Mike continues the story with the trip home

Nick and I spent the Sunday night on A1 at the show site. Because of tides at the Chichester Harbour entrance, we didn't have to set off from Southampton too early on the Monday. The weather was good with a northerly wind. We had the sails up just off the Ocean Terminal and then sailed all the way to the Chichester Bar beacon. And it was one of those fantastic sails - just about the perfect amount of wind from just the right direction - no seas - sunshine - all very relaxed. So relaxed in fact that we arrived ahead of schedule and had to motor up the channel against the last of the ebb. We picked up a mooring off Lighter's Field at Bosham for the night and went ashore to spend some time with Alistair Currey.

Next morning, we motored along to Payne's boatyard, arriving there about noon. Mark and Michael safely lifted A1 back onto her trailer. There's a brilliant time elapsed video on the website which is well worth viewing. Then quite a while lowering the mast and preparing the boat/trailer for the tow back to Ipswich the following day.

A couple of final thoughts; some may question why I didn't sail A1 to Southampton and back, rather than tow all that way. The main reason was timing; it was September after all, and the weather could have turned and beating down channel against the prevailing wind is not my kind of fun. And it could have stretched the two week schedule to four weeks - time I couldn't really justify. But having said that, sailing around the Solent area was good and it's my firm intention to do that - and sail there and back - for next year's Uffa Fox event, the AOA's South Coast Cruise in Company and the Duckling Worlds, in August. See you there!



A1 back at Paynes Boatyard, waiting for the tide again

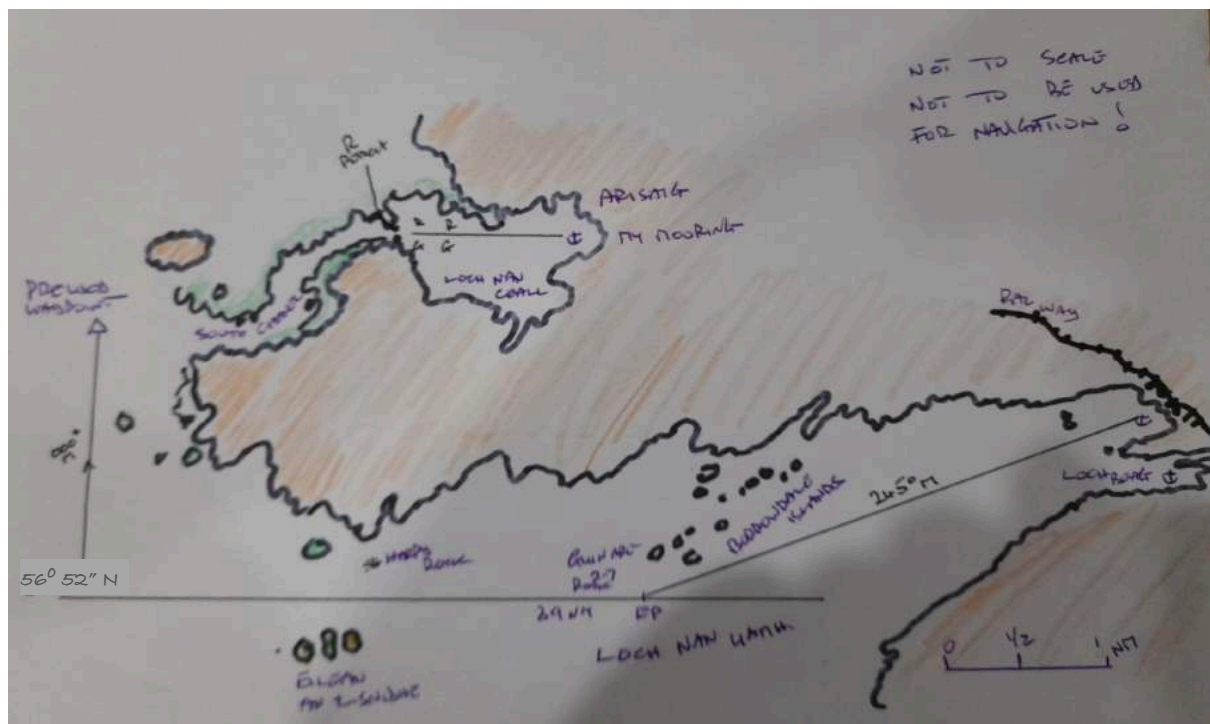


Sailing Single Handed. By Greg Manning

In 1972 I completed an Army Helicopter Pilot's course. This entailed tactical low flying single pilot. Flying so low that the use of the ground, trees, woods and buildings were cover from enemy observation both visually or by radar. At the same time one had to map read, work two radios and of course carry out the mission task be it reconnoitring, directing artillery fire or ground attack fast jets. With that experience single handed sailing should be easy peasy!

When A142 Sugar Plum was moored at Loch Gairloch I had, with the aid of my trusted Tiller Pilot, practiced single handed sails. Being a "hanker" and having a roller reef system on the boom for the mainsail this required some careful planning to change sails or take in a reef which I did manage.

For the last few years Sugar Plum has been moored for the summer at Arisaig but over the same period my friends who have shared my sailing have evaporated due to domestic, family or health pressures. Time to think about sailing single handed and doing some extended voyages. I started by planning an overnight stop to Loch Nan Uamh the first loch south of Arisaig. At this point I should be including a map with Mermaids and Dolphins as decoration but I fear to reproduce a chart will incur the displeasure of Their Lordships of the Admiralty and I will be facing a flogging round the fleet as the minimum punishment. Instead I have drawn a sketch of the area in my own free hand.



I do not profess to being a cartographer! The squiggle in the top right is a wave left by a Mermaid who has just submerged. Please do not mark me down for using the wrong symbol for a fixed waypoint! [And be thankful that squall has passed through to the South East - Ed]

Readers will note that I am not a cartographer or draughtsman and may like to cross reference my attempt with some other published chart or map! I should also mention in passing that shortly after being launched this year Sugar Plum's depth sounder had decided to go unserviceable. I identified the transducer as the cause so I rigged a replacement on a pole that I could hold over the side. No use for en route navigation but OK for anchoring.

The Plan - Outbound

I intended to anchor in Loch Berg, the southern of two arms at the eastern end of the Loch Nan Uamh. This is not an anchorage mentioned in any pilot book but I chose it as it is very sheltered, a river runs into it so the holding in the alluvial deposits from the river should be good and pilotage into it would be straightforward. It can be difficult identifying a mooring when approaching from seaward but this anchorage could easily be found by following the southern shore.

I had a brilliant sail from Arisaig in the best weather I could hope for except that there was little wind but ghosting along at two knots was very stress free. As I approached the outer part of Loch Berg looking through my binos I could see loads of seals on the beach. Time to start the engine, stow the sails and prepare the anchor, oh and think about dinner and a G&T. I chugged along happily but it soon became apparent that the seals were buoys associated with a mussel farm and they filled the whole loch!

Plan B was to moor at the head of the northern arm of the loch. As there is a main road running right round it I thought it might be a little noisy. There is also a viaduct over which the two Jacobite Steam trains, better known as the Hogwort Express pass four times a day. As I motored in I saw the steam train cross the viaduct shortly followed by the second going in the other direction. I anchored and had what was a relaxing evening and turned in early.

Fog

I set the alarm for 0700 so I could copy the 0710 inshore waters forecast. It was hardly necessary as the general forecast was wall to wall sunshine and the previous inshore water forecast made no mention of anything that could be significant. Imagine my surprise as I poked my head out of the hatch to find it was thick fog! For some reason I didn't receive the 0710 forecast so decided on a cup of tea and time to snuggle back into my sleeping bag. I had a leisurely breakfast and by 0900 the sun started to break through. In aviation terms it is known as a "suckers gap" the sun breaking through thus causing the fog to thicken which it did. I decided to wait for the 1010 inshore waters forecast which came through loud and clear with no mention of reduced visibility. I have no chart plotter but do have a Garmin 182 GPS and Silva cockpit repeater which has one page giving the Lat and Long in big numbers.

Were I flying there would be an en route forecast as well as a forecast and report of the actual weather at my destination. I did consider phoning Arisaig to ask for a weather report but had no mobile phone signal so that was not possible

At this point many would generate a series of waypoints and make up a route to get from the anchorage back to Arisaig. Having had eighteen of my twenty four years as a North Sea Helicopter pilot using a waypoint based navigation system it was ingrained in my small brain that it is necessary to cross check any waypoint that could have safety implications. Not only would the pilot and copilot check the data entered but the waypoint would then be cross checked as a bearing and distance from a known location, previously confirmed way point or reference to the radar or some such. I could have done this by starting at the location where I was anchored, take the GPS bearings and distances from one new waypoint to the next as compared to the route taken from the chart. My keying skills are poor and I get no joy from trying to match my brain to that of Mr Garmin so I hatched a different plan to get me from my anchorage to Arisaig in 100 yards visibility in fog.

The Plan - Homeward

My knowledge of radar theory would suggest that an Atalanta would not give a good radar signature for that reason I have an octahedral radar reflector and many years ago whilst transiting the submarine exercise area in the Minch I asked range control for a report on my radar signature which they confirmed was good. This was comforting if I were to be making a passage in the fog, and no I do not have AIS.



Sugar Plum sporting an octahedral radar reflector.

The plan was mentally broken into four sectors.

Sector 1.

Leave the anchorage and get into open water. This was straightforward. A heading of 245° would keep me clear of the immediate rocky outcrops on both sides of the Loch. If I did see anything it would be obvious which way to turn.

Sector 2.

Transit Loch Nan Uamh on a westerly heading planning to miss the Borrowdale Islands and some associated rocks as well as Eilean an t-Snidhe. I turned to a method used in the pioneering days of helicopter flying on the North Sea when we navigated by Decca with reference to Decca charts. This would be too confusing to try to describe here but it allowed us to follow an accurate course following a Decca line on the chart. I modified this Decca procedure by identifying latitude $56^{\circ} 52''$ N, that gave a safe passage and then used the Latitude displayed on my cockpit repeater to hold the course. If the numbers increased I was too far north so a heading adjustment to port was necessary.

My repeater gives the Latitude to three places of decimals of a minuet which is roughly 200, 20 and 2 yards for reach place so I think that is accurate enough.

Sector 3.

Once clear of Loch Nan Uamh route to a waypoint that I had used many times before at the entrance to Loch Nan Ceall which has Arisaig is at the eastern end. It would be easy to know how far west to go as it was 3.9nm from my Estimated Position on joining the latitude to the point south of the waypoint that would keep me clear of the skerries to starboard on this northerly track. If I motored at 3.9 knots I would be in the right place. I planned that this point would be due south of my waypoint and as a cross check it would be on the same longitude.

Sector 4.

Enter the south channel of Loch Nan Ceall and follow the torturous channel marked by numerous perches through the skerries to my mooring at Arisaig. By the time I reached this waypoint it would be noon or 1100 so I was hoping the fog would have burnt off.

That was the plan but how did it turn out!

The Reality

I left the anchorage on the heading of 245° and just saw the rocky outcrops to port which was reassuring. For the rest of this sector I erred somewhat to port to increase the offing from the Borrowdale Islands.

I intercepted the 56° 52" N latitude and settled on a heading to hold it. The fog had lifted to a low cloud base of about 100 feet and I could see astern to the mooring but little else. Time for a brew. I realized that having erred to port I would be further east on intercepting latitude 56° 52" N than planned. I made a guesstimate of 4.2 knots as a correction.

By the time I came abeam the Eilean an t-Snidhe there was half a mile visibility and I could see these islands but ahead was only gloom so I stuck to my plan.

After a second brew the hour had passed and I was on the right longitude to turn north for my waypoint but the bearing was 006° not 000°. I saw nothing until I arrived at the waypoint when I could see into the first part of the South Channel. All was now looking good. I started to follow the perches that mark the channel but the visibility started to drop after I was committed, no turning back. To try and outrun the fog I open the throttle to full and on the flood tide I was probably going faster than I should have been.

I came abeam the last lone port hand perch, marked on my excellent hand drawn chart, and even the seagulls were navigating using radar. I had over a mile to go with a pair of buoys and a pair of perches marking the channel. I slowed right down, held my heading held my breath and concentrated on accurate steering. I just saw the buoys and perches but only when, reassuringly, I was between them. The fog got thicker and it was hard to not stray from my heading knowing that terra granite was not far away on the port side. After what seemed like for ever I came out of the fog and there was Arisaig Kirk and the mooring.

As I motored through the moorings there were about eight crews all sitting in their cockpits looking frustrated. I was chuffed to be the only one making way. As I moored two boats set off but one was back very soon after. I am not sure whether I was foolhardy, lucky or skilful; I will let readers make their own decisions.

Epilogue: *Why 006° and not 000° as planned. I had entered the magnetic variation in about 2003 when it was 006° and had not changed it. Oh and of course I did comply with The International Regulations for the Prevention of Collision at Sea Rule 6(1), 19 and 25!*

As the picture below shows my next single handed sail was a little more relaxed.



Are Atalantas better for the planet? By Nick Phillips

The decision to sell Helene was a drawn out and complex affair, based on loosely formed plans and assumptions since disrupted like so many this year. However no longer having a boat opened a world of extended dreaming about what sort of boat I could buy instead. These 'between boats' periods have given perhaps the best value in my life as a boat owner - plenty of pleasure for little expenditure.

The decision to buy a GRP Cape Cutter 19 bought the dreaming to an end. However it presented some moral and social challenges. How to deal with the shame when visiting the bar at The Two Keels with Atalanta and other wooden boat owning ex-chums? How to make up, on entering any port or marina, for the absence of conversational ice-breakers such as "Didn't they used to drop those from aircraft?" and "My grandfather used to have one of those"? What would be the environmental impact of my change to GRP?

This last question led me to rehearse (a little tongue in cheek) possible defences to use in conversation with Greta, David, their friends and my grandchildren. Surely, a GRP boat is irresponsible in these Green-Blue, Climate Changing times? Using information from The Green Blue (see inset), Yachting press articles and research papers I have carried out a completely non-scientific assessment of how bad my decision has been for Earth. The comparison is quite specific in comparing Helene to my Cape Cutter 'Minnie'. Not all Atalantas are the same although I think; overall, the assessment will apply equally to most.

My assessment covered the whole lifecycle from initial construction through to end of life disposal. I had thought of narrowing the scope of my defence by excluding initial manufacture. After all, the boat was already made before I even considered buying it. A little voice quickly pointed out that this would not stand up to scrutiny - it would be like a country excluding the manufacturing impact of their consumption from their carbon footprint!

	Minnie	Helene
Displacement / Length ratio*	197	138
Ballast ratio	35%	22%
Sail area / displacement ratio*	22.6	16.1
Length waterline (ft)	18	25
Displacement (kg)	1150	2150
Ballast incl. keels (kg)	400	430
Draft (m)	0.45/1.22	0.45/1.75
Sail Area (sq.ft.)	264	270

* Ratios calculated as in <https://bit.ly/LSCRatios>. SA/D Ratio uses total sail area as above, not fore-triangle size.

Construction and ultimate disposal

Minnie		Helene	
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Minnie's GRP hull and deck construction method and its environmental impact are well understood. The resins are made from oil and the glass fibre materials used have a very high carbon footprint. The hand layup process used for Minnie was not energy intensive but it also generated large quantities of plastic/resin waste from materials, PPE and tools.

Helene's Fairey hull and decks I was less certain about. Was the Agba from sustainable sources? Was the resin glue made from oil or other non-sustainable source? Certainly the

process was more energy intensive thanks to the autoclave. The Atalanta hull and decks would also have involved many more litres of paints and varnishes.

So for construction my choice is certainly worse than the Atalanta but it is even worse for disposal. The growing number of end-of-life GRP hulls and decks around the world is a matter of much debate and research. Most go to landfill. They can be burnt cleanly for energy but only under specific, hard to achieve and energy intensive conditions. They can also be ground up and the resulting powder used in making concrete which is also energy intensive. Interestingly whilst in the past Atalantas have been burnt at the end of their life these days it is frowned on because of all the resins and paint. Recent commercial disposals have gone to landfill.

Fittings and Equipment

Minnie		Helene	
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Like many Atalantas Helene's blocks, winches and deck fittings have been replaced though the years and are similar to those used on Minnie the metals of fittings on both boats can be recycled however Minnie's cleats and fairleads have a higher proportion of plastics. The environmental impacts of spars, standing rigging and toilets I also judge to be similar for Minnie and Helene. The spars on both are varnished wood and the standing rigging is stainless steel. The varnish used in both cases is spirit rather than water based with all that means for 'volatile organic content'. The sails are Dacron (Helene 2000, Minnie 2006/2022) made by the same sailmaker - Jeckells. (Note: a small number of sailcloth manufacturers have started offering recycled or bio-derived cloths claimed to be more environmentally friendly but these are not yet widely used.) Finally the toilets on both boats are chemical - not particularly good for the environment but at least the waste is dealt with via sewage plants. In the spirit of openness I should add that in general 'number ones' end up in the sea which is not considered harmful and may in fact be beneficial, feeding nitrogen into the sea.

In her favour Minnie has less equipment than Helene. She is substantially smaller and aimed at a more 'camping' style of cruising. The outboard engine also requires less onboard equipment and generates less waste through servicing and maintenance. This helps reduce the potential 'footprint' of Minnie in terms of carbon, plastic and electronic and oil based waste.

Sadly Minnie also has a substantially greater length of running rigging. Over two hundred metres of halyards, sheets, reefing lines, bobstay and bowsprit 'shrouds'. I estimate Helene to have less than half this. 'Sustainable' alternatives to typical polyester braided ropes are being developed but have not yet gained a hold and are certainly not fitted to Minnie or Helene. I have thought about returning to hemp...

Maintenance

Minnie		Helene	
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This is one area where I believe Minnie has the environmental high ground. In the thirteen years I owned her, Helene consumed many kilograms of epoxy, over thirty litres of paint and thinners, a lot of electricity for tools, veneer, sandpaper and lots and lots of paper towels! She had previous restorations in the 1980s and 2000s at least. Helene will continue to need paint externally every other year at least and down below less frequently. Minnie's topsides, decks and interior on the other hand will require minimal materials each year: small amounts of wax polish three times a year, microfibre cloths every year or two and maybe occasionally very small amounts of gelcoat, resin and glass. Helene's engine maintenance also generates more waste compared to Minnie's outboard.

Minnie's antifouling also causes less environmental harm than Helene's although this is a result of the chosen system rather than inherent in the two designs. Minnie was anti fouled with 'Coppercoat' when new (2006) and it will be reapplied this year for the first time. ('Coppercoat' is ideally suited to a trailer-sailer.) Helene used traditional hard antifouling for her drying mooring, and traditional self-polishing before that. The Green Blue covers this subject in some detail; particularly the care required scrubbing off and re-coating.

Mooring, Trailing, Sailing and Cruising

Minnie	●	Helene	●
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When it comes to actually using the boats I believe that there will be little difference, environmentally. The Green Blue initiative focuses on use and maintenance and it applies equally to Minnie and Helene. Environmental impact depends almost entirely on how the boats are used. Moorings, anchors and anchor rodes can cause a lot of damage to the seabed. Putting waste of any kind in the water has an obvious impact, whether it is food, human waste, or oils from bilges and stern gland. Extensive trailing or motoring pollutes and consumes fossil fuels.

Minnie might be considered marginally more environmentally friendly on a number of counts. She is lighter to trail, so the tow-car can be smaller and use less diesel. Minnie's large rig gives better light wind sailing performance reducing motor-hours. (Yes, she requires reefing earlier when the wind pipes up.) This benefit is perhaps outweighed by the greater volume of fuel the engine uses. Minnie also has only one keel to scrape those oyster beds!

Conclusions

So have I taken responsibility for another 'boating nail' in the Earth's coffin through my change? Yes. The truth is that both boats and my use of them have had and will continue to have a negative impact on the environment. I can do a lot to mitigate this by how I maintain, use and dispose of the boat and its equipment. Hopefully, by the time Minnie is to be decommissioned for the last time there will be a 'Green' solution to her disposal.

A final thought. I cannot 'offset' away my responsibility to avoid the environmental impact of my hobby. I have to organise to consume less, and consume differently.



Cape Cutter 19



Atalanta 26





The Green Blue is the joint environmental programme created by the Royal Yachting Association and British Marine. It aims to promote the sustainable use of coastal and inland waters by recreational boating.

Read more at TheGreenBlue.org.uk

Cleaning your boat

- * Cleaners & polishes can contain phosphates, chlorine, ammonia, potassium hydroxide and other chemicals which deplete oxygen and impact wildlife.
- * Use non-toxic products where possible, replacing with elbow grease!
- * Avoid chlorine, bleach and phosphates
- * Waxing hulls reduces the need for cleaning products

Minimise consumption of harmful products

- * Don't motor - set off earlier and SAIL!
- * Switch to low energy electrics and use solar or wind where you can
- * Use only FSC timber
- * Buy local produce to reduce food-miles

Waste

- * Do not throw anything in the water, not even food!
- * Avoid putting products which may contain micro-plastics in the water: some face/body scrubs, toothpastes, cosmetics and cleaners
- * Recycle at home or at marinas and clubs
 - ☑ Remove packaging at home where possible
 - ☑ Minimise use of single use plastics - e.g refillable bottles

Antifouling

- * Catch scrapings and drips by using a tarpaulin - don't leave a coloured patch under you boat
- * Do not remove or apply near rainwater drains
- * Ideally scrub off ashore where waste can be collected.
- * Match product to your needs and use the least toxins possible
- * Consider less polluting options eg. Coppercoat, vinyl, silicone, or Finsulate

Toilets

- * Human waste can spread gastroenteritis, contaminate shellfish beds and use up vital oxygen in the water
- * Chemicals in disinfectants and waste deodorants are toxic
- * Use a holding tank and designated pumpout facilities when possible.
- * Use sea toilets only in the open sea, if you have to
- * Take particular care in areas of poor tidal flushing (e.g marinas, lakes)

Engine noise and exhaust fumes

- * Keep engines serviced
- * Use outboards made after 2005 or electric to reduce noise and emissions
- * Sound insulation reduce noise by up to 85%
- * Consider electric propulsion

Oil and fuel pollution

- * Bilge water oil filter, oil absorbent pads
- * Take care when re-fuelling
- * Never use detergent to deal with spills. It disperses the oil but does not remove it and can do even more damage
- * Consider a water lubricated stern gland
- * Try switching to biodegradable hydraulic and lubricating oils

Anchoring and mooring

- * Seagrass, Maerl and the sea-bed vegetation are fundamental to the health of the sea and rivers
- * Anchors and dragging chains plough up vegetation
 - ☑ use the right amount of chain
 - ☑ avoid dragging anchors by careful anchoring and anchor watch
 - ☑ retrieve anchors straight up, do not drag them across the seabed
- * Moorings do similar damage to anchors and their rides- move to either elastic rode, or chain with floats beneath water to keep rode off seabed

Think Wildlife!

Think speed and be steady, predictable and cautious around wildlife. Don't out stay your welcome!

Emergency Tillers - thoughts from the bar of The Two Keels

Emergency tillers came up in the Zoom Bar of The Two Keels Inn at the laying up social in October. The discussion started with a query about the shaped 'spigot' on the rudder steering bar. This led to tales of inoperative steering gear which had necessitated use of this spigot for an emergency tiller. One boat had improvised with a boat hook, another used their purpose made tiller. A quick straw poll showed that only two boats carried a purpose made emergency tiller. The picture shows the tiller on Sugar Plum clipped to the transom. Note that the deck support can be hinged down after removing the pin to allow the tiller to swing. Why not take the opportunity this winter to rig your own, permanently available, solution.



Emergency tiller and the folding deck post on A142 Sugar Plum

The Seven Deadly Sins. By Greg Manning

I never thought that I would be tempted by any of the seven deadly sins, well that is not until Richard James e-mailed me to ask whether there was anything I wanted from the Atalanta stock of salvaged parts. Apparently Jonathan Stearn who lives not many miles south of me in Aberdeenshire was making a trip south to collect parts so could bring some up for me. I realized straight away that I had subconsciously been harbouring the sin of envy. I had always been envious of Atalanta owners who had port lights fitted to the tumblehome of their boats and I wanted them too! Both of Sugar Plum's cabins were dark uninviting caves! I asked for four port lights from the AOA salvaged spares and was pleased when shortly after, they arrived. Oh Poo only the outer parts came up. Richard soon had all the inner parts and the perspexes he had sent up by carrier.

How to fit them? The radius of the hull on the tumblehome is far tighter than on the cabin blister so both the inner, outer brass and the Perspex would need bending to fit and of course with a change of radius the set screw holes would not be in alignment. Firstly though the inners and outers had to be matched. Having cleaned off layers of gunge three of them could be paired up as they had the previous boat number stamped on their inside face. The forth one was not as easy as I now had about six inners to pair with the remaining outer and no original markings that matched. It is not possible to align the holes by placing the inner and outer together as allowance has to be made for the thickness of the wood.

At this point let me introduce my non sailing engineering expert Martin, HND in mechanical engineering and a life time's experience in all things mechanical and practical. He identified that the original set screws were 2BA. Knowing that in the worst case I might have to redrill the holes and fit nuts the search was on for 2BA brass one inch set screws. These were not available on line but GWR Fastenings had them listed as "Out of stock". I phone, always a way of getting a result compared to searching on line, to ask whether "Out of Stock" meant never in stock or not presently available. When I said I needed sixty I was told they were available but that there would be a short delay while they made them!

This is what I, and to a greater extent Martin did. The location of the port lights on the rear cabin tumblehome was identified and two pieces of copper wire bent to fit the curvature, one at each end of the proposed position to allow for the fact that the tumblehome is not a uniform shape.



Taking the curve of the hull with copper wire



The wooden former being used to re shape the Perspex which bent very easily.

A block of wood was made as a former and using the bent copper wires the profile of the tumblehome was marked on the ends and the former planned to the shape. The brass port lights surrounds would be too brittle to bend particularly as they would have hardened with age so they would need annealing. I decided to reform the perspex first while the former was clean. Richard had forwarded me an extract from an AOA paper relating to bending the Perspex which I followed. The first bend did not go well as we both wore gloves and shaped the Perspex by hand. The result was perspex with finger shaped corrugations. Back in the oven and we then used two pieces of wood to bend the Perspex which worked but we did have one slightly crazed Perspex. Shucks it matches the others on Sugar Plum.

The next task was to re shape the brass surrounds. We heated the two ends where the change in bend was the greatest to cherry red and plunged them into cold water to anneal them. Once softened we bent them to fit the former.



Cherry Red. Note the sheet metal used as heat shield.



They bend very easily

Once bent to shape the outer was positioned on the tumblehome and the two horizontal centre holes drilled through the wood and the surround was bolted in place. With them secure all the other holes were drilled with the best effort made to drill at the correct angle when compared to the radius of the hull.

Whilst the brass surrounds are identical, except for the location of the screw holes, the perspexes certainly were not. With the outer surround removed the perspex was centered in relation to the screw holes and their outline marked. The big moment came with the jig saw to the fore and time to cut the opening in the tumblehome. As with the drilling, trying to make the cut at right angles tangential to the hull was not easy.

Once the cut out was made came the moment of truth, would the inner and out align well enough to screw them together? The horizontal centre screws were easy but it got progressively more difficult going round the radiuses. Luckily Martin had a 2BA tap and running that though the threaded inside surround and then through the wood into the outer surround allowed us to get all the screws in. Alas the surrounds were not perfectly flush but we were able to cold bend them to fit reasonably well. With the experience gained I managed to fit the second aft surround reasonably satisfactorily on my own.

I started my career in the Royal Artillery; we had a law, the law of the seven P's. Proper Prior Planning Prevents a Piss Poor Performance. I had failed, as when it came to mark the location of the new port lights in the forward cabin there was not enough space between the ribs. I was quietly consumed by wrath with steam coming out of my ears due to my stupidity of not checking that I could fit port lights in the forward cabin. My lack of planning turned out to be fortuitous as I would have not have thought of fitting the port lights there had I known the problem. Martin came to the rescue. He said he would cut the surrounds to fit and use the brass taken out to weld the two new halves back together. He took them away and worked his magic.



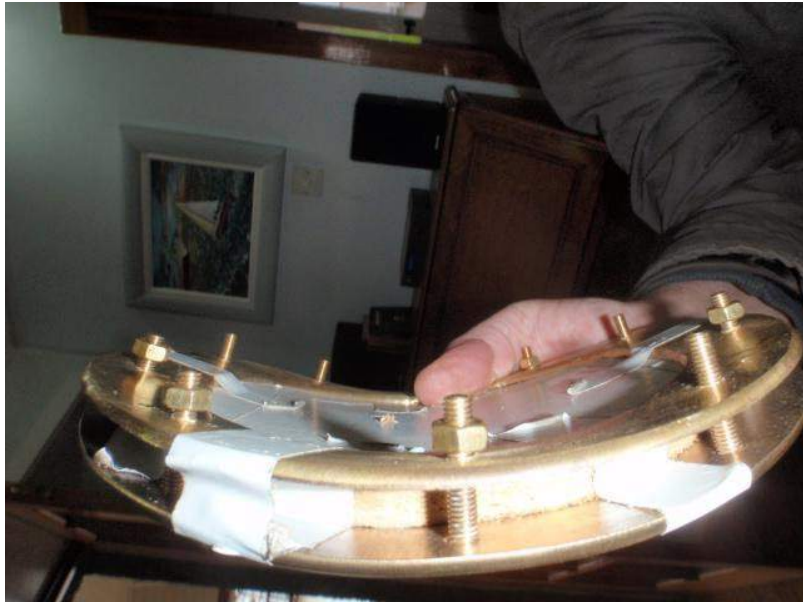
The forward port light roughly welded.



The now cleaned up welds and using the wood cut out as a former.

The now smaller surround was fitted in the same way as the after two but once again Martin had a brainwave and using the cut out wood as a template was better able to form the surrounds to an exact fit. This worked so well that the same procedure was used to better form the after ones too.

It was not possible to reduce the size of the surround and keep the screw holes aligned so Martin filled the existing holes with brass and redrilled and tapped new ones with the two parts correctly spaced using the wood that had been cut out



Matching the surrounds to exactly fit the new radius using the cut out wood as a former to drill the new holes.

The next little challenge was caused by the wood that makes the tumblehome being thicker than the cabin blister so the perspex was too thin, a fillet needed to be made. Luckily I had some 3mm latex left over from making keel box covers. Suitable gaskets were cut that were a tad oversize on their inside so that once fitted they could be cut round the internal surround to make a perfect fit.



The after port light after having matured for a season's exposure to the weather.

The raw edges of the openings were painted and then the whole assembled probably using the wrong silicon mastic but the surrounds and the perspexes were such a perfect fit that no mastic is exposed. The ends of the set screws were cut off, the paint touched up and some elbow grease applied to finally finish the modification.

The difference to the cabins is well worth the effort and I am oozing with pride.



The forward cabin bathed in sunlight from the new port lights.



The bright and airy aft cabin.

So that is envy, wrath and pride sorted out I now have to work on lust, greed, gluttony and sloth? Wait for the next bulletin maybe!



A Cautionary Tale. By Mike Dixon

Last week, (mid November) I planned to recover Atalanta, A1 from the yard at Orwell Yacht Club (OYC) in Ipswich to a barn very close to home, so that she could be safely undercover for the winter and I could complete the inevitable list of jobs to be done. Sheila and I drove over to OYC and hitched up the trailer to the Isuzu pick-up. A1 was already snugged down on the trailer where she had been since coming back from her appearance at the Southampton Boat Show.



All was going well during the tow home along the A14 dual carriageway with the speed kept at about 55 mph, more-or-less matching the speed of the HGVs. I hadn't towed with the Isuzu before, but the vehicle proved to be well up to the task and, more importantly, well within the legal limits.

We had joined the A1 triple carriageway just four miles from our destination when we came up behind a much slower HGV in the inside lane. With the middle lane clear astern, I pulled out to overtake the slower vehicle. I was safely past and started to manoeuvre back into the nearside lane when the trailer began to snake.

Despite reducing speed and not braking, the snaking became worse, more pronounced and then violent. After what can only have been three or four seconds, the trailer and boat left the road and made their way sideways and backwards down the shallow embankment towing the Isuzu backwards with them where we shuddered to a stop. A1 was no longer on the A1.



Fortunately – and the Gods must have been on our side – the entire rig was clear of the road, no-one was injured and no other vehicle was involved.

Sheila and I got out of the pick-up and made our way further down the embankment to make sure we were well clear. I made a brief inspection of the trailer and vehicle to ascertain the extent of the damage. Clearly this was going to be well beyond the scope of the 'domestic' recovery service.

I got in touch with the emergency services and a short time later a patrol car arrived with two policemen on board. Their car blocked off the inside lane. After discussion, they organised a commercial recovery vehicle which turned up some twenty minutes later. Further discussion ensued.

Then the really embarrassing bit; all three lanes on the northbound A1 were stopped by the police, whilst the Isuzu and trailer (still with boat) were driven back up the embankment, onto and across all three lanes before turning into the nearside lane facing the way in which we wanted to go. Traffic was still held back until the trailer and boat were hauled onto the recovery vehicle.



Then on to the farm and the barn where the recovery vehicle driver kindly drove inside the barn before unloading the boat and trailer.

Why/how did it happen? I'm no expert, but having trawled the www, I have come up with three possible causes which combined to cause the incident:-

1. Speed. Unconsciously I probably increased speed when I pulled out to overtake the slower vehicle in the inside lane
2. Manoeuvring. It may have been that I pulled back into the inside lane too quickly and not smoothly enough and in so doing, started a swaying motion
3. Trailer nose weight was incorrect and insufficient. I had assumed that it was fine as I towed the trailer and boat back from Southampton – albeit with a different towing vehicle – without issue

Conditions. Temperature – approx. 10°C; road – dry; wind – negligible; visibility excellent; daylight, overcast.

Boat damage. I'm still to make a thorough examination of the boat. She ended up 6" further aft on the trailer and a foot to port of the trailer's centreline. She also came to rest listing on the trailer about 5° to starboard.

Because of this sideways movement, the skeg was torn from the keel over its entire length, though as far as I can tell, without damaging the propellor shaft and stern tube.

The only other external damage seems to be that the wooden moulding that houses the echo sounder transducer on the outside of the hull has been torn off as the boat moved across the trailer.



Trailer damage. More of an issue. The for'd end of the A frame is severely buckled and will have to be replaced. All the port side support rail uprights are bent outboard. Three of the four wheels are buckled beyond repair.



The Isuzu pick-up damage. Seemingly unscathed though it will be booked into a dealer to make sure.

Sunday 21st saw Nick Phillips arrive with his set of four sturdy jacks and supporting cross beams. With Sarah Legg, the three of us safely lifted Atalanta upright and sufficiently high enough so that the trailer could be recovered from beneath the boat.



AOA Spring Checklist. By Richard James.



AOA Winterisation Checklist. By R.James.

Book the lift in date ASAP.

Take: sails, batteries, paint, anti-foul, oils, scrubbing brushes, impellor.

Refit warps on jetty.

Go to boat and remove tarps & solar panels/windmills/fans.

Tighten standing rigging if loosened.

Check engine oil level.

Drain gearbox level to upper mark.

Change or fit impellor.

Clean or change diesel fuel filter.

Exercise raw water valve and fit hose to raw water inlet.

Fit rudder if removed.

Refit batteries. Check services work.

Fit new anodes.

Watch lift off trailer into high hold then lower keels.

When boat team go for lunch, anti-foul the hull.

Watch lift into water, checking keel position with tide.

Go aboard, fit LSJ and check for leaks, especially around hull fittings and keel bolts.

Check all strops and ropes are clear.

Open raw water inlet, prop clear, start engine, check impellor spitting exhaust.

Carry out radio checks and check all instruments.

Motor to berth.



2021 AOA Cruise in Company. By Richard James

The 2021 AOA Cruise in Company started on Thursday 26th August at Suffolk Yacht Harbour (SYH), Levington, where several of us met for a BBQ hosted by Richard. Others there were Mike Dixon and his God daughter Sarah, Bernard Marshall, Nick Phillips & Alistair Rodger. The plan was to get to West Mersea for the East Coast Race as part of West Mersea Town Regatta then cruise in company for a few days. Ian Pollard, in A31/4 Gellie, hoped to join us there.



Pre-cruise BBQ

The following morning at 0700 sharp (for most) A1 Atalanta, A89 Colchide and A102 Atalanta Mary slipped. We sailed down the River Orwell to meet Jim Sumberg in A124 Helene near Shotley. Also there were Richard's friends Brian & Dave in their Sadler 29, who had travelled down to SYH to take photos of 4 Atalantas sailing together, a rare event these days. The photoshoot briefing must have lacked clarity as we never actually got all 4 boats together properly.



Four boats approaching Felixstowe (photograph by Brian Sadler)



A1 leading the way (photograph by Brian Sadler)



Passing Harwich (photograph by Brian Sadler)



Blowing down The Wallet (c) Brian Sadler

The weather was sunny with a moderate breeze from the north. We set off for West Mersea Yacht Club (WMYC) in gaggle formation. After four hours we saw several huge orange safety line buoys being prepared for the Clacton Airshow, which was on that afternoon. Sadly we couldn't delay to watch it due to the tides. A quick call to the Air show marshals revealed that we could transit the restricted area until 1145, which we achieved.



Excellent conditions and a fast passage

We arrived at WMYC and were offered 4 moorings at the very far off Salcott channel which we declined, opting instead for the old piles.

On arrival at the piles, it was evident that the piles hadn't been maintained for several years and the pile rings and riser rails were still missing. The brisk wind was blowing across the narrow pile channel, making manoeuvring difficult. Colchide went in first but an old unseen. under-water rope fouled her prop, so we tied up quickly. Atalanta took the next pile down and after several unsuccessful attempts moored. Richard stripped down to his swimming kit and goggles and helped by Nick on a safety line, ascertained after several dives that the ancient rope was caught around not only the propshaft, but the keels too. After several more 30 second dives he cleared the old ropes, which were then severed at both piles to fall to the bottom, so they wouldn't pose a problem to anyone again. Once Colchide had sorted the fouled rope, Atalanta Mary rafted alongside Colchide. New member Jim didn't like the look of the piles at all and opted instead to moor Helene on a tight swinging mooring 100 metres upstream. Meanwhile, Mike used lengths of chain to make sliders for both boats on the piles – Atalanta and Colchide. We also fitted small fenders on the risers to help their operation in the tides. We then heard that Ian Pollard would not be joining us as he had some steering issues in the River Humber.



A1 Atalanta on the WMYC piles with homemade chain risers

We used our tenders to row to the WMYC jetty and Bernard found us an excellent pub just along the coast road where we had an excellent meal as the sun set. On Saturday we took part in the East Coast Race (see separate article in this Bulletin). Ted Baker, new owner of A148 Johara, joined us crewing on Atalanta Mary. We all slept soundly that night.



Ted getting to grips with life seen from an Atalanta aft cabin

The following morning we had a leisurely start and Ted looked around all the boats with much interest. Bernard returned safely to the midlands. A1 had taken on some water during the race, so Mike and Sarah investigated and bailed out.

We slipped at 1 pm, using CH 72 as an inter-boat chat frequency and the plan was to sail up to Maldon, then take pontoons at Bradwell Marina overnight, so we could have long awaited showers. As we approached Maldon, two large barges approached. Colchide squeezed to the edge of the marked channel, Helene and Mary turned around to find more space but Atalanta was blown into the shallows and her keels grounded. Whilst attempting to reverse out, her dinghy painter line was sucked into her prop, which jammed. Mike & Sarah decided to sail to shelter in the lee of Osea Island to anchor and try to clear the prop.

By now the F4 – F5 wind increased even more to F6 which made prop clearing even more interesting. Helene and Mary proceeded to Bradwell in ever worsening conditions. Ted was given the helm by Alistair on board Mary and really enjoyed sailing her. Colchide stayed to shepherd Atalanta. Mike was unable to clear the prop and with no other real options available, chose to sail back to Bradwell and sail up the difficult, bendy entrance to the marina. Communication was excellent between the 4 boats and Colchide offered to tow Atalanta, if required. Helene and Mary's crew were asked to find an easily accessible pontoon berth near the entrance which they did. Atalanta sailed most of the way past the withies and requested a tow to take her into harbour, where the welcoming committee caught her and made safe, whilst Colchide found a nearby pontoon. Everyone took a long breath and we all went to the Bradwell Marina pub for an excellent meal. On the Monday morning, it was all hands on deck (literally) as three people went inside Atalanta's forward cabin and three stood on her bows to lift her stern out the water enough to allow Richard to free her prop.

Alistair dropped Ted off at WMYC as he had to get back home to Scotland that night and Alistair found a mooring at WMYC and spent the afternoon fettling Mary. Meanwhile, Jim, Nick & Richard went for a thirteen kilometre walk on the sea-wall around the former RAF Bradwell airfield and St Peter's Church. Somehow we resisted three open pubs on the way round.

Given conditions Mike changed his plans and arranged to have Atalanta lifted out in Bradwell rather than SYH, so spent Tuesday getting a lift to Maldon, then buses and taxis to retrieve his motor home and boat trailer from Ipswich to Bradwell. Meanwhile, the rested Alistair had a good solo passage back to SYH. The remaining 2 boats on the 2021 AOA



Helene (foreground) and Colchide at Brightlinsea

Cruise in Company, having looked at the weather forecast and tides, decided to pre-position at Brightlinsea overnight.

On Wednesday Colchide and Helene had a great sail up the Walleet returning to the rivers Orwell and Stour. They were met again off The Naze by Dave and Brian for some great photographs and video (more photos on the website). Atalanta was lifted out and Mike took her back to Ipswich in preparation for his tow to the Southampton Boatshow.



Helene and Colchide turn the corner around The Naze towards home (photograph by Brian Sadler)



*Helene beating towards The Naze
(photograph by Brian Sadler)*

Memorable moments, without naming and shaming were:

- One foresail was hanked on upside down.
- One foresail was not tacked down.
- Two fouled props
- Bradwell and Brightlingsea Marinas and their staff were excellent.

In summary, the 2021 AOA Cruise in Company was a success, albeit not without incident.



Can I convert my 3/4 mast to masthead? By Nick Phillips

A member had an issue with rot in their wooden mast, masthead rig. It was extensive and meant the mast was beyond sensible repair. It was one of the 'deeper section' wooden masts fitted to the majority of Atalantas with wooden spars.



Oh no you can't!

The Association had a serviceable three-quarter rig mast in the 'salvaged parts' store. Initially we assumed that the three-quarter rig mast could not be used to create a new masthead rig. This was based on comments in the Fairey Marine write-up of trials for masthead rig which stated that the three-quarter rig mast used for the trials was not substantial enough.

Oh yes you can!

However a more careful study of the Fairey drawings showed that Fairey adopted a single wooden mast 'blank' to which they fitted different metalwork to make a three-quarter or masthead rig. There are two drawing sets which apply, A24759 and A24827 and there is a clear note to say that the masts are the same.

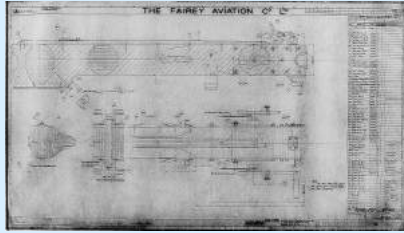
The heel fittings are the same as are the main spreader fitting (despite the slightly different angle of the shroud at the spreader). However the diamond stay 'strut' of the 3/4 rig is replaced with a second set of spreaders in line with the main spreaders on the masthead rig. These carry a second set of shrouds which fix at the masthead and to the main spreader fitting.

NOTE - REFERENCE MAST HD RIG.
SEE DRAWING A.24619
FOR ARRANGEMENT OF FITTINGS
AT MAST HEAD AND SPREADER
BANK WHEN MAKING MAST FOR
MAST HEAD RIG. THE ACTUAL
SPRUCE SPAR IS THE SAME FOR
BOTH THE FORE-TRIANGLE (STANDARD RIG)
AND MAST HEAD RIGS.

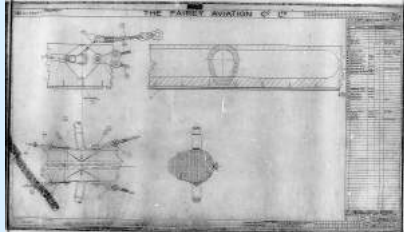
The drawings are summarised on the next page and Members can view them under the 'Reference' section of the website.

3/4 Rig

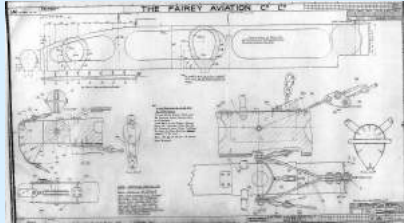
A24759 Sheet 1 - Heel



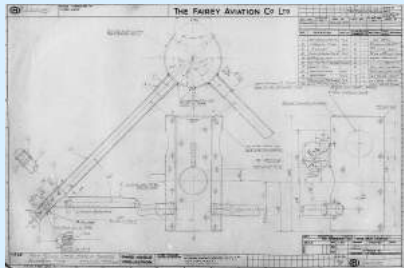
A24759 Sheet 2 - Hounds



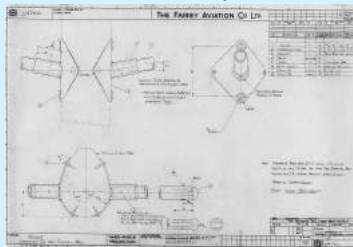
A24759 Sheet 3 - Masthead



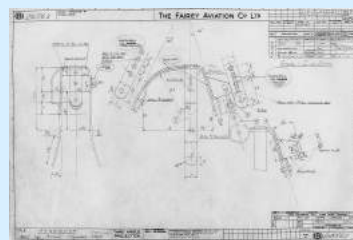
B24509 3/4 diamond spreaders



B24756 Main Spreaders

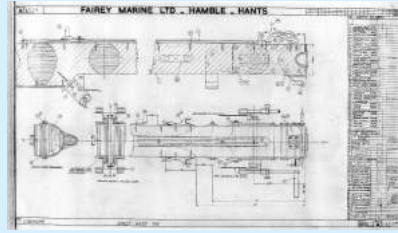


B24568 Masthead fitting

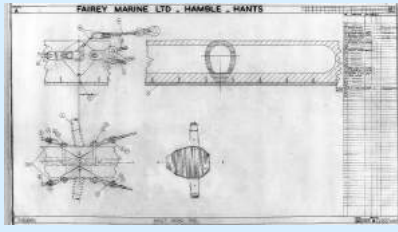


Masthead Rig

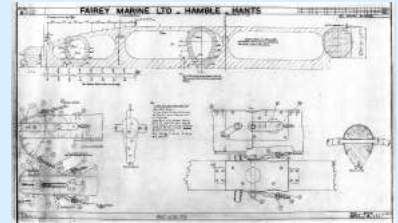
A24759 Sheet 1 - Heel



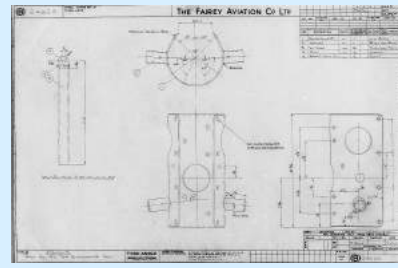
A24759 Sheet 2 - Hounds



A24759 Sheet 3 - Masthead



B24620 M'head top spreaders



AOA 'Virtual World' Digest 2020 & 2021

The AOA and Atalantas have had a good year for activity in the press and online. Many of you will have seen much of this material but a lot of our members will not so a summary is reproduced here. Of particular note are:

• Facebook

- 'Uffa Fox Designs' page. There were a number of posts referencing Atalantas on this much wider interest site. Our leadership in building interest in Uffa Fox 2022 generated Atlanta-focussed discussions and visit to the AOA website
- 'Fairey Atalantas' page. In August Sarah Legg, supported by the AOA, created a Fairey Atalantas page on Facebook. It was hoped to build a wider discussion about the boats there. Progress has been slow but the page is growing. Join us.

• The Press

- There were press releases about Uffa Fox 2022 in a number of magazines which reference our involvement in creating the event
- A1's restoration had appeared last year in the November '19 issue of Classic Boar. She appeared repeatedly in the magazine having been nominated for 'Renovation of the year under 40ft' in the Classic Boat Awards 2021, coming second.
- ???

• The AOA Website - Blogs and Forum

- This has continued to attract strong interest throughout the year with 400-500 visitors each month.
- We have been contacted by ex-owners seeking news of their old boat and/or contributing stories and photographs. Coupled with contacts at the Southampton Boatshow this has enriched the AOA archive.
- The excellent record of A183 Bluster's restoration by Jonathan Stearn has continued with posts throughout the year charting progress.
- Similarly Simon has shared his progress on A5 Diaphony.

Highlights from the 'Boat Blog' and 'Events' pages of the website are shown below. We encourage you to login to the website and follow the activity there. If you are having difficulty with the site go to <https://atalantaowners.org/help> for guidance or just get in touch with Nick at webmaster@atalantaowners.org.

November 2020

A183 Bluster



[AOA Website Blog](#). Update on Bluster's restoration focussing

-



[YachtsandYachting.com and AOA Website Blog](#). Profile of Fairey Marine's hot moulded dinghies including comments on Uffa Fox and Charles Curry.

A166
Hullabaloo
and A161
Amber Ellen

[AOA Website Blog](#). Both boats are advertised for sale, in need of restoration, after some years of neglect.

A140 Kate Thomas [AOA Website Blog](#). In 1994-95 an article about the purchase of A140 by Roger Backhaus was published in the Bulletin. A recent clear out by the then Editor gave light to another article by the owner's partner about the name of A140 and it was published on the website.

By happy coincidence, Roger happened to be at the Southampton Boatshow in September 2021 and stopped at A1 for a chat about Kate Thomas and Atalantas.

A105 Taku Maru [AOA Website Blog](#). Blog about how Taku Maru got her name, contributed by the son of the original owner Philip Booth

December 2020

A5 Diaphony  [AOA Website Blog](#). Restoring the blister and quadrant for the deck-blister join, and fittings for the new mast.


General  [YachtsandYachting.com and AOA Website Blog](#). Profile of Charles Curry.

A90 Jenaka III [AOA Website Forum](#). Doug initiates a question about the weight of a 'standard' Atalanta trailer.


A65 Joann [AOA Website Forum](#). Lawrence queries the timber used for Atalanta rubbing strakes.

A183 Bluster  [AOA Website Blog](#). Removing Bluster's engine and assessing the restoration task.

January 2021

A182 Skimmer  [AOA Website Blog](#). We were contacted by son of the owner for the last 40+ years. Boat now for sale, part restored, after 36 years secure in a tent in Virginia Beach USA. Waiting to hear outcome.

A90 Jenaka III  [AOA Website Blog](#). Doug gets to grips with A90 and paints her like the previous owner's fire engine!

A1 Atalanta  [awards.classicboat.co.uk.restoration-of-the-year-under-40ft](#). A1 is nominated for 'Restoration of the Year Under 40ft' in the Classic Boat Awards 2021.

A90 Jenaka III  [AOA Website Blog](#). Jacking A90 up to get at the keels for restoration. Includes a brief resume of Doug's experience with boat trailers.

A183 Bluster  [AOA Website Blog](#). Bluster's 1GM resprayed and serviced ready for refitting. The usual problem parts were replaced.

February 2021

A5 Diaphony



[AOA Website Blog](#). Simon restores the Beta engine rescued from Brother Jack to fit to A5. A very professional job with the engine and parts resprayed in a spray-booth.

A183 Bluster



[AOA Website Blog](#). Restoring the engine bearers and thrust bearing on Bluster. This included removing half a bucket of rust flakes from the engine compartment.

A183 Bluster



[AOA Website Blog](#). Jonathan strips Bluster's steering mechanisms uncovering some slightly alarming levels of wear and corrosion.

March 2021

A183 Bluster



[AOA Website Blog](#). Some great images of Bluster hovering in the air for keel removal and then removal of all the steelwork. Once again extensive corrosion was found showing how timely the restoration was

T10 Callista



[AOA Website Blog](#). The son of the original owner of T10 got in touch with stories of her purchase and some fascinating photos in the factory and on the moorings at Fairey Marine.

A155 Miranda



[AOA Website Blog](#). A155 was brought to our attention through the contact above about T10. Richard, our bloodhound Secretary, tracked her down and established that she is still around but has been stored under canvas outside for many years.

A5 Diaphony



[AOA Website Blog](#). Simon gets to grips with the engine bay and installs a very smart prop shaft, Python Drive and shaft coupling.

A85 Kicky Wicky



[AOA Website Blog](#). The webmaster was delighted to be contacted by ex-owners of A85 in the US. They kindly contributed photos and memories for the website.

April 2021

A90 Jenaka III [AOA Website Forum](#). Engine and engine room cleaning.

A179 Quinteffence



[AOA Website Blog](#). After 8 years under cover whilst the owners' life was focussed elsewhere Quinteffence was uncovered to prepare for the water. Some rot was found in the stem and advice sought from other Members.

A124 Helene



[AOA Website Blog](#). Nick works with the new owner to replace the bolt covers so that they are removable. The old ones had been stuck fast with sikaflex plus.

May 2021

A183 Bluster



AOA Website Blog. The work on Bluster continues with removal of rusty metal work , rotten veneers and replacement wood.

A165 Sloeberry

AOA Website Blog. The daughter of a previous owner contributes a memory of near disaster for her and her toddler son on passage from Ramsgate.

Beer & Natter at The Two Keels Inn, Zoom Bar



AOA Website Blog. Covid 19 caused the postponement of the social meet in Dundee. Instead a number of owners joined the latest in the series of get togethers in the 'Zoom' bar of The Two Keels Inn, the AOA's virtual meeting place.

June 2021

A183 Bluster



AOA Website Blog. Bluster had suffered rot where water had got behind the rubbing strakes. Jonathan documents the various repairs he had to do in this area.

A89 Colchide



AOA Website Blog. Colchide again took part in the Suffolk Yachter Harbour Classic Regatta. It was a blustery affair and included a number of Fairey motorboats.

July 2021

A183 Bluster



AOA Website Blog. Jonathan covers how he dealt with the split in the deck at the aft end of the cockpit. A complex repair, it is thought that the split was caused in part at least by the overhang at the back of the trailer.

A124 Helene



AOA Website Blog. Helene's new owner Jim is inhabited by the ghost of Maurice Griffiths after anchoring too often in a muddy creek on the East Coast.

A124 Helene



AOA Website Blog. Jim remarks on the extreme comfort afforded by the cockpit of an Atalanta, comparing it to the many previous boats he has owned.

July 2021

Facebook comes to Atalantas



Facebook. Sarah Legg, supported by the AOA, starts a Facebook page dedicated to Atalantas. Check out facebook.com/faireyatalantas

A146 Le Bateau Ivre



AOA Website Blog. David and Michelle Walworth share memories and photographs of their honeymoon. Boston to Bermuda and then to Nova Scotia in A146

August 2021

A183 Bluster



[AOA Website Blog](#). The latest in Bluster's restoration - woodwork at the aft end of the cockpit including the lower section of the aft bulkhead.

A102 Atalanta Mary



[AOA Website Blog](#). Atalanta Mary comes out of her barn for the East Coast Race. It was great to see her afloat again.

General



[AOA Website Blog](#). With thanks to the late John Goode the AOA are able to exhibit at the Southampton Boatshow. Mike Dixon took A1 and the boat was a major attraction amongst the sea of white plastic. The event is written up properly in a post in October below.

A124 Helene



[AOA Website Blog](#). The ghostly experiences around A124 under her new owner continue on the East Coast. The tender is mysteriously submerged astern

October 2021

A5 Diaphony



[AOA Website Blog](#). The excellent restoration work on A5 continues. The undersized plywood of the cockpit seats is removed and replaced.

T8



[AOA Website Blog](#). AMemories of the son of an ex-owner: nearly being drowned in T8 during on the day of the 1966 World Cup Final.

General



[AOA Website Blog](#). Southampton Boatshow - detailed report. The show was enjoyed by the members who 'crewed' A1 and we made contact with many ex-owners and families of ex-owners as well as introducing the Fairey yachts to many more.

A69 Elle



[AOA Website Blog](#). A69 moves for the first time in a while and to the place where she will be moored on Chichester Harbour.





"There is a nice Italian restaurant in the West Quay centre that I found."

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