

Dauntless News

The Journal of the Dauntless Association

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Transporting ARABELLA

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Introduction

Just looking at the number of this newsletter reminds me that I have now been producing it for 10 years. I guess quite fitting that in this letter I review my decision to keep SWANTI, a boat I have owned for over 15 years, in favour of a new boat I purchased at the end of last year. I have had to endure a lot of soul searching which I summarise later, but pleased to say that I will be keeping SWANTI.

Because of the age of both Dauntless and Sea King yachts, it is inevitable that either the boat, or it's owner will have to review the situation of ownership as years go by. As the boats become frailer, so do their owners and it is inevitable that something has to give. We often find owners simply do not have the time and energy to 'keep the old girl going'. The inevitable will happen the Boat will have to go or become neglected, sometime both if the owner is reluctant to part with 'an old friend' (which was always going to be restored again...). Hence

the rationale for the Dauntless Association and why are seek boats that have been laid up for years and always looking for enthusiastic new owners.

In this newsletter, we have more details of the final completion of the restoration of SARAH JANE, new and very enthusiastic owners of Dauntless EVA ANNIE and a sail in the restored Dauntless SURPRISE.

Ten years is a lot of typing and editorial, but well worth while with such results and thank you all.

Summary of Events 2006

The AGM was held at the George and Dragon on Foulness with a reasonable group of members supported by a few members of the local Roach Sailing Association.

The Benfleet Rally was changed in location at the last minute due to a lousy forecast. How many times has this

happened this year. I had started the journey with another 'supporter' in a Debutante KETOS, on the Friday, laying at Harty Ferry in the Swale, prior to a trip via the Swale and Queenbrough, to Benfleet on the Saturday.

However, with F 7 forecasted for later on the Sunday, we cancelled Benfleet Creek and changed the venue to the saltings at Paglesham. However we made up for it with a barbecue and plenty to drink on the Saturday night.



Members at the BBQ at Paglesham

We all felt a bit 'wimpy' as the wind never increased above F4 and we would have been OK at Benfleet it seems. Never mind better safe than sorry.

We also joined members of the RSA at a rally to Pyefleet, I will tell more of this in my article below.

These Dauntless events always seem a bit parochial as they always take place in local waters in Essex. I guess this is because that is where most of the boats are located. It is very difficult to arrange meetings elsewhere because of the wide spread membership, but I hope at least you join us in spirit!

New Members

The Association welcomes the following new members:

Mem No	Name	Boat	Build No	Home Port
132	Robert Andrews	ZOE		Maldon
133	Rachel & Terry	BESSIE BUNTER		Ryde IoW Shore
134	Robin Chapman	LAZY SUSAN	1716	Newhaven
135	Geoff Dorrie	TBA	1433	Norwich
136	Robyn Styles	ARABELLA		Coltishall
137	Roger Haselden	WYNDWYCH		Devon
138	Harry Burrell	ARABELLA		West Mersea
139	John Yates	BETTINA		Oare Creek

We now have two Newhaven connections. BESSIE BUNTER is a 15' clinker Sussex beach boat built there by Lower in the 50's, while LAZY SUSAN is lying there now, minus mast, sails, engine and rudder. Her Build No indicates early 1973 vintage. Help with gear most welcome. Geoff Dorrie's 22' mystery ship with gaff rig and Petter diesel is lately of Felixtowe Ferry, and her number would suggest a build year of 1956-7. Surely we can track her down? ARABELLA, late of West Mersea is now an addition to the Broads fleet, while ZOE, HARMONY and WYNDWYCH are for sale (details later).

2006 Annual General Meeting

Alan Holland

The 9th AGM was held on 13 May 2006 at The George & Dragon on Foulness Island, Essex.

The members present were Justine and Richard Bessey, Noreen and Nigel Bishop, Karen Harwood, Alan Holland (Treasurer), John Langrick (Newsletter editor), John Martin and Alan Saker.

Apologies were received from Paul Bishop and Lena Reekie.

In the absence of Association Chairman Robert Gray, it was agreed that John Langrick should take the chair. It was noted that it is now ten years since the Dauntless Association was started in the summer of 1996. Returning to the present, John gave a resume' of the season's activities to date and to come (as seen from Paglesham), some of which are reported more fully elsewhere.

The Treasurer then presented his Report for 2005. The finances were generally sound although the real costs associated with Newsletter production and distribution were rising steadily. Thanks were due to John Langrick, who ensured that these costs were kept to a minimum, and to those members who kept their subs up-to-date, many of whom were also kind enough to include a donation to Association funds. After an unaccustomed scrutiny (barracking, actually) from the floor by at least one professional accountant, the meeting agreed unanimously to accept the report as published in the last newsletter.

The membership situation continued to tick over, the number of new members generally matching those who lapsed. New members usually fell into one of two groups: new owners, generally with an interest in restoration; and those who joined solely for the purpose

of selling.. In both cases, craft that were previously unknown to the Association often came to light.

Election of Officers

All members are welcome at any time to register an interest in the running of the organization (please?). There were no further nominations or volunteers for the posts of Chairman, Treasurer, Membership Secretary. It was proposed that a change be made to the structure of the Association. Since our founding Chairman Robert Gray is now extremely busy in other walks of life, it was suggested that it would be more appropriate for Robert to occupy a new post of President. This proposal was agreed by the meeting. If we could then find a functional chairman to conduct our meetings...it was suggested from the floor that John Langrick would fulfill this role admirably. John graciously accepted and was unanimously elected Chairman, along with the existing Treasurer & Membership Secretary. Thankfully John also agreed to continue as Editor of our Dauntless News. The new arrangements will take effect on 1st January 2007.

At the 2005 (inquorate) AGM the suggestion was made that it would be in the general future interests of the Association if the annual subscription was raised to £5.00. This proposal was again made, to be effective from 1st January 2007, and the meeting agreed unanimously.

The acting chairman then thanked all members and closed the meeting. - AFH

On Offer: Member John Zalucki (01473 328344) has a Stuart -T 8HP in bits if anyone is interested.

Letters to the Editor

Many thanks for the excellent visit you arranged for us on the 14th October, and also to take the time of day with my two sons and myself, also for clearing doubts as regarding the construction and original build of our vessel 'VITAL SPARK'.

Please pass on our thanks to Martyn (Sandbrook) and John (Walter), who we visited that day.

Thanks once again John to you and the much welcome tea and cakes we had while travelling down the back water in your boat (SWANTI) which gave us the opportunity to see other Dauntless boats on their moorings and to visit another member of the Association, John (Walter), on his boat QUARTET.

Once again much appreciated and quite an experience on behalf of my two sons and myself for a very pleasant day.

Cyril Jacobs (Member no 79)

Completion of restoration of SARAH JANE

Tim Jepson

In my last instalment I suggested that SARAH JANE would be afloat in the spring. Well it turned out to be a little later due to my old launch needing a small amount of attention to some leaks, but we still managed to get her in half way through July, in the middle of that hot spell.

Prior to going afloat I put five buckets full of river water in her. After heaving in the first bucket full I looked underneath with some trepidation, but to my surprise there was no water coming out so I went happily down the slipway for another bucket full. When I got back to the boat, water was dripping out in many places, gloom descended. Some more water was chucked in and the leaks got worse and in a couple of hours I had dry bilges again.

This went on until on the third wetting I noticed she was holding the water longer and the fast run of water at the aft end of the centreboard case was now a fast drip and most of the other drips had stopped. On the fourth wetting she was then holding water over several days, success!



She was ready to go afloat, so was pumped out to reduce weight as the crane had a long reach to get at her. All eyes were on the bilge as she entered her natural environment for the first time in some 12 years. I expected the bottom boards to be floating but the rate of ingress was quite slow and controlled with periodic pumping with a Whale Gusher. Once we were satisfied that she was not going to sink under us, we moved her over to a mud berth. I kept my eye on her, easily done as I only live 2 minutes walk away, and gave her a short pump after most tides and she soon took up and I could leave her for several tides before having a pump.

I had a phone call from Valiant Sails to say that the sails were ready. These were bent on and fitted nicely, a very satisfying job. The fuel tank was fitted and piped up, the starting handle swung, but horror, the engine rotated a small way and then jammed and it took a large spanner on the flywheel nut to free it. What was going on?

I looked at the "old marine engine" site at the computer at work and it appears that salt water rust in the cooling jacket can distort the metal. So I dismantled my pristine Stuart, took the barrel home on a wheelbarrow, measured the bore and it had gone oval at the bottom, which of course was causing the piston to jam. Luckily I had a spare, so this was cleaned up, painted and fitted. The engine started first push of the button, but would not start on the handle. After about three hours running time, it will now hand-start, possibly the crank seals which are the later neoprene type, have bedded in. A run out in the river showed the engine had plenty of power but the propeller may be a little over pitched. I ran the exhaust in a water cooled hose as is the norm these days, there is no silencer and the Stuart is surprisingly noisy as a result, not the engine to have when slipping away from the boatyard in the middle of the night. I think most of Maldon will be awake!

We had some big tides recently and I arranged to get a day off work with the intention of having a sail at tide-time. I was getting the cockpit and mainsail covers off just as Arthur, who runs the yard, was walking along the staging. He helped with letting go the ropes and jumped aboard and we sailed off the berth.

I had no idea how she would handle, but the Stuart was ready to go if required. The wind was straight up the river with the tide still flooding, we made a board across the river and went about. I was surprised how easily she went round.

The next leg was a bit longer, as she had not shown any vices, I went right up to the yard stagings before putting the helm down to get the longest leg possible. All the time we were getting the feel of her. She was steadily making over the flood.

Once we got to the Hythe, we could make a long leg, right along the saltings about ten feet from the grass, out of the tide and out of the way of the sailing barge HYDROGEN, coming in to moor along side.

We sailed right over to the Bath Wall and turned to recross the river. Soon we were able to make really long boards across the back channel to the Heybridge side.

We were getting along and experiencing some strongish puffs which pushed SARAH JANE over so the sheer strake was in the water and loose items in the cabin started moving about. She was heavy on the helm in the puffs and I was beginning to wonder if the tiller would stand it although, when the wind eased I noticed that the tiller was nearly central so the mast must be reasonably well balanced.

I eased the mainsail a bit and the sail still looked OK although it didn't seem to help the weight on the helm in the puffs. Once we got to Crane Point, we were able to free the sheets a bit and she really started to fly, we had a fresher wind now in Collier Reach and since we had got used to sailing on ear, we just let her go.

It was exhilarating, to put it mildly, giving this old girl her head, it was difficult to believe that 8 years ago she had been in such a bad state and here we were 'giving her some' in her 55th year.

Soon it was time to bear away and run back, the tide had done and we had to get back to the yard before the water on the berth dropped too far. The big mainsail pushed us along in fine style. We hung on to the sails until the last minute to get over the ebb, then lowered the main and shortly after the foresail came down and Arthur, who had taken the helm, took her alongside under bare poles without touching anything.

The Stuart had been redundant on this trip. It had been a brilliant hour and a half and really showed what Dauntlesses can do despite their tubby shape.

After stowing up and tidying the cabin, I checked the bilges and found that she hadn't taken very much water at all, which was surprising considering how much we pushed her.

Hopefully I can get a longer trip in her before coming out of the water for winter, and then of course there will be next summer to look forward to.

A Season in SWANTI

John Langrick

I mentioned earlier that I have purchased a fibre glass boat last year and so this season I have been sailing three boats, i.e., my Dauntless Sailing Dinghy, SWANTI and the new boat IMOTHEs. I purchased IMOTHEs because I had hoped my wife would take more of an interest, but no. Although we had one sail with an overnight stop, it was clear that she did not enjoy sailing. Other cruises were with our local sailing association, she was first over the line in two of the three races she entered, (but lost on handicap). She certainly sails un-unnervingly close to the wind (from the perspective of a Dauntless owner!) This attribute is due to 5 foot of fin and skeg keel, with 3.5 tons of ballast in the keel.



IMOTHES

On the other hand, I have simply had fun in SWANTI and the dinghy. We have been places I can never get in IMOTHES, and she has been a far more 'sociable craft'. Hence my dilemma, which should I keep? More details on my type of sailing fun helps me make my decision. Let me explain.

Towards the start of the season, Nick and Stephen were to bring EVA ANNIE back to Paglesham from Leigh on Sea, via the Havengore route. I agreed to guide them as both are new to coastal sailing having gained their experience with sailing dinghies.



SWANTI and EVA ANNIE dried out at Thorpe Bay on a lazy afternoon.

Alan Holland and I met them at Southend Pier after leaving Paglesham via the Havengore route and we all dried out on Thorpe Bay sea front while we waited for the evening tide to go back through the Havengore to Paglesham. We were able to give SWANTI her first 'scrub' of the season on the beach, in glorious sunshine. This was essential as she had laid in a mud berth all the previous winter and still had last years 'growth'. We had a thoroughly pleasant day prior to an easy sail back to her new mooring, a trip trip only a shoal draft boat could have managed.

On the Roach Sailing Assn 'Pyefleet weekend', a trip around to Mersea Island in the Blackwater, I had arranged to meet Clive Woolhouse, owner of MAHALA to advise on fitting her new engine. I had also been

called by Harry Burrell who was upset because of the sinking of his Dauntless ARABELLA at West Mersea. I had agreed to meet Harry and discuss her future.

I set off from Paglesham at the top of the tide, sailing down the Roach and Crouch and then over the Ray Sands, a course and tide state not advisable at all. We crossed the sands leaving mud swirls in our wake, but still made Pyefleet creek by 11:30, averaging over 4 knots all the way. We would never have risked such a journey in any other boat than a Dauntless or Sea King. The rest of the fleet, all with larger keels, had to sail the long way round, via the Wallet Spitway, arriving at 17:00, *some six hours later.*

In the mean time we met Clive Woolhouse who came with us to meet Harry at West Mersey. It was clear Harry was very upset about the fact that ARABELLA had sunk, especially as the yard had been warned that she was low on her marks. ARABELLA was hauled out in the yard and it was not long before we had cheered Harry up with the decision to move ARABELLA to his house with the Dauntless trailer, where he could work on her to restore the damage. It seems the damage was due to her being hit, probably by a fishing vessel which had chipped two planks below the waterline.

A week later and with the help of two other Dauntless Assn members, we took the trailer to move ARABELLA. This was our first real testing of the largest model of Dauntless and the trailer certainly did the job. Although it is really a car transporter, built to tow vintage tractors, we laid two sleepers across her and chocked the keel on either end of the bilge runners. This secured her admirably and the trailer was well balanced for a relatively easy tow to Harry's house. There and with a welcome lunch, we had her jacked off the trailer and onto sleepers ready for Harry to start work. Well done to our members!



ARABELLA 'at home'!

In fact ARABELLA was not to stay at Harry's as one of our new members made an offer for her in her current state and again used the trailer to take her to the Norfolk Broads where she will be lovingly restored.

This year I finally achieved a long ambition of eating a meal at the pub at Harty Ferry in the Swale. This was on

a local club cruise to the Thames. We had spring tides and four boats sailed via the Havengore route, the largest draft being PHILOMELLE, a 36' steel Buchanan sloop with close to 5'6" draft. The meal was great, as was the company and the following day we sailed up the Swale via the new bridge under construction at Queenborough. One of our crews had engine problems and SWANTI was able to give her a tow while he skipper sorted out the problem.

We all anchored in Stangate Creek where it became decidedly chilly on the evening so I put the stove on in SWANTI and other crew members came on board for a 'nightcap' and warm. Some have said the cabin on SWANTI is like a pub 'snug'..



SWANTI towing Hurley 22 STRAVAIG

In the morning, very strong and squally winds from the SW saw us all heading back across the Thames. I had to reef off the Grain spit as SWANTI was very over pressed. This was followed by a very lumpy and uncomfortable sail across to the shoals of Southend, and then a down-wind sail back through the Havengore. Because of SWANTI's draft, I was able to cross the shallows of the Maplins an hour before the rest of the fleet and waited as a 'direction indicator' in the sheltered waters of the Havengore while the rest edged across the sands.

On another occasion, a sail back from the Orwell on a friend's Macwester 26, we appeared to hit something hard close to the Buxey sands. This is the bank on the outside of the Ray channel. Close to the Buxey Beacon. We struck so hard with one of the heavy bilge keels that the whole boat shook. I took a GPS reading at the point. Looking at early charts show that a wreck used to be located in this vicinity. Sometimes these wrecks uncover and we felt quite sure that this must have happened.



SWANTI, high and dry on the Buxey.

A couple of weeks later I joined another shoal draft vessel and we purposely dried out on the Buxey. In the event all we found was extremely hard beds of oysters and mussels, which tasted great even though there was no 'R' in the month! We had a great day simply dried out safely on these banks and a free lunch.

Later in the season had a very pleasant day with Cyril Jacobs and his two sons. Cyril is restoring Dauntless VITAL SPARK and wanted advice on the boat and her rig. We all met at the yard at the top of the Roach where they were able to meet Martyn Sandbrook and his boat PANDORRA. She has the same Brit engine as in VITAL SPARK. We then spent a lazy day at Paglesham, looking at SWANTI and other Dauntless at Paglesham, followed by a short cruise to meet John Walter in his Sea King QUARTET anchored in the Middleway (Yoksfleet Creek). John is the bridge keeper at the Potton Bridge and if the tides are early morning and later afternoon, he will leave his car at the bridge and after his spell there (two hours either side of the tide) will sail QUARTET between his shifts.



SWANTI towing QUARTET

We rafted up alongside for refreshment and then John invited us back to the bridge for a visit (and further refreshment). We had a good sail back up the river until John went aground in Potton Creek (within sight of the bridge), and with his dinghy still afloat, the slack rope wound around the propeller. Again SWANTI performed her tug 'role'.

I had many more, simply fun' sails in her before my last sail of the season which was at the beginning of November to the Roach Sailing Association laying up supper. High water was at 11:00 am and I wanted to lay on the pontoon at our venue which was to be the Brandy Hole Yacht Club at the top of the Crouch. The pontoon dries out and SWANTI will sit very comfortably there with just a short 'stagger' at the end of our meal. On the Friday I dropped down the Roach to the Branklet Spit and dropped anchor at one of the favourite anchoring points, sheltered from most prevailing winds. It was bitterly cold, but after lighting the stove, had to strip down to my T Shirt before having a leisurely dinner and snuggling down with a book. The gentle glow from the stove on the cabin roof soon convinced me that SWANTI, and a Dauntless, is the boat for me.



Pub Snug?

Four other boats joined me up at Brandy Hole, but they had to lay in the 'hole' with their keels and take a trot boat ashore in the evening.

On the Sunday morning, we set off back down the river with a brisk breeze off the stern quarter. With full Gaff main, SWANTI overhauled all boats under sail, but I guess that is a benefit of a large mainsail and the ability to lift the centreboard. So how could I ever part with SWANTI!

I am laying her up at Paglesham today, at the end of another excellent sailing season. I have mostly cosmetic work to do on her and I now have IMOTHES up for sale.

EVA AMMIE

Stephen Hills

'Eva Annie – Paglesham'. That's what it says in large letters on the transom, and that is where she is, on the mooring she has held at Paglesham in recent years (EVA ANNIE is just visible on the photograph of Shuttlewoods Yard in the latest edition of 'East Coast Rivers', behind the pontoon !)

Nick Burfoot and I are the proud (very proud) new owners of EVA ANNIE. Our families have been friends for over 20 years, and we have long enjoyed 'messaging about in boats' together, primarily on the Norfolk Broads. The 'over-a-glass-of-wine' dreams of one day owning a boat together looked likely to remain just that, until suddenly one October Saturday last year we found ourselves looking over EVA ANNIE, then lying on a pontoon at Leigh-on-Sea, and immediately agreeing that we should love to own her.

Our plan (as indicated in an earlier DA newsletter) was to transport Eva Annie to Norfolk, and moor her at the top end of the Northern Broads, and to sail her on much loved Hickling, Horsey and Barton Broads, and the rivers that connect them. It was only when John Langrick showed us Paglesham Reach that we realised there was such excellent sailing water and moorings much closer to our homes in Kent.



EVA ANNIE being craned into a mud berth at the start of the season.

And so, after a winter laid up at Leigh, John, accompanied by Alan Holland, met us early one summer morning off the end of Southend Pier, in SWANTI, and guided us around the coast and through the Havengore passage to Paglesham. Since then Nick and I have enjoyed 'learning the ropes' on EVA ANNIE, and just yesterday, as I write, had a wonderful day's sail in the lower reaches of the Crouch in a steady southerly force 4, a breeze EVA ANNIE seemed to enjoy as much as we did.

It is almost exactly a year since we took on EVA ANNIE. We have given her decks a change of colour, and had an electric bilge pump fitted for peace of mind while we are away from her. That is all we have needed to do so far, and for that fact I would like to thank EVA ANNIE's previous owner, Paul Bishop, for the superb restoration work that he did on the boat, and for his generous and helpful guidance as he handed her on to us.



Steve forward and Nick at the helm

I would also (not sparing the Editor's blushes !) want to record here our thanks to John Langrick. The keen interest that he has shown in EVA ANNIE's well-being, and the practical support and encouragement that he has given us as we embark upon the delights of Dauntless ownership and sailing, have been invaluable.



EVA ANNIE, back at Paglesham

SURPRISE Summer Cruise 2006

Peter Harrold

Editor's note: This year, SURPRISE has had some major modifications including a new tiller laminated by Richard, adjuster on top of new post in cabin (modified jack from Austin 7), centre board stabiliser attached to post (50m box section welded), steel keels being put in place.

Last year Brian and I sailed SURPRISE from Brancaster to Southwold; this year our objective was to re-unite SURPRISE with the Essex rivers of her birth and meet old friends in the Blackwater river.

Starting on a Saturday lunchtime Philip and I planned to take the short cut through the Norton Channel on the 4pm neap tide. However the tide arrived early and so we took the conventional route round Scolt head to avoid a grounding. The breeze was mainly gentle and offshore, but threatened to increase under the heavy showers we could see all round the Wash. Off Burnham Overy a squall appeared from nowhere, and although it passed in seconds it was strong enough to knock my tea over. Could have been worse.

My particular friend John Carter telephoned to say he would meet us off Wells bar and see us in, but although had a fine view of Charlie Ward's barge under full sail we didn't see JC. We poked our noses up the creek on the high tide before returning to the visitor pontoon where we were made very welcome by the harbourmaster, despite forgetting to Radio in for a berth (channel 120).



The quayside at Wells-next-the Sea

The new facilities for Yachtsmen at Wells are superb, and all facilities, shops, pubs, fish & chips etc are right

on the quay. A very pleasant evening was spent yarning with John in the cockpit. John is always ready to share his many stories about his adventures in and around Wells over the years.

We were soon chatting to a single handed chap in a Leisure 23 who was going south next day decided and to join us. Leaving at 5am we couldn't believe our luck – a moderate westerly breeze which, with the last couple of hours of flood, soon took us past Blakeney, Kernighan and Cromer before the tide turned and we faced the long slog 'round the corner' to Yarmouth. However the wind remained favourable, and with a little help from the engine (a single cylinder Yanmar YSE 12 of which more later!) first the lagoons at Sea Palling and then the windmills at Yarmouth appeared hull down.

By 5 pm we were off Lowestoft, our destination. With the tide once again assisting us Southwold looked irresistible and we entered the harbour at 7pm shortly before high tide, rafting up three deep outside two yachts which unfortunately were heading south at 5 am next day. This didn't prevent us from having a pint or two of Adnams in the harbour Inn with old friends Phil and Lou who run a posh B & B on the northcliff.

On the Monday Julian joined us for the day, bringing welcome victuals both wet and dry. Leaving Southwold at 10 am high tide; the breeze was light from the southwest, again with the prospect of heavy showers which are not easy to dodge in a small boat with a maximum speed of 6 knots! We motor sailed long tacks, trying to keep inshore to avoid the worst of the foul tide and pick up any eddy's which might be lurking.



After a superb lunch of sandwiches made with home made bread , pork pies, scotch eggs and other comestibles, two seriously large showers merged directly in our path to form a terrific thunderstorm. While the other two scabbled down below, I as captain, was left in the cockpit to steer through the storm. The rain was torrential and formed a curtain of water as it bounced off the sea. Aldebrough, only half a mile away, disappeared from view, and the thunder and lightning was pretty amazing.

As we rounded Orford Ness the weather changed and a breeze from the north west appeared to take us down towards Bawdsey Haven and the Deben entrance, dodging crab pots and fishing lines. I've been in here a few times now but at the moment the entrance buoy is well down towards Harwich but its not advisable to cut

too much of a corner. Entering the Deben just after low tide at 6pm, the young flood assisted us up the river to Woodbridge at 7.30 pm. We had just enough water to get to the tide mill but it was still a foot below the marina sill and so we dropped the hook to wait for the tide. Julian was getting the 9 o'clock train back to Southwold, and so about 8 pm Philip dinghied him ashore shooting the rapids on the sill and just managing to row back uphill!

We made contact with more old friends with engine trouble in the marina, and met up with them for Pizza, leaving SURPRISE at Anchor outside the marina in calm conditions. This way we could ensure a prompt start the next morning, and so it was we slipped out of Woodbridge at 7.30 am for the best sail of the cruise. A light westerly wind with long sunny spells gave us confidence to cross the busy shipping lanes outside Felixstowe and Harwich, before picking up the famous Naze Tower and Walton Pier – apparently the second longest in the country.

Passing Clacton almost close enough to reach out and buy an ice cream, the huge towers of Bradwell power station – our destination – appeared hours before we got anywhere near them. As usual this made the last few miles seem like the longest. Our friends were already in the marina and kindly reserved us a berth. Entrance is possible for us drawing 2 foot at most states of the tide, and the facilities here are excellent. No visit to Bradwell is complete without a visit to the Famous Green Man pub (excellent food) and its ancient sign puzzle above the fireplace.

On the way down the Wallet we had noticed that battery power was low and it was obvious the alternator was not charging. Next morning we soon spotted the cause of the problem – a very loose pulley belt. It wouldn't tighten up so we set off for French Marine Motors, Yanmar Specialists, at Brightlingsea, about 5 miles away. Just outside the marina the engine died and was obviously hot. We sailed to Brightlingsea – a very light wind nearly drifted us on the Cocum hills but on a rising tide this didn't worry us too much in any event the breeze freshened to get us in to the harbour, where the friendly harbourmaster towed us on to a mooring. Despite a new battery the engine refused to start and we resolved to plead with it the next meeting. The night was uncomfortable, with the tide banging us against the boat we were moored and heavy rain hammering on the cabin roof all night.

Next morning, the rain had not abated and the engine obstinately refused to co-operate despite being spoken to nicely, shouted at and cursed. Mike French of French Marine kindly agreed to leave his warm office and come out and have a look, and after trying new batteries and starter motor pronounced the engine deceased. Apparently the oil pump had failed, the oil had disappeared into the gear box and the main bearing had failed. After 33years, the old girl needed a heart transplant.

Boats for Sale

Dauntless 23 WINDWYCH for sale Build no 1713, built 1973.



4 berth accommodation.
10HP Electric start Stuart Turner, plus spare 10Hp Bukh Diesel with spare prop and shaft.

The sale includes a 4 wheel SBS boat trailer. Spars and sails (gunter rig) included although the sails are worn.

WINDWYCH is out of the water. She has sat on an obstruction and needs repairs to three garboard planks. She is on the trailer but needs some TLC.

She is located in Devon

Price £3000 ONO

Contact

Roger Haselden
01769 581151
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Dauntless ZOE for sale 20' Gunter Sloop



ZOE is believed to have been built in 1952 and used to have a Stuart Turner engine which has been removed. The stern tube and shaft remain. She has a bracket for an auxiliary outboard, which is not included in the sale.

The current owner is a shipwright and has had ZOE for the last 12 years, maintaining her as necessary, including new ribs and the decks and coach-roof re-sheathed. There are currently two small areas of rot above the waterline, which will need attention and general TLC.

Her hull is basic, with two berths, and no electrics such as echo sounder and no cooker. The owner used a portable stove. Her spars are in good condition and she has a good mainsail and two jibs.

The owner now has another project and she was taken out of the water in the last couple of months and now ashore in Downs Boatyard at Maldon. She usually stays in the water all year round at Maylandsea. She is sold as seen, but in the knowledge that, with some attention, she still has many years of sailing in her.

Price £500 ONO

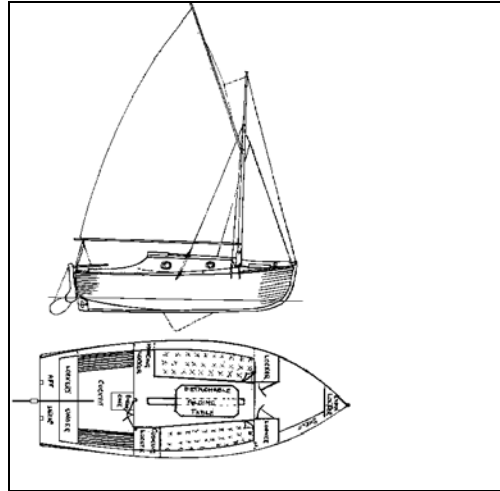
Robert Andrews

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Dauntless 20 HARMONY for sale

Build no 1434, 1957.

Based at Anglesey



HARMONY has been ashore for a number of years but always been well covered and the keel well supported. The interior is stripped out in order to replace a few frames. Some have already been done, plus replacement of the apron. All the fittings and fixtures are stored and available plus various other chandlery parts.

HARMONY is not beyond restoration and the hull is in generally fair condition. She was fitted with a Stuart Turner, but the owner had planned to fit a Watermota engine (Ford Anglia) with Parsons gearbox which is available, but never fitted to the hull.

Offers around £750, plus a sail in her when back in commission.

Ray Jones
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