

Dauntless News

The Journal of the Dauntless Association

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From the archive, taken at Benfleet in the '90s. From left to right, Keith (Ed) White, Syd Lattimer and Robert Gray. The Dauntless line up from left to right, SWANTI, CHRISTABEL and RUTH. Sadly we have now lost both Ed and Syd. I hear also that CHRISTABEL is to be broken up.

Introduction

John Langrick (Ed)

Another year and I am late again with the Spring newsletter. There is just so much to do preparing for the season, how did I manage when I worked full time? I guess it was because I would spend my working day planning for when I could get down the boat and that way I could maximise the time. These days there is a lot still to do, but I seem to take more time. I guess the fact that the years are paying their toll doesn't help.

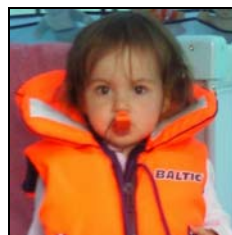
SWANTI has just a lick of paint needed before she is back in the water. I must launch her before the warmer weather starts. I have serviced the engine and checked the domestic systems for leaks. All seems to be well. The same is true for my other boat IMOTHES. She just needs a few coats of varnish on the bright-work and she is ready. Lets hope for a good summer this year and lots of decent cruising!

In this newsletter there is nothing on 'cruising adventures', simply because no-one has sent me any! I stayed locally most of last year as had a few health problems, well that was my excuse. However, I have included a lot of detail of my work on Dauntless 'SPIRIT OF BEL'. I do not go into great detail for the sake of space and your time, but if any members would like more detail of any of the tasks to date then please

In This Issue:

- Introduction
- Treasurers Statement
- 2010 Calendar of Events
- Letters to the Editor
- Continuation of Restoration of SPIRIT OF BEL
- Engines for Classic Boats – Keep the Stuart or switch to Diesel?
- Boats for Sale
- Financial Statement for 2009

let me know. Martin Sandbrooke, a self confessed lover of marine engines, especially petrol, has a section on engineering.



As Editor I claim the right to publish a picture of my granddaughter Sarah, 'ready for the season'!

We hope you do find this newsletter interesting, but please, if you have time, do try and send me some articles on any related subject for future publication.

Treasurers Statement

Alan Holland

Firstly a reminder that the subs are due! These remain at £5 and can you please send to me, Alan Holland at the above address. Please make cheques payable to 'The Dauntless Association'. Subscription income

was less than last year. A number of members paid multiple subs last year either to catch up or anticipate the future. Thanks again to all those who topped-up their subs with some very generous donations. Overall, the Association has maintained its position concerning finance and membership.

With regard to the donation to the Paglesham Village Trust, agreed at the 2008 AGM, the transfer of the strip of foreshore land and shoalwater moorings to the village trust has now been completed. Members of the Roach Sailing Association and Dauntless Association have been working on the removal of an old derelict jetty and creating a walkway down the mud as an alternative. This is now complete.

There are at present three permanent moorings, with potential for several others. Needless to say, visiting DA members will be made welcome.

New Members

Alan Holland's Dauntless RUTH has a new owner who has taken her to Hayling Island, let's hope he has as much fun in her as Alan and me

The Association welcomes the following new members

Mem

No	Name	Boat	Home Port
162	David Hanchett	IMPUDENCE	Bideford (Finesse Mk 1)
163	Rick Deadman	RUTH	Hayling Island (Da 1036)
164	Alan Wilding	AMMONITE	Benfleet (SK 24)

2010 calendar of events

You have to forgive me for organizing events around my home port. Logistics make it far too difficult elsewhere and the weather always seems to modify plans anyway. All Dauntless members would be very welcome at all these events, but it remains a fact that one of the largest concentration of members is based around Essex, so inevitably that is where events take place.

And so our plan is to hold the AGM at the Plough and Sail at Paglesham on **Sat 16th May**. I need to know if you want to attend as we will be having a meal. The AGM will start, (as well as the meal), at 7:30pm.

We will be joining the Roach Sailing Assn for an east coast cruise starting at Paglesham on Saturday 3rd July – Friday 9th July. The plan is to leave Paglesham early and take the ebb up the East Coast.

Finally, we plan a rally and BBQ at Paglesham on Sat 17th July in conjunction with the Roach Sailing Association. The RSA will be having a dinghy race starting at 15:00 and the BBQ will follow. If you would like me to organize a mooring for you please let me know, or just come by road!

Letters to the Editor (and Treasurer).

David Hanchett, the owner of Finesse Mk 1 'IMPUDENCE' writes:

Alan

I am pleased to be a member of the Association as via John and the occasional article in the (occasional) Newsletter which he has sent me about restoration techniques, I have found a lot of information equally useful to Dauntless or Finesse owners.

I am off to see "IMPUDENCE" tomorrow, and am hoping to meet up with Mark Trawin (either tomorrow or soon) as he has bought a Finesse Mk1 ("MOONFLEET") which I had considered myself some years ago – then wondering (as I think he did) if she was a Dauntless. It would be good if Mark got a mooring for her on the Torridge (Appledore/Instow/Bideford) in North Devon.

"IMPUDENCE" should shortly get her first taste of the Torridge since she last floated (and on one occasion didn't!) on the Roach.

It was good to catch up on "RUTH" and her new custodian. Mark Trawin's boat used to be kept at or near Hayling Island as far as I can remember, and I am sure we all wish "RUTH" and her new skipper success and happiness on the south coast.

I do hope we can meet up sometime as it was good to have a chat on the phone last evening.

All best, David

Terry Negus in Truro, Cornwall writes:

I am the owner of a Mk5. Dauntless 23, Gunter rig sloop. Built 1975 by The Dauntless Company, Canvey Island.

Sail No. DA727 African Mahogany on Oak with Pine mast & spars. She is beached at St. Clement near Truro, Cornwall and floats on the very top of the tide to keep her from drying out.

Sadly, I have neglected her for some time and during the recent gales she scraped sideways while just afloat and the stbd side bilge keel sheared the bolts. Result was she took in a lot of water and mud and is in a sorry state inboard. It also flooded the Yanmar 12 diesel engine which will need an extensive overhaul (or worse).

Now, I cannot summon the energy to do all that needs doing and want to find someone who wants a restoration project for a small consideration. I thought that an enthusiasts club such as yours might have members who are interested. What do you think? Do you think there is an outlet through your contacts? I would be pleased if you would pass this on. Meanwhile, I have plugged the worst of the leaking and intend to put a temporary patch over the bilge-keel area. Maybe even re-fit the bilge-keel itself. I have to wait for a decent tide to position her to get at the area. After that, I will get the engine lifted out and assess it. Meanwhile, I am pursuing any means of finding someone who would like her as a project.

Response from John Langrick

Thanks for the info, I can only put the detail on our web site. The problem is that people in our Association have boats already!

I am currently restoring a Dauntless that started with the same damage, i.e., the bilge keel broke and damaged the ribs, but she is a lot older and was in a poor shape. She is owned by a guy who is a project manager in Bahrain and prepared to pay a lot of money to restore her. We are using a second Dauntless 23 as a scrap boat and without that would be financially unviable.

I you have any photos etc, then pse send them to me with inventory and will put on web site. I suggest in her state you try and get her hauled out so that she has no further damage, I know this is not cheap, but really the best option currently.

Pse let me know what you think

Terry responds:

Thanks for the prompt reply.

I suppose I was a bit naive in thinking it was that easy.

I have now put 2 legs on her and she sits only on the keel. I am now waiting for the next big tide to float her and move her sideways back onto the sleepers she normally sits on. Then I can lean her over far enough to get at the (flattened) bilge keel, cut off the remaining bolts, remove the bilge keel and put a temporary patch over the area.

Then she can be floated, towed or whatever. Being here in Truro, I realize that it would only be economically viable for someone on the Fal/Truro river area because of the expense of lifting and truck/trailer away.

When I can get the immediate problem sorted, I will take some photos and send them on. Meanwhile, please just keep her in mind if you should hear of anyone looking. Many thanks for your interest.

All the best with your current project

Andrew Rice writes about his boat 'CARIAD', He has recently purchased her and there remains a question as to whether she is in fact a Dauntless.



Many thanks for your response, and yes, I do have pictures, but don't know if I can load them from the library internet system, will investigate.

The double-planking is on the hull, from the waterline down to the keel. It is obviously a later addition, possibly to protect the planks when grounding on a beach. It is ring-nailed, whereas the original planks have copper nails and roves !! This makes it doubly difficult to extract the damaged sections of planking without causing further damage.

The newsletters are useful, certainly, if 'CARIAD' isn't a Dauntless, she is built along the same lines, there is even a problem with the beam under the cabin front, as per article !! One thing not mentioned however, is how to repaint/antifoul the inside of the centre-board casing, can it be done with a radiator brush? Obviously the centre-board needs to be removed, at present the boat is not in a position where this is possible.

The main problems seem to be where the cockpit cover didn't keep the rain out and the need to re-lay the deck, which was originally canvas-covered t&g boards, then recovered with ply, which again didn't keep the rain out ! It wasn't properly glued

down, nor was it properly sealed around the edges. Have obtained some nice hardwood for a laid & caulked deck, which will be a bit different, but should last the rest of the boat's life. Had the planks not warped, I would have considered re-canvassing, but the deck planks are too badly warped for that to work. Indeed, the cabin roof had some textured plastic stuff (I forget the trade name, was treadmaster ?) which cracked and split because of the planks warping. It's an absolute sod to remove !! Another boat in the yard also has this stuff on a glassfibre deck, poor chap is going to have to grind it off very carefully to carry out an osmosis repair.

Will let you know how it progresses (not at all in Nov, just too wet to do anything !!).

As soon as the library printer system is working, will download membership application form & send it to Alan Holland.

John Langrick writes:

Thanks for the mail and interesting info re CARIAD. Certainly the planking does not seem original. Our work-boat is an old 'boom boat', ex MOD and she is clinker planked in teak. Below the water line is normal clinker, but above is double planked as was done to make the hull less susceptible to damage. The clenching is standard throughout and indeed a devil to untangle when replacing boards. I had to scarf in a couple of planks and they were a real problem, but suspect the below waterline planking is for additional strength as you say. I believe she was on a trailer so maybe this was to give additional strength for trailing?

Re antifouling in the centre case, I never antifoul mine as the working of the board keeps it clean in any case. In one of my old 'wooden boat maintenance' books, they talk about tarring the inside of the centre case and they do this with plate removed and put wood over the bottom of the slot to seal it and then filling with tar. Then the wood is removed and it all spills away. I am sure that would delight most boatyards!

I would simply get the brush as far up the sides as you can and let that suffice. I also have a letter box shaped stainless plate on my keel and some heavy duty water pipe, it comes in flat reels of about 4.5" width. I sandwich this between the plate and the keel, with the plate screwed down with 2.5" screws. The flat pipe has a slot in it which acts as a wiper for the centre plate and also stops the plate clanging around when running downwind (although you could also just pull it up).

I also have some really substantial oak deck beams spare if of interest, but the curve may not be exact. They are about 5" square cross section and about 9" of curve midships. They are about 8 foot beam. I steamed some laminated oak the last time I had to replace myself, this makes a much stronger beam than grown oak.

Not sure if I did this before, but I attach the last two newsletters, only available to members. Let me know if you want hard copy

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Continuation of Restoration of SPIRIT OF BEL

John Langrick (Editor)

Isn't it strange how simple it is to write down work carried out! It does not fully indicate the bruised and cut hands, the perishing cold and rain, and the cursing! I had some real challenges with some of these tasks. I will try and cover the salient parts in the hope that others might benefit from my mistakes.



The winter 'housing' for SPIRIT OF BEL.

My philosophy throughout is to try and keep as much as possible of the old boat. I had to say that after taking some broken ribs, four planks and carling out of the starboard side, there really was not much boat left to start with. But all the rot was cut away and new scarfed in. I doubled up areas of the carling and glued the extra section with West so that it should be stronger than when first built. Some members have suggested that we should now rename 'SPIRIT OF BEL' to 'SPIRIT OF WEST!'

To be clear, my book on boat-building states that any beam running fore and aft is a carling. Another term is beam shelf and these are used to support further beams which run across the boat, such as support for the cabin top.

On a Dauntless these are subject to rot where the cabin sides and front are fastened and where the deck meets the rubbing strake. These areas were particularly bad on SPIRIT as the top plank and the deck had been boded with WPB over previously rotten beams. One of the worst areas for rot is where the shroud plates fit.

Dauntless would build boats with the top plank sandwiching the ribs between the carling. This means that unless very long screws were used in the rubbing strake, the latter would only be fastened to the plank. This in turn will deteriorate in time and require much longer screws. To address this and make a much stronger bulwark, I filled the void with oak pieces. This will now better support the rubbing strake and also give a better deck fitting later



Void between carling and top plank filled with oak and riveted through

Cabin sides

The cabin sides had pieces of WPB end glued in place and painted over. The carling that runs along between the cabin sides and top had been cut away at some time and had to be replaced along with the timber that filled the corner between the cabin front and sides. This had been removed so I had no pattern, but with trial and error cut new oak pieces for this too. I have put a coat of 50/50 varnish and turps on the finished product, now all sanded back to mahogany, to keep the damp away. All the portholes or scuttles (as I have been corrected) have been burnished back to bright brass and will be replaced when the cabin sides have their last coats of varnish.



Port cabin side and cabin front replaced. The cabin front was taken from MAOLIS BEL and we scarfed a new lower section. We applied a strip of wood internally to give additional strength to the joint, which had a step routed so that it is flush outside. The cabin sides also were routed in the same way from solid mahogany again reclaimed from MAOLIS.



Detail of starboard cabin side replaced

I still have a section of the port cabin sides that need replacing near the main bulk-head, but to get at this I have to remove all the toilet bulkhead and I want to complete most of the starboard side first.

Mast step, fore-deck beams deadwood

The whole of the fore-deck had become concave, I assume because the carlings had collapsed. I have created a support that runs from the cabin front forward to the bow. This is cramped and screwed to the deck beams to straighten it out. When the carlin and top plank are replaced it is hoped that the concave nature will be negated.



Rotten carling at the position of the mast head shroud. Note the frame, (left in the picture), under the mast had rot which was cut away and replaced with new oak.



The Carling had to be replaced in two sections, but as the original had casellations that extended through half of the wood in any case I deemed that this would not be an issue. I also had to take care to try and keep the shape of the boat as a lot had been removed, hence the braces.

The mast step is a stout piece of oak fastened in place between two heavy cross beams with large copper nails. These had become nail-sick (loose) and so I replaced with three stainless steel studding roughly following the old nail holes. The hatch surrounds were removed and were to be sanded down and replaced, There is a stout deadwood wedge towards the bow. This had a huge shake (split) in it which must have been from when she was built as the shake was fastened with some long galvanised nails. I cut the shake out and glued a new oak section in place.



Bow deadwood and carling re-fastened

Bow section

This had a lot of rot, starting from the top and extending about 1' down. The bow is fastened to the inner hog with large steel coach bolts, The top one had to be drifted out with great difficulty, the lower bolt could not be moved at all and so a new stainless 12mm stud was run just below it. Half of the hog section had rotted away and had to be replaced as well as a large section of the bow timber. This was cut away and replaced with new oak.



Replacement of much of the bow. This was glued and fastened with two stainless steel 10mm studs.

The bow roller was badly corroded with only one on the starboard wide. The keel band extended up from the keel to the bow and terminated with a hole to fasten the fore stay. I have had two bow rollers both port and starboard fabricated and a new keel band and forestay fastening, all with stainless steel. I used this material as re-galvanising is so expensive these days and stainless steel will be far more durable. (Not really very 'Dauntless like', but very serviceable).

Re planking

I stripped away all the damaged planks, rather surprised to see that they were only 3/8" thick in many cases. Most damage was to the edge of the planks where the fastenings had simply torn the wood which was very rotten in many places. I had to remove until the planks were reasonable which did not really leave much, still it was now much lighter inside! Many of the ribs had rot and were weakened, but the frame under the mast step had a lot of rot, probably from sweet water ingress in the area of the mast shroud. This had to be cut away to sound oak and new glued in place. Some of the ribs were cut back and new glued with a halving joint. Where this happened, I sistered the rib with a second rib made with laminated oak. I chose this method as opposed to steaming as it was simply too cold for steamer to be efficient and I did not have the time to wait for fair weather.

I did not want any but joints in any of the new planks and had considered using some the planks off the old Dauntless MOLIS BEL, but on closer inspection, these had all repairs in them and mostly patched up with softwood.

I would need to source a number of mahogany planks and started searching the web, including EBAY. It was here I noticed some utile

planks, which is a form of mahogany. Searching on utile, again on the web, I noted that this was suitable for planking. I have since purchased some 20 planks about 14' long, 3/4 - 1" thick and 12 - 15" wide.

Before the re-plank, I needed to pay attention to the frame amidships. On removing the old planks it was noted that this had a lot of rot to the outer edge. This extended about 1" into the frame, so I cut the rot away and glued new oak onto the remaining good wood with west.



Not really a lot of boat left.

The lowest section of plank was about two metres long amidships. This would need a scarf at both ends, at the forward end, the scarf would need to be inside and at the aft end on the outside.



The first of many. This scarf had to run on the inside of the existing plank.



The scarfs were glued with West and then clamped, but not so tight as to squeeze the glue dry. Plastic bags were used to prevent gluing to the lower plank and the supporting block.



The forward scarf was particularly awkward to squeeze the planks in line due to the curve in the hull.

Scarfs were cut with a very sharp chisel and the scarf length was in the ratio 5 times the width. Scarfs on the new planks were cut with a very sharp saw on a work-mate. The new planks were cut with 1/2", slightly thicker than the original with the excess wood on the inside. The old plank was laid on top as a pattern and of course 2.5 inches added to each end for the scarf. I glued the scarf area with West and clamped the scarf area prior to re-fastening the plank back in place. I had to take care not to clamp too tight as this would have squashed all the glue out of the seam. I let the West set for two days as it was so cold. The main difficulty was to get the forward scarf to lay flush with the plank below as the hull had a curve here. With the use of props to the scaffold surround I managed to apply enough pressure to push the plank back in shape. I also put sections of plastic bag between the planks in the area of the scarf so that one plank would not glue to the other.



Phew, the first plank fastened in place.

The planks above were much longer and easier to manage. Being longer they bent more easily around the hull and could be held in place with clamps while the scarf set. The planks were cut first out of 3/4" timber as had a definite banana shape using the old plank as a pattern. I added about 1/2" to the width for additional strength. With the width of the planks correct it was easier to manage through my thicknesser, with huge heaps of shavings.



Continuing up the sides. The planks needed to be 24' long so I had to have a scarf mid-way, but staggered along the length.



To date I have used over 1.5Kg of fastenings.

The top edge of the lower planks have a slight chamfer to enable the next plank to lay flush. The plank on the forward end had to be shaped with severe chamfers on the top and corresponding bottom so that as the plank reaches the bow, it blends in with the plank above and below. This was very time consuming and had to be as exact as I could make it. The final joint was made with red lead putty goo. This was how it was built.



Cutting the joint for the next plank, note the long chamfer.



Fastening the bow end of the plank



... and the stern.

It was quite a pleasure to finally fit the last plank bow to stern, but was unable to get a plank 24' long so had a scarf in the middle. Where planks were scarfed, these had to be staggered along the ribs to give the best support. The stern part of the plank had the similar chamfers to the bow, unbelievably time consuming..

The top edge of the plank was fastened through the rib end to the carling. I also filled in the void with oak fillers with additional fastenings through the carling. I also fitted oak supports for the shroud plates. These extend down to the second plank



Oak backing for shroud plate fastened to planks

The inside of the boat had been badly painted over old badly flaking paint. This all had to be stripped off as best I could with a sharp scraper and a heat gun. The beans and carlings had been similarly painted and this has been stripped off and will eventually be varnished oak. The outside of the starboard side had all the old paint removed from the old planks prior to priming. I will leave the hull in primer until the port side is also completed.

Cockpit seats starboard side.

I was now able to clean, sand and 50/50 varnish the starboard cockpit side, at last somewhere else to sit and drink tea.



The seats are currently screwed but not plugged as I have to fit a gas tank somewhere in a locker. This picture also shows again how I have filled the void between top plank and carling for additional strength,



First coat of primer on starboard side



Planks still need some filling, but now all in place.

Replacement of bunks

Similar to the beams on the cockpit floor, the beams that support the bunks were originally screwed to the ribs. Most of the screws were rotten or fractured and a much sturdier fastening was made by screwing a horizontal strip to the ribs to better support the beams. The bulkhead between the bunk and galley has been sanded and replaced, but a decision on cooker and sink is currently delaying re-fitting the galley.

Work to do next

I still have to replace a section on the port cabin side and more planks on the port side. I have just completed giving the starboard hull a good coat of primer, I need to fill and fair, but my boats need to be in the water now!

Dom (the owner) is getting married in June and would like to spend his honeymoon on SPIRIT. I hope she will be in the water by then, but probably not fully fitted out. In that case, Dom may use SWANTI in the short term.

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Engines for Classic Boats – Keep the Stuart or switch to Diesel?

Martyn Sandbrooke

This is an old chestnut when one owns an old wooden boat, such as a Dauntless. Many Dauntless owners have faced this question at one stage or another during their ownership. I restore old boat engines as a hobby and have worked on both diesel and petrol engines. Whether one type is better than another is a difficult question to answer although the advantages of the diesel are pretty obvious – lower running costs as far as fuel is concerned, less volatile fuel and a reputation for reliability spring to mind straight away. But does the petrol engine have some

redeeming features? I think so, but then I am biased because most of the "classic" engines I work on are petrol.

It does depend, I think, in a lot of respects on the size of engine that you need for your boat. I'm only thinking about auxiliaries, here, not about primary propulsion. Larger boats need a twin or triple cylinder engine of around 12-20hp and it seems that there is no contest here, with Beta, Yanmar, Vetus or Volvo to choose from. No problem here with choice, although they are not cheap.



Martyn 'slaving over a hot engine'.

It appears that many of the larger petrol engines, such as the twin cylinder Stuart Turners and other, more obscure types, such as Brit Sprites and Albins have been superseded by the diesel, at least in the UK. So, perhaps choice of an engine for a larger boat is a no-brainer if an original petrol unit needs to be replaced. Modern diesel engines are built to be lighter than their petrol equivalents in addition to the other well-known advantages – this may be because current models are built with more advanced materials, but it is much more likely that small modern marine diesels are more or less, hardly without exception, adapted industrial engines. Conversely, also almost without exception, small marine petrol engines have been designed for the marine environment from the outset – hence their heavier construction.

I think it is quite difficult and expensive to source parts and overhaul the twin cylinder units. Of course, there are two cylinders and therefore two pistons, two sets of rings and so forth. Although parts for single cylinder engines are not always easier to get, at least one doesn't need quite so many of them.

When we start to think about smaller engines, in the 4-7hp range, the picture is rather less clear. It does seem that when considering the single cylinder diesel engine, there are almost no new units to choose from. The only ones I was able to find were from Yanmar and Farymann. Both of these manufacturers make lots of industrial engines so it is a fair bet that their current engines are based on industrial designs.

By now, the reader has probably realised that I do quite like marine engines that were designed as marine engines from the outset!

So, if we can't find much available to buy new in the single cylinder line we need to look at second-hand. The waters (sorry about the pun) get murkier because as far as fettling old motors is concerned, there is little to choose between 4-7hp diesel and petrol. Spares are very expensive for both, and the PO (Previous Owner) has usually applied the same degree of neglect and lack of care and maintenance to both. This is where the purpose designed unit scores because construction

tends to be heavier and will withstand abuse to a far greater degree than a unit that uses a lot of light alloy components.

For example, I am currently restoring a Stuart Turner P6 5hp single cylinder engine that was very difficult to take apart because of advanced corrosion caused by seawater. Despite this (and the application of brute force to get it apart) it does now look possible to complete the restoration simply because the over-engineered components could stand the force necessary to take the engine apart and also because the materials used in the engine are of a sufficient quality to withstand the corrosion caused by the raw seawater cooling system. Conversely, I have a Petter Mini 6 engine for restoration that may have to be scrapped because the light alloy cylinder head has been severely eroded by saltwater. This may be partly due to a lack of a serviceable anode (i.e. NO neglect) rather than the fact that the head was made from a material that is unsuitable for marine use, but it does rather illustrate my point about marine engines being designed for marine environments. I know that Stuart Turner also made stationary engines but the Petter certainly did start out in a cement mixer. If only they had made the cylinder head out of cast iron...

So what choices do we have? Is it best to deep six your old Stuart, bite the bullet and buy a new Yanmar? (secondhand IGM10s seem to go for about £1500; I haven't been able to find a new price for one, not too sure about new ones.) Is there any point in reconditioning your old Stuart? Or should you look for some other second-hand motor? By the way, I am not even thinking about outboards for a Dauntless!

Older engines seem to have got a bad reputation, rather undeserved in my opinion. There are lots of people who will say that the best use for a Stuart Turner is to utilise it as a mooring anchor because these engines are unreliable and will let you down just at the wrong moment. I find this a bit strange because although spares support for Stuarts has been precarious lately, the marine versions have actually been around for 80 years, since 1930 in fact. So have they been unreliable for all this time? It doesn't look likely. What seems more credible is that these engines actually work quite well for an extremely long time with minimum or no maintenance (umm... exactly the situation that is claimed for modern diesels!) but eventually they give up the ghost and then are roundly cursed as unreliable and not worth keeping.

Of course, there are other single cylinder engines around that are not Stuarts. I am very fond of the little Vire, which is possibly the lightest engine in the 6hp class, despite having next to no light alloy used in its construction. The BMW D7 diesel and the Renault Couach 7hp diesel, both based on the Hatz industrial motor will give good service if looked after and there is still the odd decent Petter Mini 6 around despite the cylinder head being so fragile. The only real problem with these small single cylinder diesels is vibration at low revs. I often wonder how the fastenings on my 20' Dauntless stay tight with the Petter clattering away at 1000 rpm. The answer (too simple for words) is to set the idle speed a little higher. Then at least my fillings will stay in place a little longer.

So are there any conclusions to be drawn from these ramblings? I do think that there is a very strong case for twin cylinder diesels to replace the larger petrol units. Having said that, not wishing to upset those of you who are happily running Stuart P55s, the only real reason for this is that the spares suppliers are concentrating on the smaller engines because these are likely to be more numerous in small classic boats. The larger petrol engines can certainly be kept going as long as they are looked after. I was recently reading an account on the internet by a US guy who was running an Albin twin. He carefully restored the top end of this engine, new rings, valves and so forth, but completely ignored the bottom end. He was quite surprised when the big end bearings failed after around 100 hours running, due no doubt to extra oomph that the engine was producing onto worn bottom end bearings. Needless to say, he scrapped the poor Albin and went over to an outboard.

There is also a good case for smaller diesels if you plan to do a lot of motoring because the fuel consumption is undeniably better. Your diesel will sip fuel at 1 litre an hour and a Vire 6hp or Stuart 5hp (for example) will use 2.5 – 3.0 litres an hour. The smaller petrol engines are smoother running than the single cylinder diesels and some of them (not Stuarts!) are a bit lighter. I suppose it's the usual thing about paying your money and taking your choice. It's good to see some of the old 'uns running about though!

Boats for sale:

MARSHMALLOW for sale.

She is a very pretty Dauntless like cutter

- Mahogany on oak
- New mast by Collars '07
- New decks by James Case of Wells '08
- Stuart Turner 10hp
- New Road Trailer 2008
- Cover & tarpaulins
- Can be seen in North Norfolk.



£3,990.00

Please call Robin on 07970 457057

DAUNTLESS ASSOCIATION - Financial Statement for 2009

This statement covers the period from 6 Dec 2008 to 7 Dec 2009.

	£
Cash at bank 6/12/08:	659.20
Cheques/cash in hand:	00.00
Total cash assets:	659.20

Income

Subscriptions:	150.00
Donations:	46.00
Website:	20.00
Trailer:	20.00
Burgee sales (6 @ £20)	120.00

Total Income: 356.00

Expenditure

Stationery/copying/post:	120.00
Website:	70.50

Total Expenditure: 190.50

Income less Expenditure 165.50

Position at 5 Dec 2008:

Cash at bank	824.70
Cheques/cash in hand	00.00
Total cash assets	824.70

Physical assets:

Burpees (3 off)	60.00
Road trailer	350.00

Total closing balance: 1234.70

Signed:



20 February 2010