

Dauntless News

Issue 5 - November 1998

Chairman

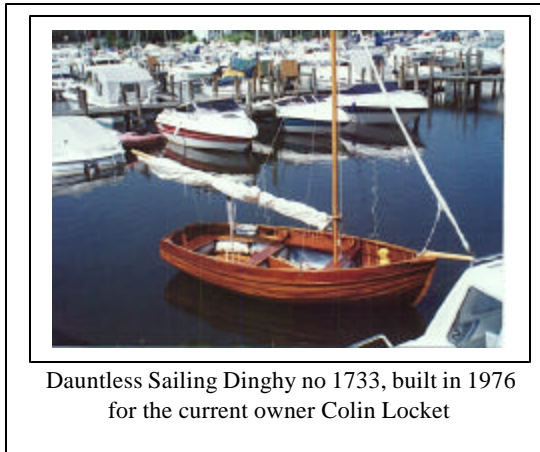
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Introduction

In this issue of the newsletter, we have included the minutes of the first AGM. At the meeting it was agreed to distribute the current members list and this is attached to this newsletter. One key proposal at this meeting was to include Sea King owners in the Association. The proposal was accepted and we would like to welcome the first of the Sea King members, Tony and Irene Brooms who own “MOONBEAM” (SK Number 62). She is based at Hoo on the Medway. Please pass the news!

Thanks for the Newsletter entries!

We have two accounts of trips in this letter and they contrast the great fun we all share with our Dauntless Craft. Clive and Jill Bradbury give us a sample of their cruising log from a trip in their Dauntless cruiser ‘FIREFLY’ and Robert Coles goes further afield in his Dauntless yacht ‘KING OLIVER’

Saved from the Creek

After the Dauntless Association meeting at Benfleet earlier this year, the D.A was approached by the Benfleet Yacht Club with regards Dauntless ‘CHUNKA’ a 22’ gunter sloop, which had been laid up in Benfleet Creek for over three years. Unfortunately the owner had died and his widow had requested that ‘CHUNKA’ could be found a caring new owner.

We had such a member who has now purchased ‘CHUNKA’ and I assisted in sailing her from Benfleet to Paglesham where she is now undergoing a complete re-fit. She is to be re-named ‘EVA ANNIE’ after the last tiller steered sailing barge.

New rigs for two Dauntlesses!

Two Dauntlesses have been restored from Bermudan to Gunter. RUTH now sport s a red mainsail (Ex CATHY), an original stay-sail, and a Jib which used to be SWANTI’s topsail. JANE (Ex SANDPIPER) is the other convert and she sports a brand new suite of sails in white.

Sad end for CATHY

Dauntless CATHY has until recently been a sorry sight in the yard at Paglesham. We had planned to try and save her by buying her and storing in a mud berth. However the previous owner, annoyed at the storage fees due to the owner of the yard at Paglesham had damaged her beyond repair before abandoning her.

We have purchased what remains of CATHY and managed to salvage many parts including most of the interior furniture and fittings, but unfortunately we will have to break her up. Truly a sad end. However Cathy has allowed us to be able to record fixtures and fittings for the standard 20' Dauntless and we have been able to take dimensions of such items as the centre case box, drop plate and rudder. Cathy was extensively fitted out, with cupboards and shelves under the mast bulk-head, a cooker locker to starboard and hanging space plus drawers and lockers to port. We have saved all these materials plus notes on construction. I plan to reproduce some of this in forthcoming newsletters. In this month's edition, I will give details of 'Dauntless fashion' bookshelves.

Dauntless Association Minutes of the first AGM

The Meeting was held on 27 June 1998 at The Shipwrights' Arms, Hollowshore, Faversham, Kent.

1 Members Present:

Robert Gray, Stephen Dalton, Sue Pitman-Dalton, Phil Everett, Graham Hadaway, Roger Hill, John Langrick, Ray Large, Lena Reekie, Nigel Bishop (representing Paul Bishop), Cordelia & Alan Holland.

2 Apologies for absence:

Peter Baillie (WILD GOOSE), Peter Genery (DORMOUSE), Peter Love (JOVALPE). The Chairman reported that Syd Lattimer had telephoned him from Spain the previous day to convey his apologies and best wishes to all members.

3 Chairman's Address

Robert Gray welcomed members to the meeting, especially those who had sailed to Hollowshore despite very unsettled weather and problems with Kingsferry Bridge. It was noted that the Essex brigade had all come by car.

This was the first AGM since the Association was formed in the summer of 1996. The Association had made steady progress since then in a number of areas, including membership, location of Dauntless craft still in existence, and historical data regarding individual boats and the Company itself. The DA had received publicity in Classic Boat, Practical Boat Owner, Sailing Today and other magazines.

Through the good offices of John Langrick, the Association had now procured its own burgee, using the design agreed at the 1997 Annual Dinner. Sales had been brisk, and stocks were now limited. By courtesy of Lena Reekie, our burgee was now displayed at the new Cruising Association HQ in Limehouse Basin (formerly the Regents Canal Dock).

A very useful forum for the DA was our stand (courtesy of Faversham boat-builder Alan Staley) at the PBO Wooden Boat Show at Greenwich. Dauntless owners past, present and prospective had made themselves known, and contributed both to our state of knowledge and membership figures. An especially welcome visitor this year was John Leather, the well-known designer and authority on traditional sailing matters, and author of the Dauntless article in Issue 24 of The Boatman. He expressed an interest in writing a full-scale history of the Dauntless Company and its products, and requested the co-operation of the Association. This was a very attractive project which deserved our full support, and we look forward to developments.

There had been a suggestion that the Wooden Boat Show might move next year, with Beaulieu as a possible location. This would not necessarily be to our advantage.

The Chairman congratulated Steve and Sue Dalton on their winter conversion of JANE (ex-SANDPIPER) to gunter rig. All she needed now was a bowsprit. He also called attention to the fact that a number of Dauntlesses were on the market in North Kent, BLUE DOLPHIN among them, and anybody interested should contact Lena Reekie in the first instance.

In conclusion, Robert thanked all members especially JL and AFH for their efforts in support of the Association, and looked forward to further growth and good sailing in the future.

4 Treasurer's Report and Adoption of Accounts

Alan Holland referred to his Financial Statement which covered the period since the formation of the DA, ie calendar 96, calendar 97 and 1998 to 30 April. This statement had been circulated with the AGM calling notice and is also attached to these minutes. The Association's bankers were Barclays plc at Thorpe Bay, Essex. Our finances were modest though sound. An overspend had been incurred through the purchase of twenty-five burgees, but this situation (a) had been underwritten by a committee member, and (b) was rapidly resolving itself as sales were progressing well. The Chairman suggested that the accounts be adopted and asked for a proposal from the floor. Lena Reekie proposed and the motion was passed nem con.

5 Membership Secretary's Report

Alan Holland reported that membership was growing steadily, numbering 14 in 96, 26 in 97, and 46 so far in 98. Inevitably there were drop-outs and some enquiries came to nothing, but there was certainly room for expansion as further Dauntless craft were still being located. Honorary life membership had been extended to Syd and Kay Lattimer, and to Keith Patten, son of Reg. A membership list would be attached to the next Newsletter, as this would fulfil one of the Association's aims in bringing owners into contact. Most members were of course in the Thames estuary area, but others were on the South Coast, in the West Country, Wales, Cumbria, Scotland, Isle of Man, Norfolk Broads, West Midlands and France.

6 Newsletter Editor's Report

John Langrick said that Newsletter No 4 had been published in March 1998. He thanked those who had contributed to this and previous editions, but reminded the meeting that there was always a need for new material for which he would be very grateful. Cruising narratives, technical suggestions, queries (and answers) would be most welcome. John also told the meeting that he is compiling a set of individual boat archives, and asked members to let him have a photo and brief history

7 Election of Committee for 1998-9

The Chairman and Officers stood down.

7.1 Chairman. There had been no further nominations. Robert Gray agreed to continue and was unanimously elected.

7.2 Secretary. The Association has functioned without a formal Secretary since the death of Bob Dew. No volunteers were forthcoming and the post remains vacant.

7.3 Treasurer and Membership Secretary. There were no further nominations. Alan Holland agreed to continue in both posts and was elected.

7.4 Newsletter Editor. Although not an honorary role, John Langrick agreed to continue in this post.

8 Sailing & Social Events

8.1 Annual Rally and Dinner

The Chairman reported that the 1996 and 97 events, held at Benfleet Yacht Club had been successful and enjoyable occasions. Some members and their wives had travelled a considerable distance by road, and boats attending included CHRISTABEL, SANDPIPER, SWANTI, LINNAEA, and RUTH. This year's rally was to be held at the same venue on 18 July, and he encouraged all to bring their boats if practicable. John Langrick circulated the menu and asked members to indicate their preferences. (See report in next newsletter).

8.2 Blackwater Rally

John Langrick said that in previous years the OGA Shotley Classic Boat Festival had provided an ideal meeting point for Dauntless people and some of their boats, including DORMOUSE, BLUE DOLPHIN, LINNAEA, RUTH, and SWANTI. The 97 event was enhanced by Sail Ipswich, when RUTH and SWANTI made it into the dock amid a two-day downpour. Unfortunately Shotley as we knew it had now been discontinued, and John suggested that the DA could participate in a Blackwater Rally Week. This will be a regular yearly meeting but we understand this is a very local event and would suggest other areas like to do the same. The DA would be pleased to organise a meeting wherever members may chose. See report in next newsletter of the 1998 Blackwater Rally.

9 Any Other Business

9-1 RG said that he had been approached at the WBS regarding Joint or dual membership of the Vintage Boat Association. Their current subscription was £18.75. The meeting agreed that if DA members wished to join it was their personal decision and the DA should not be involved.

9-2 It was reported that Sea King owners had expressed interest in joining the DA. In view of the very close relationship between the two types and their builders, the meeting agreed that membership of the DA be open to all Sea King owners as well.

9.3 RG suggested that consideration be given to re-establishing an annual Dauntless Match, with suitable prizes.

9.4 AFH reminded the meeting that a limited number of burgees were still available for sale. (*Editors note, now all sold out, but contact myself (John Langrick) to reserve. When we have a reasonable number of requests, will place another order. Assume cost to remain at £15 per burgee*).

10 The Chairman then thanked all present and closed the meeting.

Cordelia Holland (Minute Sec)

DAUNTLESS ASSOCIATION FINANCIAL STATEMENT 1998

This statement has been produced for the first AGM to be held on 27 June 1998. It covers the period from the formation of the Association in May 1996 until 30 April 1998.

Calendar year 1996:

Income (subscriptions):	£ 34.00
Expenditure (stationery & postage):	£ 10.00
96 Balance:	<u>£ 24.00</u>

Calendar year 1997:

96 balance BF:	£24.00
Income (subs & donations):	£ 82.00
Total:	£106.00
Expenditure (stationery & postage):	£ 16.00
97 Balance:	<u>£ 90.00</u>

Calendar 1998 1 Jan to 30 Apr:

97 bal BF:	£ 90.00
Income (subs & donations):	£ 69.00
(burgee sales 13 @ £15):	£195.00
Sub-total:	£354.00
Assets (12 burgees):	£180.00
Total assets:	£534.00
Expenditure (s&p):	£ 17.98
(burgee purchase):	£363.66
Total:	£381.64
Balance at 30/4/98:	<u>£152.36</u>

Position at 30 April 1998:

Balance at bank:	£112.02	
Cheques/cash in hand:	£ 24.00	
Assets:	£180.00	
Total:	£316.02	
Owed in respect of assets:		£163.66
Balance:	<u>£152.36</u>	

Signed: 1 May 1998

A F Holland (Hon Treasurer)

Mailbox

Dear John,

Many thanks for the copy of Dauntless News (issue 4), it has at last spurred us into writing to you and joining the Association.

As you will see, we have a pair of Dauntlesses. One is "Cockle", hull no. 1530 (1960) originally owned by Denny Desoutter and now owned by our sons whose separate letter is enclosed. The other is "Mahala", hull no. 1510, so probably built in about 1958 according to your archives.

Our love of the Dauntless class began many years ago, and in 1979 when we were living and working in Greece Charlotte bought "Puffin" (built about 1959, purchased at North Fambridge) and had her trailed to Brindisi in Italy. We had an exciting and leaky winter sail in a near-gale, but made it to Greece where she was hauled her out for general refurbishment and a rebuild of the centreboard case. "Puffin" was sold a couple of years later, and we last heard of her in Malta.



Mahala on a cold day!



Cockle

Several boats and voyages later we found ourselves back in England in 1992 and looking for a small boat for local pottering. Despite being aware of the potential problems of Dauntless construction, we came to the conclusion that no other boat provided quite so perfect a combination of charm, accommodation, large cockpit, shallow draft, ability to sit upright when dried out on the mud, and a sailing performance which permits us to short-tack amongst the small creeks of the Backwaters.

Of the boats on the market at the time "Cockle" seemed the best bet. We sailed her locally for a few years, usually pumping hard, and changed her Stuart Turner for the very noisy air-cooled diesel which she still has. However we balked at the major refastening and stiffening she really needed to withstand sailing stresses, so when our friend and neighbour Peter Genery of Beaumont bought the beautiful Dauntless "Dormouse" (1953) and gave us "Mahala" minus rig and outboard motor, we jumped at the chance, transferred the rig from "Cockle" and added an over-sized bowsprit which has been a success.

We have sailed "Mahala" in the Backwaters for a couple of seasons, rather restricted by family problems and commitments, though we hope to have more time this season to meet up with other members. At the moment she is in the garden and with the help of a local shipwright we have doubled all of the steam-bent ribs between bulkheads. The centreboard case is now ready to go back together and we have a 6hp BMW diesel to fit, but will re-launch as soon as time permits and fit out the cabin once she's afloat.

Looking forward to some reunions with other Dauntlesses,

best wishes,
Martin Evans & Charlotte Syngé

Dear Mr Langrick

We have just read Denny Desoutter's letter which was published in the Dauntless News March 1998.

We are writing to tell you that "Cockle" (Hull No: 1530) has not been decommissioned & although scruffy is much loved. She is now used as our

houseboat and motor boat. (because our parents stole her rig for their Dauntless "Mahala".) We have taken out the main bulkhead and put a double berth forward. We can now sleep 6 in her.

Last year we took her out with four friends we swam, mud wallowed, mud surfed and fished during the days.

She is now in her mud berth at Landermere Quay. We plan to paint her coachroof this spring and have more trips on the Walton Backwaters this year.

Toodle-Pip

Alan & Ben Evans (age 12 & 11)

P.S

Our parents also stole our table so if anyone has a spare we could have we would appreciate it.

Editors note. The D.A managed to 'source' a splendid Dauntless table and should by now be installed in Cockle!

“FIREFLY” Log 23rd – 31st May 1998

By Clive & Jill Bradbury

After a long week at work, plus getting our 23ft Dauntless boat "Firefly" 'ship -shape' and filled to the brim with 6 gallon of petrol (plus 5 spare), 10 gallon of water, 1 generator, 1 leisure battery, 2 fold-up sun chairs, 1 tool box, food, clothing etc. My wife and I cast off, amazingly still afloat, on our first major voyage of the 7 seas, namely the River Severn, Sharpness Canal and touching the lower River Avon, from Stourport Basin on Saturday 23rd May at approximately 7 am. It was a good thing we decided not to take our 4 year old Old English Sheepdog along on this trip!

We had been invited by the friendly folk of Stourport Yacht Club to accompany them to the Annual Gloucester Regatta. The furthest we had been in "Firefly" was to Upton-on-Severn for the Folk Festival Weekend (May Day bank holiday weekend)- Most of the boats had left the Basin the day before, but with work commitments we and two of our new friends in their boat "Miss Stress" could not start until the Saturday. We had a superb run to Gloucester, non-stop, except for cutting the engine in the locks. Our Stewart Turner 8hp twin petrol engine did us proud, running about 4 - 5 knots all the way. It took us approximately seven and a half hours and we all thoroughly enjoyed the whole trip.

After two nights and a day of merriment, good food, drink and entertainment, both on and off the water, we were told most of the boaters were off to Sharpness and we were asked if we would like to join them. You bet! Why not? We said, we have the whole week, so off we went on the Monday morning around 9am, once again enjoying every minute of this great first time experience of real boating.

What fantastic people We met along the way, everyone so helpful and making us feel at home on the water. We decided not to follow them any further than Sharpness, as a flotilla of about 10 boats (all so much larger than "Firefly") were off into the Bristol Channel heading for Penarth. This decision ones made after taking advice from the more experienced, as they felt the Spring Tides would be too much for our little 8hp engine, they certainly did not feel that "Firefly" could not cope otherwise, being the sturdy little Dauntless she was. So we wished them Bon Voyage and we look forward to the experience some other time.

So a night at Sharpness, then off (back up the canal) to Shepherd's Patch on Tuesday and a night there. Wednesday set off back to Gloucester for a further 2 nights, where I found in a dockside reclaimed oddments warehouse an Old English Toy Sheepdog (full size), which I couldn't resist buying for £1. All the way home it proudly adorned the cabin roof to the amusement of passers by (both on land and boaters), but sadly not the wife!! While in Gloucester we went to the Leisure Centre where we had a lovely swim and shower.

On the Friday we moved up the river and spent a night at Lower Lode, having a lovely meal in the Lower Lode Hotel and a lovely hot shower for 50p. Then on to Tewkesbury on the Saturday morning to meet relatives, boaters on the River Avon. Here we had another lovely meal and a good laugh about all our experiences that week.

We started for home at 6.15 am on Sunday (31 st May), going full out up river, arriving six and half hours later in Stourport Basin. Home for the "Firefly and a well deserved rest!!

Even though earlier in the year my wife fell in one of the locks, and whilst on this voyage she ended up sleeping under a leaky roof with a plastic tray propped above her head, I'm happy to say her courage and smiles through the rough patches made our holiday one to remember. Her exceptional talent of cooking on a 2 burner stove (which doesn't work that well) with just a "skillet", anything from baked spuds to steak, never ceases to amaze me, plus her obvious talent for steering and manoeuvring in and out of the locks made it all worth while.

Our grateful thanks to all our encouraging new friends, and of course, our Dauntless "Firefly" for giving us a fun packed week.

Tired out from Birmingham

Diary of King Oliver's 1997 'Where the Wind Blows' Cruise

By Robert Coles

The idea this year was to sail for two weeks in whatever direction the wind was blowing, *trying* to get back at the end. However the lure of France and Belgium won over my good intentions, and off we went with the wind "probably just about OK" for Ramsgate. I had also decided to go for short day-time hops rather than longer passages. Failed again I'm afraid.



At the last moment I was very lucky - Richard (de Orf) volunteered to come with me for a week. We left Manningtree at about 7.30pm. At Shotley we picked up a mooring buoy, cooked a meal and thought how calm and peaceful it was. Wrong of course. As soon as the flood started, with wind and tide pulling in opposite directions King Oliver naturally lay across the river rolling like a flag officer on a Saturday afternoon.

Still, it made it easier to be awake early, since we never really went to sleep. Incidentally, Richard's strozzapreti al basilico pasta with halloumi cheese and focatta bread is a force to be reckoned with. The forecast for Tuesday was SW 3-4 and it did that too. Sunshine accompanied us most of the day to the brink of, and back from, the Black Deep. We took the long route out to the shipping lanes near the Kentish Knock. The tide was ebbing out of the Thames estuary in the morning so out we went. En route I discovered that the Long Sand Head is shallower than marked on the chart - only 3 metres at half-tide.

The rest of the passage to Ramsgate comprised the familiar mix of more-than forecast head winds and sharp seas. It entailed slamming into the troughs, getting very wet, making contingency plans for going "somewhere" (anywhere) up the Thames estuary, and about 7 gallons of petrol to finally get there. King Oliver is an "estuary cruiser" and not meant for such conditions. (For that reason my insurance company states limits on forecast winds for channel crossings to Force 4).

Ramsgate is a fascinating historical port named in ancient times after the frequent collisions of visiting yachts with the marina facilities. We visited the maritime museum and the 1945 steam tug Cervia, owned by a consortium of gynaecologists.

I realised that I had a real problem with my VHF radio - it would not transmit. This is what happens when you boast about your equipment's performance. Last month it was my wonderful Stuart Turner (engine), which I wrote to Practical Boat Owner about. Soon after publication of my letter my wonderful engine stopped and we had to be salvaged by Gerry Brown, off Brightlingsea.

Now, the radio about which I've always boasted will pick up Os tend Port Radio even on a bad day, went quiet and would not transmit.

The fixing process went as follows:

- Radio won't transmit
- Waggle the mike plug - makes 'transmit symbol' appear - therefore clean plug pins - try radiocheck with Port Control - no good
- Try spare aerial - OK - therefore problem with masthead aerial
- Waggle aerial the plug in back of set - seems reception is louder - therefore problem seems to be at plug
- Test resistance between centre-pin of plug and the outside shell - zero - short circuit! - conclusion: Short circuit in plug
- Buy new plug. Cut off old plug. Just to confirm problem test isolated plug - nothing wrong! - Bother! must be a 'short' in the cable to the masthead or in the aerial base.
- Inspect cable where can see, up to 8 ft above deck - nothing wrong
- Climb mast! - Richard rigs up boson's chair - fuff around preparing for him to haul me up - no, lets lower the mast instead
- Lower mast (1 hour)
- Inspect all of cable - no sign of damage
- Dismantle aerial base - only possible fault is in the one and only capacitor inside.
- Find Tandies - no suitable capacitor
- Buy new aerial in Chandlers - £28 - ouch!
- Fit aerial after overcoming small problems with undersized holes and improvising various tools
- Have to raise mast to be able to connect up the radio and test.
- Connect up and call Port Control for a radio check
- "You were clear at first but then it went fuzzy and died"
- *Bother bother bother bother bother bother bother bother bother bother bother bother bother ...*
- "Your burgee has a metal loop on the front, and it's touching the aerial. Do you think that could have something to do with it?" says Richard
- "Suppose it's worth a try"
- Drop burgee
- Call Port Radio - "sorry to trouble you again, may I have another radio check please"
- "Loud and clear"

But that was wasn't the end of it. It still proved not to be OK. The radio was tested by Fox's when I got back, and it was OK. The problem is currently believed to be in the aerial cable.

En route to Channel crossing rigged spare aerial but didn't work well.
Lost hat in strong puff whilst looking up at burgee.

12.40pm Thursday: Between Calais and Dunkerque gave chase to Dutch boat believed (by us) to have his transmit button stuck on channel 16 (the emergency and call-up channel). Sounds of children, doors slamming and a crow squawking (?) were continuously coming through my set very loud and clear. Under power and sail nearly caught up. Waved the distress signal with both arms. He waved back and smiled. We repeated this jolly exchange several times, then I think he got the message, and fixed his radio. Was later seen keel-hauling a child.

Friday: Legendary Gallic sense of urgency prevails as we await operation of the lock into the canal system. At Dunkerque wind and rain are lashing the coast, so naturally we chose to go inland sooner rather than later. Four hours after starting our 400yd trip through the docks we are just about to make it!

By the way we hit upon a local restaurant last night, and had an excellent meal. Dunkerque is referred to in my pilot book as "France's back yard". They meant "passage" of course but were too polite to say. When you can find them, the officials are very helpful, and the town is pleasant enough.

5.30pm: "Automatic" lifting bridge at Zuydcoote, Belgium. Passed "radar" supposedly detecting us and setting off the "automatic" bridge. Nothing for half an hour. Called Canal Control on VHF. French not comprehended. Went to bar by bridge. Deux bieres s'il vous plait Madam. By the way nous avons une probleme avec le pont. S'OK monsieur. Pas de problem. In 5 minutes we were through. Had passed into Belgium without hardly noticing.

Came by garage at edge of canal. Very handy so filled empty gerry can. Sun came out and scenery became very attractive. Squeezed last out of Fiveways wine box

Arrived Veune and parked before closed swing bridge for the night. Richard cooked v good pasta dish. I was faced with washing up, so cooked up a plan

Pretended to be straightening the bent boathook, broke it and hit my head very hard with one end. Blood dripped down face onto jeans and floor. Richard immediately dampened his flannel which I kept pressed to the wound. It had worked - I got out of washing up and also won a flannel. Made note in log - Appendix 1: Accident log (hereafter called the "Accident Book"). Then to make things better along came an elderly man out for a stroll. He could not believe we could sleep in such a small space and that we came across the zee zee een dat sheep. "You going back across the sea? - Crazy - you will drink!" Went for stroll into town. Found very grand "Grand Place" in the centre and enjoyed being served refreshments in pavement bar by a beautiful blond Belgian bird with long legs.

Saturday:

10.30 departed Veurne after bank, breakfast in Grand Place and shopping for map of waterways, fruit, bread etc. Bought 3 month licence at lock (1000BF) and away quickly through swing bridge and under railway line. Sun coming out. Sun gone in.

1220: Junction of canals and River Ijser at Newport. Passing through two locks into canal for Brugge. Drifting in tidal basin in sunshine, awaiting next lock.

Note (2) for Accident Book: Moored to roadside crash barrier, while climbing over to get to bar cut knee on sharp edge.

Waited in pub for bridge. Sampled Westmalle Trappist Biere Tripel (Alc. 9% vol.) - very nice. Also liked glass so bought it too. Passed bridge. Sunnier, warm, still windy.

4pm: Note (3) for accident book: Made black tea and coffee. Immediately spilt hot tea down bare leg and into cut.

5.30pm: An automatic swing bridge would not open despite circling in front of "radar" waving arms and legs. Retired to an adjacent bar seeking assistance. None forthcoming but enjoyed a couple of beers and a waffle. Richard looked again at "radar" and found it was really a button. Pressed it and the bridge opened!

7.30pm: Repaired the broken boathook with tape and self-tapping screws. It's back to its normal shape now, unlike my head - it has gone even more lumpy than usual.

Note (4) for Accident Book: Hair matted by blood last night was bait for mosquitoes. Now severe bites erupting all over. Big ones on chin, forehead, right leg and both hands, with which I failed to kill them last night.

Bridge closed at Brugges so moored to bank. Town not very close. Cooking pasta again. Strong evening sun. Walked to town centre - about 1 mile.

That bridge took 17 hours to get through. Manic Belgian laughter on VHF, and nobody answered their phones, but then it was Sunday. Very suddenly, all the bridges opened for us and we berthed in an idyllic street called "Coupure". Sun came out and had much needed wash. Richard noticed how lumpy my head had become, mostly due to mosquitoes. Lit jostics all last night in vain hope the smoke might put them off. Killed one, but too late - drunkenly stumbling about full of my blood. Now close to centre and not far from station. Further bonus:- It's free!

This spot turned to be very comfortable, apart from the mosquitoes. By morning had gained several more bumps. Dined on fish soup and mussels in local restaurant. Ear-wigged an elderly Brit advising his

Australian friend about life and love etc. The Aussie must have been bored stiff with him (as we were) because he invented a complaint to the waiter that "some of these mussel shells are empty". He must have been desperate to change the subject.

Monday: To Market Square for breakfasts. 8.30 to 9.30am ideal time to take pictures - tourists still in hotels and this beautiful ancient town is deserted. Will "do" it with camera tomorrow.

11.45am: En route to Brussels by train to meet Margot and her sisters who are doing a Sunday Times free day -trip. One hour intercity-type journey = 450 BF (£8) return.

Richard has left for home via Hook of Holland to Harwich ferry.

Met them in the Grand Place and ordered large beers. "Large" in Belgian means 1 litre but the girls were well up to the task.

Have planned solo trip home. Three legs in three days to Calais via Ostend and Dunkerque. All sea legs 6 hours max. and with the tide. Crossing to Ramsgate also 6 hours, with Dover as a possible bolt-hole.

Ramsgate to Harwich is the most hazardous leg. May have to go up Thames estuary instead. At present weather systems seem stable & favourable as far as Calais.

Tues. 22 July 3.30pm. Day of gentle sightseeing in Brugge and minor boat repairs & tidying. Occasional sun v. hot. Food supplies from nearby neighbourhood shop. Insect bite cream from apothecary

Radio 4 8am: "3 out of 4 Daily Express readers opt for conversion of the Nationwide to bank status: Why? - for short term gain at the expense of long term higher interest charges and lower returns on savings. i.e. "Make a quick buck now and sod the future."

Solution: Impregnate all Daily Express papers with a deadly poison.

Wed 23rd: 7.30pm Royal Ostend Yacht Club, on terrace overlooking harbour, very warm, showered and with large beer: It's been a long and quite hard day in terms of finding way through closed bridges and locks and not being able to find out what's going on. Short of cash to pay harbourmaster, but might walk into town to find cash machine. Forecast good for direct run to Harwich - leave about 7am and arrive just after midnight. Bit on exhausted side having done everything on own, finally raising mast and sorting out all the rigging, sheets, sails, dirty washing, washing-up etc.

7.30am Thurs. 24th: Winds veering to West & up to 5 therefore not going. British Yacht with engine failure radioed Ostend Pilot wanting tug. When told would cost £340 changed minds.

11.30am: Walked to town and tram back (40BF=£0.70). Provisions from markets and grocers. Made right choice of marinas here. North Sea Yacht Club very crowded & overlooked by glockles. Mercator Marina in centre expensive & facilities not good. This is much more relaxed & harbourmaster a real character & v friendly. Took Sally Line brochure just in case needed. 5 day return to Ramsgate 800BF (£13). Staying here won't be so bad, if it proves necessary. Will attempt a first King Oliver cauliflower au gratin in a minute, since had no breakfast.

Chatted to Dutch couple on 1903 converted barge earlier (in Ostend). They don't like the prices (even though their boat must be worth a packet), and intend to retreat inland where mooring is free. Ostend certainly looks to be full of local interest, so a few days could be spent relaxing here without due unrest. Yacht Club was purpose-built 150 years ago.

Fri. 25th: Sally Line ferry to Ramsgate: Roughish crossing, pint of Stella & next to Forces couple stationed in Germany. They now being chatted to by Londoner also with pint of Stella but "in the 2nd hand tyre business". Just viewed "half a million tyres, but they was rubbish, I was fumin". "They are £20 to normal punters in London, and in the trade (wink wink) on the Continent I can get them for £1.50" (smug greasy grin). "We come over in the van for the day for 240 quid". Clearly we wage slaves are in the wrong game mate. Little does he know this is being recorded, but a fat lot of good it will do.

12.35 UK time: Peckish so bought muffin by Otis Spunkmeyer, from bar, just for the name really.

Sun 27th: Ramsgate to Ostend ferry: Re-visiting Otis Spunkmeyer's muffins and Stella's lager. Mike Monaghan has joined me for another attempt on ze Nordzee, but we are in no hurry. Forecast for next three days is very good, and the demands of my employer have receded into oblivion.

Tues. 29 July 9am: 51deg 27.9'N, 02deg 33.0'E: Warned off pipelaying operation by guard vessel. Hooted and came up to us, and called us on VHF. "Stay at least 2 miles away". Cooking breakfast at the time. He stayed with us until we were clear. Forecast today is variable force 2, becoming SW 3 to 4. Clear skies since we left Ostend at dawn (5am BST). Now hot sun and very light breeze from SW. Motor-sailing at just

over 5 knots. Plan is to keep this up all day on constant compass course to Harwich Harbour. Hopefully arrive before dark and before HW so can go straight up to Manningtree. Cream on the cake would be an open bar at the sailing club. However we are a long way off and things rarely go according to plan. It is now 9.50am and we have logged 26 miles since leaving Ostend. Wind is dying further. Just one fishing boat and the pipelaying rig are in sight. VHF still not transmitting properly.

10am: First sail seen, on stbd bow about 4 miles away. Also approaching second crossing of shipping lanes, about 10 miles North of the West Hinder.

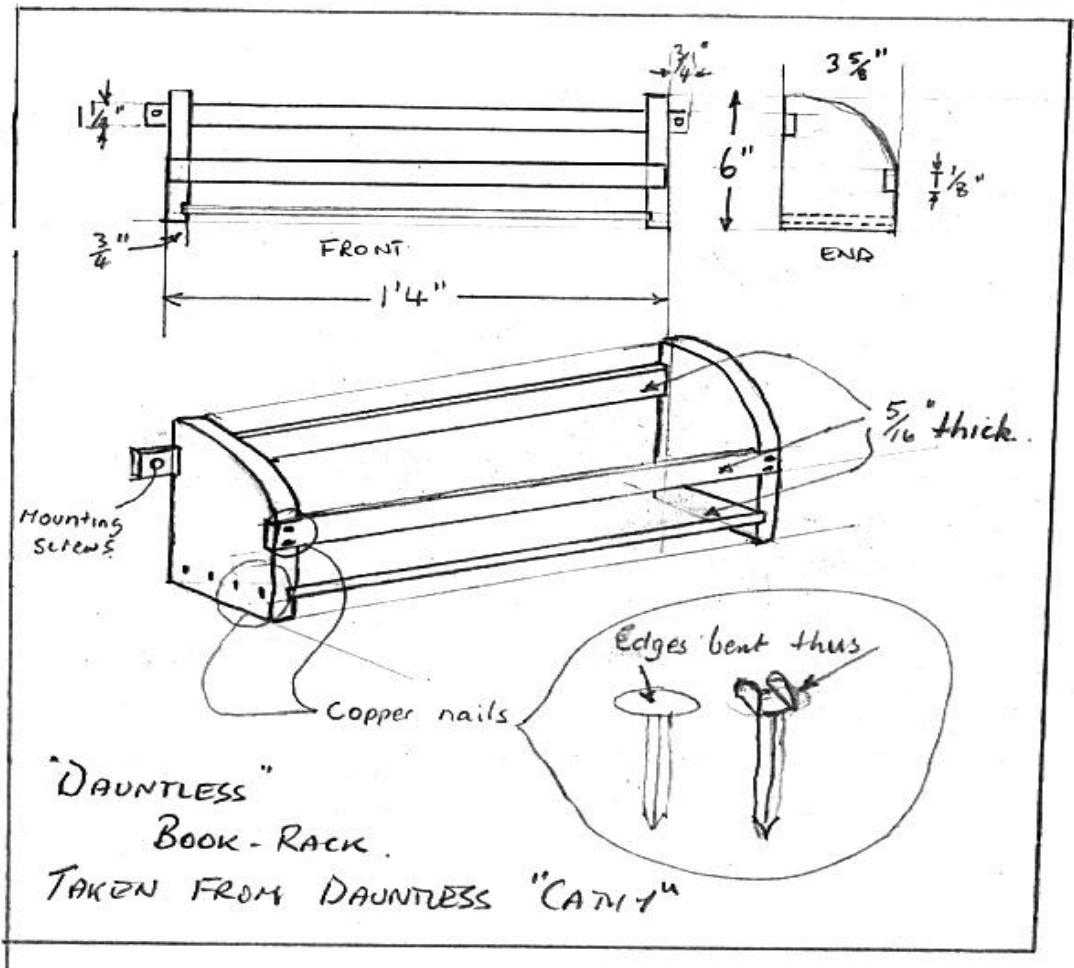
Mike and I must have walked about 10 miles to and around Ostend yesterday. Met couple of Dutch blokes on boat next door but declined invitation to join them for a drink because of early start.

Postscript: Remainder of day spent motorsailing to maintain 5 knots in direct line to Harwich. Wind increased to about force 4 Southerly. Arrived at Harwich breakwater at 8.30pm, which was about high water. Carried on in hope of getting to Manningtree before water ran away. Just made it to mooring, and to the Crown for a pint with just 15 minutes to spare

Build a Dauntless Book shelf

Now winter s drawing in and we are thinking of laying up, I thought you might be interested in the detail of one of the two book-shelves we found in Dauntless CATHY. I believe the construction is original as I have seen similar in other Dauntlesses.

The material is solid mahogany with the grain on the ends running vertically. It could be that ply would be cheaper nowadays, but I would recommend trying to get solid wood for the ends. The unit is not glued,



but fastened by copper nails which are all fashioned as in the diagram. In Carthy they were screwed to the forward bulkheads with a screw in either end of the batten at the rear.

The design could be modified for such as coffee cups or other storage.

Do you have your favourite fitting? It could be original or your own idea. Please send them to me and I will publish.

As I mentioned in the introduction, Dauntless CATHY was basically untouched from new inside. I will detail how the fixtures were made in future newsletters and be assured that all this information remains in the archives should you ever need it!

Boats for Sale

Dauntless Undine



23' Dauntless Sloop, built in 1963. Gunter rigged. 8HP Stuart Turner. Three berths and no electrics. Undine is in good condition and can be seen at Oare Creek Faversham. Contact Graham Hadaway, 3 Chart Close, Faversham Kent ME13 7SE.

1969 Dauntless 23' Sloop

4 berths cooker, portalo, 10HP inboard Brit Sprite engine. Currently on hard-standing at Shepperon-on-Thames Middx. Price £3,000 ONO, please call Don Cooke, 01548 843354 business hours only

Caring home & TLC needed for Dauntless



20' Gunter Sloop. She has lost her engine but tank, prop and shaft still remain. There is a Stuart 8 available at extra cost.

She has slight damage to the hull where she sat on her centreboard, The rest of her hull is in good shape but she needs a new deck and general TLC. Price £550, contact Leena Reekie at Faversham Tel/FAX 01795 53421

