

Dauntless News

The Journal of the Dauntless Association

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EVA ANNIE – Completed! Sept 2000

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Introduction

My apologies for the late arrival of the newsletter. I have been under tremendous pressure recently. Still, better late than never! Thanks again to all for the contributions to the newsletter and do please keep them coming.

Year 2000 events

A windy season wasn't it? I am now laid up so 'fun over' until the spring. Our event calendar, other than one, was 'sail-able', but we still had a great time at the Halcon Motor-Boat club, for the Benfleet rally, where we all had to travel by road. The club made us all very welcome and we had a wonderful barbecue. Again our thanks to Ray Large and the club for facilitating this.

This issue of Newsletter includes a summary of the AGM where we had a great evening at the Shipwrights Arms. Ask Robert Gray about the dinghy painter and reverse gear... although I can leave the rest to your imagination!

We had three Dauntlesses at the East Coast Classics this year. The most of any class of boat. We all had a great time but again the poor weather spoilt the event slightly.

Web Site

Our web site has now changed to a more permanent address. It is now: www.dauntless-association.org.uk. Thanks to Mark Ellen for help with setting this up and do please feel free to send your photos to me for inclusion

Christening of EVA ANNIE

You will see by the picture above, Paul Bishop with EVA ANNIE ready for re-launch after her 2 year refit and just in time for the 2000 Paglesham rally. At the end of this newsletter is a picture showing yours truly 'Christening' with a pint of best bitter, watched by proud owner Paul and brother Nigel.

I am delighted to report that other than a 'heavy dew', she did not make too much water, and we were soon off, giving the re-built Stewart 8 a run down the river. She is now tucked up in a mud berth for winter.

It has been a long (and expensive) experience for Paul, but congratulations on behalf of all the Dauntless Assn for restoring yet another wonderful craft.

Burgees, Burgees, Burgees

Have you got your Dauntless Association burgee yet? We still have a few in stock. What an excellent Christmas present for the boat!

Picked up from a sailing bulletin board- cure for the laying up blues..

- 1 Sleep on the shelf in your wardrobe.
- 2 Four hours after you go to sleep, have your partner whip open the wardrobe, shine a flashlight in your eyes, and mumble, "Your watch!".
- 3 Stagger to the kitchen and have a peanut butter and jelly sandwich on stale bread. Cold canned ravioli is optional.
- 4 Put a wall across the middle of your bathtub and move the shower head down to chest level. When taking showers, shut off the water while soaping.
- 5 Place all none edible garbage in small plastic bags, and store in other half of tub (edible garbage to be thrown out the window).
- 6 Put old engine oil in your humidifier instead of water and turn it up high.
- 7 Remove the handle from the lavatory and make everyone use a plunger to flush it. Stuff garbage down to block it first at random intervals.
- 8 Bring the lawn mower indoors, start up, and leave running while trying to listen to favorite CD, or having an in-depth conversation. Once a month, take it completely apart in the middle of the living-room carpet, and reassemble.
- 9 If the wind outside is howling, race around the house to make sure all windows and doors are secure(at night, everyone takes a turn on 'watch').
- 10 Make up your family menu a week ahead of time without looking in the pantry, 'fridge, or freezer.
- 11 Use 18 scoops of coffee per pot, and allow it to sit for 5 to 6 hours before drinking.
- 12 Put a fluorescent light under the coffee table, and lay there to read a book.
- 13 Every so often, fill the tub and throw the cat in, shouting "Man overboard!".
- 14 Run into the kitchen and sweep all the pots/pans/dishes off the counter onto the floor, then yell at the wife for not having the place "stowed for sea".

Welcome New Members

We welcome aboard the following new members:

No	Name	Boat	Home Port
82	Trevor Reilly	Former owner of RUTH	
8	Robin Moore-Ede	MARSHMALLOW (ex-AMBERCREST)	Burnham Overy

Annual General Meeting

The AGM was held on 6 May 2000 as scheduled in the Shipwrights' Arms, Hollowshore, Faversham. Present were Robert Gray, John Langrick, Nigel Bishop, Mr & Mrs Phil Everett, Mr & Mrs Roger Hill, Duncan MacIntyre, Lena Reekie, Alan Staley, Keith Walsh, and Alan Holland. Apologies were received from Steve & Sue Dalton. Boats present were CHRISTABEL, SWANTI, LINNEA and THANKFUL. Robert gave a resume' of the season's events and other items of interest. AFH reported on financial and membership matters. The Chairman, Newsletter Editor and Treasurer/Mem Sec agreed to continue in post for a further 12 months.

FINANCIAL STATEMENT 2000

This statement has been produced for the third AGM to be held on 6 May 2000. It covers the 12-month period from 1 May 1999 until 30 April 2000.

	£	£
Balance at 30 04 99:	374.17	
Plus interest Oct 98-Mar 99:		0.55 = 374.72
Plus cheques/cash in hand:		0.00 =
374.72		
Opening balance:	= 374.72	
Income	£	
Subscriptions:	123.00	
Members' donations:	32.00	
Burgee sales (7 @ £15):	105.00	
Bank a/c int Apr-Sep 99:	0.67	
Total Income:		= 260.67
Expenditure		
Batch 2 burgee (20) procurement:	230.89	
Stationery, post & telephone:		25.00
Total expenditure:		= 255.89
Income less expenditure:	260.67	
		- 255.89 = 4.78
Plus opening balance:	+ 374.72 =	379.50
Assets (13 burgees @ £15)		195.00
Position at 30 April 2000		
Balance at bank:	379.50	
Cheques/cash in hand:	nil	
Assets (as above):		195.00
Outstanding liabilities:	nil	
Closing balance:	574.50	

Note 1: The balance as given in our annual bank statement on 7 Dec 1999 was £182.50.

Note 2: Our present cash balance includes £149 in donations made in FYs 99 and 2000. It is recommended that consideration be given to making some permanent use of these funds, as distinct from our working income of subscriptions and burgee sales.

Signed: 1 May 2000

Alan F Holland (Hon Treasurer)

Restoration News

In this section we plan to give news of the various craft being restored. Do you have 'restoration' story that you feel our readers would like to hear?

We would also be grateful for your input on any topics relating to Dauntless craft, but in particular the following two topics:

Ballast – how much and where? How is your Dauntless ballasted ?

Rudder – What type of rudder plate do you have and has it been modified to better effect?

Restoring PEBBLECORK III

Vincent Carlin reports from Lancashire on progress on 23' PEBBLECORK III (ex-SEA KESTREL), currently ashore at Tarleton for a refit. She now has a new centreboard case; four new ribs; new decks all round; new carlines and two deck beams; and cabin port and fore sides in iroko. The hull has been taken down to bare wood for further treatment. Vincent is now considering fitting a diesel and would be grateful for any advice on a suitable engine. He is also looking for a suit of sails. If you can help please contact the editor in the first instance,

Continued restoration of SARAH JANE – Tim Jepson

The weather during the early summer was not conducive to outside work, consequently, there was little progress on the structure of SARAH JANE.

However, I finished off the interior painting with a glos coat of cream and Damboline bilges on top of 3 coats of primer. Cleaning around all the frames and nooks and crannies is a job that needs plenty of time and patients.

The final job looked a vast improvement over what was there before, although memories of her abandoned state were receding from my mind and in it's place were mental pictures of such wonderful restorations as LINNEA to drive me along.

While the wet weather continued I got on with the re-building of the chain locker front, with plenty of dezincified brass screws to swear at, all replaced with silicon bronze. The cockpit locker fronts were finished off and I now had somewhere to put small bits of wood etc. One of the least enjoyed tasks was raking out the garboard seam which had been payed with glazing putty. This was then re-caulked with cotton and will be payed with Jefferies Seamflex eventually.

Once the weather had decided it was summer and the rain had stopped, work started again on the structure. The contrast down below with the new main bulkhead, new gloss paint and the derelict large rotten coamings was becoming too much, so I decided that new coamings had to go in this year.

Some very nice Iroko was obtained ready-planed up. I had decided not to follow the rather crude original build, with the resulting end-grain showing at the forward joints, but instead to put in proper corner posts.

The T&G decking was removed and the hatchway beams came out without much fuss, followed by the beam shelf, everything being marked so that I knew where it had come from. The many screws holding the coaming to the carlins were taken out, most unscrewing without any problem. Others had dezincified and slowed mme down a bit.

Eventually the coamings and header were laying on my trestles outside and then of course after a quick inspection, the carlins were found to be past their best so out they came as well.

A good clean-up followed the removal of the last of the white paint that had been plastered all over the lovely varnished wood and some minor repairs made to the short deck beams under the side decks.

New carlins were soon cut out and fitted in place. The Iroco boards were jointed up to give the 18" width I needed using a spiled joint with West epoxy. The original coaming (what was left of them) was used as a pattern to mark out the new ones and then they were cut out.

I had retrieved the portholes from a second-hand shop near the yard where SARAH JANE had come from and these were now fitted temporarily. Now came the brain teaser, fitting the corner posts. I had obtained some 4" X 4" Iroko for this job, initially I worked out the angle of the header and coamings and cut out a scrap piece of Deal to double check it, miraculously it fitted. So now the real corner posts were roughed out and the rebates cut. After some adjustment they fitted perfectly and I stood back in amazement.

The new coamings were fixed in place and a coat of UCP followed by a coat of varnish made them look superb. The view inside the boat was transformed with all the cruddy painted wood gone, she was starting to look like a handsome craft again.

I had cut out the deck beams previously and these were now fitted after running a stopped chamfer along the lower corners. This caused a problem because I had got used to having no deck beams and kept bashing my head on them, I suppose I will get used to it again or wear a hard hat!

The outside of the hull also had some attention during the summer. I decided to burn off all the paint and re-prime all over. I thought it would be one of those jobs that went on forever, but once I got the gas blow-lamp on the go, it only took 3-4 hours. It wasn't a lot of fun underneath although there wasn't much paint there anyway.

After a good rub down and brush-off, I put on 2 coats of highly expensive yacht primer and then went around with the stopping followed by another coat of primer.

New sterngear has been ordered to fit the existing bore in the deadwood. Maybe during the winter I will drag the Stuart out from under the bench and give it a going over. If I need any parts I just have to walk 200 yards down the road to Fairways, which is very convenient.

The next major jobs are to re-deck SARAH JANE using T&G as was originally used and canvassed.

The sailing gear has to be made up. I have a mast that needs shaping up and all the eye-bolts etc fitting, the yard will be made from an old Dauntless mast that is past it's best but hopefully will yield enough timber for the job. I have the offer of some cotton sails but in an unknown condition.

There is also the joinery from CATHY to fit, so all in all there is quite a bit more to do, but I would like to get her afloat next year if possible.

Your Letters

Maldon Oct 2000-10-22

Dear John

I suppose you are starting to put the newsletter together so I thought it would be a good time to let you know of my progress on SARAH JANE. (See article earlier),

Well I hope you had a good year sailing SWANTI, it wasn't much of a summer, especially the early part. I had a number of deys underway on the barges 'CENTAUR and PUDGE although for the second year didn't get into the Deben or the Ore but all in all I had some good trips.

It won't be long before I start to clean up all the joinery work from CATHY, I will be glad to move it out of the conservatory, space is a premium here, what with 2 old motorcycles and gardening implements in there as well, there isn't much room to move around!

All the best, Tim Jepson

Newlyn Cornwall 13th Aug 2000-10-22

Dear John

Seven pages to follow of my latest exploits – please feel free to edit as you wish – I realise you have to do the typing. Please see 'Dauntless in Douarnenez'

I do need your help and technical expertise with my rig. If you have any plans or line drawings of gaff rig for our size of boat, I'd appreciate a copy, or any advice at all that you can give me.

I've done so much inside her now, and I want to get her as good as I can on deck as well. I am also after a set of tan sails, so if you know of any going cheap, I'd be interested.

Life is good for us down here, so I will be spending more time and effort on the boat (and therefore money, of course) and hope to spread the Dauntless gospel around.

I'm probably in arrears as far as membership of the Dauntless Association, so I am putting a cheque in the post for a couple of years . (Is it still £3?). (Yup .. ed). Anything left over can go to photocopying, expenses or postage and so on, if you have any material you can send me. I hope all is well with you, keep up the good work

Best wishes

Robert Hall

---oOo---

Newlyn Cornwall 14th Aug 2000

Just had the phone call and resisted the temptation . I've left so much out, the whale, the yacht aground, the sheer beauty of many of the places, the tallest (reputed) lighthouse in the world, the regatta for four year olds, that short cut we made to Dempaul (gulp) and so on. But I suppose you can't put it all down, besides which I am a lazy writer – in too much of a hurry to get it finished.

If you get a copy of the Paris Match for the week 20th July – Gerard Depardiece is on the front cover – you will find a photograph of the boats going through the rocks – I am slightly to the right of the centre fold, sandpiper hull with green decks.

Just to make my plans clear, I had intended to work up to Portland so as to take the shortest distance across (54nm) to Alderney – working the neap tide. But having missed that I took the plunge and did a Salcombe – Les Septiles, on a spring tide, so that I could run for Guernsey if need be.

By the time we came back though, I was feeling very confident so myself and Craig (my original crew from St Kath's to Penzance), decides that, given the fine weather, the two of us could do the crossing straight to Penzance I think it was 116 nm from L'Aber Ildut all told, only 20nm more than Salcombe – Septiles – I am still not sure how wise it was. Several people had said variations of 'You brought a Dauntless over –gosh!' (Or Well don or Wow etc).

Did they mean, what an intrepid thing to do, or you daft bugger – you want your head examined. Given that we returned the same day the students lost their lives off the Hook of Holland . . . well. Still, the good Lord blessed us with fine weather and an easy passage – and maybe I am better at this than I give myself credit for.. Who knows!

Robert

Editors Note.

An account of this memorable passage will be in the next newsletter...

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John Leather investigates the Dauntless Origins

John is a well known expert on traditional craft and has long shown an interest in The Dauntless design and it's origin. Keith Patten of Seaking Yachts kindly lent John some early blueprints catalogues and plans of the Dauntless 'flattie' rowing and sailing dinghy, so that John could plan a reconstruction for his grandchildren of the dinghy he learnt to sail on a local pond in his youth

Fingringhoe Nr Colchester 7th May 2000

Dar John

Many thanks for sending the many photos and the sketch plans and catalogues for the various Dauntless boats...

I am sure you are aware small boatyards did little if any accurate drafting or in some cases laying off of lines and structural details on the floor for accurate building. They usually relied on making a few transverse moulds and a stem and transom shape, for erection on a keel and hog of pre-determined length, with rocker to suite their eye. A hit and miss arrangement which needed the final hull form and it's structure to be settled by guesswork and experiment. That done to the builder's satisfaction, the moulds and templates were used repeatedly to produce other craft of the same type.

The two sketch plans sent were of no more than that, have no dimensions or scantlings. They were not intended to be worked from.

In contrast, the design of an 18' X 6'6" centreplate cruising sloop, by Harry C. Smith of Burnham on Crouch, 1929, is as one would expect from that experienced designer of yachts and other small craft, very carefully designed. I am having the plan of the craft, which includes the lines, general arrangement and sail plan, printed for you to add to the Dauntless archive you have. He would also have prepared a detailed table of offsets, construction profile, deck and sections, centreplate and other steelwork, sail plan in detail and mast and spar plans.

As Harry Smith had, over the years, designed yachts etc, from about 1888 to 1940, he designed a number of attractive flat bottomed dinghies, often as sectional boats for carrying distances, such as in the African jungle etc. He may have designed the original dauntless flat bottomed boats, although I have no firm evidence of this. I do have some plans for his portable flat bottomed boats.

More shortly

John Leather

On the subject of laying up.

John Langrick

One of the saddest sights is to see any craft damaged by negligence in laying up. The photo Fig 1 below shows the damage that resulted in the final demise of Dauntless CATHY. She had been laid up on blocks in a manner that eventually strained her fastenings and warped her keel so that the damage was irreversible. In fact she rested on just one block at the point where the centre plate pivot was located, probably the worst possible point for support. Hopefully this article may help with suggestions based on my experience of laying up. Perhaps you can let me have yours?

I believe most important is adequate support for the keel over all it's length and to remember that a Dauntless keel is not absolutely flat, it is slightly 'rocker bottomed,' i.e., convex. If she is layed up flat on

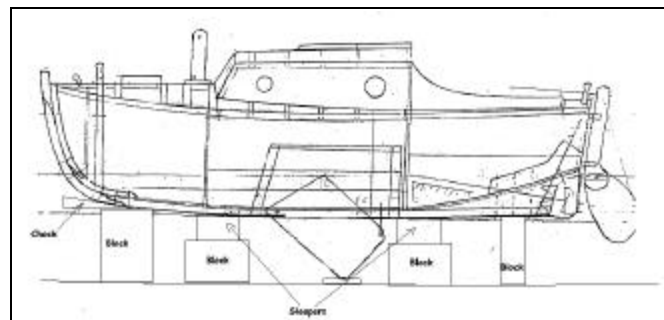
the ground, she will take up a flat shape and will dry to an unnatural contour, straining the hull unnecessarily.

A common result of bad laying up is that when the boat is put back in the water, she will take much longer to take up her normal shape and hence will leak even more than usual. Years of poor laying up can cause 'nail sickness', where the holes for the fastenings become enlarged and unable to close when wet. The example of Cathy is a warning to careless owners.

Of course, far better for a wooden boat is a nice snug mud berth, but these are often difficult to find and hence many of us have to lay up on dry land. In this article, I make a few suggestions that certainly help me laying up and I believe helps keep SWANTI from unintentional damage during the winter.



Fig 1. CATHY's hogged keel. She had just one sleeper positioned under the centre plate pivot.



On the above diagram, the sleepers are positioned in line with the main bulkhead and further blocks placed forwards and aft of the sleepers to give additional support. The idea is to give the keel natural support along all it's length, where the two main support points are in the position of the main bulkheads in front of the engine and under the mast.

Care must be taken that the sleeper to forward, under the mast, does not obstruct the centre plate, which is lowered onto another small block. This will reduce the weight amid ship.

The hull is kept upright by placing wedges under the bilge keels. This has an additional benefit when antifouling. The wedges can be removed from one side and the boat heeled over to give a few extra inches of much needed space to crawl around with the antifouling brush. Remember to lift the plate, when you do, as it will otherwise catch on the ground.

I always leave a little sea water in the bilges. This does mean that the cabin remains damp during the winter, but does help prevent drying the hull unnecessarily, something which should be avoided, especially when the weather turns warmer in the spring.

Winter well, and see you in the Spring!

Boats for Sale



23' Dauntless Cruiser

1500 BMC Diesel, (just rebuilt),. Partly rewired, (unfinished). Diving platform, cooker, Sink, flushing toilet, 4 berths. Ashore at Paglesham.

Offers Invited

Mr S Winstanley, 01702 549686

Mr B.J.Sage
18 Falcon Way
Great Clacton
Clacton-on-Sea
Essex
CO15 4QP

Tel. 01255 423749

RE. Dauntless Association Newsletter

Dear John Langrick;

I am the joint owner of a 22' Dauntless sailing cruiser (no.1436), which we finished restoring late last year. It is mahogany on oak, Gunter rig with a 10hp Stuart Turner engine. We have decided to sell it and are asking for offers around £3,000.



I saw your Dauntless Newsletter on the web and, if possible would like to advertise my dauntless for sale in it. I would be willing to make a contribution to your association.

I've also included some details of how we came by it, just in case your readers might be interested.

My friend (a former Dauntless owner) found it chocked up in a field, and knowing I'd restored a few boats before, persuaded me to look it over.

The cabin and decking was very rotten, the portholes were missing but apart from a couple of cracked planks, the hull was sound and rot free and the engine appeared to be in good condition.

The farmer had been trying to sell it for some time, and wanting to clear the site was about to break up and burn it. He agreed a fair price provided we moved it within a week. So we set off to collect the trailer my friend had arranged to borrow.

Unfortunately a couple of the trailer's suspension units were busted. So we placed an urgent order for 4 of the beefiest units we could find, and hoped the farmer would be patient.

8 days later we returned with the trailer and a diesel pickup loaded it up, waited for the roads to quieten down and set off for home. Our trouble with the trailer wasn't over, just a few miles from the yard we had borrowed one of the wheels sheared off. Thankfully the suspension units could handle the extra load and the boat was undamaged. A nearby homeowner was kind enough to allow us to park the boat on their driveway overnight while we obtained a new hub and stud bolts.

It's taken several cubes of mahogany and oak and many hours of work to rebuild the cabin and repair the planks, we also doubled up some of the ribs. We managed to track down some portholes and sails salvaged from a Dauntless that had been burnt. We had the engine professionally serviced and it proved to be in excellent order.

We had planned to sail it round to some of the classic boat shows this year together with my friends' other boat (a Peter Duck), but have both been far too busy. We now have decided to sell it, as the yard we are using is about to become part of a new supermarket.

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