



# HARBOUR LIGHT

THE FRIENDLIEST, MOST WELCOMING, INDEPENDENT MARINA ON THE EAST COAST

## WELCOME!

from Jonathan Dyke and Mike Spear, directors.



Harbour Light No 26 marks 14 years of the newspaper which is packed with news from us and our fantastic group of partners who make Suffolk Yacht Harbour uniquely different from any other marina/boatyard.

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**Suffolk  
Yacht  
Harbour**

## NINETEEN FLOOD WARNINGS ISSUED AS STORM SURGE HITS EAST COAST



**The St Jude's day storm** hit us on October 28th with winds peaking at 59mph. We checked all mooring lines (we estimate around 3,000!) and fenders (4-5,000) on the boats in the harbour and made sure that the boats stored ashore on cradles were secure before the storm arrived. In the event, a couple of sails and sail covers were damaged and a tree fell down. Thanks to SYH staff hardly any damage occurred.

**Then on the night of December 5/6th** we experienced the biggest tidal surge ever seen in the harbour. At the tide's highest point at

around 1.30am, the pontoons were floating above the level of the hard standing and many of the gangways were sloping uphill rather than downhill. But – because it was the middle of the night – we were unfortunately unable to get photos of this amazing sight.

**SYH was well prepared** and a team patrolled the marina all night while our workboats remained on standby. We also had oxy-acetylene cutting gear ready just in case. But fortunately, once again, the Yacht Harbour and its precious contents escaped without damage.

### CHANDLERY GOES 'ON LINE'

Our extensively stocked chandlery will soon be on line, offering both click and collect plus despatch services. Our extensive range of equipment, paints and clothing is complimented by a vast range of products that support our full boatyard facility. Besides this vast stock our experienced staff

are happy to offer advice on the correct product to suit your requirements – linked with our comprehensive understanding of boatbuilding and refit projects we can guide you through your own maintenance schedules. Please look out for details on our website [www.syharbour.co.uk](http://www.syharbour.co.uk) or contact Richard Gadd our chandlery manager [richard@syharbour.co.uk](mailto:richard@syharbour.co.uk).

**We also had a more** welcome winter visitor in the yacht harbour – a porpoise. For a few days in the new year it cruised around the marina before eventually heading back out to sea again. Harbour porpoises are common in estuaries and coastal waters around the UK, but this is the first time we have actually seen one in the

yacht harbour, although seals have been spotted between the pontoons. Porpoises look similar to dolphins - the way to distinguish them generally is by their smaller size.



### STAFF PROFILE NO 26

**JAMES MALLET**

**BOAT HOIST DRIVER**

**J**ames developed an enthusiasm for the marine environment after school holiday and weekend work at a boatyard in Ipswich. He soon

followed this up with a local work experience course in 2001 before joining them as a marine operative/travel hoist driver in 2002.

His duties included lift outs, launching and towing boats of all types and sizes, lowering and stepping masts, assisting the boatyard in repair processes such as keel and rudder removal where hoists were required.

In the following seven years he developed his boatyard skills in all areas and became very much the 'finished product'. A very experienced marine driver holding a range of certificates for boat hoist, tele-loader, forklift, crane and tractor. Which is

why we were very pleased to welcome him to Suffolk Yacht Harbour in 2009.

James bought his first house in Ipswich last year where he lives with his partner Arianna and their two children, Matthew, 7 and Archie, 16 months.

He has a serious interest in sea fishing as well as fresh water angling for carp on inland water.

James also likes to sail whenever and wherever he gets an opportunity and enjoys working with all his colleagues at the yacht harbour and many of the berth holders.



James at work n the yacht harbour.

*please visit our website*  
**[www.syharbour.co.uk](http://www.syharbour.co.uk)**





*Maida International 6 metre*

**'Maida'**; international 6 Metre. Her keel and hull (beneath the WL) have been sandblasted, primed and antifouled. Timbers in her counter have been replaced and her cockpit will also be repaired before an overall paint job in the Spring.

**'Asredura'**. This elegant motor-sailer has new deck beams, plywood sub-deck and teak planking in a damaged area of the deck. She will then be sandblasted below the WL and the Cascover hull sheathing will be repaired and made good.



**'Asredura'**

Classic Regatta 2014  
June 14/15th



ENTRIES  
FLOWING IN  
FOR NEXT  
YEAR'S  
CLASSIC  
REGATTA

**The 2014 SYH Classic Yacht Regatta** will be on 14/15 June. Many newcomers are expected this year to swell the 50-60 boat fleet; including several yachts that have been refurbished at SYH's workshop. As usual, the social side will centre on the marina with a big party on Saturday and prize giving on Sunday. There will be two races on Saturday and one on Sunday. To get an entry form, please visit the SYH website or email Jonathan Dyke at: [jonathan@syharbour.co.uk](mailto:jonathan@syharbour.co.uk)

**There has been a steady growth** in refit, refurbishment and restoration work at the SYH workshop over the last ten years. Word gets round! SYH is unique in as much as it offers a highly skilled service for both wooden and GRP yachts.

**SYH has also been building new wooden spars.** One of John Parker's sail clients went to SYH for a new Loch Long mast. A leading Stella also now sports a new SYH wooden mast. We also regularly refurbish and repair old wooden masts, often re-gluing joints on spars that are up to 60 years old.



IN THE WORKSHOP



**'Chamois'**

**'Chamois'**. Classic Maica class. Repairs to stem and respray in Awlgrip. It's hard to believe she is a wooden yacht (not GRP) when you squint along her flawless and gleaming topsides.

*SYH are now building wooden spars to order like these Loch Long (above) and Stella masts.*





# Rig Magic

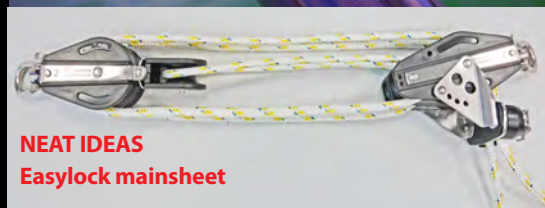
it really is.

## Spinnaker furling system

*Crikey VI* goes even cruiser with a bowsprit and Spinnaker furling system. Nigel explains that despite owning a variety of spinnakers and gear from when we raced our X332, the simple reality is that we rarely if ever bother to fly one when cruising. By the time that we have led the lines and prepared for the hoist it is either time to gybe or take it down. A Selden bowsprit and GX furler will allow us to handle an asymmetric spinnaker with ease and simply pull a line to furl it away. Selden have given a great deal of thought to the whole process right through to cleats and fairleads and we are looking forward to some downwind sailing. For further details ask Nigel...



Spinnaker furlers really do work and make easy work of spinnaker handling.



**NEAT IDEAS**  
Easylock mainsheet

Need more mainsheet power? This system is not new, in fact it has been around for so long that most people have forgotten about it. Pull one line for 8:1 (optional 6:1) pull two lines for fast sheeting 4:1 optional (3:1)

## Spiroll Rope Chafe Guards

[www.spirolls.com/marine.html](http://www.spirolls.com/marine.html)



# SIGMA 41

Adrian & Julia's Sigma 'Koala' enjoys faultless performance from her extensive Rig mods fitted prior to her long voyage.



*Hi there! Nice to hear from you. You will be pleased to hear that Jerry the Rigger who was doing the pre-ARC rigging checks was very impressed with your handy work. He was struggling to give me any points to clear off and they were very minor things like making sure that shackle pins were put in so that they would not drop out even if they came undone and seizing wire etc. Everything went well from the sailing point of view. The only issues we had were minor electronic niggles which seem to be multiplying, but the major stuff is all fine. And anyway, I like using a lead line and sextant!*

*Currently in Grenada, which is as far south as we are going to go. We are going to slowly make our way up north again in short hops as the wind is definitely NE, and some of the gaps between islands are fairly bumpy. There are some fantastic coral reefs to visit on the way back up, so we should be doing some serious snorkelling over the next few weeks.*

*Cheers, Adrian and Julia*

## Loop soft shackles

Hugely strong, light, and inexpensive – made from spliced Dyneema particularly good for attaching headsail sheets that do not catch when tacking.

Checkout the loop range at <http://loopblock.com/en/>



## Lora - Seal 22

Dear Nigel Thanks very much for the new Furlex. It's a great success. That and last year's mainsail reefing gear have definitely enhanced the boat! The picture is of a friend sailing with me last year, reefing gear in action.

*Left: Sleepless nights with squeaky warps? Chafing mooring ropes? These polyurethane Spiroll™ rope protectors will protect your warps and your ears!*



## Rig Magic

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# Mr Stainless

**MR STAINLESS?**  
**THAT'S ME**  
 (Mark Wingar)



**MR STAINLESS CONTINUES** to expand his business and - in addition to marine work - has received many interesting and challenging architectural commissions. These have incorporated eye-catching and practical features that often involve glass and wood as well as steel fabrications and tube work.

**Mr Stainless**  
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 sales@mrstainless.co.uk  
 www.mrstainless.co.uk

**CYCLONE** Clever self-supporting canopy tubework by Mr S with bottle screw type threads integrated into ends of bracing tubes. Canopy work carried out by One Sails.



**12M BENETEAU ANTARES MOTOR BOAT** Mr S made four new stainless steel fuel tanks (with inspection hatches) after the original aluminium ones corroded inside.



**BARNACLE BILL EX-ADMIRAL'S CUPPER.** This S&S designed, wooden classic (with a GRP skin) was built for the 1975 NZ AC team. Although she displaces 20 tonnes she can still produce an impressive turn of speed. Mr S designed and constructed a stainless steel stern gantry that will accommodate two solar panels, a wind generator, and GPS aerials etc.



**COMPLETE UPGRADE/REBUILD** of a house in Virginia Water, Surrey. Mr Stainless did much of the detailed design/engineering work for the parts he supplied and built.

- Before and after photos of mild steel fabricated staircase; then with walnut cladding and with glass sides and frameless glass balustrade sitting on extruded aluminium base
- Automated sliding stainless steel security gate (left).
- S/S and glass canopies (a contemporary take on a classic idea. Rig Magic supplied all the wire work)



**S/S SUPPORT STRUCTURE** for a table with Corian top. Mr S fabricated this base structure over a full size MDF pattern that was 'clad' with s/s sheets. This was made for a specialist bespoke furniture supplier.



Brown & Overbury's survey business is steadily growing as our name spreads. The number of surveys we have been doing - especially on mid market 35 to 45 ft boats - has increased rapidly since last Autumn. And despite the occasionally inclement weather, this momentum has carried on through the Winter and into the Spring.

#### TRADITIONAL POPULARITY

We do a lot of survey work on traditional wooden boats (thanks to our earlier boat building experience in traditional materials). One recent job was a lovely Giles-designed Peter Duck class yacht, as made famous by Arthur Ransome (writer of 'Swallows and Amazons'). But the bulk of our work is made up of surveys on family favourites such as Rivals, Contests, Hanses, Sadlers, Westerlys, Bénèteaus, Contessas, Jeanneaus etc. And the second hand motor boat scene - with regulars such as Sunseekers and Fairlines - has also been flourishing.

#### NEW BUILD MONITORING

The general improvement in the market has also been reflected in our work as Owner's Representative

# Brown & Overbury

## MARINE SURVEYORS

Suffolk Yacht Harbour Levington  
Ipswich Suffolk IP10 0LN.  
Telephone: 01473 655008  
Mobile: 07771 675412  
e: yachtsurveyor@btconnect.com



Adrian Overbury

on new craft. Many businessmen are so busy travelling and at work that they do not have enough time to keep a regular check on their new builds. So we are employed as the Owner's eyes and ears. A typical case in question is a beautiful new Spirit 74 that has been in build for almost two years and will be launched this summer.

#### CONDITION SURVEYS

Condition surveys of yachts and motor boats for insurance companies constitute another busy branch of Brown and Overbury's business. Most owners accept that a 5 to 10 year condition survey is a necessary MOT style operation. When your insurance company insists on this, the expense might be unwelcome. But the findings can save boat owners money in the long run.

#### PLEASE CALL: 07771 675412

If you are passing our office at SYH and the door is shut (because we are out at work on yet another survey!), please do not hesitate to phone us. 2014 promises to be another busy year and we aim to continue expanding our business.

EAST'S primary aim is to enable people with disabilities to enjoy the freedom and excitement of sailing.

# EAST

[Reg. Charity 1060465]



- Sailing in our fleet of stable keelboats two evenings a week and most weekends during the sailing season.
- A training programme towards RYA qualifications
- Yacht cruising weekends and an extended summer cruise for blind and visually impaired sailors.
- Keelboat race training.

**General Enquiries:**  
0333 088 3278  
[www.e-a-s-t.org.uk](http://www.e-a-s-t.org.uk)

Keelboats: Colin Williamson  
01473 785600  
[keelboatsec@e-a-s-t.org.uk](mailto:keelboatsec@e-a-s-t.org.uk)  
Yacht cruising: Barbara Dutch  
01473 326911  
[cruisingsec@e-a-s-t.org.uk](mailto:cruisingsec@e-a-s-t.org.uk)  
Racing: Sam Honour  
07946 876 531  
[racingsec@e-a-s-t.org.uk](mailto:racingsec@e-a-s-t.org.uk)

The East Anglian Sailing Trust (EAST), provides disabled East Anglians and their carers with regular opportunities to access and enjoy sailing activities whilst promoting enhanced independence, confidence and community involvement.

EAST relies totally on a team of trained volunteers supplemented by the continuing support and funding that the charity receives from local sailing clubs and their members.



EAST's Waterside Community Centre at Suffolk Yacht Harbour.

## A copper-bottomed investment

SYH is a recognised application centre for **Coppercoat**, the copper-based antifouling system, and there's a regular stream of copper-bottomed boats coming out of the workshop - currently about 20 a year. SYH worked closely along-side Coppercoat while at the London Boat Show recently, talking to potential customers about the product

You can apply Coppercoat yourself, but the requirements for getting it right are pretty stringent: you need at least one person stirring the paint all the time, and conditions must be dry and reasonably warm, with low humidity.

"We keep our shed at 20 degrees for 24 hours before and all the way through applying and curing the Coppercoat," says Josh Major, boatyard services manager. "It's water-based epoxy, and it doesn't adhere well or flow out well onto a cold boat hull. We also guarantee our application for five years against coating detachment."

Each application of Coppercoat should last at least ten years, and in some cases up to twenty, with just a power wash needed once or twice a year. Here are a few of its advantages

- It can be applied to any size of boat - SYH has treated boats from a 12 ft 6in dinghy to a 43-foot Hanse, along with several fast fishing boats

- You can keep your boat in the water all year round - It's the most environmentally-friendly antifouling.
- It's ideal for trailer sailers and RIBs, as it doesn't degrade out of the water and is much tougher than conventional antifouling
- For racing boats there's a gain in speed from having a clear bottom - there's no build-up of antifouling
- For power boats, their use Coppercoat is smoother than even newly-applied conventional antifouling
- It's ideal for a cruise where your boat will be away from home for an extended period - you don't need to get the boat lifted or buy expensive paints outside the UK
- It's well established - Coppercoat and its predecessor Copperbot have been around since 1991
- Over 10 years it works out considerably cheaper than antifouling and you'll never have to spend a winter day scraping off and re-applying unpleasantly toxic substances!
- The ideal time to apply Coppercoat is when you're planning to clean off a build-up of antifouling and get down to the bare gelcoat. Contact Joshua Major to discuss options and prices, or contact him by email at: [joshua@syharbour.co.uk](mailto:joshua@syharbour.co.uk)



**HPYC (Haven Ports Yacht Club) based on the ex-Cromer Lightship provides excellent racing and cruising events for its many members (over 600) as well as great catering and a full and varied social programme of talks and visits to places of interest. HPYC is an important part of the SYH scene and all berth holders can become members. Visiting sailors are also welcome aboard the lightship and may apply for membership. Racing events include spring and autumn series, mid-summer Wednesday evening races, IRC handicap and less serious 'white sail' regattas, Squib one-design, Melges 24 and Sportsboat racing. Cruising rallies to locations near and far are also organised throughout the season. Details from: [secretary@hpyc.com](mailto:secretary@hpyc.com)**



## OFFSHORE COURSES

### Round Britain

To fill the gap, in non-Fastnet years, for those looking for something a little more exciting we will be taking our yachts around Britain again in 2014.

### Aim

The circumnavigation of Great Britain, anti-clockwise from Suffolk Yacht Harbour.

### Leg 1 - Levington to Inverness 2 - 8 August 2014 Approx 460 nm

Join this exciting cruise at Levington on Saturday 2nd August at 0930. You will depart later that morning for a long leg up to Inverness. This leg can be sailed just for experience and fun or is an ideal opportunity if you wish to gain your Yachtmaster Ocean Certificate and require a passage of 600 miles sailing non-stop, 200 miles of which must be at least 50 miles from land. You will arrive in Inverness by Friday 8th August.

### Leg 2 - Inverness to Bangor (Nonhern Ireland) 9 - 15 August 2014 Approx 217 nm

### Leg 3 - Bangor to Milford Haven 6 - 22 August 2014 Approx 217 nm

Departing Bangor on the 16th August, it is likely that you will travel south through the Irish Sea following the east coast of Ireland, possibly taking in Dublin, Wicklow and Wexford along the route, maybe sampling a glass or two of Guinness, trying to find Leprechauns!

### Leg 4 - Milford Haven to St Helier (Jersey) 23 - 29 August 2014 Approx 231 nm

You will depart Milford Haven on the 23rd August. After travelling out into the Celtic Sea you will pass Lands' End, stopping at the Scilly Isles and on to the Channel Islands, arriving at St Heller by the afternoon of Friday 29th August.

### Leg 5 - St Heller to Levington 30 August - 5 September 2014 Approx 404 nm

Sadly leaving St Heller on 30th August you will either follow the French or English coast through the Channel (depending on weather conditions), stopping at various ports along the way. You will enter the North Sea and follow the coast up to Levington for arrival on the afternoon of 5 September.

### Round The Island Race

For the first time one of our boats will be leaving on the evening of 17th June setting sail for the Isle of Wight. Race practice will take place throughout the trip, with various stops on the way, reaching the island by Friday 20th.

The race is an exciting event of a one-day yacht race around the Isle of Wight. The race regularly attracts over 1700 boats and 16000 sailors making it one of the largest yacht races in the world. It is the fourth largest participation sporting event in the UK after the London Marathon and Great North and South Runs.

### Dinghy Courses

The EASS dinghy fleet now includes exciting new boats.

EASS running a series of 2-day courses for 8-16 year olds; the first of which is being held over Easter. So youngsters can get out on the water again at the start of the 2014 season.



'Laser Pico' single-handed dinghy



Ian Proctor designed 'Wanderer' family dinghy

There is another two-day 8-16 year old course over the May Bank Holiday. Then – as the season progresses – there is a series of five half-day courses and two-day courses from July 21st through to the end of August.

Once 16 year old students have gained sufficient experience, they can also go on to train as Day Instructors on courses in April or October 2014.

There is also a selection of separate dates available for Adults' courses. EASS' dinghy courses provide a lot of fun and valuable experience for all ages. Please contact us for further details. (See left column for details).

### Round Britain event

This is like a mini Challenge event and is sailed in the popular EASS Sun Odyssey 36i cruiser-racer (as successfully used in the Fastnet Race).

There will be one fully qualified EASS Skipper per boat. Crew members need to have Coastal Crew or above qualifications and can sign up for single legs of this exciting event or take on the whole Round Britain course. It will be a great experience and – for those seeking higher qualifications – also provide a lot of sea miles. (See left column for details).

### Cruising Instructors Course

EASS is one of very few sea schools in the UK to offer a range of Instructor Training courses. These give students the ability to instruct in a variety of disciplines. This course is the first step on the RYA Cruising Instructor ladder and can be taken for sail and/or motor yachts.

Applicants for the Cruising Instructor course must already hold a RYA/MCA Yachtmaster Certificate of Competence. Those who intend to use the Cruising Instructor qualification in a commercial environment will be required to have Yachtmaster Offshore commercially endorsed.

### Charter

Whereas a Coastal Skipper certificate is required for chartering in the UK, only Day Skipper or equivalent is required in Turkey. We can offer many sizes of yacht (right up to 57ft); so there is something suitable for either a couple wanting to cruise on their own or two (or more) families wanting to holiday together.

Charters can be taken from Fethiye, Marmaris or Turgutreis (near Bodrum). There are many beautiful bays to visit and EASS can offer you preferential rates. And if you want a bit of family sail training, you can also book a professional skipper.

### Brochures

If our SYH office is shut (after hours etc), please help yourself to one of our comprehensive and informative brochures that are displayed just outside the office.

**40 YEARS OF SAIL TRAINING EXCELLENCE ON THE EAST COAST**

East Anglian Sea School Suffolk Yacht Harbour Levington Ipswich Suffolk IP10 0LN  
Tel: 01473 659992 Fax: 01473 659994 sales@eastanglianseaschool.com [www.eastanglianseaschool.com](http://www.eastanglianseaschool.com)





**First Forte4T sail from One Sails**

These revolutionary new Forte4T high performance sails are made up of layers that are fused into a single homogeneous whole by a heat process with high modulus fibres taking the principal loads and micro layers providing extra strength. This produces cruising or racing sails that will hold their shape, and weigh less than film based alternatives.



The first Forte4T sail we have produced is a Code 3 headsail for a Sun Fast 3200. What's more, these Forte4T sails are the first ever to incorporate a small electronic 'chip' that will contain information about your sail and can even record the hours it has been used.

**'Classic' sailing gets ever more popular**

One Sails wins a lot of business in the 'Classics' field. Owners of these fine yachts like to discuss their requirements face to face with experienced sailmakers who know their craft.

**'Zest'** – Jonathan Thompson's beautiful little Tumlare 'classic' designed by Knud Reimers – sports an all One Sails wardrobe of mainsail, 165% genoa, jib and spinnaker. The white sails are made in high quality Dacron – as is often stipulated by Classics' rules.

**Other One Sails contracts**

One Sails has also designed and produced sails for 6 Metres such as 'Erica', 'Victoria', 'Sigma 2' and 'Scoundrel'. And – moving up in size – the classic 12 Metre 'Flicka II' also flies a full One Sails wardrobe; as does the famous Fife-designed 'Sonata' 52 footer. You name it; One Sails can make it.



**Congratulations to Pip Hare on her MiniTransat success**

After losing time because of a 'pit stop' to repair spreader damage, Pip took her Pogo 2 'The Potting Shed' (complete with a full One Sails sail wardrobe) from last place to 15th in her class. In accordance with class rules, she flew a Dacron mainsail. Her headsail was made from Pentex laminate.

**One Sails opens two new Service and Sales Centres**

Murray Caldwell of Nicolson Hughes Sails (Helensburgh) offers a lot of experience and will be a boon to our clients north of the border ([www.nh-sails.co.uk](http://www.nh-sails.co.uk)) while Ross Yacht Services ([www.rossyachtservices.co.uk](http://www.rossyachtservices.co.uk)) provide expert service to our clients in the Medway area.



Top Loch Long at Aldeburgh Week 2013 was 'Aeolus' with a full wardrobe of One Sails.



John Parker  
jparker@onesails.co.uk  
mob: 07775 510821



Brian Fennessy  
bfennessy@onesails.co.uk  
mob: 07775 421550

**Parker & Kay Sailmakers (East) Suffolk Yacht Harbour**  
Levington Ipswich Suffolk IP10 0LN  
Telephone: 01473 659878  
[www.onesails.co.uk](http://www.onesails.co.uk) [east@onesails.co.uk](mailto:east@onesails.co.uk)



**THE NEW STYLE OF SAILMAKING**  
**THE NEXT GENERATION OF SAILS**







**GRP BOATS:**

There are three **Halberg Rassys** in the workshop; **Lady Meg** (HR31) and **Christine Anne** (HR36) are having major refits while **Osprey** (HR29) is having localised refurbishment. As can be the case with series production boats, the teak decks have deteriorated. The planking is fairly thin and the seams therefore relatively shallow vigorous scrubbing along the grain can accelerate problems. On **Lady Meg** and **Christine Anne** fastenings

creasingly popular **Coppercoat** bottom. **The Moody 39 Shaka** has been given a Coppercoat finish after rectification of osmosis beneath the waterline plus a complete topside gelcoat refurb and reprimed boot top and coveline.

**Cosmic Dancer Baltic 37**

Her keel was removed and re-bedded then her topsides were prepared and re-sprayed with



**Versadock.** This facility has been expanded with six extra Sportsboat berths (Melges 24, J70, etc or other lift-kneelers). SYH is also planning to host a new Sportsboat Regatta on an Autumn weekend.



Lady Meg Halberg Rassy 31



Augusta - Southerly 46

are removed, the holes counter-bored then new fastenings and dowells are inserted. The old caulking is raked out, seams routed and new caulking applied. **Osprey** is having localised repairs made to the teak decking. On **Christine Anne** cracking had appeared in the gelcoat on the HR trademark dark blue sheer strake. So the blue gel was 'peeled' then the surface re-laminated and made good. After that, she will have a topsides re-spray – and be back to her former glory. It's worth keeping these quality cruisers in tip-top shape. **Hanse 430 mac duff III** is another boat to receive SYH treatment. After blasting off the old antifouling, SYH applied the in-

Awlgrip, changing her hull colour from white to blue in the process. SYH also masked and shot blasted her tired looking aluminium toerails before re-spraying them with Awlgrip silver paint. SYH pioneered this process about three year's ago on a Sparkman & Stephens designed Swan.

**Augusta - a Southerly 46RS** – has once again returned to the UK after a couple of years in the Med. SYH is giving her a refit that includes work to the windows, heater, oven, charging system and a new sprayhood,

**Wavedance - a Seastream 43** – was towed into SYH after suffering a rudder failure at sea. After removing the rudder assembly, SYH split the blade, repaired the damage and cleaned it all before re-bonding it onto the stock. **Wavedance** will now also be getting an SYH topside respray. This shows how – having seen an SYH Awlgrip 'paint job' – many owners decide to treat their boats to gleaming new topsides.

**Doris** In order to continue with our ongoing schedule of pontoon maintenance and refurbishment, we have built a new mooring barge. This will make the process easier and more efficient. We have fitted it with a Hiab arm and an auxiliary engine to run the hydraulic system.



Cosmic Dancer Baltic 37



mac duff III - Hans 430



Doris at work in the West Harbour.



Lady Christine Ann Halberg Rassy 36