



# ROC News

The Magazine of the Rampart Owners Club

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## TUDORA 1964 48FT

I wouldn't be writing this magazine if it hadn't been for Jeremy Pierce (*Tudora*) and Stephen Griffith's (*ex Roly*) inspired idea off Bolt Head on the south west coast of England in 1998. *Tudora* and Roly's paths had crossed in this area before and the skippers thought rather than 'go on meeting like this', they should find out if there are any other Ramparts who would be interested in meeting up on dry land. Just at that very moment, a third Rampart *Brinda Bella* sailed passed! That sealed it, Jeremy undertook to write a letter to be published in Motor Boat & Yachting Magazine, asking if there were any other Ramparts out there, whilst the discovery of the history of Ramparts began through Stephen's flair for research. It's amazing to think, with the comprehensive knowledge we have now due to Stephen's meticulous research, that before the club's creation, Ramparts were bought with no knowledge of their genesis; their rich history and intrinsically English craftsmanship.

On the 12th March 1999, Stanley Ross one of the respondents to Jeremy's open letter, invited the other owners to St Katherine's Dock to hold the first meeting on *Highland Beauty*. Soon there were 9 boats involved and the rest is history as they say.

Jeremy and Patricia, found *Tudora* in 1991, looking rather sorry for herself in Charlestown, nr St Austell, Cornwall. A major advantage when buying a Rampart, is to have a Dad with a boat yard and so it was that Jeremy and his Father carried out their own survey before taking *Tudora* back to the yard in Falmouth. Where upon the two engines, Perkins 6306's, were stripped down and rebuilt ready for the following season.

During the next 5 years *Tudora* would be seen cruising the South Coast and the Channel Islands and then in 1998 she was to enter the Motor Boat and Yachting, Festival of Power.

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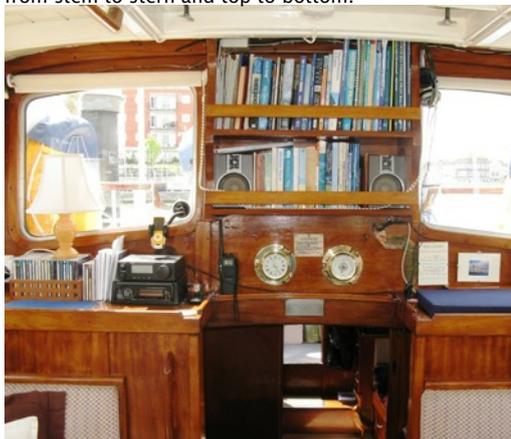
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It goes without saying, *Tudora* won the MB&Y Trophy for her very proud owners. It was on the way back from this triumph that the ROC was conceived.

By 2000, the problem familiar to many Rampart 48 owners reared it's ugly head and the after deck and transom were rebuilt.

Jeremy, of course, is able to do all the work on *Tudora* himself and the boat looks immaculate from stem to stern and top to bottom.



By 2003, it was decided that the Perkin's 6306's were ready to retire, so brand new Perkin's 135's were installed, more than doubling the horse power. New props and engine electrics, finished the job, necessitating a smart new dashboard, (see top right).

After powering through the sea for the next couple of years, rot was discovered in the bowl. The stem was still sound but Jeremy set to and replaced the bow planks through out 2005.

Sadly, due to pressure of work, *Tudora* in the yard and living far away in the west country, Jeremy & Patricia let their membership of the club lapse during the next few years.

However, once again all shipshape and Bristol fashion, *Tudora* cruised far and wide over the next 3 years. In 2006, the first stop was the Channel Isles, then on to St Malo and all along the north coast of Brittany.

The following year, they went the other way, across to Cherbourg and then east with the tide as far as Fecamp. Back across the channel to Brighton and from thence, all the way home to Falmouth.

An invitation to the Semaine du Golfe Classic Rally, in the Golfe du Morbihan, in 2009, spurred them on to cruise south down the west coast of Brittany as far as the Villaine River, before turning home.

By now *Tudora* was demanding more attention. Although lovingly cared for throughout the time spent cruising, sooner or later those big jobs have to be faced. The winter of 2009-2010 was taken up rebuilding a large section of the starboard hull, from the wheelhouse aft to galley and right down to the waterline.



Luxury helm's seat and business like w/h aft.

Undaunted, a 1500 mile cruise was undertaken during 2011. Crossing from Falmouth to Cherbourg, taking in Caen on the way to

Le Havre, then along the Seine to Paris. After taking in the sights of gay Paris, *Tudora* make her way through the canals visiting Reims, Ardennes, Liege, Ghent, and Bruges. Thence, westerly down the channel from Neuiwport to Calais and Boulogne.



Operational control from the smart, 'all singing all dancing', new dashboard Jeremy designed and fitted himself.



Looking forward from the wheelhouse with the original windscreens and standing on cabin sole covering the immaculate Perkin's 135 Diesel Engines



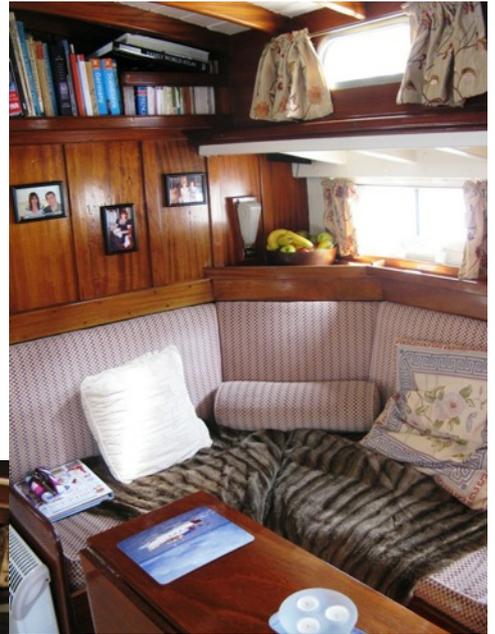


Wow! A real bath.

Cosy corner starboard side of the saloon, with original lights and new gas heating just visible in bottom left hand corner

Below left;  
Port side of the saloon

And to complete the picture, the saloon looking aft out to the covered quarter deck



Right and below;  
Galley, port and starboard

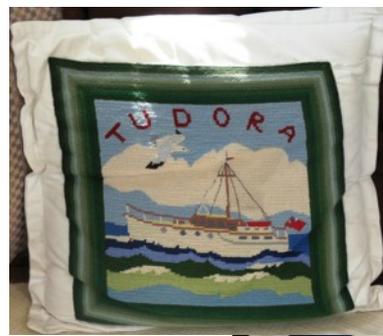
Alarming, whilst crossing the channel back to Eastbourne, they sustaining underwater damage mid channel, everyone's nightmare! But that, as they say, is another story and hopefully article for the ROC magazine.

A further article, I hope Jeremy will write for us, is the details of the new Propex gas heating system he installed on their return to Falmouth, once he had sorted out the underwater damage of course. *(Just to titillate your interest, see some of the mechanics below right! With a heating unit beside the under bed storage.)*



Finally, we met up with *Tudora* at the Spring, Gunwharf Quays ROC meeting, where he was thrilled to see how far the idea he set in train 14 years ago, had progressed. Now retired and living aboard, we hope they will once again enjoy the camaraderie of the club.

Below; Portside bunk in the Nightcabin. Right: comprehensive storage and gas heater below.



Right:  
Stunning needlepoint cushions hand crafted by Patricia.

The editor has the template if any other ROC member would like to have a go!



# COMMODORES LETTER FROM CHRISTOPHER MORRISON

Except for a few of the more hardened members, I suspect this season was a bit of a disappointment as far as using our boats was concerned. Certainly Cindy and I have spent less time onboard *Penny Jane* and fewer nights away than in almost any other year.

However, we did have a few memorable events. The Rally at Gunwharf was a success and certainly had a different feel to it from previous ones. Our boat numbers were down but we were glad to see the Gillies in *Sabi Star*, who were about to embark on their French Canals trip; the Pooles in *Tramp Royal* - always a pretty sight; the Pearces in *Tudora*, and *Penny Jane* made it all the way from Chichester Harbour.

However, in spite of being down on boat numbers, it was very heartening to see all those who came without their boats: Ken and Tracy Joynes; James Humphrys; Stanley of course; our stalwarts Walter and Val Martin - about to fly to USA the following day! the Liftons - now boatless; - Jill Meiring and Peter Scott; Tom Wilcox; and Stephen and Pam Griffiths our invaluable archivist. Sadly the two Michaels [Robinson and Nicholson] were unable to attend.

I am very grateful to that latter group who came to support the event.

We had plenty to do at Gunwharf. The trip up Spinnaker Tower, with its stunning views across the Solent, and the retail therapy in the outlet shops were two extremes of activity.

The dinner on the Saturday was enlivened by Tony Poole's leading the group in Sea Shanties, and the AGM was held in a pub on the Sunday morning followed by a good lunch.

I hope we see some photos elsewhere in the magazine.

The other major Club event, carried out with style and aplomb, was of course the event at Henley which was superbly organised and hosted by Jill and Peter in *Star of Kilarney*, ably supported by the Pooles in *Roly*. A number of us mustered in Henley where we were met in *Star's* beautiful slipper launch and conveyed to Rod Eyot island where we encountered *Star* and *Roly* rafted up alongside each other. We were all dressed in 'Henley rig' and felt that we cut quite a dash.

After some Pimms to set the day in context, we embarked in the two boats (unaccountably *Roly* had snaffled both jugs of Pimms - and all the champagne) and did a tour of the course, through Henley and back to the island for lunch. The most magnificent lunch was then provided by Jill and we had a boozy, lazy, self-indulgent time, interspersed with some rain showers, until we drifted off in ones and twos to return home. We all felt thoroughly spoilt and were conscious that we had taken part in something not often given to mere mortals to experience.

I hope there are some photos of this, as well, in the magazine. (*Don't worry, there will be, ED*)

We had one more event which had to be cancelled - the Club Cocktail Party at the Traditional Boat Rally on the Thames. Sadly, the whole event was cancelled because of unseasonably high water in the river. In previous years this has left boats stranded on tow paths and in fields and the organisers didn't want to risk a repeat of that. Next year perhaps.

We look forward to an interesting autumn meeting at The Cruising Association in Limehouse Basin London. Our speaker will be talking to us about the restoration of the *Cutty Sark*.



The Commodore, lost in contemplation at Henley (see Page 13)

Importantly, we hope to have our 15<sup>th</sup> reunion of the Club at the Cruising Association in 2014 - see the minutes of the AGM of summer 2012 - and this will be a good recce.

This is certainly a date for our diaries and it would be super if we could get as many boats there as possible. I am conscious that it is a fair old trip for those not in the Thames - and it will need time which is not always available for those who are still working - but I do hope we can all determine to try to make it in 2014.

Finally, a plea to all to get your subscriptions in to John Gillies at the end of the year. The AGM voted to bring the cost of full membership down to £50 and that of associate membership to £25, so book early!

With best wishes

*Christopher Morrison* Commodore ROC

Attendees at the AGM May 2012

Jeremy and Patricia Pearce	Tudora
Sue and John Lifton	Pop Watts
Stephen and Pamela Griffiths	Ex Roly
Tom Wilcox	Ex Phyllis Mabel
James Humphrys	Highland Beauty
Julie and John Gillies	Sabi Star
Tony and Liz Poole	Roly
Jill Meiring and Peter Scott	Star of Killarney
Christopher and Cindy Morrison	Penny Jane
Ken and Tracy Joynes	Majonca



The Rampartiers at

Gunwharf Quays

The Spinnaker Tower by night

Photo by Cindy Morrison



# GUNWHARF QUAYS

*Tudora, Penny Jane & Tramp Royal (Roly's little sister), rafted up in Gunwharf Quays. Sabi Star was just behind us, all ready for her extended trip through the French Canals. Gunwharf Wharf Quays was fun, with plenty of things to do and shopping to be shopped.*



Through the glass floor up in the Spinnaker Tower

*Below: Friday night at the Chinese Buffet Restaurant, where you could choose anything you wanted from a bewildering array of food for a set price. Sadly, we heard it burnt down two days later!*



Although we only had 4 boats to the Rally, we had lots of Rampartees attending on foot as it were. Perhaps May was a bit too early in the season and boats and crew weren't quite geared up for cruising. Next year perhaps the same venue but later, say June 7th to 9th, as it would be great to have a good showing of Ramparts. We did very well for attendance in Lymington in 2011 but sadly we were dogged by the rain, so couldn't get the best out of it. But we mustn't be faint hearted, if we stick in there, sooner or later we'll get it right. A sunny rally and plenty of boats.



Tony leads the sea-shanties after dinner on Saturday night at The Old Customs House, in the Buster Crabbe Room. Walter, Val, Tracy, Patricia and Ken in fine voice.

Even so, we had a great time at Gunwharf with every moment packed with things to do. A trip up the Spinnaker Tower was fun and both Cindy and I had the same idea, to photograph our moored boats through the glass floor.



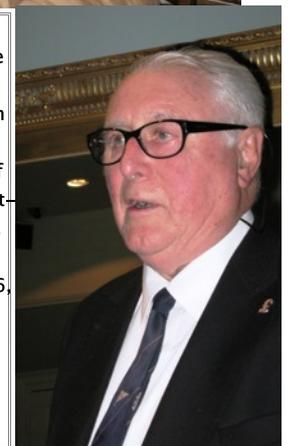
Left:

We met up at for Sunday lunch and the AGM in the The Bridge pub. Christopher the Commodore in full charge.



Same can't be said of Liz, the vice commodore, she had them all falling asleep. I hope Tom didn't fall off his chair.

Stanley had us in fits, with the drole tale of life on a cruise ship, told in the language of communication of the time, abbreviated for telegrams. Although the text can be read on p.6, you have to have Stanley's delivery in mind, replete with pregnant pauses.



# CRUISING

*At the Saturday night meeting in Gunwharf Quays, Stanley had us all in fits of laughter. With his laconic style, he related a story about the time he was on a cruise liner, years ago, when the only communication was by telegram. Whilst in the communications room, he became fascinated by the cryptic language of the missives being sent. In an idle moment towards the end of the cruise, he decided to note down his experiences in telegram speak! You have to imagine Stanley's drole delivery, replete with pregnant pauses.*

Miami Saturday. It pouring, It not supposed to. This Sunshine State not Monsoon Miami. Wipers pack up. Taxi hardly drive. Arrive docks. Go up long steps. Called gangplank. Sound vaguely rude. Big hold-up. Think old lady bad leg. Think most passengers bad leg. Some never seem move unless prod. Think maybe hospital ship. Cruise begin look like bundle fun. Go cabin. What this? Free champagne? Daddy always taught no such thing free lunch. Still champagne not lunch, unless you earl. Me not earl, only poor bond dealer. Look bottle. Suspicious. Think Pomaine. Wife disagree. She want show tender loving care. So open instead me. Explode in face. Wife face thank God. Eye swell like pingpong ball. Look like Rocky Marciano after title fight. Wife say let go home now or buy diamond eye-patch. Think will sue boat. No warning exploding bottles. Tell doctor will want million dollars. Wife prepared weeks for trip. New clothes cost fortune. Hair coloured. Skin coloured. Now got nice big coloured eye.

It nice having wife black eye. Feel quite hero. Everyone thinks beat wife. Passengers nudge when go by. Women give dirty looks. Men mutter words wives not hear. Attaboy, stuff women's lib. Etc. Meet captain cocktail party. Tell him lawyer take case. He not impressed. Don't think he hear what say. Don't think he hear what anyone say. Say it louder. He smile, turn away.

Think another loony passenger. So miss photo with great man. Wife mad. Everyone got photo with captain. Everyone bound notice we not on wall with other thousand pictures.

It rough. It not supposed be rough. This Caribbean cruise where sun all day, sea like pond. Coloured lights round afterdeck. Steel band play all night. But boat go up, down like big dipper. Want lay down. Wife want eat. Say hungry. Put on big dark glasses, look mysterious. Go dining room. I lay on bed. Look at banana. Banana look at me. I angry wife gone, so bite banana. It struggle. It go down fighting. It still fighting inside. Sit up. Wonder who going win. Think not me. Stand up. Boat stand on head. Fall down. Hurt bum on side bed. Think want go home. Glad on hospital ship. Wonder if do diamond bum patch. Must do, Americans by anything. Limp down slow. Now just like other passengers. Wife not in dining-room. In bar laughing three men. Should have known. Wife not jump up kiss me, say who a brave chap then. Look cold at me! Announce loud "he seasick". Feel unnecessary.

Go dining-room. Waiter surprised see us. Lazy bugger. He happy it rough. No work. He say first time ever known captain order not lay breakfast. Must be going have gale. What he talking about. Already gale. Think bleeding hurricane. Wish not seen *Poseidon Adventure*. Look at ceiling. Wonder what can hold if boat go upside down. Look for little boy tell me how find airshaft. Get frightened. No little boy. Only old people. Ask wife where little boys are. Wife want know what hell talking about. Tell her. Wife look at me long time. Put on patient voice. You tired she say. Why not go bed. She take 50 dollars. Go play blackjack. Sit wonder why I come. She come back late. Great fistful chips. All hers now. Mine lost first few hands. Annoyed had use own money. Call me cheapskate.



Next day San Blas Island. Must be Wednesday. People primitive, pee in backyard. Women rings through noses. Wife want buy this, want buy that. Think have ring through own nose. Now know why I come. Old crone thrusts child at wife. Screams, "Take picture, give money". Monkey lands on shoulder. Heart nearly jump through ear. Monkey grab camera. Child hit wife in face. Please God not other eye. Grab camera back. Monkey bite finger. Rush boat tender. Back ship, chop-chop. Scream, "Rabies." Doctor give jab unbruised side of bum. He sarcastic. Ask if now going sue monkey. This only five days. Decide not strong enough world cruise. Wonder if ship have coffin maker. Only ten more days. Decide start pack. Bond dealing piece cake compared cruising. Hope make it home.

By Stanley Ross

## MAJONCA'S VERY OWN RAMPART DINGHY

Last weekend we raised our tender from its soggy and semi-permanent resting place, put it in the back of a Transit and brought it back home to Southampton.

It had been sat on a trailer in an uninspiring corner of Shepperton Marina ever since we first arrived there. I had never even seen inside it as it had always been upside down.

However, examining the dinghy more closely it has not altered my suspicion that it may be truly a Rampart and that it was built as the original Tender to Majonca.

Although it is complete it is in a rather sad state of repair and may be best used as a template to build a replica from scratch.

I invite all comments and suggestions from all Ramparteers.



Restore? Renew?

What would you do?

Get in touch with our very own secretary, Ken Joynes



# REPAIRS TO ROSEMARIE.

## CAUTIONARY TALE - BEWARE OF BOXING IN SPACES WITHOUT LEAVING PROPER VENTILATION

I am sure you had a great Rally and AGM at Gunwharf Quays, Portsmouth. In the meantime I had to repair my Rampart in Venice.

The problem with my boat Rosemarie is that the whole deck has an extensive deck-head or ceiling inside, which was fastened with bronze screws. These have corroded over the years and cannot be removed without destroying them. The deck-head looks fine, but has the great disadvantage that moisture is retained above it and around the deck beams, and it is not possible to control what is happening to the important structural elements inside this sandwich.

In my case, there was a small hairline crack between the glass fibre-covered plywood deck and the coach house, not longer than 10 cm. Some water entered the cabin after rain and I sealed this opening 4 years ago with a tape. Last year I discovered a soft part of the deck and decided to investigate it now. As the internal deck-head could not easily be removed I opened the plywood deck from above. The result was devastating (see pictures):



The white upper deck has been removed exposing rotten deck beams sandwiched between the upper deck and the brown top of the deck-head, which has been screwed up to the deck beams from below.



The repair along the forward end of the coach house. The black hole is where the forward hatch has been removed.

As you imagine I was quite desperate, but I repaired the damage within a few days for only 200 €.

Very important was the penetrating epoxy CEPS, which helped me to stop the rot. Using glass fibre epoxy wood constructs I even increased the original strength and stability, and the final product will last longer than any pure wood construction.

However, the purist will not like the idea. But a purist solution can be carried out any time later, but this would involve the complete removal of the inner deck-head and some complex scarfing techniques.

I hope to see you all in the near future!

Oh No!



Oh Yes!  
While busy with Rosemarie's repairs, my other boat back home in Germany sank!  
  
(What ever you do don't mention sea-cocks!)



By Michael Kratzner



Who's in charge?

Rosemarie looking like she should.  
  
Looking good.



## OWNING A RAMPART 48 ON A SHOE STRING

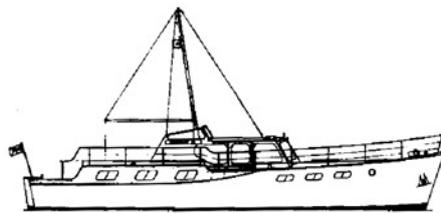
### OK, A BOOT STRING!

Buying her was easy: I just wrote a cheque for £73,500, that was £43,500 for the vessel and £30,000 for the remaining 11 years on a berth lease, bought by the previous owner, which was 1.7 metres shorter than *Malabar III*. I've never discovered why lease was shorter than boat but what the hell is 1.7m @ £500 per metre compared to 15.4 metres? I know 15.4m is more than 48 feet but as we know, not all 48s are 48 feet long and *Malabar* is 51'6".

What a joyous day 9/8/99 was! My new home sat on the hard at Lymington Yacht Haven and my joy was echoed by my then, 21 year old son and 26 year old daughter. This was going to be fun, oh, and a bit of work. But Adrian White, surveyor and erstwhile apprentice at Rampart's, assured me that most of what was required was "cosmetic" and that she was fundamentally in very good fettle. However, he also said, "Michael, if it all starts to get on top of you, sell her."

In 2010, the lease ran out and I was faced with paying £10,240 pa berthing fees. Right, time to sell, having had 11 glorious years on board and I looked forward to a new life on shore. Having spent a year dithering I finally put her on the market in spring 2011. So, here I am a year later, still awaiting a buyer and embarked on a defensive course of getting *Malabar* up to a standard where she will be granted certification by New Forest District Council. This will enable me to take fare paying passengers anywhere within the Solent with the intention of covering said berthing fees and, in the course of so doing, hopefully meeting a rich, classic boat loving widow or divorcee!

There haven't been many serious potential buyers over the last year except for the one who bought *Highland Beauty* and well done him.



MALABAR 111

This reinforces my view that somewhere in the world there is someone who specifically wants a Rampart and nothing else.

Where the hell are you?

There is a serious misconception amongst potential boat owners that a wooden boat is trouble. All boats are trouble. Take dear old Bob who owns Option B, a very elegant (for a modern plastic boat) Princess 61 which he has owned, I think, from new or very nearly new. He used to greet me on the pontoon with a catalogue of "snagging" problems which made my list look fairly reasonable given the age gap in our vessels. Option B (Option A being, 'leave all the money to the wife and kids') must have set him back at least £500,000 and mine a tenth of that. As Peter Scott and Jill have demonstrated, you can take a well built Rampart and create a virtually new, unique and beautiful vessel for less than the cost of buying a similar (non-existent) vessel new. We must remind ourselves and potential buyers that you get an awful lot of boat for a very cheap price and that there isn't a boat afloat that doesn't cause its owner a lot of trouble.

In the interests of both dispelling the anti wooden boat myth and reassuring potential buyers, I thought I'd set out the costs of owning *Malabar*. It also helps to explain to me where all my money has gone! Of course it must be said that me, myself and I are the main mechanics, shipwrights and general dogs-bodies involved in the maintenance and hold the attitude that Boat Owners are scandalously misled by the boating press etc. on the need for regular maintenance.

By Mike Robinson



Come on, do you really think these magnificent Perkins engines need to have their oil changed every single year after the relatively short usage we submit ours to? Do we need to get her out every year to do the antifouling? No. I used to have *Malabar* lifted every year until I realised that her bottom was no different this year compared to last.

So now she comes out every other year. Yes, I do have her lifted out to check anodes etc but that is quite different in cost terms to having her placed on the hard standing and then relaunched some weeks later.

As you will see from the table, it is the berthing fees which are, by far, the biggest burden a boat owner faces if he or she wants to be somewhere with easy access to boat and sea,

Is this a statement of regret? Not at all. The improvements I'm making to get certification will only add to her value and, if there's no buyer, I hope my family and I have a delightful charter business in which we are all involved, one way or another and which might, as well, enable me to meet that elusive rich widow or divorcee!

There are answers to all the problems that the "Certifiers" raise: Height of handrails? Simple; I've just finished constructing seating for 8 people on the bridge deck (see photo) Not shown in the above table are the costs I've incurred to get her certified. These are as follows:

Life jackets for 13 – £400;

Fire extinguishers – £500;

DFC portable radio – £250;

flares – about £100

Never mind the crockery etc.

Cont Below

Year	Misc	Reps & Rens	Improves	Overheads	Total	Notes
1999	400.00	1947.00	5576.00	800.00	8723.00	Estimated Ins Cost £800 pa '99 to '06
2000		1732.00	3280.00	2157.00	7169.00	
2001		994.00	132.00	2477.00	3553.00	
2002		1246.00		3184.00	4430.00	
2003		738.00	55.00	1861.00	2654.00	
2004		2128.00		2962.00	5090.00	
2005		1603.00	302.00	2996.00	4901.00	Excluding Penguin Berth £2786
2006		1281.00	66.00	5337.00	6684.00	Excl Tender £950
2007		2004.00		3086.00	5090.00	Changed ins from £936 - £522
2008		2423.00	665.00	3112.00	6200.00	
2009		353.00		5300.00	5653.00	
2010		1804.00		8626.00	10430.00	
2011	1229.00	555.00		11798.00	13582.00	Sales costs £606 Survey £623
2012 to date	96.00	1405.00	106.00	43.00	1650.00	Engine service + new pump
<b>Totals</b>	<b>1,725.00</b>	<b>20,163.00</b>	<b>10,182.00</b>	<b>53,739.00</b>	<b>85,809.00</b>	

Reps & Rens = Repairs and Renewals – the bulk of which is paint & stuff

Improves = Improvements – in the first 2 years – costs included repairs to underused exhausts, rewiring, connection generator, installing new heater.

Overheads = berthing fees, gas, electricity, fuel, insurance.

So, owning *Malabar* 111 over the years of the lease cost approx £60,000 = £6K pa – not bad for a home for 10 years.

But, now I have to pay full berthing fees, it's a different and unsustainable situ!

## DEFINITELY FOR SALE!



Malabar 111's great new seating for 8 people on the bridge deck. Get a few bums on those seats and he'll soon pay his increased mooring fees! (Liz)



Safety First for charters. See article below



Not one but two liferafts, for up to 12 guests



## GETTING STARTED WITH DAY CHARTERS BY MIKE ROBINSON

OK, so I know I've talked about this for several years and probably even since I acquired the great vessel but two years after my lease ran out I was forced financially to stop thinking and start doing. The Yacht Haven's annual bill for Malabar is £10,240 which, thankfully, hasn't gone up for three years. But it has had to come from savings and they won't last forever.

It was with great reluctance that I put Malabar III on the market in the Spring of 2011. I designed my own brochure, booked my own advertising campaign, Cedric put details on ROC blog and I moved off the boat into an apartment with less room than the boat. Hours of cleaning followed as I prepared for queues of fender kickers.

18 months later, Malabar is a "Pleasure Boat" licensed by New Forest District Council to carry twelve lucky passengers and two crew around the delights of the Solent. Originally, I had my eyes set on MCA coding to enable me to take people to Weymouth for the Olympics. This was short-lived following the RYA's Surveyor who explained that, amongst several matters, the handrails were too low they would either have to be raised or passenger seating provided on the Bridge Deck; that despite being twin engine'd I'd need to install emergency steering!

I ignored the "emergency steering" and set to work on the passenger seating. The photos show what I constructed and I must say it has been a great benefit and now have classy blue and white striped cushions.



However, I abandoned the MCA route, not just because of the impossibility of installing emergency steering but as a result of an experienced charter skipper asking whether I really wanted to spend days in the company of people I found I couldn't stand which I'd have to do on the Olympic trip! "Just go the NFDC route," he cried.

The dusty files of New Forest District Council's "Pleasure Boat License Requirements" was retrieved from where I had stored them for at least 5 years and these seemed much more my and *Malabar's* cup of gin.

An NFDC approved surveyor who'd been aboard some years before duly appeared and made an extensive survey. What a marvellous fellow, whilst waiting for the vessel to be lifted and washed off we repaired to the Haven Bar and, over coffee, completed the paperwork which included the telephone number of a company in Liverpool who offered competitive rates on life-raft hire.

This was his diagnosis:

- 1) On being lifted out and held in the slings, he declared the hull to be in fine fettle and the anodes did not yet require changing, there being at least 6 months war left.
- 2) On board he approved the replacement auto bilge pump system (which I installed after overcoming the extraordinary eccentricities of Rampart wiring, requiring 3 days to do a job that should have taken half an hour!)
- 3) Likewise, the automatic fire extinguishing system in the engine room met his approval (much to my delight, after reading about the problems of fire proofing engine rooms with interconnecting bilges). The several other fire extinguishers I'd replaced also warmed his heart.
- 4) My new seating and on-deck "Crew only" notices overcame the unsatisfactory height of the handrails
- 5) All other matters were deemed to be acceptable but he wanted evidence of liferafts, lifejackets and lifebous.

A couple of weeks after I sent him paper and photo evidence of safety equipment, I received his bill on payment of which I received a copy of the report he sent to NFDC. Not long after I received a certificate from NFDC announcing that Malabar III was a "Pleasure Boat!"

That was back in July so, clearly, I'd missed most of the 2012 season but, thank goodness as any bookings would have to have been cancelled thanks to our wonderful summer weather.

Sign saying "Crew Only" saved hundreds of £££ in raised hand rails!



In September, I had Malabar lifted ashore to paint her bottom with a change of colour scheme to black anti foul and red boot-top, much nicer and more traditional. Although I'd only booked 2 weeks out I felt that the hefty cost of having her out (being charged "storage ashore" whilst still paying berthing fees!) I should really repaint the topsides. Foolish I know in view of the weather but with the help of family and friends we managed it only overstaying my booking by just two days. Prior to that, I had painted the decks with cream coloured Kiwi Grip which is marvellous stuff (and used on Pop Watts I believe. No fear of de-lamination and associated cost of Coelan!)

In the next article (assuming the Editor is interested) I will reveal how going from the dismal prospect of selling the dear boat to starting a family business has caused me to move back on board and to feel that I've found another way to pay the enormous berthing fees and enjoy the Solent once again which I thought I knew too well. *Brilliant, welcome back into the fold Mike. (Liz)*



As an Archivist it is often difficult to date a publication. Careful reading will some times give you an idea; before the war? Which war? Can you guess from the advert for an early fridge? Any cars in photographs? What about clothes, are there any Edwardian Yachting caps? Often the fly leaf is torn out and so removing any indication as to ownership. Why would any one want to conceal the fact that the book was first prize in the egg and spoon race at the Snodgrass' Secondary School sports day 1928, or that Aunty Gladys sends her best wishes to her nephew, Horace, 1890?

Two of the most interesting books I have, suffer from this problem. *Motor Yacht Building* by John Bain A.M.I.N.A. was originally published between 1933 and 1935. on behalf of James A Silver Ltd. Rosneath, Scotland.

It is a period piece, complete with lines and an off set table of one of the standard Silver Yachts. John Bain discusses the design and construction used by one of the finest motor yacht builders in the country.

Detailed specifications, equipment, methods of working and, as an indication of detail, a lengthy discussion on the various woods available and their specific uses in boat building. Did you know the Greenheart is so dense it won't float? Lots photographs both of the yard and its boats complete this rare book.

The original was published as a give away to likely owners and is so refreshing compared to today's advertising hype. I have a reprint by Coach House Publications Ltd., published in 1995, which should be findable on Amazon.

*Forty designs of Motor and Sailing Yachts* by W. G. McBRYDE, M.I.N.A. pub Gilmour & Lawrence Ltd. 2 West Regent, St Glasgow, is of a similar age.

Mc Bryde was well known for his designs of sea kindly, heavy displacement motor yachts, 50/50 motor sailers and trawler type yachts. A feast of the most glorious deep sea yachts with that 'go anywhere' look, rather more traditional than the John Bain designs of the Silvers. Each yacht is well illustrated with elevation, long section and accommodation plans together with a brief description. Mostly are fitted with wheel/deck houses and are well suited to cruising the Western Isles. *Wind Aloft, Wind Allow*

by Marin-Marie. Pub. London: Peter Davies in the UK in 1945. is an account of the authors' two single handed crossings of the Atlantic; in Winnibelle II, a gaff sloop, in 1933 and Arielle, a 45' motor yacht in 1936. Although the account of the crossing in the motor yacht, only takes 109 pages out of a total of 324, the account may be of interest to ROC members

contemplating a similar adventure, as Arielle is comparable to a standard Rampart 48. A note of warning however, is found opposite page 315 where a mid Atlantic photo of Arielle rolling in what appears to be a relatively calm sea brings the prospective skipper back to reality. Clearly, Marin-Marie was an experienced sailor so it comes as a surprise to find his day job was as a professional artist; in fact he was 'Painter to the French Ministry of Marine' and the book includes several excellent examples of his work. There is also much interesting detail including accounts of earlier crossings. One, in 1902 by a 40' launch powered by a 10hp paraffin engine and undertaken by a 50 year old sea captain with his 16 year old son as crew. He, the son, ended up looking after the helm and generally handling the boat under his father's orders for most of the time. The little craft made it from New York to Falmouth in 38 days.

While covering accounts of cruises, although you could hardly call the Atlantic a 'cruising ground', copies of Roger Pilkington's series 'Small boat through France' [Belgium, Holland, Sweden, Alsace, Bavaria or Germany, take your pick], Pub. Macmillan & Co Ltd., St Matins Press, New York, are relatively easy to find. I mention these books because Commodore is also similar to a Rampart 48 and the cruising grounds covered are more likely to appeal to the crews of the ROC. The books describe the countryside and history as well as the practicalities of inland waterway passages.

The edition on France, published in 1964, covers the Hague down to the Camargue, via Paris and is enlivened by David Knights' wonderful line drawings. For anyone thinking about taking this passage they might like to also refer to my account of Roly's trip to the sun in 2001, see ROC magazine, vol.1 / issues 5 & 6.

Bluebird of Chelsea  
52ft Thornycroft, built in 1931.  
Thornycrofts were the inspiration for Ramparts

*Motor Boat and Yachting Manual 1948* is a small book which, despite the conflict having been over for 3 years, suffers from the paper restrictions imposed in war time. The resultant book looks dreary by modern standards but is a mine of information for the owner of a motor yacht. Perhaps its biggest contribution to any marine library of motor yachting is its chapter on war-time small craft.

Earlier publications would be prohibited from disclosing defence secrets and much later nobody would be interested, however, in 1948 hundreds of the Navy's 'Little Ships' were being sold off. They had been mass produced; at the beginning of the war the Navy had 21 'short' Motor Torpedo boats [MTBs] at the end of hostilities they had 1,550 and were now very surplus to requirements. Eleven types of coastal craft are detailed together with remarks as their suitability for conversion to yachts. An example of what was on offer was the MTB, length 71'9", a max speed 42 knots, endurance was 600 miles at 15 knots, fuel capacity 2,740 gallons, if you think Ramparts are thirsty, this works out at 68.5 gals per hour; God knows what they burnt at 42 knots!

Perhaps this performance was not surprising as this class of boat was fitted with three Packhard supercharged engines, each rated at 1,350 hp. They probably account for their eventual use as house boats.

This book is wide in its' coverage. There are several large scale, cut away, fold out diagrams, one of which is of Malcolm Campbell's Blue Bird II, rebuilt to take a de 'Havilland Goblin 11' jet engine.

There is a sad end to this particular chapter and I quote 'At the time [that] this book goes to press Sir Malcolm Campbell will be experimenting with a jet engine in Blue Bird 11, with a view to beating his own world record again'. We all remember what happen next.



The inclusion of *Bluebird* by Martin Summers, Pub. Collectors' books Ltd. is a bit of a cheat as *Bluebird 2* is a 52' Thornycroft built in 1931. However, I believe Horace Desty took the lines of early Ramparts from the Thornycroft boats and so it is not surprising that she has always reminded me of the era of the first large Ramparts, Ace, Darwina, Kaydee and Lady Inez; the affordable 'gentleman's yachts'. She was built for Malcolm Campbell, one of four of that name culminating in a grand Blue Bird of over 100' long, [not to be confused with Blue Bird 11 and her sad end]. She continues to occupy the berth next to Roly on Cadogan Pier, in Chelsea and so I am familiar with her stately shape and her superb condition. She was completely renovated in 1985 and now, some 27 years later she is still looks good.

Bluebird of Chelsea was a Dunkirk Little Ship, that has been lovingly rebuilt by Martin Summers



This book is an excellent example of recordings, the history, recovery, repair and the redesign below decks of this much loved boat. It shows that these precious bits of maritime history can be up dated without spoiling their character. For anyone thinking about writing an history of their boat this is a fine example to inspire them.

It is worth remembering that the ROC was started not only to exchange technical information but to record the history of one of the last motor yacht builders in wood.

The Club has raised the profile of the marque which makes, in normal times, a difference to the speed of sale and the price achieved for those boats owned and maintained by caring owners. It is therefore important that Members add to the archives when ever possible. As Archivist I am always pleased to receive information on any Ramparts, especially those which have not been seen for a long time.

## Letter from Walter Martin.

This is the Motor Boat and Yachting Magazine page that Walter sent. With the published letter.



Tony, Walter, Val and Liz focusing on the meeting!

Dear Liz,  
I am sending you herewith a copy of a page of the Jan 1999 MB&Y, which includes a letter from Jeremy Pearce about starting a Rampart Owners Club. At our meeting in Lymington, I sat as a non voting Honorary Member, with time to study the hard working voting members and I detected some disconsolation at the prospect of the membership not growing. It is unlikely that the membership will ever grow much, if any, bigger than it is now. Considering the relatively small number of Rampart boats built and the loss of several of these for different reasons, I consider we do well to have as many members as we do!  
Ownerships will continue to change, as they always have done but one thing is certain - so long as there are Ramparts afloat, owners will enjoy having a club where they can share fellowship, information, and experiences about their boats and those owners who don't join, for whatever reason, will be very pleased and encouraged that there is a Rampart Owners Club in existence!  
It can be said, perhaps, that you have to be a little madder than an ordinary boat owner to own a wooden classic but this is what makes our membership so friendly and interesting. Owners are, effectively, custodians of these lovely Ramparts and have we not become custodians of our lovely Rampart Owners Club?

Yours sincerely, Walter (October 13th 2011)

# LETTERS

TO THE EDITOR

**Taking to the Ramparts**

Sir - First of all, thank you very much for the wonderful Festival of Power. The organisation and energy applied by your professional staff was a credit to you all. For my part, I cannot thank you enough for awarding us the MBY Trophy (aboard our Rampart 48 Tudora). I have to say it was one of the proudest moments of my life. Our trip back to Falmouth was uneventful except for a rather rough St Alban's Ledge and a blocked fuel filter entering Dartmouth. By a real coincidence on leaving Salcombe we met another Rampart called Roly - in exactly the same place as we met them last year!

Whilst on about Ramparts, I would like to start a Rampart Owners' Club, and if you could mention this on your letters page I would be most grateful. Other interested Rampart owners are welcome to contact me at my home address.

*Jeremy Pearce (Rampart 48 Tudora), Gale Lane, Budeck Vean, Newnham Smith, Falmouth, Cornwall TR11 5LE.*

**Something to declare**

Sir - The account of the MBY Shopping Hop to Calais brought back memories of almost 40 years ago. I had one of the early GRP boats, a Seamaster 26 with twin Navigator petrol engines. She was built like a battleship and had a top speed of 12 knots. My wife and I, with our three children under 12, left Hampton Court one September day in 1960 bound for Calais via Sheerness and Dover. We arrived at Calais Bassin de l'Ouest just as the gates were opening. The timing wasn't bad when one considers that there was no GPS, no chart plotter and no VHF. While we lacked modern aids to navigation we had the benefit of more room to ourselves. There were only three other craft in the Bassin de l'Ouest!

The system for obtaining duty-free goods was to place an order with the crew of the Customs truck which arrived every evening with the orders placed by boat crews the previous evening in order of one bottle of whisky and one of gin was deemed to be insignificant to bother with in a fit of pique and with some bravado I said: "Right, make that a case each of whisky and gin."

"How many in your crew?" asked the Customs officer.

"Five," I said. "Including myself." I omitted that three were under 12. My thoughts on our journey to Ramsgate were confined to what I was going to say to Customs. Flying the Q flag I was horrified to see a large, mature Customs officer approaching with a younger officer in tow.

**Coronet takes the crown**

Sir - I would like to write and thank you for a really excellent series by Peter Caplen on the restoration of the Coronet 21. I have a Coronet 21 and have found his account extremely useful, although I wish I had time and space to do everything as well as he did.

In particular, the really valuable part of the series has been the list of the suppliers and costs. So far I have only contacted Keyparts of those named, but they could not have been more helpful and sent me a manual the morning after I requested it. This is in contrast to my attempts to obtain one via a Volvo dealer.

*J. H. Hall, West Wittering, Chichester.*

**Channel Islands' club**

Sir - Thank you for printing my letter concerning the age of my Channel Islands 22, hull no. 1140 (MBY October 1998). I received a good response as a result, from as far afield as Ireland and Guernsey (although none from anyone with a BMW-engined boat, which would probably clinch

**Write to us**

If you've got a bee in your bonnet, an interesting cruising anecdote, or a snippet of information you want to share, then please write to The Editor, Motor Boat and Yachting, IPC Magazines, King's Beach Tower, Stamford St, London SE1 9LS, or fax: 01753-261548. Email: [mbymag@ipc.co.uk](mailto:mbymag@ipc.co.uk)

Or you can join in the discussion at our Chat Boat readers' forum at <http://www.mby.com>

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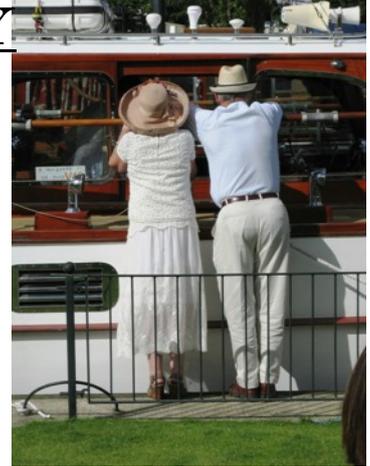
MBY JANUARY 1999

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# A LOVELY LUNCH IN HENLEY



The Guests arrive



Above: No caption, just a good a picture.



Top Left: Orleanda in the foreground with Star and Roly moored behind.

Above:  
Michael & Diana Nicholson (Moombara) looking in the pink!

Above Right:  
Jill and Peter welcoming a jolly group.

Far Right: The Commodore & James (Highland Beauty) sipping their Pimms



'Star' of the show. As Roly passes they all call out, "Where's our champagne"? Oh dear, we have all 6 bottles on Roly.



Margaret & Tracy relax on Roly.

Right: Candy's son William & Peter quaff champagne while Liz navigates the Henley Course behind Star of Killarney



Left: If Star can get under Windsor Bridge, so can Roly!

Right: Arriving back from the circuit to moor along the island for Lunch





## WHAT A SIMPLY WONDERFUL DAY

When Jill and Peter invited us to lunch on Rod Eyot, the island they occupy in the Thames for Henley Regatta, we knew it was going to be lovely but even so, it exceeded all our expectations. The food was 'Cordon Bleu', the ambience was charming and company, well, they were Rampartees! The elegant slipper launch, *Orleanda*, collected guests from their cars or the station, on the opposite bank, to arrive in time for a Pimms before departing in *Star of Killarney* and *Roly* for a circuit of the Henley Course. On each side the banks were alive with regatta tents and lively people, not to mention all the craft moored or moving on the water. The only problem was that *Roly* had accidentally shipped all the champagne on board and *Star* had to make do with beer. However, that couldn't spoil the festive spirit and we arrived back on the island to a sumptuous lunch laid on for us by Jill. It is churlish to mention the rain, as it was only the briefest of showers, which the hardy diners ignored, sheltering under their hats. At least the veritable tempest which had defied Jill's foresight by whisking her marquee away the day before, was passed and we had enough sun to call it a sunny day.

Mind you, the following day, the heavens opened and it didn't stop raining for days. In fact, the fields for the Trad Boat Rally were flooded already and as *Roly* passed down the Thames towards Dennett's Yard for a bottom scrub, they were putting out the red warning signs to stop navigation. Arriving at Dennett's, Steve announced that they had cancelled the Thames Trad Boat Rally (TTBR) and hence our ROC party on board *Roly*.



Left:

James Humphrys  
(*Highland Beauty*)  
lost in  
contemplation.  
It must have been  
that sort of a  
day...(See P4)

Right: Taxi home





Michael Dennett built this yard himself, years ago, and still works there with his son Steve, looking after many of the glossy wooden boats on the Thames. We only popped in for a quick bottom scrub and antifoul but look where we ended up!

### OUR SUMMER HOLIDAY

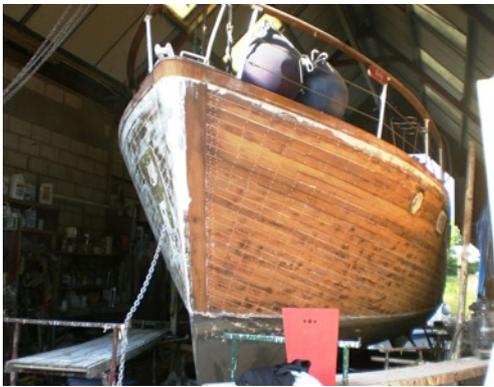
you must be joking. *Right*, you will see *Roly* at Runnymede, well that was it. Apart of course from the lovely lunch at Henley. We had set off for a month up the Thames, thinking BBQ's, sunbathing, reading etc. Well, the reality turned out to be somewhat different. A month in Michael Dennett's Boat Yard.



As navigation of the Thames was not advised, we thought, well let's go for it. So *Roly* was stripped right back to the bare wood and the soundness of her hull was much approved of by the Dennetts. They have a secret system of very expandable epoxy that they recommend for wooden boats but of which we were very sceptical.



After weeks of sanding and painting, sanding and painting, in clouds of dust *Roly* emerged like a snowy white swan, smooth and silky. To be honest, her hull looked rather like glass fibre, it was so perfect. We eventually slid back into the water and said goodbye to Michael and Steve. We would recommend them, whole heartedly, to any Rampart Owners. It was so great to find real craftsmen, with years of knowledge and expertise. As we made our way back down the Thames, we were besieged by people asking us about the boat. Ramparts always cause a bit of a stir but this was exceptional. Even the fisherman, who barely tolerate motor boats disturbing the water, were calling out things like, "I wouldn't mind one like that!"



The only trouble is, we've got to keep her looking wonderful. We started to become paranoid about bumping into the lock and wondering what either one of us would say to the one who did the first bit of damage. So we made a pact and decided that we would say, "Never mind darling, it could just as easily have been me!" But in the mean time, we will bask in the reflected glory of our pristine Rampart. Never mind the summer holiday. Liz



*Right*: One of the two brothers working on *Roly*, who have worked in yard for the last 15 years. Brilliant \*\*\*\*\*

Tony minds young Noah who could be the third generation of Dennetts to run the yard!

However, we learned how expandable it was, how it still allowed the wood to breathe and how it would last for 10 years without expelling the filling between the planks! We saw the shimmering boats surrounding us, and succumbed. When you go into a boat yard, no matter how well recommended, you never really know what you're going to get. But we were so impressed by the professionalism and sheer hard work applied to *Roly* for the next month.



Tony, Pirate Chief of the Swan Downers. Note the Olympic rings on Tower Bridge and the 'Shard'

SWAN DOWNING, Hennie Swan, knighted all the dinghy skippers with a sword fish sword before we set off to count the number of pubs we could get to by dinghy on the Thames



In July the annual event of SWAN UPPING had to be cancelled for the first time in 200yrs. This is the day when the Queen's mute swans are counted and checked over, all up the non-tidal Thames. It was cancelled, just as our TTBR at Henley was cancelled, because of the excessive rain and fast flowing river. So our friends on Hermitage Pier by Tower Bridge, decided to have a Swan Downing to compensate for a cancelled event. We all had to wear swan feathers and go off in search of pubs, down river from the Tower. Well, it's harder than you think, climbing out of a dinghy and scaling the walls of ancient pubs from the river. We were 6 dinghies in all but we only managed 2 pubs, the Prospect of Whitby was at least one of them! All jolly good fun.

# HRH QUEEN ELIZABETH 11 ON CADOGAN PIER

Roly had to move off the pier and raft up to Deb S, to make room for the royal barge, The Spirit of Chartwell



Waving at US!



Our American friend was overawed at being right next to the QUEEN!!! Even if it was raining cats and dogs.



The Queen arrived on one the liberty boats from the Royal Yacht.

We all hung round beside the Spirit of Chartwell like groupies, snapping every move the royals made and were thrilled when Catherine looked down and said 'Hello' to us!

Left: Gloriana, the Royal Barge.

Below: It was quite emotional as the boats flooded under Albert Bridge



And there was steam  
The Steam Ship  
Alaska



Below: Deborah S, on the pier, went to town with the decorations. We were all very grateful for her dry afterdeck and copious champagne.



Dunkirk Little Ships  
in ticket-y -boo  
order.



From the oldest to the youngest on board Roly, we were all in Red White and Blue.

The fire ship gave a grand display and all the sailors on all the boats waved



The crowds were 6 deep on the Embankment and in the Park opp.

Everyone had the biggest smiles on their faces all day.



Right: The day after the Pageant, Roly was back on the Queen's mooring pontoon, proudly flying the Jubilee Flag and Tony was taking the dog for walk in the still pouring rain!

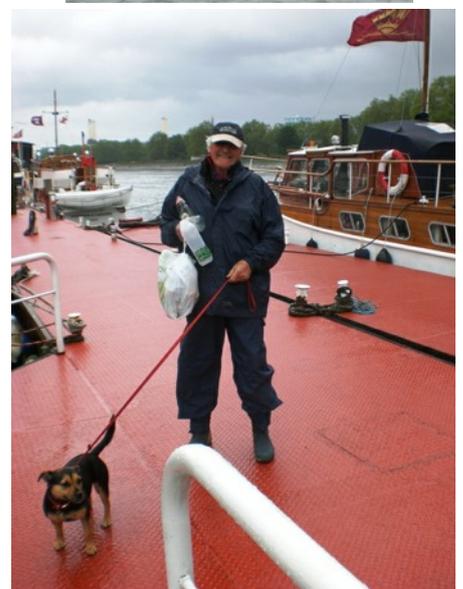
Below: Later on Star of Killarney popped over to say hi, on the way home after being in the pageant. Of course, Tony sang them 'Oi Man River' as they sailed past.



Left:

Two old friends met after N years!

Pamela Griffiths (ex Roly) met up with our friend Shirley.



## SOME GOOGLE BANTER THAT'S WORTH REFLECTING ON.

### Check your decks.

Check out what Steve told us about maintaining your teak deck.

Could come in handy now that Winter is on the way...

*"As the colder months approach and preparations begin for your boats winter lay-up, it is advisable to keep an eye on your teak decks.*

*After a rain shower or having been washed, whilst your deck is drying, check your rubber seams. If they are staying wetter than the rest of the deck it is conceivable that the bond between the rubber and teak has failed, and should be repaired as early as possible. If water becomes trapped within the seam it can track along the bottom of the seam and can cause long term problems that are not immediately obvious, for example; leaks into the cabin, rotting out the teak from the underside, rot to the top of deck beams (traditional laid deck) or osmosis of the fiberglass sub deck. All this is worst case scenario and more often than not the repairs can be performed relatively quickly".*

Steve is a tenant on site here at Thornham Marina, so if you want some more info on how to look after your teak decks, just pop in and see him, or call him on 07764 153692. Alternatively you can email him at [steve@shulmeandsons.co.uk](mailto:steve@shulmeandsons.co.uk) or visit his website at [www.shulmeandsons.co.uk](http://www.shulmeandsons.co.uk)

We hope you found that useful...and fingers crossed those rubber seams do their job!

Christopher Morrison 13.10.11

# Space

### Radical solution.

From John Gillies 07.07.12

I thought you might like to know that we have been in the canals for the last month and although we have scraped the roof a couple of times, we are no on the Canal des Vosges south of Nancy, heading south, close to Charmes, in Lorraine. Lots of pictures and stories for the next Rampart mag, and our water bag ballast on the decks really does seem to work(so far)

Reply Liz Poole 08.07.12

Brilliant, yesterday I said to Tony I must text you to see how you're getting on, so your ears must have been burning!

It has rained non stop here, I hope it's somewhat less there.

Looking forward to the definitive, blockbusting, front page article on the Tallest Rampart in the French Canals.

Wishing you all good things, Liz

Reply John 11.07.12

Was the tallest! we are suffering from an excess of water in the canal des Vosges and three bridges are below 3.5 We are negotiating with VNF to drop the water level on Sunday for us to squeeze through, but in the meanwhile have filled water bags with two tonnes of water ballast, filled our waterbed to bursting, and cut the doghouse roof off. We are now 3.45!! The Bastille day celebrations are just starting here at Charmes so we will stay here until Saturday at least.

The weather is generally good, and very hot when the sun comes out, which is most days, but in the last month have had three days of solid rain. There certainly should be an article in it for you.

*From Liz....I'll hold you to that.*

**YOU SEE ALL THIS SPACE BELOW  
I need you all to reflect on how  
the space in this, your magazine  
gets filled.**

Please, I beg you, send me some copy. It doesn't have to be fully fledged article. I can pad it out and add some fancy bits but I have to have the raw material to base it on.

Every Rampart has had at least one journey. Tell me about it. Send me a holiday snap, a date, the weather, who was on board and if you were happy/sad/fed up/wet/dry/elated

Something

And many thanks to all you stalwarts who do. Keep 'em coming

### Have your Rampart hanging on the wall.

At Michael Nicholson's book launch a while ago, I met Liz Neeson, who was promoting a professional artist friend, Dawn Reader. Dawn is taking commissions for paintings of boats – based on photographs taken by boat owners. Her website is [www.dawnreader.co.uk](http://www.dawnreader.co.uk) where you can read more under "commissions". It does say "not marinas" but really that just means she prefers landscape (natural) backgrounds, rather than buildings. Liz just wondered if Rampart Owners would be interested.

Liz Poole

### Just a tinsy winsy bit of a rant!

Owning a boat is a bit like being a parent. If someone had explained all the hard work and costs involved, we probably wouldn't have bothered. Someone's bound to tell me off for saying that now, just as some older lady did as we were standing waiting for the gates to open at the Villa d'Este. I made some joke about the children and this lady standing nearby rounded on me. Wow! Calm down dear. Now, that would have done it.

Excuse the digression. Majonca has now been up on blocks for nearly five weeks, and oh! the joy lying on my back on the stony ground trying to get some pressure behind the sander, being unable to breath with the face mask on and unable to see with my glasses steaming up and still getting grit into my eyes. But that's nearly all done now and getting ready for painting. Lets hope it will all have been worth it. Say not the struggle.....

When trying to choose paint for the topsides we had all but decided upon International Pre-Kote and then Toplac, but worryingly I have seen some blogs where people have said that they have trouble with the Pre-Kote drying, it can take a week or so and never really hardening off. Does anyone have comments to make about this. I should be very interested to hear.

Out. Ken Joynes 17.10.11

# Space

# Space