



# ROC News

The Newsletter of the Rampart Owners Club

Volume 4, Issue 8, Winter 2011



## Majonca, 36ft, 1963, doing the circuit at The Henley Traditional Boat Show 2011

Oh how it rained.

Practically non stop for the whole Henley weekend....except.....for the ROC drinks party on board *Roly*. At 5.30 it stopped, at 6pm the sun came out, by 7pm the whole of *Roly's* decks were covered with people, 50 people, so I was told by guest who decided to count them.

The Ramparts had been allocated a slot on Sunday afternoon to do their parade round the course but by then everyone was rained off. Most boats departed on Sunday morning but *Majonca* and *Roly* waved the flag and stood in for the other 7 Ramparts, who at least made it there in spite of a never ending number of things that stand in the way of a boat aiming to be in a certain place at a certain time!

Ken and Tracy on *Majonca* have worked really hard to bring their Rampart up to scratch and into compliance with the non-tidal Thames Boat Safety Certification Scheme, upon which hinges the right to be licensed to cruise the river.

See P 12 of this issue for the details, outlined by Andrew Smith *Winden*.

However, the subject of the Traditional Boat Show will be saved for the next issue, as apart from the ROC Rally at Lymington, including the AGM, we have devoted this issue to the 30ft to 40ft Ramparts, which have been somewhat neglected in recent ROC Newsletters.

They actually range from 30ft to 39ft and were built between 1936 to 1983. *Liz Poole Ed*

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# Majonca

By Ken and Tracy Joynes

So why did we buy a Rampart? Until we saw it advertised on Boatshed, we'd never even heard of a Rampart as a boat design. Even more surprising because we live in Southampton and although we knew of Rampart Road we imagined it had more to do with the old Roman town of Clausentum, Southampton's ancient predecessor in Bitterne Manor, than some wooden boat builder. However we had some idea of the kind of boat we were looking for and when we saw the interior shots of Majonca we felt that this ticked all our boxes. She was lying at Plymouth and so we made arrangements to view her through Plymouth Yacht brokers and on one cold October day we went down for a viewing and met Stan and Dot Heap who eagerly showed us around and pointed out the procedures for starting the engines and outlined some of the do's and don'ts of what owning a boat such as this entails. On a subsequent visit Stan and Dot took us out for a trip around the harbour, Stan was at the wheel and Dot, very confidently running around above decks with the roaming fender, deftly hopping over shrouds and other deck obstacles, as if she had been doing this all her life. But then of course, she had. Such an amazing lady.

So the purchase of Majonca was agreed, subject to survey. The wooden-boat surveyor, that had been recommended to us, had just completed his survey and was standing on the pontoon chatting to another boat owner when they noticed smoke coming from Majonca's wheelhouse. It was lucky that they were on hand of course, or things may have got much worse, but even so, fire took hold to the instrument panel which was destroyed, as well as smoke damage that had occurred elsewhere.



The new panel after bursting into flames!

Fortunately for Stan his insurance company agreed to foot the bill and £15,000 worth of repair work was carried out which consisted mainly of replacing all the wiring to the instrument panel with all new instruments plus replacing all damaged woodwork to and around the the instrument panel.

We waited patiently until the repair work was completed and in early December we paid another visit to Plymouth and we were very impressed with the quality of work, so we decided to go ahead with the purchase.

And so it was in December 2009, we became the new owners of Majonca.



The surprisingly large saloon looking aft on the port side.



Above

Two comfy bunks in the forepeak,

Right

View aft, past the galley to the Saloon

Below

Excellent steering chair but best to steer with your feet!



Opposite page

L shaped galley, with full gas oven and gas water heater.

Other galleys featured in this issue, either inhabit a galley area as here but running fore and aft, or run the length of the saloon, fore & aft.

In negotiating the return to our berth, with a dinghy hanging from the davits astern, we took too wide a swing approaching our finger pontoon and the dinghy got perilously close to the Roller reefing on the bow of some £300,000 yacht. My examiner exclaimed "Oh s\*\*t!", but luckily we missed it by inches and all was well.

A few days later when Tracy came down to the boat, brimming with pride and confidence and a certain amount of foolishness, I suggested we repeat my experience and take Majonca out. As the man from the yacht brokers waved us off, we made our way out into Plymouth Sound and again beyond the large breakwater. It was a really beautiful winter's day with sunshine glistening on the surface of a fairly calm sea. Everything was glorious and wonderful for we novice sailors.

On our return, half way between the breakwater and the Hoe we lost one engine. Oh no! What to do? When you lose one engine you seem to lose a lot more than fifty percent of your power. We limped back in across the Sound and learnt that taking evasive action from other craft is now not quite so easy. We were at least in mobile phone contact with Plymouth Yacht brokers and Steve arranged for a lad in a Dory to meet and guide us as we entered the marina, but we got back in without a hitch and the following day discovered that our starboard engine lift pump had packed up.

Springs, circlips and diaphragm had just disintegrated. And so we were baptised into the world of boating, which, along with the pleasure comes "forking out." This is after we had spent £140 on two automatic life jackets and before spending £290 on a smart battery charger.

Plymouth was not where we ever intended to keep our boat and being resident in Southampton we had for a long time toyed with the idea of moving back to the SW London area, from whence we came. It was the Kingston-upon-Thames area where we grew up and spent our youth, and for its easy reach of the M3 we chose Shepperton Marina as our ideal location. Not having the experience to tackle the route by sea, in March 2010, we had Majonca transported by road to Shepperton.

To see your boat out of the water for the first time is a strange experience, and then to see it loaded onto a transporter and hoping that it'll stay safe. We had hoped to follow it and take some pictures of it as it trundled up the road from Plymouth but we must have got our timing all wrong for all we saw was a Steam locomotive on a low loader.

Oh well, we can't have everything. At least Majonca got to Shepperton in one piece and was loaded back in the water the next day after having freshwater anodes fitted. So ends the first chapter in our relationship with Majonca. Our thanks to Stan and Dot Heap for being careful and loving custodians for the past forty years of her life at sea, and thanks to all members of ROC for being such a warm and friendly bunch.



Ken and Tracy  
Totally at home in their Rampart  
And with every trip, getting more experienced with the River Thames.



# Commodore's Letter

By Christopher Morrison

## Commodore's Letter Autumn 2011

In my capacity as your new Commodore, my first and pleasurable duty is to pay tribute to my predecessor, Mike Robinson. Those of you who have read the minutes of the AGM will have seen my comments at the time of hand over, and I can do no better than to amplify them here.

Mike is by nature both a volunteer and big hearted. He took on the task of Chairman – as was – expecting to do his 3 years and then to hand over to another. However, whenever the subject was raised at meetings, his request that someone should relieve him was drowned out by cries from the floor of 'Stick with it Mike; you can do it; we're right behind you....' – and he did. Thanks to him, the Club is on a sound footing, has a sense of purpose and is probably as far into the 21<sup>st</sup> century as is possible given the inclinations and age group of the majority of the membership.

A huge vote of thanks from all of us, Mike; we are delighted that you have accepted honorary membership and that you will continue to be with us at our events.



Mike Robinson, the soon to be ex Commodore, opening his gift from the club.

Two glasses engraved with a picture of Malabar 111

## Whither now?

I intend to maintain the standards my predecessors set. I would like to continue the task of getting our records in a manageable state and I will be working with Stephen our archivist on this. I somehow want to draw the more distant members of the Club to our events, or maybe move some events to where they are.

I would urge members to keep a look out for Ramparts in harbours and creeks around the country and to try to glean their details with a view to increasing membership. I am open to ideas and suggestions on how these and any other initiative might be achieved.

## Rally 2011

Continuing the theme of Mike's influence with the Club, this year's Rally was held at Mike's base port of Lymington. *Malabar III* made the exhausting trip from one jetty to another and the drinks he served before the dinner brought us nicely up to the garrulous but not-over-noisy state. Tom and his crew Michael arrived in a newly painted *Phyllis Mabel*, surely they should win a prize for their intrepid passage – making from Dartmouth and back for almost every Rally thus far.

John and Julie Gillies and family and dogs – not sure who outnumbered whom – were there in *Sabi Star*, which provided a lofty presence and a welcoming coffee station for crews from cramped 32 footers.

Stanley, whom we rely on to provide a touch of class at our gatherings, did just that and his generous hosting of a reception onboard his beloved *Highland Beauty* was, as ever, a treat and a not-to-be-underestimated piece of logistical planning and execution.

*Roly* with the Pooles must count as one of the smartest live-aboards and their hospitality matched their generosity with their time that they put into the running of the Club and particularly the Newsletter.

*Moombara*, with Mike Nicholson and crew was there, exhibiting style, bonhomie and élan, sometimes all at the same time and particularly during the sea trip on Saturday.

Cindy and I of course were there in *Penny Jane* – not sure how I am going to host Commodore's drinks onboard next year; perhaps in relays! We also welcomed, *sans* boats, Ken and Tracy Joynes, taking up the role of Secretary, Val and Walter Martin, Andy Smith and Wendy from *Winden*, Peter Scott and Jill from *Star of Killarney* and John and Sue Lifton from *Pop Watts*

## Friday Night

We had a noisy and delightful 'hot rocks' meal at 'FineFood4Sail' on the Friday, the choice of a walk to the Chequers pub or a sea trip on the Saturday and dinner at Lymington Town Sailing Club on the Saturday. Tony Poole declared an 'instant tradition' by singing his signature tune of 'Ole Man River' – with all the low notes included. Next year we want proper sea shanties, with song sheets provided, .....note to John Gillies!



The Hand Over.

Christopher pours Mike a glass of Famous Grouse, to christened the new glass and seal the transfer of Commodoreship

On Sunday the weather worsened. A few boats left but others elected to wait until Monday or later. Penny Jane sailed on Monday, and I mean sailed. We had the tide underneath us and a westerly wind so we hoisted 4 sails and made 3 knots through the water, passing The Squadron on 'starboard' and causing a few plastics to give way. This silent, vibration-free state of affairs lasted until the Forts when the tide turned and we switched on the iron top's'l.

## Traditional Boat Rally at Henley 2011

We had a marvellous turn-out for the Trad Boat Rally at Henley 16/17 July and the photos appear elsewhere in the magazine. Although it bucketed it down with rain for the Saturday, the clouds parted in time for the Rampart Cocktail Party, kindly hosted by the Pooles onboard *Roly*. It was a particularly enjoyable event, the ambience was in keeping with the boats and we saw some old friends – the Erlams who were members and I hope will now be rejoining – and there was a strong turnout from the Thames division of the Rampart Club. *Majonca* and *Roly* cut a fine dash on the Sunday parade and it would be lovely to see more Ramparts there next year. NB; Note to self....

The day was further enlivened by the comments of the announcer and the observations he made concerning the turnout of some of the boats – not Ramparts. I have to say that his comments became more 'pointed' as the day [and his tittle!] wore on but it got me thinking. What is the point of owning an attractive boat, on which one lavishes thousands of pounds, only to present her in a scruffy and unseamanlike state? The number of boats we saw underway with fenders over the side, with tatty, faded ensigns at 'half mast' [ie, with 2-3 inches' gap between the ensign and the masthead], and with slack halyards swaying in the wind was an unpleasant surprise. A poorly turned-out boat reflects the standards of her owner, the announcer seemed to be saying. NB, Note to self...

**Future events**

On Sunday 3 June 2012, in celebration of HMQ's Diamond Jubilee, there will be a Thames pageant during which about 1000 boats will steam past the Queen. Will any of us be there? Do we have a volunteer to 'jolly-up' Rampart owners and help with advice for the event? Perhaps one of the Thames Division of the Club?

**Finally**

The unseasonable heat wave of late September is reminding me of the summer we never really had. Soon it will be laying-up time. I should really be getting a coat of varnish on now to protect the boat over the winter, but I never seem to achieve that. The list of jobs over the winter seems to be suspiciously like the one for last winter, but I really am going to try to sort out an auto-pilot. After all, if I am going to be trying to come to all these Thames events.....

*Christopher Morrison  
Penny Jane*

**AGM**

Photos by the official photographer for the ROC Cindy Morrison -->



Above

The new Secs, down to business, Tracy & Ken Joynes



Above

Original Members Walter & Val Martin

And Right  
Tom Wilcox



Right

Michael Nicholson establishing a point of order with the new Commodore  
Listened to, with interest, by John & Julie Gillies



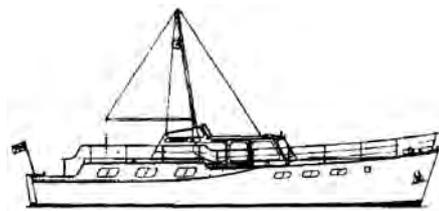
Left

Liz Poole is amused while Peter Scott, taps the virtual keys on his wafer thin lap top.  
Jill Meiring looking thoughtful.



Tony Poole

John & Sue Lifton in rapt attention



Stephen Griffiths' line drawing of Malabar 111



Stanley Ross proffers advice to Mike about life after being Commodore.



# Lymington Rally



Roly



Moombara



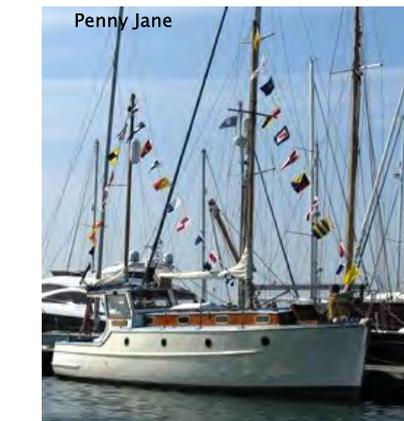
Sabi Star



Malabar 111



Phyllis Mabel



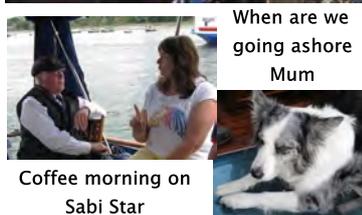
Penny Jane



The southern end of the Dan Bran Pontoon  
Looking out over the Solent & the Isle of Wight



Ramparts Galore  
As far the eye can see  
Roly, Penny Jane, Sabi Star, Phyllis Mabel,  
Malabar 111, Moombara & Highland Beauty  
was snug, plugged in, in the Marina.



Coffee morning on Sabi Star

When are we going ashore Mum



Aboard Malabar 111



Drinks on Stanley's shimmering Highland Beauty



Mike N's trusty crew  
David Guilbert, Steve Cooper, Peter Benard

Mike N  
Jill  
&  
Mike R  
offering a  
glass of  
water?



James Gillies & Michael N  
Room for one more Walter?

Rampart girls wear Fitflops.

Julie's got 32 pairs!





Friday Evening  
Dining at the imaginatively named 'Food 4 Sail' Where we had 'Hot Rocks'!

Yes, that's Cindy Morrison in the frame. You don't often see her as she usually behind the camera.



Saturday lunchtime  
Some of us went for a walk Out through the countryside Back across the saltmarshes With panoramic views across the sea



Sunday lunchtime  
Mike's wee granddaughter amuses herself while she waits for Pops to stop being Commodore.



The Saturday night bash at Lymington Town Sailing Club was very lively, in spite of the howling wind and lashing rain. David, Mike's last minute crew member, was one person too many for the table but we soon sorted him out! Tony started a tradition of bursting into song, followed by Mike Nicholson, prompting John Gillies to write a ditty about the proceedings (see back page). Brush up on your party pieces for the next rally!



Tony Poole hits the low notes in 'Ole Man River'



## Ancient Wisdom? Sound Advice? 'You Pays yer money and you takes yer choice!!'

I very much enjoyed Stephen Griffiths' article in Issue 6, Winter 2010, about the joys of collecting and reading early books on motor boating. I share his enthusiasm and have a favourite second-hand book shop in Yarmouth, and another rarely visited in Great Yarmouth, which usually yield gems. Stephen mentioned a couple of classics which I also have: the Lonsdale Library 'Motor Cruising' published about 1935 has some beautiful photos of beautiful boats, but no Ramparts yet; and 'Motor Cruising' by Commander Hampden, with a foreword by Admiral of the Fleet Lord Jellicoe. This latter has a whiff of the quarterdeck about its prose. Some gems:

- 'The 40ft Cruisers are generally considered to be the largest craft that can be looked after and handled at sea by the owner and his friends, without the aid of paid hands.'
- 'Even if the owner is his own mechanic, it is false economy..... to employ deck-hands without any knowledge of engines, cooking or valeting. Many owners use their chauffeurs for these purposes....'
- 'A clean ship is the result of forethought and organisation rather than hard work. Dirt and dust must be prevented... in order to save labour. The vessel which is not spick and span by 10.am, inside and out, requires a new captain or an owner with more experience.'
- When discussing tender dinghies: 'The certain desire to land for dinner and perhaps the theatre should never be forgotten.... ladies in evening dress object to passages ..... in open boats in the rain.'

Finally, the book has a good explanation on the various tonnages we hear mentioned. It is often thought that the Gross Registered Tonnage carved into our main beams is the weight, or displacement, of the boat. Not so; it is the volume of all the enclosed spaces within the boat, in cu ft, and divided by 100. It thus shows the cargo-carrying capacity of a boat [and in this instance the ton is the derivation of tun I think] on which the payment of harbour and pilotage dues could be based.

Join Stephen and me in the bookshops!

By Christopher Morrison

# 32Ft San Pierre 1962

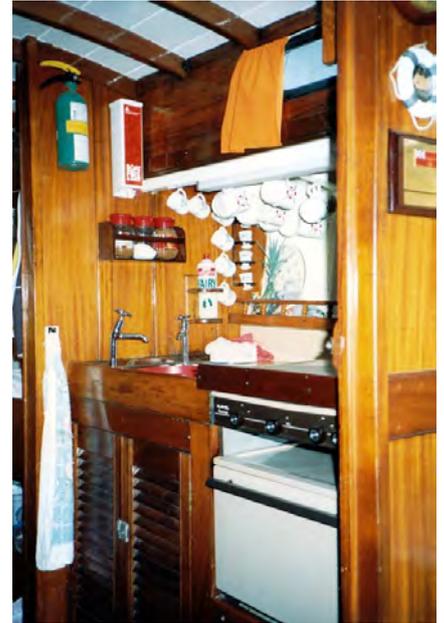
by Harry Fenn



Left: On course for StMalo in rough seas  
San Pierre based in Jersey, was built in 1962  
Length 32 feet

The compact galley on the starboard side.

All you need to produce tasty meals while cruising.



I've just dug out a few photos of *San Pierre*, the Rampart I've owned for 30 years. She's given me a lot of pleasure as well as a lot of hard work. I don't do much cruising now, I just leave it to my son, with whom I've had many rough weather trips.

Nowadays, we are much more sure to study the weather forecasts before we cast off!

Living here in Jersey, our cruising ground is among all the Islands which we have visited many times, as well as all the French ports.

One memorable trip was up the Rance to Dinan. Once we had the mast down and stowed, we were off, all the way south to Redon. Eventually, we emerged into the Vilaine River, visiting the charming town of La Roche Bernard, then out to sea.

We spent some time in the Baie of Quiberon then out to the islands off the coast. We visited Belle-Ile as well as the tiny island of Ile d'Houat, which, we were glad to find, had an equally tiny supermarket.

*San Pierre* has given us many wonderful experiences, which are good to recall and help alleviated the aches and pains of advancing years.

It's up to the next generation now to take her out in search of new adventures.

The well appointed bar of San Pierre, with a rather shy member of the crew!



San Pierre Alongside in Dinan





# 32Ft Pop Watts 1962

48 years in the Family By Sue Lifton

These are pictures of the work done last summer when we took Pop Watts up to Wicormarine, Fareham, to reside in Tony Preston's tent for 3 months.

We replaced the centre hatch and forward hatch with black ones and new stainless steel mast base. We have also been painting and varnishing inside cabins - on going.



New transparent black hatch covers

Decks painted with Kiwi grip Reputed to last 8/9 years



We replaced the stern deck as there was quite a bit of rot. All new mahogany and all new varnish; we also in filled a couple of small rot areas on the rubbing strakes.

We are putting Pop Watts up for sale so any advice on how to market her would be really appreciated as we have never sold a boat before. It will be really difficult parting with her as she has been in the family for 48 years and has been very much loved and we have an archive of 48 years of adventures but sadly the time has come.....



Before and After New Stern Deck New Mahogany Lashings of Varnish



Pulman Style Dinette to Port

Galley to Starboard



The hull was sanded down to a smooth finish and painted with 4/5 coats of antifoul and the topsides were prepared, undercoated and glossed. We replaced 3 cabin windows. Also replaced rubber seals around all windows round cabin deck. The outside doghouse and all wood areas on the deck were sanded and undercoated and gloss white.

I decided to try Kiwi grip on the decks in stead of the usual deck paint and was absolutely delighted with the result and I would definitely recommend this product not only for the polished look but it is supposed to last between 8/9 years.



Heads up



Emerging from Tony Preston's tent At Wicormarine



Back on the Mooring Renovated Stem to Stern





# 30ft Aureol 1936

By Simon Jones



Flying ROC flag mid Channel 2000

Half way to Dunkirk in 2000. Must be this side there as the ROC flag is on the starboard yard arm and not the French courtesy flag! The ominous tanker just visible to port was seen off by our accompanying Frigate, and the RNVR escort vessel in front of us dispatched their RIB to see off the interloping sailboat heading through the fleet!

## Rolling Ramparts

The 1990 crossing to Dunkirk was rough - in hindsight the fleet should not have gone.

Here's a view from the wheelhouse as our starboard stanchions take a dip as Aureol does what Ramparts do best - roll!

I also have a tape from the BBC news with Kate Adie stating that "some of the smaller boats had a little difficulty coping with conditions..." and if you freeze frame it you can just get a shot with Aureol's entire hull out of the water!

## Safely in Dunkerque

Aureol and the fleet dressing overall for the townsfolk of Dunkerque in 2000.

A very convenient mooring in the Basin du Commerce, handy for essential provisions from Eddie LeClerc.



## Circling round off the beaches at Dunkirk in 2000,

waiting for fly-past by Lancaster, Spitfire and Hurricane, with a wreath and poppy drop in commemoration of Operation Dynamo. RNVR escort marking turn point with Dover lifeboat standing by behind. Dunkirk returns are held over the whitsun bank holiday weekend and weather permitting, as in 2000, we go out on the Thursday, rest Friday, then do this lock out and in again to hold the sail-past and wreath laying, off the beaches on the Saturday.





### Dunkirk 2000,

Flat out racing to lock in with the fleet in the commercial lock at Dunkirk. Unfortunately flat out *Aureol* doesn't go any faster, just sticks her nose in the air and her bottom in the sea



### Happy Birthday Uncle



### Those were the days!

Oops, not strictly how the RYA teach chartplotting. Still this was in my youth when I had lots of curly black hair, hadn't done my Yachtmaster or bought a GPS plotter!

En route to Ramsgate on this occasion, 1995 return to Dunkirk....

In the mid '80s we were in Old Windsor lock when the then lockkeeper's wife came up to us and said she was sure she'd seen *Aureol* on a card in her local post office... Sure enough a few weeks later she kindly posted us this Happy Birthday Uncle card!

The photo shows *Aureol* in the two tone colour scheme dreamed up by Peter Freebody with Mrs Caspari, wife of the previous owner., and taken outside the Complete Angler at Marlow, made famous by J K Jerome in Three Men in a Boat. We kept the two tone design for a few years but dark blue is very impractical, especially on a pine hull, as the timber gets very hot in the sun, weeps resin and the seams crack.

No problem if you can afford to pay Freebody's to paint one's hull every year, but we DIY'ers switched to classic white gloss pretty quickly.



### My planking repairs in early 2010.

Below the waterline where a soft patch was found behind formica panelling in the loo compartment. Possibly caused by an interesting mix of classic lack of ventilation, weepy seams at the sharp turn of the bilge and mixed copper and ferrous fixings? And above the waterline, the infamous Rampart design flaw at the sweep down of the deck.

To be fair, it should really be called a Thorneycroft design flaw, since the Destys simply copied it across when they adopted and adapted the original Thorneycroft design on which all Ramparts are based...



*Aureol*'s new Burgundy coloured canvass pram cover.. After 20 years + of boring beige, decided to ring the changes and go for burgundy.

Most classic boats on Thames are going for dark green at the moment, but I'm old school green-is-unlucky-on-a-ship, and thought this seemed vaguely traditional a la rust coloured old barge sails...

The cover was meant to be fitted before the Trad Boat rally at Henley, but eventually arrived in September, still it's a neat job in the end.

### The annual trip to the "Trad" at Henley,

Here we are, a few years ago, taking one of Dunkirk Veterans and his wife on one of the sail pasts at Henley, along with several friends, and showing how her slightly larger cockpit than later and longer 32' versions make her a good "party" boat for river use... (Or fishing boat for sea use.) Though at the expense of creature comforts down below...

Three people can sleep in the cockpit.. Once had 10 overnighting.. Albeit on a stag night, with 2 in the front cabin, three in the main cabin, three in the cockpit and lucky pair on the port and starboard decks!





# Boat Safety Certificates and all that Jazz

By Andrew Smith Winden 32ft 1964



I moved Winden to the Thames at Bray at the beginning of 2011. She had just undergone a serious amount of work at Southsea marina. The escalating costs and the onset of another winter made me seriously re–think the situation. I felt that Winden was a hostage to the yard and one issue would spawn another set of issues. Enough was enough.

Welcome to Bray Marina – what a difference between Southsea and Bray. Bray was calm, tranquil and much closer to home.

The environment agency manages and controls the Thames and other inland waterways. It manages the safety of river craft with the Boat Safety certificate. It enforces the leisure industry pay for the upkeep of locks etc by the river licence. You can't have the licence without the boat safety certificate. There's a band of inspectors that issue these certificates. My 'boat inspector' was Roger Wells [roger.wells@talk21.com].

You pay an inspector to call and they'll assess your boat using the Second Edition BSS Essential Guide for privately owned and privately managed craft (Aug 2005). Not a riveting read, but alas their Bible. Like most religions and doctrines, their Bible is non negotiable. The document is clearly focused on safety, rightly so, and mostly to do with fuels. Diesel, Petrol and the dreaded gas! Winden only had two of the three (the petrol generator was long gone). However the fun then began. Below is the report from the Inspector.



## Part and Subsection Comments

*Part 2.1.1 The fuel tank that is currently filled from inside the boat must be altered or replaced with a tank that is filled via a deck filler that is in a position on the deck where any overflow of fuel cannot enter the interior of the vessel.*

*The tank must be connected to the deck filler with hose to ISO7840 spec and fixed with stainless steel worm drive clips to British standard. The deck filler itself must be marked with a sign saying "Diesel" adjacent to the filling point. The tank must also be fitted with a breather pipe (again to ISO7840) and terminated on the outside of the vessel with a flame arrestor gauze. This breather must be at least as high (or higher) than the deck filler. You may have the fitting lower than the deck filler, providing that it's hose is swan necked to the height of the deck (this is a standard hull fitting easily obtainable from most chandlers.*

*If in doubt on any of the requirements, please download the BSS essential guide from the BSS website.*

*Part 2.10.2 The flexible fuel feed and return hose on both engines must be replaced with hoses to ISO7840. This includes the plastic tube that is connected to the end of the spill rails.*

*The spill rail connection must be properly made with a barbed connector.*

*Part 2.13.3 The location of the fuel cocks must be marked with a sign in open view.*

*Part 3.1.3 The battery terminals and the terminals of the fuse units must be covered with an insulating non conductive material. Rubber boots would be fine.*

*Part 3.3.2 All electrical cables must be run at least 35mm from LPG gas pipe work or it must be run in a conduit. (There are some cables behind the fridge that need attention).*

*Part 6.1.1 1 more fire extinguisher must be fitted with a minimum rating of at least 5a 34b and must be type approved.*

*Part 6.2.1 A fire blanket must be fitted adjacent to (but not over) the cooking appliance. This must be type approved to BS6575 or EN3*

*Part 7.4.5 The gas cylinder locker is of wooden construction and is not fire resistant.*

*This must either be replaced or lined with a metal liner so that it is gas tight to the top of the cylinder valve. Please see the BSS guide for detailed requirements. The locker must be fitted with a drain at the lowest point that will allow any escaping gas to be discharged overboard. The hose for this drain must be of a suitable material. I would suggest fuel hose to ISO7840. A sign must also be fitted to indicate the location of the main cylinder valve.*

*Part 7.9.1 The hoses connecting the fridge, gas cooker and cylinder regulator must be replaced with hoses to BS 3212/2.*

*Part 7.8.5 The unused gas appliance spur in the main cabin must be removed and capped with a gas tight screwed compression fitting.*

*Part 7.12.1 A gas test point or bubble tester must be fitted in the system to enable me to test the soundness of the system. If you decide to fit a bubble tester this must be installed in the gas locker. As I was not able to test the system for leaks, the system must not be used until I can verify that no leaks are present.*

*Part 8.7.1 The burners on the hob of the cooker are unsteady and lifting off. This must be rectified by servicing the burners.*

*Part 8.9.1 ADVISORY FAIL POINT....*

*The fixed cabin ventilation is not in accordance with the relevant standard? (Advice check). Although this failure point will not prevent me from issuing a certificate of compliance; the dangers of carbon monoxide poisoning should be borne in mind. If in any doubt please consult the enclosed leaflet (in posted copy only)*

*Part 8.9.2 ADVISORY FAIL POINT*

*Signs should be fitted near the gas appliances warning the user to open ventilation before operating.*

*Part 8.10.4 ADVISORY FAIL POINT*

*You need to be aware that the flue on the water heater does not operate effectively and allows products of combustion to enter the interior of the vessel.*

*Please also be aware that the flue on the gas fridge is not connected to a terminal and this allows ALL flue gasses to enter the interior of the vessel.*

*The dangers of carbon monoxide poisoning should be borne in mind. END OF REPORT*

Can you imagine reading that? You may as well tell me my wife's ugly and my favourite child is failing at school! Winden is 45 years old after all; she's almost a national treasure.

The story is ongoing and I'll update you with the progress in the next ROC edition.

In the meantime Winden did venture on to the Thames to take part in the Traditional Boat Rally. The weather was shocking and I'll think twice about rafting 4 deep again! The lock keepers didn't worry or comment on my lack of licence. I guess they assumed I was a visiting craft and the Boat Safety rules don't apply!

So in my defence and in response to our Commodore's overheard comment "Winden is looking her usual scruffy self". Beauty is only skin deep, her hull, engines and safety equipment are second to none.

Winden next year will be the envy of you all, a Rampart 32, twin engine dream - perfect for the river!

*Note from the Ed. 'I'm sure she will Andrew. Well done for braving the driving rain and bringing the numbers up to 9 Ramparts.*



## 39ft Zenique 1983

Ian Chandler of Zenique was doubly frustrated in his attempt to attend the Trad Rally this year.

Firstly his own boat, Zenique was still the boat yard undergoing essential maintenance and secondly because of this, he opted to join Michael Nicholson who became storm bound in Ramsgate on his way to the Thames in Moombara! Life just ain't fair!

Although Ian intended to write a piece for this issue, he was so relieved to get Zenique back from the yard and looking beautiful, that he took off up the Thames for a cruise, and missed the deadline. But he won't escape altogether, as the next issue will be featuring the Thames Trad Rally, so we can always fit an article about Zenique in that one.

Get typing Ian. Liz



## 32ft Lysid 1957



We met up with Paul and Katie Erham who own Lysid, at the Thamoos Traditional Boat Rally. Although they are not members of the ROC, they were welcomed on board Roly for the ROC party on the Saturday evening and they kindly let Cindy Morrison (our very own photographer), on board Lysid to photograph the interior. Well, you can't help being nosy can you?

Once, Paul promised me a story on the Rampart role in the Dunkirk Rescue, which, I'm sure we'd all love to know more about. So Paul, if you read this .....a pretty please!!! Liz



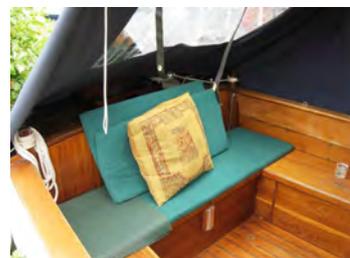
### Looking aft

The spacious Rampart look with original features. Bright work in tip top condition



### Left and above

Looking forward in the saloon, the clean simple lines uncluttered.

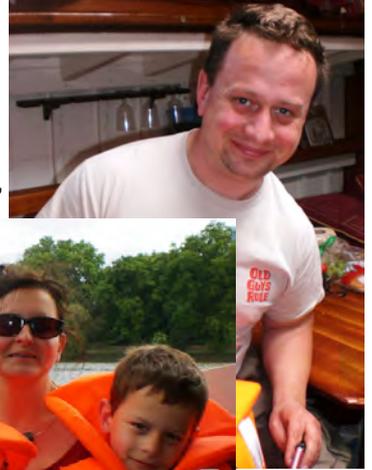


# Ranona

A chance encounter by Liz Poole



Andy and Alison with their two sons Chris 8 and Marcus 5. Alison's father David Houghton bought Ranona 4yrs ago, two years of which she was at Henwood & Dean Yard , Henley, being restored, with no expense spared!



I was working aboard *Roly* on Cadogan Pier at the end of May, this year, when the pier master came rushing along with the news that there was another Rampart on the pier head. He had just solved their filter problem, which had caused the engine failure fortuitously close to the pier.

I grabbed my camera and ran down before they departed. Andy, Alison and their crew, didn't know what had hit them as this whirling dervisher leapt on board *Ranona* and started taking pictures.



The electrics had all been brought up to scratch and all the safety features required in the upper Thames

We met up again, when David, along with the family and a host of friends took *Ranona* up to the Henley Traditional Boat Rally.

It was very shallow close to the bank but *Ranona* was able to snug into the space, all the better to act as a dock side for *Sabi Star*, *Roly*, *Majonca* and *Winden!* See page 7 for picture.

Of course they all joined us on *Roly* for the drinks party, on the Saturday evening. A baptism of fire into the Rampart Owners Club.

Below, David has his glass to be recharged by Ben, as we all wait expectantly to be addressed by our Commodore from the dizzy heights of *Roly's* wheelhouse roof.



Alison was a bit shaken up with the break down. It's very alarming with no engine in the fast flowing Thames.



*Ranona* had been meticulously restored whilst retaining all the original features. Note these beautiful scarfed in pieces



They are off up the Thames again, engine thumping nicely, under Albert Bridge



A peek into the forepeak and the heads

# 32ft Penny Jane 1958

By Christopher Morrison Cdr

When I left the Navy in 2001 we had a pleasant year visiting shipyards and looking at various boats at different states of repair. We saw the advert for Penny Jane [from Peter Gregson in Wooden Ships, Dartmouth] and she was lying at Topsham on the River Exe. The day before we had put a tentative offer in on a Sea Dog yacht but thought it would be rude not to continue to Topsham to see PJ the following day.

When we saw her, lying rather forlornly against the jetty, it was a question of the heart ruling the head. We cancelled our offer on the Sea Dog and set about the purchase of PJ. This included visiting 2 other Ramparts that were not for sale but whose owners were happy to show us round. The surveyor said 'You have got a project there' and what did I want him to say? He could convince me it was a good buy at a reduced price, or he could talk me out of it.... I said 'Convince me!'

We had the summer of 2002 using the boat as she was; friends were kind enough to enthuse to our faces, but have since admitted that they thought we were mad. We then put her into a Yard and told them to 'make her watertight from above and watertight from below'.

I gave up keeping a record of what was spent that winter; the only consolation was that Star of Kilarney was in the same yard at the time [Tim Gilmore Dolphin Quay, Emsworth] and sure as hell we weren't spending what Peter was! We left the Yard looking sparkling; the fibre-glass deck covering means she is completely drip free and her bilges are as tight as a drum - 17 replaced ribs later. However, looking at other 32s, I think we are the least 'converted' inside. We have no electrical kit apart from a hand held satnav and a VHF; no fridges, TVs, hot water, fresh water pumps.... so those coming onboard for gin had better bring their own ice!

Since that refit it has been relatively easy to keep her looking good. We always cover her when not onboard; put 2 coats of International Original varnish on all exterior wood every year; cover the exterior brass work with Vaseline/heavy grease when not required to look 'pretty'; have her hull repainted professionally every other year [Nick Gates, Emsworth]; and wash the salt off the varnish after each trip. After all, I did say '*relatively easy*'.

Our cruising ground is the Solent and we haven't been very far from there; Weymouth is the farthest west and we haven't been east at all. Our ambition is to do a season on the East Coast - both Cindy and I are from that part of the world. Maybe we will make Henley and perhaps the Queen's Golden Jubilee Parade next year.



No caption needed!



A handy perch, with an enlarged wheel for more ergonomic steering than on some Ramparts



Amazing sense of space in the Saloon. Everything on board Penny Jane is kept as original as possible



Left  
A simple business like galley

Right  
An equally uncluttered heads



Left  
And so to bed  
With neat practical storage of the surplus fenders



## Cutless-Bearing Replacement



After the Lymington Rally, where Tony Poole and Michael Nicholson gave vocal renderings after dinner, the muse came to John Gillies and he dashed off the following ditty which must be sung to the tune of 'The Ball of Kerrymuir'

### "The Ballad of Lymington Rally"

Four and twenty Rampartees  
went to Lymington Town  
lying on the Dan Bran pier  
to track Malabar down  
chorus:  
Polish up your varnish,  
Transoms to the wall,  
If you've never rolled in a  
Rampart,  
You've never sailed at all.

Highland Beauty, she was there,  
Looking very shiny,  
It's hard to believe  
She splashes through the briny.  
chorus

Tom and Michael, they were there,  
Phyllis Mabel looking smarter,  
On the way they lost an engine,  
At least, they couldn't start 'er  
chorus

Ken and Tracy came by car  
So they couldn't imbibe,  
To make up for this lapse,  
They got the job of scribe.  
chorus

Walter and Val came along,  
acting as shore supporters  
arriving in a shiny Rolls,  
and  
Moombara on the waters.  
chorus

Chairman or Commodore?  
Was decided on a vote,  
Now Penny Jane can hoist  
The pennant on the boat  
chorus

First to arrive was Roly,  
The wind it made us shiver,  
Tony made us all warm up  
With his rendition of  
'Old Man River'  
chorus

On Sunday when we came to leave,  
The weather blew old boots,  
Moombara left anyway,  
They didn't give two hoots.  
chorus

The cutless bearing replacement can either be a horrible experience or one of the easiest jobs below the waterline. The bearing is usually constructed of a heavy rubber or neoprene tube bonded inside a bronze shell. The rubber is fluted to allow the circulation of water to cool and lubricate the shaft.

The flutes also flush out silt and sand that can damage the shaft. Its length should be approximately four times the diameter of the propeller shaft. It may be secured to the strut by one or more cone-shaped set screws. Its life expectancy is about 10 years. Replacement is due when the prop shaft starts to shimmy or when the shaft shows movement of about 3/16 of an inch.

My first experience with a cutless bearing replacement was a bad one. Fortunately it was on a friend's boat. Thinking back, I am glad the experience was his. Lord knows I've had my share of the bad ones. This was a weekend haulout, paint the bottom, bootstripe, and back into the water. Upon inspection of the prop shaft we found that it was quite loose, so we asked the other do-it-yourselfers who were working in the yard at the time if the cutless should be replaced and how. We got a different answer from everyone we asked. The favored explanation was, to use a pipe with the same inside diameter as the outside diameter of the shaft. Cut the pipe approximately six-inches long and lengthwise into two halves. The idea was to slide the halves along the shaft up to the strut, and with a hammer drive the bearing out of the strut with the pipe halves. The reason we went with this idea was to save time by not removing the prop shaft. Wrong. After two hours of pounding, the shaft was damaged and the only thing that loosened up and moved was the strut itself. To avoid a damaged shaft, strut, costly lay days, and a horrible experience, the shaft must be removed.

With the shaft removed and any set screws removed, the strut is now clear at both ends, allowing you to either drive or draw the bearing out of the strut. This is the method that has worked best for me: is take a length of 1/2 inch threaded rod, with a nut and washers on one end that will be small enough to fit inside the strut opening, but large enough to get a good grip on the edges of the bearing. At the other end is another nut, washers, and length of pipe with a diameter larger than the bearing, but small enough to fit on the strut (see Figure 1). The idea with this device is that when you tighten the nut it will draw the bearing out of the strut into the length of pipe.

bearing Replacement

<http://www.diybob.com/diyCutlessBearing.htm>

A second method of removal may become necessary if the bearing has seized itself to the strut or if you have a boat with a stern-tube bearing that has only one access, usually from the outside. The best technique is to cut a longitudinal cut through the bearing shell with a keyhole saw, trying not to damage the strut or stern tube. With a screwdriver and hammer force the edge of the bearing up to collapse it inward (see Figure 2). This will break it loose and allow it to slide out. Once the bearing begins to move, grab the lifted edge of the bearing with pliers or vice grips and twist it the rest of the way out. With larger bearings a pipe wrench may be needed to twist the bearing out.

Removing the bearing from a stern tube may be hazardous to your boat's health. Damage to the stern tube can be easily repaired by inserting the new cutless bearing part way into the tube to act as a mold, and then reconstruct the damaged area with a two-part epoxy mix or any fairing compound. Remember to use mold wax on the bearing to prevent the epoxy from bonding to the bearing.

The puller that is used to remove the bearing can be revised to also pull the bearing into the strut. A few larger size washers will be necessary to do the job (see Figure 3).

Before installing the new bearing into the strut use a light coating of oil or grease to help ease the bearing into place. Make sure that the bearing and threaded rod is centered to the strut on both ends before tightening the nut to draw the bearing into the strut. Damage may result to the bearing if the threaded rod is not centered. Installing a new bearing into the stern tube is quite simple. Just insert the lightly oiled bearing into the tube and, using a flat piece of wood to protect the bronze shell from damage, tap into place with a hammer. To make the replacement job easier, chill the bearing in ice for several hours before installing, this will contract the bronze shell's diameter, allowing for easy installation. Do not use dry ice, this will cause the bronze to become brittle and separate the bond between the rubber and bronze shell.

If you have a set screw to replace, take a drill bit small enough to pass through the existing hole and drill a dimple in the new bearing, this will make a seat for the set screw.

The pipe, nuts, threaded rod and washers can be bought at any hardware store for a few dollars.

### Tools, Hardware and Supplies

- Cutless Bearing (Shaft Bearing)
- Screwdrivers
- Pipe Wrench
- Channel Pliers
- Vice grips
- Keyhole saw

09/05/2011

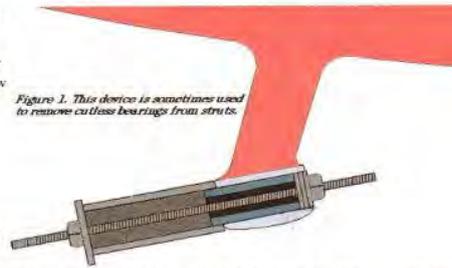


Figure 1. This device is sometimes used to remove cutless bearings from struts.



Figure 2. Remove the cutless bearing by cutting a longitudinal cut through the bearing. This collapses the bearing inward and pull it out.

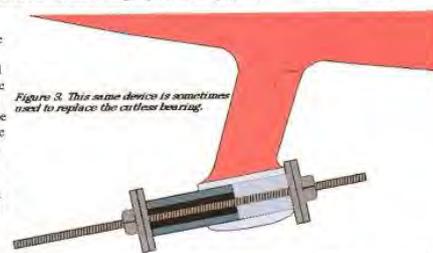


Figure 3. This same device is sometimes used to replace the cutless bearing.



Michael Nicholson thought the club members would be interested in this cutless bearing replacement article he found on the internet, during the process of trying to sort out his own.

Michael was beset by storm force winds on his way to Henley this year, in fact, he was stopped in his tracks at Ramsgate and was eventually forced to go back. Such a shame after all the planning. Read all about it in the next issue of the ROC Newsletter.

The full story of the Henley Traditional Boat Rally, with stories from individual Ramparts, will be in the next issue of the ROC Newsletter



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