



ROC News

The Magazine of the Rampart Owners Club

Volume 4, Issue 14, Winter 2014



SATURDAY NIGHT AT THE RALLY 2014

With Albert Bridge lit up as a back drop, a moving, if 'challenging' film set up on the wheelhouse roof, a glass in hand, standing, sitting on chairs, stools or on the deck, the sun set on a great end to the first day of the Rampart Rally on Cadogan Pier.

- 2 Commodore's Letter
- 3 The Great Anniversary Rally
- 8 AGM & Lunch
- 9 Stanley Ross RIP
- 10 Penny Jane's Rally Trip
- 14 Winden - A Suitable Case for Treatment.
- 15 Winden - Love at first sight
- 16 Rope Round the Prop.
So near & yet so far.

COMMODORE'S LETTER

I am afraid that this edition is a bit later than usual, predominantly due to the extended summer cruising season and the editor's unplanned sojourn with Roly in Dennett's Yard at Chertsey, having work done to the A bracket – more news elsewhere in this magazine.

The great news of the 2014 season was the Rally at Cadogan Pier, masterminded by Liz and initiated by Jeremy. You will remember that it celebrated the 16th anniversary of the determination to start a club - and the 15th of the subsequent first meeting.



Plenty of photographs in this magazine of the 8 boats who took part [48s: Roly, Star of Kilarney, Moombara, Tudora; 36: Majonca; 32s: Penny Jane, Winden, Aureol]. A really good effort by those who made it and further thanks to those who came dryshod to the meeting.

Liz did a fabulous job organising our berths after Henley had been cancelled; she also masterminded the social programme of dinners, lunches, drinks, BBQ and film night.

Mike Robinson produced a photographic display to put on the railings on the Embankment explaining who we were, and Jeremy Pearce took the initiative in producing carved 'castles' for us to put on our ensign staffs as finials, to show our Rampart pedigree – photographs elsewhere, and a few more finials are available for sale from me.

A quick plug for next year's Rally, in Chatham 26-28 June 2015. Please look at the passage plan and decide your timings, allow a few days at the beginning and end of the w/e to join a cruise in company, block off the dates now, book your holidays on the firm's spreadsheet, manage your family's expectations..... in general, do everything you can to join us there.

If those who can't bring their boats would like to volunteer to crew for those who are coming some distance, I am sure your offers will be gladly accepted. Hope we have a contingent from the Solent, from the E Coast and from the Thames.

Our autumn meeting was well attended and particular thanks to Slawick who, not only travelled with his family from France, but also reminded the Commodore that we should spend more time talking about boats and less time about websites at these meetings; with which we all concur!

Michael Robinson is now our Treasurer. You will remember he ran a taut ship as Chairman and I suspect his grip will not have slackened now. Please pay up in January. Elsewhere are Internet Banking details. James Humphrys is imminently to be our Secretary – good to see Highland Beauty back in the frame and our thanks go to their predecessors for their unstinting work.

Finally, we all remember with sorrow the death of Stanley Ross, a founder member of the Club and one who lent it style and bonhomie, laced with sound common sense. Elsewhere are a few tributes which I have received from members.

May the winter be mild and the varnish flow smoothly.....and see you all next year.

*Christopher Morrison
Commodore ROC*

THE RAMPART OWNERS CLUB ANNIVERSARY RALLY

Well, what a rally we had in this anniversary year. We certainly had an amazing time on Cadogan Pier, with 8 Ramparts and all their skippers, crews and family.

Most of the boats made it for Friday evening and soon had masts up and were dressed overall, although the signal flags, perhaps were not set out in exactly the correct order as laid down by our Commodore!! (See below for future reference!) then we all went off the 'Stockpot', a fun family run Italian bistro, in the Kings Road. The place was unusually quiet this Friday, which was just as well as the 14 of us assembled there, had the place to ourselves and had plenty of lively conversation. Some of us weren't ready to hit the hay, so called in at The Pig's Ear, for more jollity before marauding back to the pier.



DRESSED OVERALL, PENNY JANE & CALINA,
WITH BATTERSEA PARK ACROSS THE RIVER

The boats that made it to the rally were, **Penny Jane**, (Christopher & Cindy Morrison, Cdm), **Star of Killarney**, (Peter Scott and Jill Meiring), **Tudora**, (Jeremy and Patricia Pearce), **Calina** (Stephen Kingsman and Emma Tarry), **Majonca**, (Ken & Tracy Joynes), **Winden**, (David Roberts & Caroline Leask), **Aureol**, (Simon Jones and Louise Chance), **Roly**, (Tony & Liz Poole)



ABOVE:
ROLY
STAR OF
KILLARNEY
LEFT:
AUREOL
MAJONCA
WINDEN
RIGHT
TUDORA



To dress overall, flags should read as follows:

B - Q - U - 1st Sub - L - 8 - T - P - 5 - S - 9 - X - Z - 3rd Sub - R - Zero - C - Answering Pennant -
G - D - W - 4 - E - F - 7 - N - 6 - J - O - 3 - H - 2 - Y - M - L - K - 1st Sub - V - i - A

The members that came sans bateau, for all or part of the festivities, were Michael and Rosemarie Kratzner (*Rosemarie*), all the way from Germany, Slawick Fermé, (*Jalda*) all the way from France, Michael Robinson, (*Malabar 111*), Stephen & Pamela Griffiths (ex Roly, Archivist), John & Julie Gillies, (*Sabi Star*), Tom Wilcox (ex Phyllis Mabel)



ABOVE: AUREOL 32FT (SIMON & LOUISE)



LEFT: WINDEN 32FT (DAVID & CAROLINE)

Saturday dawned, bright and sunny as we chatted and had coffee, while others wandered up to the fashionable Kings Road, 5 minutes away. Then around mid-day, when the tide was right, *Star of Killarney*, and *Calina* took passengers down the Thames to Tower Bridge, taking in all the amazing sights of London. They were followed close behind by Hugh on *Oyster Boy*, a 1943 Fishing vessel from the pier. On board was the photographer from the 'Thames Online News', taking shots underway.



CHATTING ON TUDORA 48FT (JEREMY & PATRICIA)



ROLY, TONY & LIZ



ABOVE: CALINA 48FT (STEPHEN & EMMA)



**LEFT:
PENNY JANE
32FT
CINDY &
CHRISTOPHER**



MAJONCA (KEN & TRACY) IS IN MINIATURE AS SHE IS AWAITING REPAIRS AND RENEWALS BUT WAS BRAVE ENOUGH TO COME AND JOIN US FOR THE RALLY. HURRY UP AND RETIRE KEN, YOU'VE GOT MORE IMPORTANT WORK TO DO!



We were privileged to be joined by Rampart's Peter Desty and his wife, Pearl with their daughter, Claire. Peter actually built a lot of the boats we are looking after now and he thoroughly enjoyed the voyage on Star of Killarney. He was interested in all the innovations on 'Star', as well as the changes to other Ramparts. I hope we made him feel proud of what he and his family produced, because he should be.

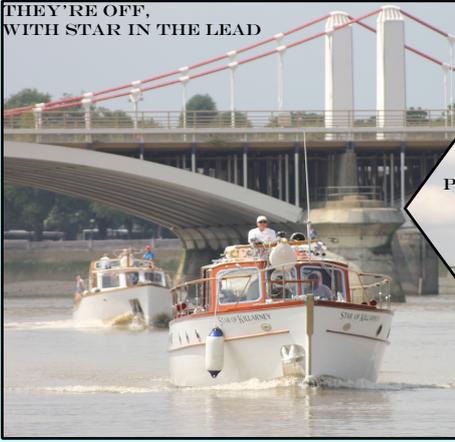
**RAMPART BUILDER,
PETER DESTY,
WITH HIS WIFE PEARL
AND DAUGHTER CLAIRE.**

**TAKING OFF DOWN THE
THAMES TO TAKE IN THE
SIGHTS ON THE WAY TO
TOWER BRIDGE**



**STAR OF
KILLARNEY 48FT
PETER AND JILL
WITH
COLIN THE SKIPPER**

**OYSTER BOY 50FT
FISHING VESSEL ON
THE PIER, CHASING
THE RAMPARTS
WITH A
PROFESSIONAL
PHOTOGRAPHER
PAUL ERLAM OF
THE THAMES
ONLINE NEWS,
ONBOARD.
OVERLOOKED BY
M16!**



**THEY'RE OFF,
WITH STAR IN THE LEAD**



PAST THE EYE



**PAST
THE SHARD**



PAST THE HOUSES OF PARLIAMENT



**ROUND THE MOORED HMS BELFAST TO PASS UNDER
TOWER BRIDGE**

SATURDAY ON THE PIER



Alex the BBQ King



In the early evening, Alex, our pier 'BBQ master-manager' laid on a 5 star BBQ, Brazilian style for 40 people, and our friends on the pier joined in and contributed to the festivities. Robert on Zambia Explorer, a 23ft, hotel barge, generously offered his vast deck for the proceedings, Terry the Troubadour, entertained select groups, with guitar and jokes and Hugh on Oyster Boy, put on the film show, Beasts of the Southern Wild.



Benh Zeitlin's film, inspired by Hurricane Katrina, and accompanied by Cajun music throughout, told the 'fantastic' tale about Hushpuppy, a 6 year old, bayou-dweller and her father, living beyond the levee wall in South Louisiana and therefore subject to the sea sweeping over their tiny wetlands on a regular basis. Hushpuppy, survives the vagaries of a dying, hard drinking father, floods and a semi-feral, racially mixed society, to confront her 'demons' (The Beasts) and triumph as the 'Queen' of the ramshackle community. Although it was, ultimately a 'feel good' film, some of us couldn't cope with the violence of the loving but drunken father in the beginning, some of us couldn't catch the Louisiana dialect over our sound system but quite a few of us were in tears at the end. Hushpuppy triumphs over adversity.



Simon & Louise 'Aureol'



Michael & 'Rosemarie' Kratzner



Terry the Troubadour



Star of Killarney & Roly



Liz & Pamela
Current & ex Roly

The tripper boats, full of summer party people up to see Albert Bridge, detoured over to see what was going on at our party and we raised our glasses to each other!





Pm, drinks on Tudora with Jeremy & Patricia, here talking to Jill (Star).

Above: Colin Star's Skipper meets Douglas, Calina's crew.



Stephen & Emma 'Calina'



Tony 'Roly' with Jill, 'Star' delivering a contribution to the feast



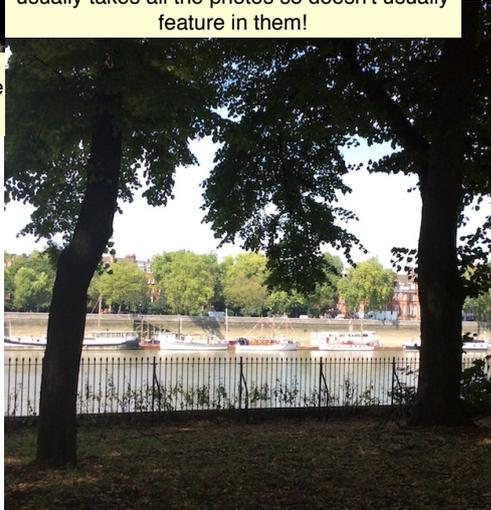
Cindy, 'Penny Jane' looking serious as she usually takes all the photos so doesn't usually feature in them!



Paul Erlham Editor of Thames Online New, with Christopher & Liz's daughter Emma eating!



Cool Colin (Star's Skipper)



The Pier from the Park



Tracy, 'Majonca' chatting with Douglas, 'Calina' crew

Left: Peter (Star's Owner) on a mission with a bottle of red wine!



Pre-BBQ drinks on the pier, Tony is announcing the first serving of beef Brazilian style.

Left to right: Liz Roly, Emma Calina, & Tony Roly



Archivist and ex Roly owners Pamela & Stephen, who kept Roly in perfect order

PHOTOS COURTESY OF THE FOLLOWING:-
CINDY MORRISON,
EMMA TARRY,
STEPHEN GRIFFITHS,
PAUL ERLHAM,
MIKE ROBINSON

SUNDAY LUNCH & AGM

For the ROC meeting the next day, Sunday, we had 26 for lunch and Jeremy Pearce surprised us all by presenting some fabulous little, turned wooden castles, as ensign staffs as finials. He felt that we should have some identification as Ramparts, and as Horace Desty had built a mini Castle opposite the yard, (recently for sale) a castle would be a suitable symbol. The ones he had for sale were painted plain gold but he had enhanced his own by adding red and white. Very smart. I haven't got round to painting ours yet but I will.

If you are interested in acquiring a Rampart finial for your ensign staff or jack staff, get in touch with Christopher, Morricl@aol.com who holds the stock, as Jeremy was last seen heading off to the Baltic in Tudora.

Lunch was at the The Surprise Pub in the heart of Chelsea, where we took over the upstairs room and where we were served Sunday roast with all the trimmings. The content of the meeting will be discussed elsewhere, suffice it to say here, that there was a lot of jolly chatter and boat talk. It's so good at these meetings to chat with other Rampart Owners, face to face and discuss all the little foibles of our boats. It was especially good to see Slawick from France and Michael & Rosemarie from Germany. I hope they enjoyed themselves and felt welcomed as part of the Rampart family!



JEREMY PRESENTING LIZ WITH A COMPLIMENTARY RAMPART CASTLE FOR ROLY. IT WILL BE PAINTED JUST LIKE JEREMY HAS DONE HIS, (SEE RIGHT) WITH RED AND WHITE ON THE GOLD.



MIKE ROBINSON IS NOW OUR TREASURER AND IF YOU HAVEN'T DONE SO ALREADY, PLEASE SEND OFF YOUR ANNUAL SUBSCRIPTION TO HIM, WHICH WAS DUE ON THE 1ST JANUARY!!



ABOVE LEFT: ROSEMARIE & MICHAEL, DOUGLAS, STEPHEN (CALINA) & EMMA, STEPHEN (ARCHIVIST) & AND AT THE END PAMELA.
ABOVE RIGHT: JILL & PETER, DAVID & CAROLINE, LOUISE, JULIE GILLIES (SABI STAR, IN FRENCH CANALS)



Subscriptions
Full member £50
Oversees & Associate £25
ROC 20 79 73 23195120
Name of Boat

Monday Bright and Early

At dawn on Monday morning, we departed in Roly for Calais, a 12-hour trip, accompanied by our son-in-law Peter and Aussi Peter from the Pier. We felt a bit guilty abandoning our guests on the pier, who waved us off but as most boats wanted to head the opposite way, up river to the non-tidal Thames, they all left with the tide a bit later on. Hopefully, all the boats that came to the rally will share the adventures they had on their journeys to Cadogan Pier (or from it) with us in the next issue. It's always informative to hear of the various stop-overs boats find and the pros and cons of the moorings. We may have one or two in this issue.

The next rally should be equally exciting in Chatham, as there are lots to see and do. The details, when finalised, will be disseminated via ROCgoogle-group@googlegroups.com

Liz Poole (Roly)



DAVID AND CAROLINE OF 'WINDEN'

STANLEY ROSS R.I.P.

Stanley Ross was one of the founder members of the Club and the first members' meeting was held in his beloved Highland Beauty in St Katherine's Dock, in London, in 1999. A banker by profession, and ultimately the first British chairman of Deutsche Bank, he had spent a lot of his life in boats. Perhaps the one which gave him the most problems was his converted Minesweeper, but undoubtedly the one he loved the most was Highland Beauty.

We first met him at the meeting in 2002 when he gave a report of his circumnavigation of the UK in HB. For the record he burnt 5191 litres of diesel costing £1448 [at between 20p and 38p per litre!], covered 2136 miles, spent 39 days at sea and spent £1038 on meals ashore.

He was a man of wit, acumen, native cunning, a generous host – witness his drinks parties at every Rally, sartorial elegance, trenchant views which had something to do with the English Channel, a gently flirtatious eye – Cindy says – and, most of all, he cared.



John Gillies writes:

Julie and I first met Stanley at the Autumn meeting in 2005. As new members we were in awe of the old guard but Stanley was quick to chat and although he had a quick and, I suggest, rather an acerbic sense of humour, we liked him from the start. He certainly had a very positive attitude, and was quick to make his point.

His fund of stories was backed up by his experiences in a yachting life we could all relate to, and his business achievements added to his ability to hold an audience with his anecdotes. I became a regular reader of his newsletters, and while some may not support his politics, his ability to debate the point was a joy to read. I really miss his regular emails.

We last saw him at Lymington at the Rally in, I think, 2011, when we gave him a lift to the dinner in our dinghy. On the way, we passed a huge white motor yacht flying a proper Union Jack from the bow. Stanley made a loud greeting to the owner on deck on his mobile phone, then muttered some comments about Flash Harry. It was Simon Cowell!

Stephen Kingsman writes:

I am afraid that I did not know Stanley that well, however I do remember speaking to him on the telephone when I was considering buying my Rampart 48. We discussed whether he was considering selling his boat but the answer was an emphatic no! He did however then give me a lot of his time and a lot of valuable and useful information on the Rampart 48 and what to look out for.

Stephen Griffiths writes:

After two accidental meetings at sea, Jeremy and I arranged a gathering of Rampart owners in St Katherine's Dock Club house in London in 1999, to discuss the forming of ROC. I think there were 9 boats represented including Stanley's Highland Beauty, moored in front of the Club House where he hosted a cocktail party.

Some time later he invited Pamela and me to dinner onboard and he produced a many course splendid meal from the small galley at the same time as being a most attentive of hosts, much to the surprise and admiration of Pamela. Considerable quantities of champagne were consumed while we were entertained with details of his time in the City and the role Highland Beauty played in his 'social activities' there. A most entertaining evening.

Michael Robinson writes:

I invited Stan for a cuppa and on arrival the first thing he said was, "What colour milk do you use?" Assuming he meant red, green or blue, I replied that I used only the finest semi-skimmed or green. He retorted that he wasn't ruining what he assumed would be a good cup of tea with that muck and wandered back to his boat to get the only acceptable BLUE FULL FAT stuff. I'm not sure he returned to have that cuppa! It was a Sunday and Stan was about to leave harbour; he came up to my window to say farewell and adjusted some item of clothing and, seeing me with mouth agape at this immaculately dressed fellow complete with blazer, over a crisp shirt and tie, asked me, "Do I look OK?" I replied by asking him why he went cruising in his, admittedly immaculate vessel, dressed for a cocktail party. He replied, "I am who I am." When I was Chairman (not Commodore) he would ring up frequently asking for information about the Club, say a Member's phone number. I would start by saying that he should use the Membership list laboriously prepared for him and he would always reply, "But it's so much easier to ring you!"

At one of our Rallies at Harold Hayles in Yarmouth, Christopher and Cindy Morrison were leaving and in excellent naval style showed how one should spring forward, release and reverse to extract the vessel from an inside berth. This they did immaculately whereupon Stanley turned to me and said, "Surely it would have been simpler if I just pushed the boat out!"

Liz Poole writes:

I was very fond of Stanley, he teased me mercilessly, face to face as well as online but I teased him right back! I often responded to his UKIP / Islamist rants online, pointing out, in a light hearted way, an alternative point of view and he would always reply, "Well, you would say that, wouldn't you, being a liberal lefty, Lots of Love, Stan xx!" One of his many bon mots was, "As my old Mum would say", "It ain't no fun getting old ducks". At 13 yrs he was evacuated from a small council house in the east end of London, to a country estate in Norfolk, where he was given an Arab pony and a shot gun and rode everywhere at a gallop but at the end of the war, with 24 hr notice, he was packed off to what now seemed like a doll's house but was happy to return to 'my old mum'. He certainly made the most of his life, in which he rose to the top and lived to the full. He would have been thrilled to know Nigel Farage sent a wreath to his funeral!!! (See: ROC iss 9, Spring 2012)

Thank you for all those who contributed. Christopher Morrison

Penny Jane's Rally Trip

Chichester to Chelsea and Beyond

by Christopher Morrison



It was Jeremy Pearce's good idea that we should hold the Rally in London in 2014 and the previous few months were spent buying charts, pilots, tide tables and planning the route and timings. Although not a stranger to planning passages in 'Grey Funnel' vessels, this was the longest one I had planned for Penny Jane [PJ], whose cruising area with us until now had been the Solent and down to Poole and Weymouth. We needed to carry the tide up the Channel and that gave us about 4 days in which to start the trip if we were to finish each leg in daylight.



0500H, SUNRISE OVER HAYLING

Here we made a decision not to go in to Eastbourne as planned, but to continue to Dover or possibly Ramsgate as the tide was good, the sun was shining and all was well. By 1800 we were off Dover and pressing on to Ramsgate. Here we felt the start of the foul tide coming south down the Gull Stream. The wind was dropping but the swell was increasing and we were barely able to maintain revs for 6 kts. By 2115 we were alongside in Ramsgate having been underway for 16 hours, averaged 7 kts and burnt 60 litres of fuel [3.75 L/hr]. Ashore for a pizza and bed by 2300.

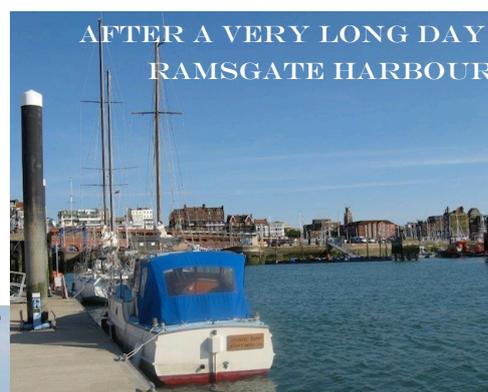
Day 2 – Ramsgate to Queenborough in Sheppey. Having fuelled in the morning we slipped at 1025, set the main and punched a foul tide up to N Foreland at 4.7 kts, but that increased to 8 kts as we picked up the flood off Margate. We came inshore of Margate Sand – check your chart corrections for 2015 Rally as the buoyage there has altered – and across the Overland Route as it is disconcertingly called, which leads to the 4 Fathom Channel [at HW Springs] and on past Garrison Point at the mouth of the Medway; and down to a Visitor's Buoy off Queenborough.

Day 1 - We started from Chichester Harbour at about 0500 with the last of a foul tide and the beginnings of an Easterly wind [Sod's Law].

Having cleared the Looe Channel by 0700 we picked up the flood and with revolutions for 6 knots were making good up to 9kts on occasions. Our mainsail kept the motion to a minimum and by 1200 Beachy Head was abeam.



BY 1200H, BEACHY HEAD WAS ABEAM.



AFTER A VERY LONG DAY
RAMSGATE HARBOUR

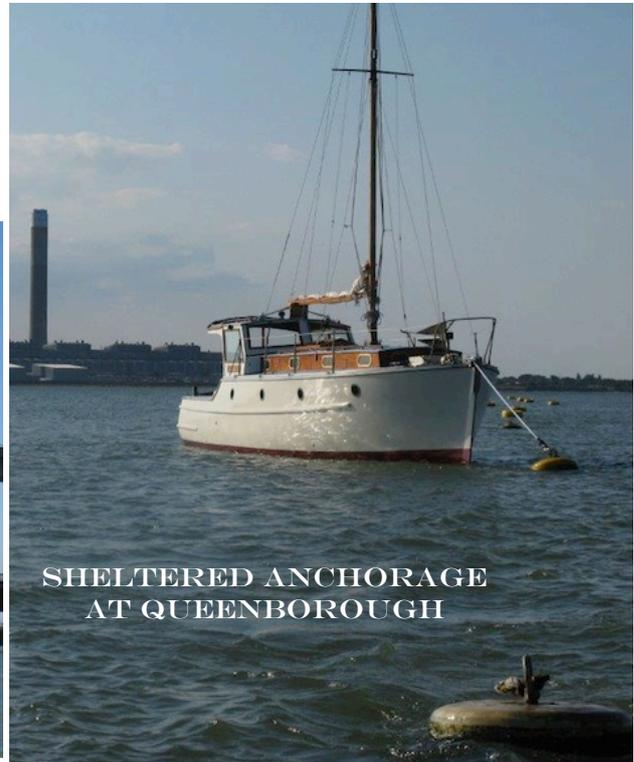
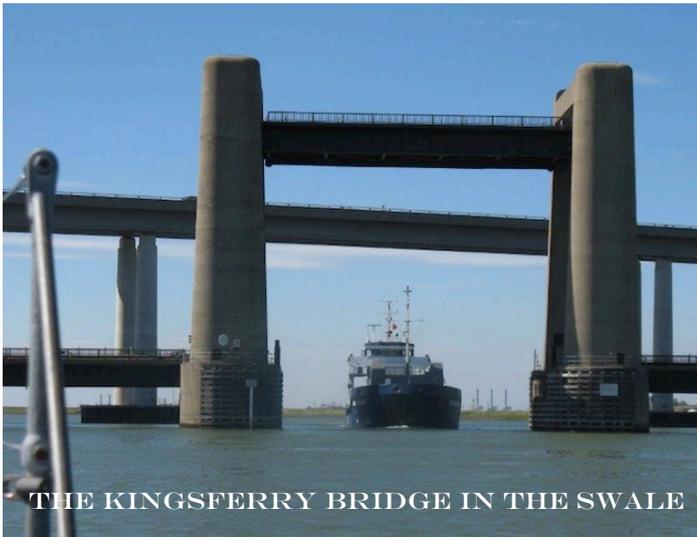
GARRISON POINT AT THE MOUTH
OF THE MEDWAY



This leg contained lots of things to look at: the ghostly Mansell Ack Ack forts in the Estuary; the wreck of the USS Richard Montgomery still packed with explosives since 1944; other fortifications dating from WW2 and back to 1870.

Queenborough is a sheltered anchorage with a walk ashore [no fuel or power in 2014] and plenty of visitors' moorings. It is used as a stop over for boats going up to London or up the Medway to Chatham. From Queenborough we explored the saltings in the Medway with some very remote anchorages – Stangate Creek - with the atmosphere of Dickens' Great Expectations.

We went down the Swale and under the Kingsferry Bridge to Harty Ferry pub and up to Chatham to see the rusting remains of an ex-Soviet F-Class submarine – how or why it is there I have no idea.





QUEEN ELIZABETH BRIDGE, M25 WEST BOUND

We left PJ on the buoy for 10 days and then returned for the passage to London. Slipping from Queenborough at 1000, 2 hrs before LW, we carried the flood up to Cadogan. The QE/M25 Bridge was impressive and our son enjoyed passing his office at Canary Wharf.



TOO ILL TO GO IN TO WORK 'BEHIND'!



We dropped the mast in Blackwall Reach before shooting Tower Bridge. 1710 we were alongside Roly after a very pleasant trip, The Rally is written-up elsewhere in the magazine, so I move on to our return trip. We had originally planned to return to Chichester after the Rally but, as Cindy is an East Coast girl, we decided to carry on up the East Coast.

This had to be fitted in to our diary and the period was punctuated by train trips home to honour various previous engagements.

We slipped from Cadogan at 0930 on Monday 21 July, along with other Ramparts on their way home or abroad and, having fuelled at Wapping from a very big and dirty barge, we were back at Queenborough at 1600. We left PJ there for about a fortnight and returned to sail on 13 Aug for a trip up to Harwich



PUTTING THE MAST UP, ALONGSIDE ROLY ON CADOGAN



Home and back, and we then left Shotley for the River Deben on 18 Aug. This was a 2 hr trip and, having negotiated the bar and banks off the Deben – talk to the HM on VHF when approaching - we picked up a buoy off Ramsholt



ENTRANCE TO THE DEBEN, SPOT THE MARTELLO TOWER.





OFF THE 'TIPS' EVERY BOAT OWNER'S 'MUST HAVE' SHOT.

This is a magic hamlet, which consists of a pub, a church, and some cottages – mooring cost is £5 per night donated to the RNLi. We had lovely walks ashore on the bank and at the Rocks and the Tips - favourite anchorages on the river - before going up to Woodbridge Tidemill marina for the Bank Holiday weekend. Unfortunately there was no room for us on the Monday so we left and were back on a buoy.

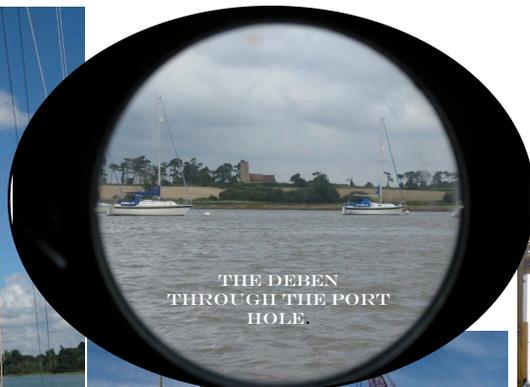
Another train home and returned to rain and high winds. We snuggled down and sat it out. On Wed 27 Aug we went up to Granary Yacht Harbour at the top of the navigable Deben passing the original Peter Duck of Arthur Ransome fame at the top of the tide. The harbourmaster's advice was to come up one hour before HW and if we touched, 'then put on the kettle and wait for the tide to lift you off'. At Granary we were lifted out and put on a yacht transporter and PJ was driven home!



THE ORIGINAL PETER DUCK OF ARTHUR RANSOME FAME



CINDY, TIDYING THE DECKS, UP THE DEBEN.



THE DEBEN THROUGH THE PORT HOLE.



ALL DONE, OFF HOME



LIFTED OUT AT THE GRANARY

This last bit sounds a bit wimpy, but we were on borrowed time as the decision to go north was a last-minute one, and it did allow us to continue up the East Coast without the stress of continually trying to work out when we should turn for home, against the prevailing winds, without the benefit of a long tidal boost down Channel, and with the weather beginning to turn. Expensive, but a real luxury!

The next day PJ was back in the water in Emsworth with no ill effects after her trip down the A12.

Winden – a suitable case for treatment

David Roberts describes work on Winden, Caroline and his Rampart 32

As the accompanying pictures show, more work than expected was carried out on Winden in the final quarter of 2014.

Here is the background. Since acquiring custody of Winden from Andrew Smith in June 2012 she has remained in the water. That is apart from a lift out during the installation of 2 new Yanmar 4JH5E engines to replace the regrettably knackered Perkins 4.107s. (Caroline's late father worked for Perkins and would have been horrified by such an outrage; however, what joy to press a button and have two smooth, reliable Japanese engines roar instantly to life!)

In the weeks following the July rally at Cadogan Pier it was evident that the time had come for a haul out and long-overdue stripping of the hull back to bare wood, repainting and antifouling. Also we wanted to replace an inherited botched short planks repair to the hull with new runs of proper length strakes, plus any other necessary hull repairs that came to light. (Winden needs to be strong and seaworthy as sea voyages are contemplated, not to mention the 2015 rally at Chatham!)

Some largely cosmetic work was in order to tidy up the transom and there was some rot to tackle at the port sides of both wheelhouse and coach roof. Leaks needed to be sorted at the bulkhead to starboard of the companionway (potentially affecting electrics inside) and at the wood panels at the forward end of the cockpit coamings where the sheer breaks - a common problem on Ramparts I believe. Finally, we wanted to sort once and for all the irritating business of the mahogany 'side decks' aft of the steps in the sheer each side of the wheelhouse that over time had become cambered inwards thus directing rainwater straight into the cockpit irrespective of its canvas cover! They needed to be re-set to shed water, using the original planks or replaced with new wood.



All this came to quite a shopping list; little did we know that there would be more to come!

On a wet and windy Monday in early October we left our permanent berth at Bray Marina and headed down river to deliver Winden to Michael Dennett Boat Builders on the Thames at Laleham Reach, Chertsey. The boat yard's excellent service began at once with Stephen Dennett carrying our not-so-little chocolate lab Rufus ashore from where we tied up – next to Roly! Yes, we were surprised to learn that Liz and Tony Poole had been living aboard at the boatyard while Roly was being repaired – Liz's story will be in the next issue of the magazine! We can't have too much bad news in one issue!!



The lower rubbing bands each side of the hull were also found to contain rot and Stephen offered to replace them to match the existing top ones.

This was more expense but we gave the go ahead.

This was on the principle that although from one point of view rubbing bands are indeed for "rubbing" therefore any old sacrificial timber could suffice, on the other hand varnished solid mahogany looks so damn good we had no choice but to swallow the cost and say yes, proceed! (Wooden boat owners are junkies; no expense, however ill afforded or illogical, is spared to get that fix.)

So that in brief, the current saga of Winden, is at time of writing still at Dennett's. Red boards at the locks signal the strong flow out of our bank account. But a Rampart is being preserved.



Hold the front page!

Good news, the Dennett's have done their usual wonderful job and sent me these photos just before Winden was about to be re-launched. (Liz)

Winden - love at first sight

By Caroline Leask

It all started out, as most things do, after a particularly boozy dinner party, with David exclaiming one of his favorite phrases: "if it flies, floats or fornicates, rent don't buy".

We were having dinner with our friends Corinne and Patrick who were soon retiring and were thinking about how to use their new found leisure time by buying a boat to chortle up and down the Thames, which I thought was a smashing idea.

Later the next day I hazily remembered the conversation and Googled the phrase "wooden boat for sale near Henley", and immediately a picture popped up with the words "this is a gentleman's boat not a gin palace." This was my first sight of Winden and I knew there and then I would have to go and see her, and not being a gentleman, would probably just be a scout for our friends.

So it was with immense trepidation that I persuaded David that we should just pop down to Bray Marina one lunchtime to see if this particular gentleman's boat might suit our friends. From the first sighting of Winden from the car park surrounded by the most enormous white gin palaces, It was obvious that this was most definitely a thing of beauty, a far superior being, even though some might see her as not just shabby but maybe even shabby chic.

To my delight David was also completely smitten and far from wanting to let our friends know what a prize she was, I am afraid to say an offer was made and the rest is history: we became the new owners of Winden. I am sure that there is a moral in there somewhere.

Rope Round the Prop

So near and yet so far!

by Liz Poole

It all started about a month before the rally, after which we were going to France in Roly. Just a quick engine check, we thought and right on queue, the starboard engine left to life. Port engine key turned to deadening thunk. Something's round the prop, we said. So we poked about with long sticks, Peter got in a dingy and poked about with a long stick with a knife strapped to it, all to no avail.

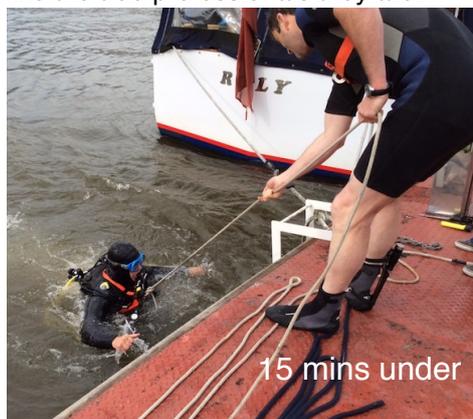
Finally, we called the Port of London Authority (PLA) to ask if they could recommend a diver. Well, we had to laugh or we would have cried. The divers said they would need two ribs and six men and they would do it at the top of the tide. It would cost, somewhere in the region of £3,000!!! I said "It's only about a metre under water" ---"Health & Safety" they said.

So, as both our son, Jason and son-in-law, Peter, used to be navy mine clearance divers, we called them in.

Peter hired a 'set' for £30, Jason arrived back from Libya, where he's the Defence Attaché, and at the top of high water at 9am, they went into action, like the true professionals they are.



Loading up watched by Scott, Peter's son.



15 mins under



Yuck, glad that's over.



Tony holds the culprit aloft
Thick hemp & nylon rope.



Jason & Peter

There you are, Luv, job done!



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