



**AFFILIATED TO THE**



# ***THE BURGEE***

***PORT SOLENT YACHT  
CLUB'S MAGAZINE***

***MAY 2022***

***WWW.PSYC.UK.COM***

***Send contributions to the Editor:***

***tony.firth@talk21.com***

## Commodore's Report Spring 2022

Spring is now here with lengthening days, BST and warmer weather all contributing to the start of the new sailing season. Spring means two things to the Club, the beginning of the rally programme and the renewal of Club memberships.

The rally program started with our usual shakedown to Cowes Shepards Wharf marina attended by 14 boats, very cold but still plenty of members braving the early spring weather to get on the first rally. This was followed by the Easter Rally to Yarmouth with 22 boats, pontoon drinks then the Kings Head for an evening meal. We also had our first midweek rally to the Beaulieu River where 7 boat enjoyed the Master Builder and the tranquil environment. We are also off to Lymington Dan Bran and Southampton Ocean Village during May, Spaces are still available if you wish to take part in these rallies. Remember, if a rally is full join the waitlist. Plans change and, as we approach each rally, we try our best to get berths for those still on the list.

Many members are still being impacted by covid, some catching it and having to take precautions whilst others are hit to the lack of skilled labour or even replacement parts, forcing delays to relaunch and boating activities. I am having problems with water ingress into my outdrives. Where there was once a golden well of oil there is now a milky mixture of water and oil. Not a pretty sight. Added to this the scoring on one of my propeller shafts that will keep me off the water until early May. Remember BOAT means **Bring On Another Thousand** and is classified somewhere as "A hole in the water to throw money into" Still, *Saskia* will be relaunched next week, I'm back from Australia and raring to go and the crisis and money spent will soon be forgotten when we sail the oceans or at least the Solent.

As we promised at the last AGM, the club has delivered the members' wishes with many winter activities, the Christmas dinner attended by over 100 members, 5 winter talks where we had a combined attendance of over 120 memberships, some attending more than one, 4 winter walks with 50 members booking to attend and 5 club nights with 63 memberships booking on the club website. These numbers are all good when you consider each membership is up to two people. Our winter talks were presented via Zoom meetings or face to face at the Port House. I would like to thank Gail and Nick for their tireless work in helping to bring these to our members. As a committee we are already planning next winters' talks. These will be published on the website near the dates.

I would like to take this opportunity to welcome the following new members to the club: Jonathan on *Ischia*, Nick on *Risqué Business*, Martin on *Diamond Time*, John on *Sofa So Good*, John on *Chillax*, Robert on *Amelie*, Chris on *Nira*, Julie on *Paxi Moon* and Peter on *Brilliant*, also Trevor, Tracey and Jim our new social members. Look out for our social events on the website. **Welcome all**

We are also saying goodbye to some member who due to various reasons will not be renewing their memberships. We would like to thank them for supporting the Club over the years and wish them safe and happy boating. Remember you will always be welcomed back.

With these changes to our membership, both joining and leaving the Club, our membership stands at 58 Sail Boats, 58 Power Boats and 20 social members. Some of our exist-



ing members have yet to pay their membership fees and I would ask them to please make payment or email Hilary if you are no longer planning to be a member.

Just a reminder, if you would like to attend a rally that is fully booked, please join the waitlist. we regularly have boat drop out and will always do our best to get any additional berths that are necessary.

In the last Burgee I call for a volunteer from our members to help with the role of website support. Unfortunately, we didn't get any enquiries for the role.

Without wanting to be pushy, the club is run by you the members who volunteer to take on one of the 8 roles on the Committee. The tenure is for a maximum of 3 years and without your support the club will begin to flounder. We have a thriving club, but it is important to share the workload. Your commitment is limited to 5 committee meetings (via zoom) each year and a limited amount of time performing your individual role. This year two Committee members will reach the end their 3-year term: myself as Commodore and Hilary as Treasurer, so I would you all to think about giving back to the Club and helping it to continue to deliver its rally and social events. The Website support role is attached. If you are willing to do this or any other role please speak to or email me kirky1955@gmail.com

Commodore Mike

### **New Committee Member Wanted**

At the AGM we had enough volunteers to fill all 8 positions on the Club Committee. Unfortunately, one of our volunteers has had to withdraw from the Committee. We therefore have a need to recruit a member of the club to take on the role of Website Support.

A little background: in 2020 the club moved to our current web-based Membership and Events management system "Wild Apricot". We had a steep learning curve as Jacqui, Hilary and Graham grappled with learning how the new website site would work for our environment. The transition has been a success with both Membership and Events working well. We need a member of the Club who is computer literate (excel/word) who feels able to learn what is an easy management tool, and who is willing to take on the experience from our first 24 months and continue to develop our use of the website.

If you feel you could contribute to the Club, please contact any member of the committee, or email us at [portsolentyc@gmail.com](mailto:portsolentyc@gmail.com)

The Committee

### **Midweek Rally To Beaulieu** Penny and Steve Rawle (*Gîte*)

Eight boats with 16 crew joined this rally to Bucklers Hard.

Good weather and good company in Bucklers Hard for the mid-week rally. A pontoon party on Monday evening, at low water springs with high pressure, provoked much discus-



sion of exactly how much water there was under the two boats which the marina staff had asked to be moored against the dinghy pontoon.

Tuesday dawned fair, with a dinghy safari and walk or cycle to Beaulieu village and the New Forest followed by an excellent meal at the Master Builder.

Wednesday saw a visit to the museum and some boats departing. A totally unnecessary but much appreciated bottle of Prosecco was found on the rally leaders' boat, gratefully given by one of the

new PSYC members. Glad all enjoyed the rally. The remaining crews enjoyed the Prosecco!

## Log: 'Freya of Shoreham' Plymouth to Salcombe, January 2022

Graham Gibbs (*Freya*)

Chipping the ice off the rigging, I donned my survival gear and we crept out into a white wilderness. Would I make it to Salcombe before the pack ice re-froze? The Arctic wind was off the land so the growlers were to seaward of the icebergs, obliging me to keep tight in-shore past the Erme and Avon glaciers. Polar bears watched me from the foot of Warren Point, perhaps thinking they were eyeing their next meal. I checked my rifle was loaded.

Whales breached next to *Freya* as the green light refracted through a huge berg cast an eerie glow on the scene.

A pair of tiny sealskin kayaks crept out from Hope Cove and the Inuits greeted me: "Tungasugit!" and asked me "Wáa sá iyatee?". I smiled and replied that I was fine and they traded some walrus meat for a can of Doom Bar. I wished them "Onattuk" as they paddled silently away.



Once past Bolt Head the entrance to Salcombe was harder than usual to make out, a large berg having beached on the bar. But once inside and safely secured to a floe I barbecued the walrus meat by the shimmering purple light of the Aurora Borealis ...(continued in Log Page 94).

## Yarmouth Easter Weekend Rally

Hugh Nightingale (*Shiraz*)

What a surprise for early Friday morning, a phone call from Nigel Padbury to say his wife was unwell, he was supposed to be leader and hoped he would be along on Saturday but could I make sure everyone arrived today. I didn't have a list so he brought one with copies

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of conversations with the harbour office and mentioned the drinks for the evening as being in the Yarmouth Sailing club.

So, we set off trying to make best use of the tide, and a little wind helped just a bit, but still we weremotoring most of the way - a full half hour of pure sailing. We tried a new technique of motoring at most economical speed as recommended in a recent magazine which, for *Shiraz*, turns out to be about 5.6kt; seems to work, 5.5kt at 1600 rpm while 6kt



requires 2000 rpm.

When we arrived in Yarmouth I explained the situation to the Berthing/Harbour Master on the way in and he was quite pleased to know there was a list and he would be over to see me later on. In the event I was not on the boat when he stopped off but I went to the office later. I was running around checking who was in, who was still on the way, news of any other dropouts (is that the right word?) and making sure all knew of the drinks arrangements. About 7pm people started to drift off to the now correctly identified Yacht Club but soon rumours started to return that they couldn't get in as we also discovered. It appeared that it was quiz night for the club. It is possible that we could have returned later for drinks, time undetermined. Apart from two people who had arranged for dinner at the Royal Solent YC and another group that had booked dinner at a local pub, that left several groups of members wandering the town looking for somewhere for a drink and possible food. We and a few others had already decided to eat on board and it was getting slightly chilly so we retired to our boats and had a cosy night in.

Saturday turned out a lovely day. We were a bit tired but, like a lot of others, decided on a walk and we set off west along the coastal path stopping at the fort for a cup of coffee. We had intended to walk on a bit further and





so we did for a while but decided an afternoon siesta was preferable so we turned around and walked backed. Drinks on the pontoon were an excellent affair and nearly everybody attended. There was lots of banter and laughter and congratulations to me as rally leader, which I definitely did not think I was, and though Nigel had not turned up there were Nick and Gail to organise the evening meal and drinks and take over. The idea was to stagger off in small groups so as not to overwhelm the restaurant but in the end there was a rush *en bloc*. I think everyone

was hungry. We rearranged some of the tables because of absentees and made sure no one was sitting at a table for two only. The meal was very good and all had an excellent time.

Sunday was another lovely day so more walks were planned. We opted to head up the path to Freshwater but, rather than go all the way, we turned off and called in at the Red Lion for a cup of coffee. The restaurant itself was fully booked for lunch but, as several members had managed to get tables; we stayed outside. Another impromptu



drinks gathering was arranged on the pontoon and more boat inspections. There were a lot of boats there with some rafting and spread around three sides so I apologise to Stuart and Angela who somehow did not get the message about the drinks.

It was an early-ish start on Monday to catch the tide and make freeflow at Port Solent. Everybody seemed to extricate themselves well from the various rafts and get away more or less on their planned time. This was a large rally with 23 boats and in the end 38 to dine at the King's Head. Thanks to *Sundowner, Nicknack, Jango, Jomima Six, Pompey Lass, Coopers Buoy, Teau in the Water, Memsahib XII, Mouse too, High Time, Bright Future, Legato, Thomas Hardy, Pure Spirit, Fandango, Dorothy Lee, Skoolie Too, Shiraz, Enterprise, Astrid, Living the Dream, and Valiant* and apologies to any that I have forgotten.



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## Speed limits in the Solent - A note from editor Tony Firth

I am grateful to two readers, Nick Leaver and Andy McGrath, for sending me the Hampshire Marine Unit's chartlet of speed limits in the Solent which appears on **Page 10**. It may come as a surprise to some (though surely not to PSYC members) that QHM's 10 Knot speed limit covers not only Portsmouth Harbour but also **both sides of the Eastern Solent as far West as Cowes for a distance of 1000 yards offshore**, (This fact is happily of little concern to *Amoret* with her maximum speed under sail of 7.2 Kt.)

\*\*\*\*\*

Thanks also to Nigel Padbury for drawing our attention to the proposed changes to Itchenor Jetty. Opening the hyperlink gives full detail on the Chichester Harbour development consultation

Hi Tony

I wondered if it was of any use for the Burgee? If only as a short news item. It certainly looks like it could open up Itchenor as a more viable stop off for visitors who don't have/want to use a tender.

Best Regards

Nigel Padbury

## PROPOSED DEVELOPMENT OF HARBOUR OFFICE JETTY AND SHORE-BASED FACILITIES

Good afternoon

Chichester Harbour Conservancy is consulting on plans to develop the Harbour Office jetty and shore-based facilities at Itchenor. Consultation will run for 6 weeks from Wednesday 6th April 2022.

We invite you to submit your views on the proposed developments **before 5pm on Wednesday 18th May 2022**. We would encourage all harbour users, from residents and businesses to visitors from across the Solent and beyond, to share your views on our proposals.

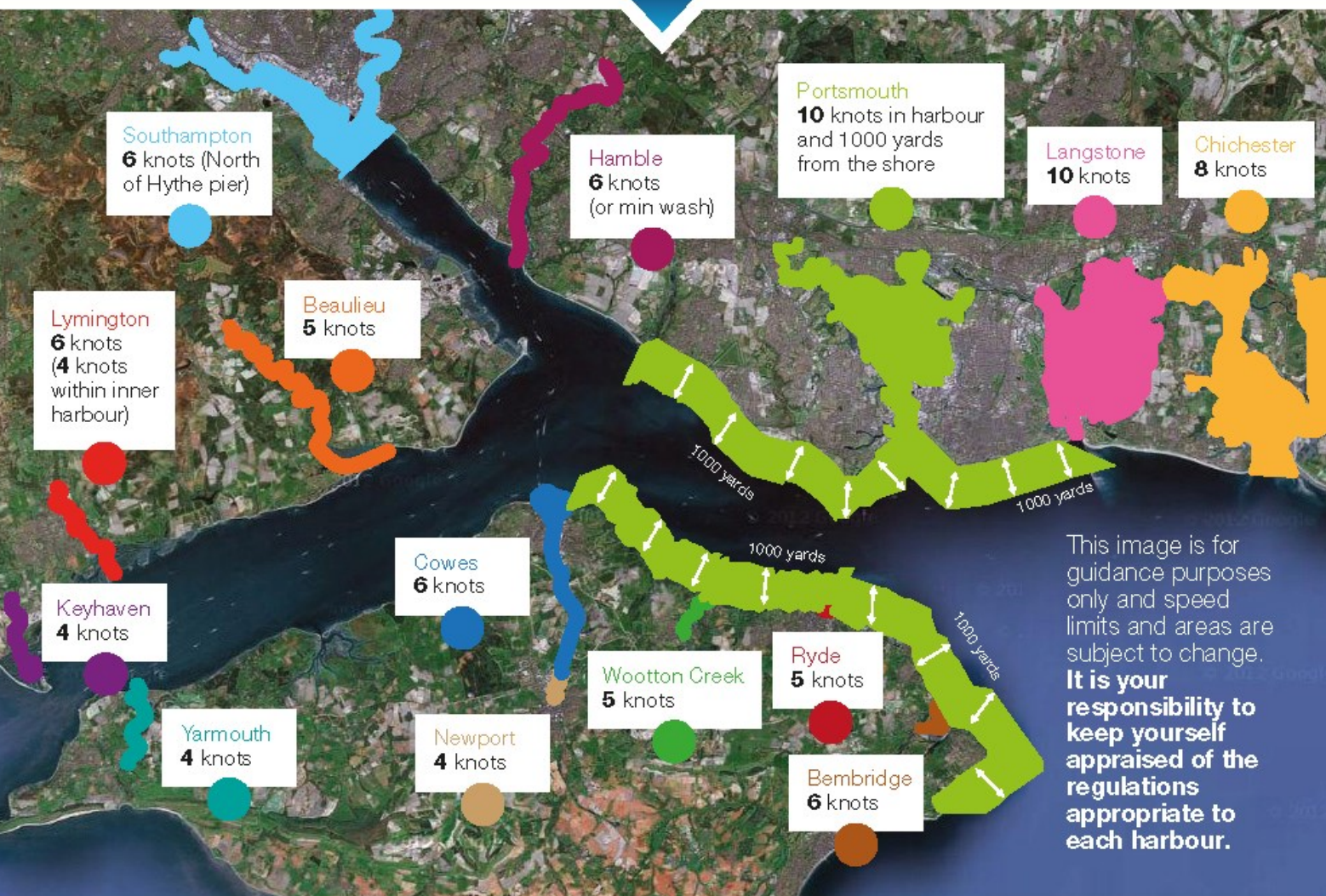
Local Notice to Mariners No.06 of 2022 has been issued. Please visit our website for further information:

[https://www.conservancy.co.uk/page/development\\_consultation](https://www.conservancy.co.uk/page/development_consultation)

Thanks & regards

**Ed Carter**  
**Senior Deputy Harbour Master**

# Know your local harbour **speed limits**



## COLREGS Rule 6 – **Safe Speed**

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within the distance appropriate to the prevailing circumstances and conditions.

The following factors should be among those taken into account:

1. The state of visibility
2. The traffic density including concentrations of fishing vessels or any other vessels
3. The manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions
4. The state of wind, sea and current, and the proximity of navigational hazards
5. At night the presence of background light such as from shore lights or other back scatter
6. In instances where radar is being used, the limitations associated with your radar device and general radar navigation must be considered

For more information, search **Hampshire Marine Unit** online.

The police, MCA and harbour masters can prosecute, **don't end up in court!**



## Meeting with MAIB presented by Gavin Pritchard 20-2-2022

The meeting opened with a warm welcome then Gavin proceeded to explain the history of safety at work and leisure dating back to 1802 with the factory act, through the first shipping act in 1854 to the present day.

No blame, no liability, only safety. All interviews with MAIB are strictly confidential. Interviewed people can speak freely and know they are protected in law, even against the police.

MAIB aims to maintain its position as one of the world's leading safety investigation organisations; and to help set standards in marine accident investigation.

An **Accident** is defined as an unfortunate incident that happens unexpectedly and unintentionally, typically resulting in damage or injury. <https://www.gov.uk> organisations. MAIB has more detailed further information. Many books have been written about numerous accidents, some were recommended.

A message for us all,: **do you have a carbon monoxide alarm on board and in the right place?**

An excellent, informative, well balanced, entertaining and interactive presentation. Thank you, Gavin.

## Coastguard Meeting

John Heaton *TSDY Liberty*

What a simply marvellous and deeply interesting talk we had from Tom Barnett on the 13th last. In its own way it was a perfect celebration of us all returning to "normal" with, at last, in person PSYC meetings ( and propping up a real bar ) after the ravages of the last two COVID-affected years.



When you view the enormous investment in SAR operational equipment, (Three Satellite Systems, Helicopter and Fixed Wing Aircraft, Lifeboats and Coastwatch to name a few) which the Coast Guard have at their fingertips to keep us all safe in the event of being in need, I found the most reassuring to be the kind of highly professional and caring staff that Tom exemplified perfectly ,who are at the focal point, to make into action what is needed, where and when it is needed

My big take away from the talk was that it is also very much up to all us "boatarists" to have both the right equipment onboard and be well versed in how to use and when to use it. The best example I could say is we should ***all have an AIS system onboard***, without fail.

When Liberty makes her planned overnight summer holiday passage trip to Guernsey, Jersey and Alderney in late June all being well, myself and crew will feel that much more comfortable knowing that Tony and his team are on watch.

Wishing safe and happy sailings to all this season, including the poor chap who was caught out with an unusual crew member onboard helping out with his 'solo' sailing - that's if he's still on the water!

**The time for taking all measures for a ship's safety is while still able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy. (Admiral Chester Nimitz)**

As true for a yacht as for a warship!



## A Commodore's Life (the places sailing has taken me)

Unlike some Club members my sailing life started later in life; until 2006 the only boat I'd been on was the ferry to Holland. I had no interest in or exposure to the joys of being on the water. That all changed when, having bought a home here in Port Solent to be nearer Hilary's family I was suddenly presented with the 32-foot sailing boat *Champers* and given the task of learning to sail. I'd just retired, and Hilary wanted to keep me out of mischief. Anyway, I signed up for the various RYA courses and after a few years was a Day Skipper. Being qualified, if only just, opened a whole new world. I thought I'd share some of my sail experiences with you.

**Through the lock** We have been very successful going through the lock, only redesigning the side once, just after a refurb. Nice new wood everywhere and I hit it with anchor, don't know how? Two years later the gouge was still visible. Another time, going through in a force 5, after discussing our planned approach Hilary jumped off with the centre rope, only for the bowline to come unraveled. I successfully berthed a 38-foot Hanse across the lock gates, pinned by the wind. It only took four Premier guys and a lot of effort to get back to the side of the lock.

**The Solent:** Being local and having a boat we have sailed into most marinas and harbours around the Solent. My first time out as skipper (6 months into my new career) we went to East Cowes; we'd been there before but with Hilary's sister as skipper and me doing Comp crew. We motored up the Medina, called the marina, who told us we were rafting on B pontoon. I had no idea what rafting meant so duly turned into my allocated berth, fenders low, ropes ready and panicked. Engine in reverse against the tide boat going in all direction, I only hit three yachts on my way out into the river. No real damage done but lots of advice from the skippers involved mainly using four-letter words.

Another time going into Newtown Creek we managed to go the wrong side of a green channel marker and came to a sudden stop. Luckily the harbour master came by and eased us of the bank on a still rising tide.

**The South Coast** Venturing along the Channel from Dover to Falmouth has allowed us to visit many small and large harbours. My favourite locations are the river Yealm; it takes a little navigation to get in but well worth the effort, and Dartmouth - a wonder destination. Our first time going up the river we were worried about room and navigating the river, that was until we turned to pass a Royal Navy frigate moored in the middle of the river right outside the town quay.

**The Channel** We have ventured across the Channel many times over the years, mainly without incident but I remember the first time. There be monsters out there. Well, big ships. We kept a close watch on every ship until we realized the ones that would come closest to us were generally over the horizon and not visible. We have had very large vessels change course to go behind us and only once have we had to change course in order to play it safe.

Charts of the French coast show lots of rock formations and tides that can be 10m range, scary or what. But when you get there there's generally lots of room with well-marked channels. The only risk is lobster pots, the local Merry Fisher owners believe in putting them all over the place; a few harbours would be difficult to get into after dark because of





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them. The little fishing villages are a joy to visit; my favourites are St Vaast with its nice shops and walks, and St Cast with its great restaurants and fine beach. Locking into Binic can be fun - also cheap when they discount the nights the lock gates can't open due to no water.

**The Channel Islands** Another good location again across the channel and through the Alderney Race. Alderney has a small harbour, and you need a dinghy to get ashore but it a pleasant stay for one or two nights with only limited activity ashore but some lovely walks. Guernsey is my favourite especially St Peter Port where the harbour is easy to access and the marina is right in the middle of town. A day ticket for the bus allows you to explore the island with something for everyone (great golf courses) and good food. The Guernsey yacht club overlooking the harbour is especially nice. St Helier on Jersey is also nice but the harbour loses its magic at low water when visibility is much reduced, but many members have berthed their boats in the local marinas for extended period and the island has a lot to offer.

In the next issue I will write about the places away from the Channel that sailing has taken me to.

## **Les Parapluies et la Police aux Frontieres de Cherbourg**

Tony Firth (*Amoret*)

For most sailors, Cherbourg is a harbour that can be entered in complete safety by day or night and in any weather conditions. The title of the film *Les Parapluies de Cherbourg* is justified by the facts that its weather is similar to ours and that it has an umbrella factory. Although I've been going there for many years, enjoying its restaurants and its shops from Hypermarché to patisseries, one of the great pleasures of Cherbourg is the welcoming helpfulness of the staff of Chantereyne Marina. Not the least asset is berthing charges which are very reasonable and become 20% lower on flashing your current PSYC membership card. The rate for one night a couple of weeks ago was 25€ for Amoret's 11 metres, including electricity and good loos and showers. Quite a few clubs have their cards recognised for 20% discount at Chantereyne, as does the RYA. See the Page 16 advertisement.

The big change resulting from the UK's refusal to remain European is that, when you have arranged berthing, you receive a form to be filled in and presented, with passports, to the Frontier Police not far south of the ferry port. All being well, they stamp your passports and remind you that you need to repeat this procedure with the local PAF when you leave the Schengen Zone of the EU. Since this was the next day in our case, we managed to persuade them that, rather than paying them a second visit at 0600 next day, we could do both the entry and exit clearances in a single visit. So that isn't really a big hassle. There's no need to ring them in advance - they are there 24/7.

As for the sailing, we had a NE 4-5 most of the time, chilly on the overnight outward passage via Bembridge but a comfortable close reach most of the way back via the Needles, steering managed by the windvane gear all the way. The only bureaucracy on the UK side was to complete Part 1 of the C1331 form and send it in to Border Force before departure, to enter port flying a Q flag on return and, immediately on arrival in the home port, to have a phone discussion before being allowed to take the Q flag down and leave the boat.

**Do any PSYC members fancy a sail via Brittany and across Biscay to La Coruña (2nd half of June), or the reverse route (1st half of July) or both? I have one place each way to make an ideal crew of three. [tony.firth@talk21.com](mailto:tony.firth@talk21.com)**



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\* The 20% discount will apply on presentation of a personal valid 2022 club/association membership card at the marina reception. The discount does not apply to annual berths or seasonal contracts and **be combined with any other offers.**

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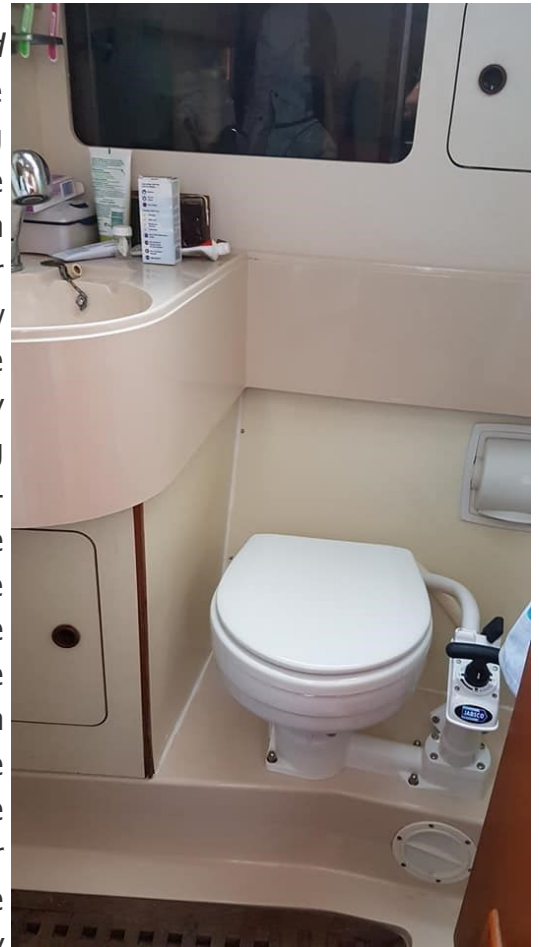
## Moody 34 Head replacement

John Turner (*SV 2nd Wind*)

I have owned a 1985 Moody 34 for 6 years, called *2nd Wind*. When I bought her, it was like a time capsule from 1985, with blue curtains, pink draylon and hearing



-aid beige bathroom (head). Over the last few years, I have been slowly modernising her and making her more comfortable and a little easier on the eye. I've been closing the door on the head for some time but its finally



time to drag it into the 21th century. In my younger days I have restored and repaired a few cars and built the odd campervan, so how

hard can it be? After taking everything out, apart from the sink in this case, I sealed the raw fibreglass on the hull with bilge paint and then put 12mm self-adhesive insulation on the wall to help with condensation and hopefully make it a little warmer in winter. The idea was to vinyl-wrap the walls and vanity unit. Vinyl has come a long way since Blue Peter and sticky-back plastic. I also sprayed the shower tray and sink with car paint in a can and then applied lacquer it for protection. I've done this in the past; it held up very well. So, after lots of sanding and masking up it's time to spray. I had an electric blow heater in the head for about an hour just to make everything nice and warm including the cans of paint; this makes the paint stick and dry quicker, hopefully avoiding any runs. Be sure to turn the heat off before you start spraying - the paint in aerosol form is very combustibile. Try to cover everything you don't want white paint dust on as it will get everywhere. I removed the door to the head for easier access so keeping that shut wasn't an option. Once you have got 3 coats of white primer on let it dry overnight and sand with 240 grit wet and dry sandpaper, I suggest sanding wet i.e. clean water with a tiny bit of soap in it. This stops the paper clogging up and the possibility of pulling the paint. Once it is dry give it a wipe over with white spirit or acetone, but not thinners as that will lift the paint. After that, it's the same process with 3 or 4 coats of gloss paint, let it dry hard overnight. I used white Appliance spray which you can get from most large car accessories shops or online. The following day just give it a light sand with 300 or 400 grit wet-and-dry sandpaper, wet.

This is to get rid of any dust or bugs that might have stuck in the paint. Bugs seem to be drawn to wet paint. Then warm the head up again and give it one more coat of gloss, two



if you have been a bit heavy with the sandpaper. Then let it almost dry. It's dry to touch but if you pressed hard, you would leave your fingerprint in the paint. This is because you are looking for a chemical bond with the lacquer. If you haven't done anything like this before have a scrap piece of fibreglass or metal

with you and spray that at the same time as a test piece. So, give that a poke, instead of your nice shiny shower tray.

Now it's time for the liqueur. To me this is a black art, you want to put on as much as you can without it running. This is because it will flow together and create a smooth glossy finish, so no buffing required if you are in luck. If you are not lucky and get a nasty run in the liqueur, you will need to sand out carefully with 300 grit sandpaper and then polish. It's not the end of the world if that happens by any means. Just a little more work. But we are boat owners; we are used to making work for ourselves. Aren't we?



The vinyl wrap I used is just from a DIY shop and very reasonably priced and comes in loads of colours and textures. I pick a nice, mottled grey almost marble effect for the vanity unit and behind the toilet. I also put it on the opposite wall. The rest was white with a slight wood effect which went on the side walls and under-sink unit. The trick to applying the product is not to be frightened of it and don't take all the backing off all at once, it loves to stick to itself. Cut it slightly over-size and use the longest straight edge of the wall to line it up on. Stick it there first and the slowly peel the backing off and press it down with plastic scrapper or a maxed out credit card. Don't panic if it goes wrong just peel it off and start again. If you get any bubbles don't panic. Once you're happy with the way it looks, just go round with a pin, and pop the bubbles and squeeze the air out. If you have any really awkward shaped areas then you can apply a little heat from a hair dryer and the vinyl will stretch, but not to much or you will put a hole in it. Believe me, I know! When it's done the pin holes leave no marks and it

looks like a champagne boat on lemonade money. I also replaced my leatherette ceiling material with fire resistant leatherette with no foam back. This will hopefully stop the leatherette from falling down after a couple of years when the foam gives way. For the leatherette that I couldn't replace I used a leather dye again really cheap on the internet, they use it on sofas and car leather, you can paint it on with a brush or sponge it on. It provides a great finish. For a finishing touch I got some very cheap sticky back plastic tiles for around the sink. I'm very pleased with the result and if the new owners don't like it, they can always peel off the sticky-back plastic. But for now I am going to enjoy sailing her.

**The Burgee** is published quarterly, so the next one will be the August 2022 issue. Deadline for material is **Sunday 31st July**

We welcome all of the following and more:

- Club events and activities
- Ports and passages worth visiting
- Good marine photos
- Unusual situations at sea and how you handled them
- Seamanship skills that you would like to share (knots, splicing, anchoring, heaving-to etc)
- Marine DIY
- Navigation and pilotage tips
- General marine interest

Please help me by sticking to these guidelines for submitted material:

- \* Text should be submitted as a.docx attachment to an email
- \* Please don't put the material for publication in the text of the email itself - this can build in unwanted spacing and other features
- \* Multimedia items (text on photos etc) tend to lose alignment when opened - please discuss with me before sending such illustrations
- \* .pdf files are designed **not** to be edited. Please check with me first
- \* Photos, in a standard format such as .jpg, should be single, not packaged. Normally each article should have no more than 4 illustrations

Thanks! Contact me at [tony.firth@talk21.com](mailto:tony.firth@talk21.com) or 02392 221950





# C.HOOK

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- Prop & shafts descale & burnishing
- Check fenders/ropes/bilges

