

AYRS Newsletter

January/February 2018



The news of the moment that I have been elected Chairman, I couldn't find a recent photo of myself sailing so had to make do with one of me driving my Dory while towing a Hapa for Roger Glencross. It does however illustrate how AYRS is supposed to work, we help each other develop ideas, try them out and write about them to pass on successes and failures (no point in repeating mistakes).

The most important thing for me to do as I take the control of the committee that runs AYRS is to encourage younger members to join the committee, at the moment we need volunteers who can take over the posts of Secretary, Treasurer and Editor soon. At the moment Simon Fishwick is coping with all those tasks as well as developing the Barton Turf Adventure Centre; I and many other committee members are too IT incompetent to deal with those tasks in the modern way: as well as we probably don't understand how best to develop the Society to fit the needs of the 21st Century. YOUR help is urgently needed; if you want AYRS to succeed in the future contact office@ayrs.org

There are other ways you can help; write about what you are thinking about, trying out or just hints and tips that can help us improve our boating skills, photos and videos add interest, most members who attend our meetings seem to want more, so take the plunge if you know other local members ask them to a get together and chat; many people see us fiddling around our project take a moment to explain and mention AYRS ideally with a brief information slip about your project and including www.ayrs.org, remembering to mention that much of the Discussion Forum and many of our older publications are available without payment.

That's got the Important bit over so a bit more about me; I turned 80 last year started sailing with my father in 1947 in an 18ft clinker three quarter decked Bermudian sloop moored on the R. Roach at Pagglesham (I always enjoyed going into Frank Shuttlewood's workshop), we then progressed to a Deben Cherub. While I was at the Royal Veterinary College in London I rowed in the eight during the preclinical years and went sailing in father's JOG on the south coast when I could (not very often as the Vets course needs students to "see practice" in the vacations). I qualified in 1961 and started work in veterinary practice based in Staines about 50% of the work was farm animal the rest cats and dogs. I bought an Enterprise sailing dinghy which I was able to keep at a client's house on the Thames. The Enterprise was sold

when I married but it wasn't long before I bought a Silhouette Mk11 which needed attention (delamination at the deck join) after a couple of years she was replaced by a Debutante which also needed attention (also delamination at deck level and replacement of the rudder stock) The children weren't keen on heeling so as I was a member of AYRS I had become interested in multihulls. A Wharram Hina was built and duly launched and enjoyed by myself and the boys so much we used to sail down the Emsworth channel enjoy the trip and on the way back lay alongside the Debutante (sold during the winter) and check all was well. The Hina could sleep two but family sailing needed more accommodation so I moved onto a Prout 19ft catamaran (an enlarged Shearwater with a cabin). She had performance! Sailed fast and level, handled like a dinghy but needed reefing in good time. I next had a one off design called Ruffian built by Peter Sweetman related to the Prouts she was 26ft long sailed well but it was a bind doing maintenance at a distance so I decided to build a Farrier 680 trimaran after I had sold Ruffian. The build took a little time and I missed sailing so went sailboarding on a local lake to help relieve withdrawal symptoms. The boys also learnt Sailboarding at the same time and became quite keen. Twitch was a success and I cruised her along the south coast and took part in a few MOCRA events including one summer when I was able to anchor her off where Michael Ellison was living at Torpoint for a few weeks which gave the opportunity to cruise the south coast of Cornwall. During this time Tim my eldest son was keen to race so we did one or two events and felt something racier was needed and a fibreglass kit of parts for a copy of Mk 1 Dagonfly 26 ft Trimaran was sourced (the importer had been warned off because of copyright laws). It was an interesting journey from Bristol to Woking where Tim had access to a suitable barn for assembly, the main hull and 36ft mast section carried on the trailer built for the 19ft Prout. We then had a competitive racing boat and had a great time in the middle of the Micro MOCRA fleet except on one occasion when we found the centreboard casing had split! A day, dried out to patch it up and a day for the resin to go off and we were back on the water. Then the opportunity came to buy a mark 2 Iroquois Catamaran which I shared with Tim and after a few years of cruising, sometimes together and sometimes single handed Tim was offered a job in America and we were offered a reasonable amount for her as we returned to the Solent from cruising Cornwall. I then bought Gwahir a Woods racing design which was very exciting to sail but when I retired I seemed to go sailing less and take my wife out more often (if Margaret goes near a boat foul weather appears instantly!) so I have built several small boats to experiment with; nothing very exciting but easy to go afloat when I want to. Tim and his younger brother Julian both have cruising boats kept in the Solent area so I get to go sailing with them as well.

Hints and tips from Tim Glover

It is not well known that you can soft solder stainless steel by using Ortho Phosphoric acid as a flux! It even works with the new Lead free solder. If the local chemist will not sell you any ; then you can use "Jenolite" rust remover, which is the same stuff, with I think a drop of surfactant added to make

it wet nicely. This" tip "may be use if you need to replace dead cells in a rechargeable drill battery for example .

On the subject of rechargeable drills: I recently found three Dead ones in my workshop, while I was having a much needed tidy up. So I attacked the contacts, which are deep inside the handle , with a screwdriver; over which I had wrapped a long loop of sand paper. This enabled me to clean the contacts inside the drill's handles. This worked well for two of them; but not the third one. So I measured where the actual contact strips were up in the drill handle itself; and also where they were front to back. Then I very carefully drilled two small holes (6mm) opposite these contacts . then I put the batteries back in ;and tried again . When nothing happened; I gently pushed the contacts in, from the outside with a small screw driver. Since this worked well. I was then able to remove the battery a small amount and the by pressing the contact strips in a small amount , with the screw driver from outside. Thus I could reposition the contacts in the correct place!

I now have THREE working drills! Please do let me know if any of these TIPS, actually work for you? And also any variation that you have found makes them better? Good LUCK!

From the magazines etc.

Seen in Yachts and Yachting; an inflatable wing sail, the web site described it as having fans in the leading edge www.inflatedwingsails.com

Boating Business News often has something interesting www.boatingbusiness.com

If you use epoxy you will find that the newsletter from West Systems always has useful tips and interesting projects as well as lots of publications as free downloads from their website www.westsysteminternational.com ; either roam the whole website out of curiosity or click on "news" to find the link to subscribe to their newsletter.

Diary Dates that may interest you

March 3rd and 4th RYA Suzuki Dinghy Show at Alexandra Palace www.dinghyshow.org.uk
AYRS will be exhibiting so it is another chance for you to see us; as well as visit an exciting and interesting show, the demonstrations are well worth watching.

1st – 3rd June 2018 Beale Park Boat and Outdoor Show An excellent small venue where we will be exhibiting. In addition to shore side exhibits there is a lake where demonstrations and competitions take place. Beale Park, Lower Basildon, Nr. Reading RG8 9NW
www.bealeparkboatandoutdoorshow.co.uk

July 14-22nd 2018 British Human Powered Flying Club. The "Icarus Cup" competition; at Sywell aerodrome NE of Northampton www.bhpfc.org.uk

14-23rd September 2018 Southampton Boat Show As usual lots to see on land and water and some demonstration trips. www.southamptonboatshow.com

13-19th October 2018 Weymouth Speedweek, at the Weymouth and Portland National Sailing Academy. A chance to see some fast sailors in action and some interesting boats. AYRS provides some sponsorship for this event and members take part.

www.speedsailing.com

17th October 2018 "Speedsailing" an **AYRS** evening meeting at the Weymouth Sailing Club, Nothe Parade, Weymouth, Dorset DT4 8TX To Be Confirmed Watch www.ayrs.org

4th November 2018 **AYRS** All day meeting at Thorpe Village Hall near Chertsey TW20 8TE Doors open at 9.00am remember to bring a packed lunch, tea and coffee will be available, members will be talking about their projects and discussing many interesting things Meeting closes for 5.00pm Contact fredball@ayrs.org and office@ayrs.org

9-13th January 2019 London Boat Show New layout but there are still boats and equipment to check out and maybe some bargains to buy.

January 20st 2019 **AYRS** All day meeting at Thorpe Village Hall near Chertsey TW20 8TE Doors open at 9.00am remember to bring a packed lunch, tea and coffee will be available, members will be talking about their projects and discussing many interesting things Contact fredball@ayrs.org and office@ayrs.org

January 20st 2019 **AYRS AGM** at Thorpe Village Hall starting at 4.00 Your opportunity to guide AYRS into the future. Contact office@ayrs.org

Any one is welcome to all AYRS meetings

Fred Ball would like contributions for the newsletters; send to fredball@ayrs.org

PS It is his opinions he is expressing so he takes any flak!