

LIVERPOOL SAILING CLUB

NEWSLETTER

AUGUST 2018

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Hove-To

August 2018

I must apologise that this issue comes out a fortnight or more later than I had intended. The primary blame for that lies with the almost unprecedentedly gruelling examining schedule which I have worked this year; most certainly the workload has never been as heavy as this since the time around a dozen years ago when I decided that I was doing too much, and deliberately slimmed down.

Members who are at the club regularly may perhaps have noticed my absence for most of June and early July, and may have noticed that *Tarka II* has remained almost untouched, with minor work nominally in progress but in fact temporarily stalled.

I am grateful to Mike for keeping the membership informed of activities at the club via his regular mini-Newsletters; so I have not attempted to duplicate that information.

It looks at the moment as though we are actually getting a summer this year during the main sailing season; certainly early July seems blessed with moderate winds and sunny skies, so I hope that continues - not least because it will make amends for last year's strong winds - and that many of you will be able to take advantage of the weather. Watch the regular emails for details of upcoming club events.

Meanwhile I have just about caught up with the many jobs that simply had to be put on the back burner until I finished the exam marking, a week ago, and I now hope to be off cruising within the next very few days.

See you on the water, and have a superb summer!

THE SAILING HANDBOOK

Members will already know from previous issues of the newsletter that this important publication has been heavily updated and revised.

The new edition is now published, and is available on the club website: just to confirm, what is now on the website is indeed the current version.

<http://www.liverpoolsailingclub.org/Files/Sailing%20Handbook.pdf>.

The document has a large file size, largely because of the numerous illustrations, so allow adequate time for it to load.

CLUB YACHT CRUISE 2018

Just a very brief note about this, for anyone interested in participating.

We agreed in a short meeting immediately after the AGM that this year we would sail out from the Mersey, with Hilbre as the first stop, and thereafter we would sail either west or north, bound for either Anglesey or Cumbria respectively. Subsequently, once I knew my examining dates, we identified the date as the first week of September; commencing **Sunday September 2nd**.

Since then, David & Gilly have had to drop out for this year, because their church is at the start of an interregnum and Gilly is one of the churchwardens.

That leaves the only definite participants, apart from myself, as Derek & Chris - and their boat is now based in Conwy.

There may or may not be other members intending to take part, but I have not had any other confirmations. It is therefore important that any members who do wish to participate let me know in good time. If there are members wishing to join in, and if they still wish to start from the club, that is where we will start from; but if it is only Derek & Chris and myself we will instead start from Conwy.

By the time you receive this Newsletter I shall be away sailing, **but if you wish to take part please email me** at [acapella13934 "AT" talktalk.net](mailto:acapella13934@talktalk.net).

If you don't book, **and in reasonable time**, you will still be welcome to take part but you may have to get yourself (and your boat) to Conwy first.

Oliver

A DELIVERY TRIP

Derek tells me that several members were following the launch and delivery of *Just Olivia*, their 21-ft Beneteau yacht, with considerable interest.

The original plan, which was scuppered by the weather forecasts, was for Derek and I to launch on Sunday April 22nd and head off immediately for a cruise via Hilbre to Anglesey; then we would explore Anglesey waters for a few days, and finally deliver the boat to Conwy Marina. But as launch day approached it was clear that the week in question was going to have strong winds on numerous occasions, including an onshore force 6 overnight for our proposed anchorage at Hilbre on the Sunday night, and then bang on the nose for our passage out to Anglesey.

That might have been doable, but it would most certainly not have been even remotely enjoyable, so we decided to still launch on the Sunday but merely take the boat to Liverpool Marina for a few days while waiting for the weather to blow itself out. We launched successfully, with many thanks to Rob and Andy for their assistance in preparing the launch, and then in our absence recovering and hosing down the trailer the following day; and we ourselves had a somewhat grey and chilly trip down to the Marina, with the sun finally deigning to get out of bed just as we arrived!

Plan B was then to sail on the following Friday, heading direct for Porth Eilian on Anglesey, intending to do the passage in one single leg, and then go into Conwy on the Saturday. Although I had the luxury of time, Derek did not; he needed to be in work on the Monday, so the cruise had to be much shorter than originally planned. However we were somewhat cheated by the forecast; it had promised a beam wind of force 3 to 4, which would have given us a nice passage speed under sail, but instead for most of the way we had little or nothing, and had to resort to motoring at first. Later, when we had a little wind, but not enough for an acceptable passage speed, we were motor-sailing; the sails were contributing usefully, but were not enough on their own, and with the combination of sails plus the motor running at reduced (and very economical) speed we were still able to maintain better than five knots, which is an acceptable passage speed.

We went through the Rock Channel, of course. That is the old route into and out from the Mersey, or at least one of them, dating from centuries before the Crosby and Queens Channels (which today are the main shipping route) were constructed. Both routes are not without their risks, as is testified by the immense number of wrecks marked on the chart; some of those may have been the result of enemy action in wartime, but many are due to captains who got it wrong, albeit that in many cases stress of weather would have been a factor, and many of these wrecks would have been well before the advent both of today's modern vessels and of modern navigational systems and navigational aids.

The Rock Channel has many advantages for small craft, and especially when heading west rather than north; it is pleasanter, it is easy navigation, it is free of shipping, the seas are less threatening than in parts of the Queen's Channel, and it saves several miles by cutting off a large corner. However although the Rock Channel is easy navigation, it nonetheless does actually require some navigation, rather than merely checking off buoys as you pass them; today the Rock Channel has no buoys, but there is a compass course to steer for one leg and an excellent transit for the other.

Because we started from the Marina, at about half an hour before HW, there was a very generous height of tide as we went through the Rock Channel; more usually I start from the club, so it is getting towards the second half of the tide by the time I reach the Rock Channel, and I have once (in ideal conditions) gone through at Low Water neaps.

So it was a very easy transit of the Rock Channel, but it was also instructive and informative for Derek, who was doing it for the first time.

The day started off cold, and with persistent drizzle. However I suppose that we had the best of the weather, since Chris told us by phone that it was tipping down where she was in Liverpool. Come lunchtime, part way between the Dee and the Great Orme, we were thankful to heave-to and retire into the cabin – albeit with frequent and regular visits up top to have a look around – for a warming lunch of hot soup and chunky bread. Hot lunch notwithstanding, by the time we had the Great Orme abeam we were both feeling a little cold, and with still some hours to go before we would reach Porth Eilian there was no dissent when I suggested that we abort Anglesey and go direct into Conwy.

We were a little too early on the tide to be able to get into the Marina, but that sudden freedom from pressure on time did enable us to cut the engine and actually sail across the mouth of Conwy Bay in the light wind; and for the first time that day we had some sunshine, which was most welcome! Once we had crossed the mouth of the Bay we then anchored for about an hour, to await sufficient height of tide before proceeding up the Channel and into the Marina.

So, the yacht was safely delivered, although most of the passage was somewhat cold and initially damp, and there were some regrets at having been driven to abort the intended mini-cruise to Anglesey.

And Derek deservedly felt an immense sense of achievement at having completed the passage.

Oliver







A NEW GUEST SPEAKER

CAPT. DAVID BRAY

Continuing our occasional series of talks by high profile guest speakers, we are delighted to give advance notice that Capt. David Bray, FNI, has agreed to give us a talk next March, on a date yet to be fixed.

David is a retired Master Mariner, a Fellow of the Nautical Institute, and a maritime historian and marine artist. He is also one of the world's leading experts in dynamic positioning, the technique used by some dive support ships and other vessels working in the offshore industry to hold themselves accurately in position more precisely than can be achieved by anchoring.

He is also much in demand as a guest speaker for clubs and other organisations, and as a visiting lecturer on cruise ships, with a substantial repertoire of talks.

And to cap it all he is a sailing man, and is personally involved in the restoration, preservation, and operation of the Norfolk Wherry *Albion*.



He has such a wide repertoire of talks that we will be somewhat lost for choice which one to pick - although if this talk is the success which I hope and expect then I also hope that we will have him back again on a future date for a different talk.

For an indication of his repertoire I cannot do better than copy and paste from his website:

David's list of available talks:

ANTARCTIC ANTICS

A narrative of the speaker's experiences working as Navigating Officer in the research vessel RRS "John Biscoe", in Antarctica during the 1970s. A time when the technology was more akin to that of Shackleton and Scott than to the 21st century. A look at work in Antarctica from the standpoint of operating a ship, with a few of the more humorous episodes.



Boatwork landing base supplies at Stonington base 1974

TRAMPS AND LADIES

Passenger ships, and cargo ships. A light-hearted look at the colossal changes that have occurred during the last fifty years, with some of the speaker's own experiences included. Also, the story of a remarkable seaman.

OCEAN GREYHOUNDS

The story of the Blue Riband of the Atlantic and the ships which held this coveted trophy. How technology and national pride influenced sea travel during the 19th and 20th centuries.

THE BATTLE OF THE ATLANTIC Part 1 – Convoys and Corvettes

The story of the struggle during World War 2 to maintain the lifeline of merchant ships supplying Britain. This two-part story is a tribute to the men of the merchant navy who gave their lives manning this lifeline.

THE BATTLE OF THE ATLANTIC Part 2 – The Turn of the Tide

The continuing story of the battle against the U-boats, and the ways and means by which they were finally defeated.

STORY OF A DUCHESS

The remarkable story of an otherwise unremarkable passenger liner. Includes the Dr Crippen incident, and the biggest salvage operation ever undertaken in UK waters.

WHEN ARE YOU GOING BACK?

The most frequently-asked question of the merchant seaman on leave. The speaker describes his early years at sea in the 1960s; a world that has disappeared forever. Numerous anecdotes illustrate life in the merchant navy during this period of change.

TRIUMPH AND TRAGEDY

The story of the liner "Lusitania". From the triumph of the Blue Riband to the tragedy of her sinking by U-boat, the biggest maritime casualty of the Great War.

LINERS AT WAR

The story of the passenger vessel in wartime, including some of the more surprising rôles to which they were put. Passenger ships of all types were vital assets during time of conflict, and this talk describes their many rôles

SHIPSHAPE

"If it looks right, it IS right. If it don't, it's ugly and probably won't work". A look at what it is that makes a ship look attractive or "right", and how those factors relate to the ship's function. Some witty insights into the character of the naval architect.

THE KINGS SHIP

The remarkable story of the mediaeval Swedish warship "Vasa". The dramatic sinking of the vessel during her maiden voyage in Stockholm harbour, the discovery and raising of the wreck, the restoration of the vessel and the modern museum in which this superb vessel is displayed.

GREAT LINERS, BLACK, WHITE and GOLD

The story of two of the most famous shipping companies in the Merchant Navy; Orient Line, and British India.

TITANIC – THE DREAM

The story of the White Star Line from it's inception to the building and sailing of the "Titanic" in April 1912.

TITANIC – THE AFTERMATH

The dramatic story of the rescue operation by the "Carpathia", and the aftermath of the disaster.

THE CUTTING EDGE

A short description of the many and varied high-tech vessels engaged in offshore operations in the 21st century. This talk provides an insight to a vital marine industry that is largely out-of-sight.

WHERRIES AND WATERWAYS

A narrative of the speaker's experiences in the restoration, preservation and operation of an important historical sailing craft. Many personal anecdotes from the days before "health and safety" ruled supreme.

A SAILORS LIFE

The remarkable story of Captain Sir James Bisset, who started his career at sea as apprentice in sailing ships and eventually became Commodore of the Cunard Line.

THREE VOYAGES

Three short stories of individual epics of the sea, with a common theme of completing the voyage against all odds.

BREAKING THE SIEGE

The epic story of the vitally important convoys to Malta in 1942, and the battles to get the ships and cargo through

CONVOY HX 84

Heroism at sea. The story of the liner "Jervis Bay" and the tanker "San Demetrio"

DREADFUL LOOKING OBJECTS

The story of the massive programme during World War 2, for the construction of cargo ships to replace those lost to the U-Boat offensive.

<https://nauticalnostalgia.com>

SOME PERSONAL MEMORIES OF THE CLUB'S EARLY YEARS

Continued from the Easter Issue

Before moving on to continue from the last issue, perhaps readers might enjoy some more photos from the very earliest years of operation.



This would appear to be the Airport's crash boat and fire tender, most probably 1962; with what looks like a ridge tent in the background (most probably for changing facilities).

Note the absence of a slipway, with launching & recovery on an open beach.

Note also the absence of mud,

and, closely allied, the absence of grass ...

Incidentally the boat on the ramp behind the fire tender looks to be a RIB.

In that context, it would seem to be very modern for its day, much more modern than the ageing fire tender (Austin K30, of about WW2 vintage? - later, in the seventies, I regularly used to drive the Army lorry version of this vehicle).

I understand that RIBs were invented by Atlantic College, Llantwit Major, South Wales.

Since that college was not founded until 1962, that dates the invention of the RIB no earlier than 1962.



*Again no slipway, open beach, and no serious mud
(alright it looks a bit muddy, but the wheel tracks across it are only shallow ...).*

Note also how low are the sail numbers, compared to the boats of today in the same classes.

*And I am intrigued by the Firefly in the background,
(sail just emerging behind Enterprise 2814);
the sail number looks like 2?39 or 2?89 (both middle digits unclear).
I thought I was the only member to have brought a Firefly to the club at that time,
borrowing one from my university club, but what I brought was surely "my" own one
- the one for which I was Boat Captain, which was sail no. 1981.*

*However the university club did own Firefly no. 2369;
I suppose it is possible that I might have occasionally used her sails on "my" boat???
And I could just about make the sail number here into 2369, at a push.*



Buoyage operations, thought to be probably 1962.

*This would be one of our racing marks, and at one time they were all of this type;
one would have double reason for wanting to avoid hitting these!!*

*I am guessing that the chap holding the buoy might be Bob Clark,
and that the man on the right might be Philip Latham, but I could well be mistaken.*

Again, can anyone help?

On a personal note, and with apologies for repetition (since I previously put this in the club's Newsletter around fourteen years ago), as a dinghy sailor I effectively cut my teeth with a Heron dinghy, in my late teens. As well as sailing regularly at Liverpool we also spent several summers sailing at Traeth Bychan, and I well remember one summer (I think 1961) that was blessed with consistently strong winds. For those conditions the Heron carried just the ideal amount of canvas; I could sail her single-handed without any undue risk of getting into difficulties, and get quite exhilarating performance from her, while other people in slightly larger boats (GP14s in particular, although in maturity I now know how to sail GP14s in those conditions - it is called reefing!) found that they were capsizing too frequently for comfort.

We also occasionally sailed on the Dee at Chester, sailing from Sandy Lane, and on a number of occasions we tested our skills by deliberately sailing without the rudder (which in that situation necessarily included short tacking up the river), as an exercise in trimming the boat.

There was one entertaining and mildly embarrassing such occasion. We were sailing, loosely in company with Bob and Neil Thompson, very well known LSC members (father and son) at the time. I can't remember who was crewing for me at the time, but it may have been Nick, my younger brother, but at any rate we decided at one point to take the rudder off and sail without it, by way of honing our boat skills. Unbeknown to us, Bob and Neil had noticed that we appeared to have lost the rudder, and being loyal club members and fellow sailors (and good friends) they assumed it was floating somewhere in the river and dutifully went in search of it!

Eventually there was a sad end to the boat, in remarkable circumstances. We had arranged storage space in one of the buildings on the old Airport, a one-time hangar that was at that time used for storage of freight in transit. One day a lorry manoeuvring inside the building developed a mechanical problem, and careered out of control into the wall of the building - and straight through the wall and out the far side. Unfortunately our Heron had been between the lorry and the wall, and was a total write-off.

This was a most bizarre accident, with the boat written off after being hit by a lorry, whilst inside a building, on an airport. We did facetiously wonder whether the claim should be resolved in the Admiralty Court, or treated as a road traffic accident, or an air accident, or even be referred to the divorce court?

For a short time after the loss of the Heron I did nothing about providing my own boat to replace her; by then I was at university, with limited financial resources (like most students) but with free access to the college Fireflies; and I was also teaching sailing in part of the summer holidays, and then had access to the sailing school boats. However in 1964 I joined the staff of a youth sailing camp in Milford Haven, remaining involved with them for over ten years, and in the following year I bought a half share in a GP14, *Christabel*, which had only very recently been bought by the Principal of the organisation, Richard Skemp. On my part that was celebrating my first salary cheque for my first teaching post.

I must at this point pay tribute to Richard, then a Senior Lecturer (and later Professor) at Manchester University. He had originally bought the boat for his own personal use, and that of his family; but I now realise that as a very generous friend he was more than willing to sell me a half share solely in order to give me a leg up the ladder. And less than two years later, when I was ready to buy my first GP14 outright, he was equally ready to help a younger friend by buying me out again. Sadly I did not fully appreciate that at the time, but that is one measure of true friendship between different generations.

Christabel was amateur built, with one or two problems, and did not quite measure to Class Rules, so needed a special dispensation to get her Measurement Certificate; but as an amateur-built boat the Class Association were prepared to give that dispensation because they were satisfied that there was no deliberate intention to infringe the rules and it was unlikely to offer her any overall advantage, and it was not practicable to correct the problem. For amateur-built boats the Class Rules specifically allow them that discretion in such circumstances, and they merely endorse the Class Certificate accordingly.

My first race in her was an informal two-boat race at Milford Haven, at the sailing camp. We had had to cancel sailing for two successive days because of near gale-force winds, but then we decided that it would be both a reasonable venture and instructive and entertaining for the kids if another instructor and I were each to race our own boats, crewed respectively by the two most experienced boys in the camp, both of them in their late teens and seriously good sailors.

All went well until the windward mark, when at first I was quite unable to make her bear off. At the time I was used to Fireflies, in which whatever the wind strength the crew moves inboard at the windward mark exactly as the helm is brought up and the mainsheet is eased, and the boat will always turn; however in a GP14 in a real blow as soon as the crew moves inboard she just heels over and absolutely refuses to bear away.

That was soon sorted out, and then on the next leg of the course we were planing hard on a beam reach, and even managed to overtake the Conservancy Board workboat which happened to be steaming up the channel; those boats were almost small ships, with a service speed which I would guess might be 10 knots, and certainly they were vastly faster than any dinghy could normally achieve - and at this time we were still on cotton sails and with no genoa or spinnaker!



Christabel on Ullswater, 1966



In the autumn of 1966 I discovered localised rot in *Christabel*. If I had had the experience then which I have gained since I would have confidently cut out the rotten wood and replaced it, but at the time I wasn't yet ready for that and instead I discussed the problem with my co-owner, Richard Skemp; and with the same open generosity with which he had originally sold me the half share he immediately agreed to buy me out again. As previously, he was helping a younger friend to get onto his first rung of the ladder.

I then started looking round for a GP14 to buy in my own right, and in January 1967 I bought a five-year-old one from a member of West Kirby S.C. *Tantrum* (allegedly named for a certain predilection of the teenage daughters of the previous owner!) had been built by R. R. Sills, then

widely regarded as the Rolls Royce of GP14 builders. She served me very well indeed for several seasons (the boat, that is, not the previous owner's daughter), substantially longer in total than I have ever owned any other single sailing dinghy prior to the late exception in retirement of *A Capella* and *Snowgoose*, and I still kept her for several years after I had moved from dinghies to cruising yachts. Eventually however I decided that I was spending all my time on the yacht and the dinghy wasn't getting used, so I then sold her, - and then some further years later regretted having done so, and have continued to regret it ever since.



*Tantrum, with yours truly,
and guests Alan & Jean McWilliam (Alan is behind the camera).
c.1969, and still with wooden spars
(changed to metal mast in 1970 or '71).
And by now we had a slipway.*



Same occasion; looks like a nice beam reach, heading back from Manesty

HELP !!

Two members, one this season and one in (I think) autumn 2016, one under sail and the other in a power craft, have got into difficulties in the river and needed rescuing. The first occasion involved the Coastguard, who tasked (I think) *Marine Fire 1* to assist; the second rescue was effected by the club once the casualty had succeeded in attracting attention.

Three points arise:

What constitutes distress

Options when the situation is not as bad as actual distress

How to signal that you need assistance

What Constitutes Distress

Distress is a legally defined situation, explained below, which triggers a full scale emergency response. Any vessel which is in a position to assist is both morally and legally obliged to assist if she can, unless specifically relieved from that duty on the basis that she is not required.

If it makes anyone else feel easier about it, I myself have been in distress twice in a lifetime, perhaps three times (although on the first occasion I did not myself regard it as distress, at least not yet, and indeed I subsequently managed to get the boat back home without assistance). It can also happen to you, and does not necessarily imply that you are in any way to blame.

If you do find yourself in distress you are entitled, and recommended, to broadcast a **MAYDAY** call, and anyone receiving that call is legally obliged to take appropriate action. Normally the call will be picked up by the Coastguard, who will immediately respond, and will assess what assistance is required and immediately task an appropriate rescue asset (i.e. lifeboat, helicopter, hovercraft, or perhaps another vessel already in the vicinity). I say "normally", because there are rare exceptions; last summer I overheard one side of a radio exchange in which a yachtsman had broadcast Mayday for no better reason than that he wanted a radio check!! After first establishing that he was not in fact in distress he was politely, but extremely firmly, put right on the matter by the Coastguard, and deservedly so!

If the Coastguard do not answer the call it will only be because they have not received it - you may perhaps be out of radio contact because of high land in the way, etc., and then any vessel which hears the call is obliged to respond; depending on how close they are they may do that either by offering direct assistance or by relaying the Mayday message, or both. If the Mayday message is relayed by another vessel there is an excellent chance that the Coastguard will pick it up at that point.

So if you hear another vessel's Mayday, what should you do? Officially, you should immediately write it down, although that may well not be practicable in a small boat. Then monitor the situation

while waiting to see whether Coastguard - or anyone else - responds. If no-one else responds you should both acknowledge the message, and re-broadcast it as a MAYDAY RELAY; then if you are able to do so you should proceed to the assistance of the casualty. "If you are able to do so" will of course depend on all the circumstances, including how far away the casualty is, and the speed and range and capabilities of your boat, and the weather conditions, etc.; we could discuss that at length, but space does not permit. But at least you can re-broadcast the message as a MAYDAY RELAY, so that will give a second chance of the Coastguard or other nearer or more suitable vessels hearing it.

If you yourself are in distress, if you broadcast a MAYDAY call you can expect an immediate response, and normally a full scale rescue effort will be launched immediately the situation has been evaluated and the most appropriate rescue asset identified.



So what constitutes distress? There is a hard and fast legal criterion for this: you are in distress if either your vessel or someone's life is "in grave and imminent danger". That is simultaneously both a very clear definition, and one that nonetheless - and perhaps deliberately - leaves the judgement up to the skipper. Some examples will perhaps help to clarify the situation.

If your boat is disabled in storm conditions and you are being blown or swept into heavily breaking water, or onto rocks, and you are unable to keep clear by anchoring, you are very clearly in distress, and it justifies a Mayday call.

If you are taking water faster than you can get rid of it, and are in danger of sinking, or if you have a fire onboard and cannot extinguish it, you are likewise very clearly in distress, and the situation justifies a Mayday call.

If you have a life threatening medical emergency on board, again you are very clearly in distress, and it justifies a Mayday call.

However at the other end of the scale, if your well found sailing dinghy is being swept downriver on the ebb because there is not enough wind for you to buck the tide, or your powerboat suffers an engine breakdown, **that is NOT distress; it is merely an inconvenience.** You are not in any grave or imminent danger; in a few hours' time the tide will turn and will bring you back again, and in the meantime you can anchor. All that you need to do is to sit and wait. So a Mayday call is not justified, although a VHF call to the club would probably bring out a powerboat to tow you home, unless the tide is too low for that to be possible, in which case you might be advised to anchor; but certainly we would always give whatever assistance we reasonably could, and in the meantime we would monitor the situation. And by the same token, if there is no response from the club - which could happen if there is no-one there - a non-emergency call to the Coastguard to discuss the situation might well result in them being able to task a powerboat to tow you home, all depending on the circumstances.

Similarly if you anchor for a picnic or a spot of fishing somewhere upriver, and the tide then drops and leaves you high and dry; in the fullness of time it will come back again. You are not in distress, you are merely inconvenienced.

Between those extremes there is a wealth of shades of grey. The situation may well be that you are not yet in distress, but there is a real risk of your situation developing into distress if you don't receive assistance in the meantime; the danger is grave, and it is clear, but it is not yet imminent. That certainly justifies a radio call to either the Club or the Coastguard, although it does not justify a Mayday; it might possibly justify a PAN PAN call, which you may regard as the next level of urgency down from Mayday. It may well be a lot easier for all concerned to rescue you before the situation gets any worse.

Man Overboard is a particular situation in which the advice changed some years ago. Originally it was regarded as not justifying a Mayday call unless you were unable to recover the casualty; it was assumed in the first instance that you would normally effect a recovery. There was also a feeling that if you are left short-handed and with an urgent need to attempt to recover the MOB you don't have time to broadcast a Mayday, or at least not yet.

However the advice has now changed (with the possible exception of MOB from a sailing dinghy). Now the recommendation is to immediately broadcast a Mayday; it can always be cancelled later if you successfully recover the casualty and if there are no medical issues once you have them back onboard. Of course if you are left single-handed and you have to choose between attempting to recover the casualty and broadcasting a Mayday that choice must remain your decision; you are in the best position to assess all the circumstances, and decide which is the most pressing need.

But you will not be criticised for broadcasting a Mayday in a Man Overboard situation.

Signalling for Assistance

In both the above cases involving club members the rescues themselves were straightforward, **but raising the alarm was more difficult than it should have been because neither boat was carrying VHF radio.**

Of course the vast majority of members do routinely carry VHF radio. **It has been an official club recommendation for at least the last dozen seasons that VHF radio should always be carried** (except perhaps on training courses, when adequate safety cover and monitoring is provided in other ways). Certainly as far back as 2007 I personally inserted into the then new LSC Sailing Handbook the recommendation, as part of a list of equipment that should be carried, “Except where participating in organised racing, either a set of in-date distress flares or (preferably) VHF radio or both”, and this has been prominently highlighted in the Newsletter and by word of mouth on many occasions since.

Indeed you only have to look around you when other members are out on the water to see that the vast majority of members routinely carry - and use - radio. That recommendation is also (I think) in all our training courses, and we run VHF courses on a regular basis.

Please, please, please observe this recommendation, and don't just take a chance on not needing it !!

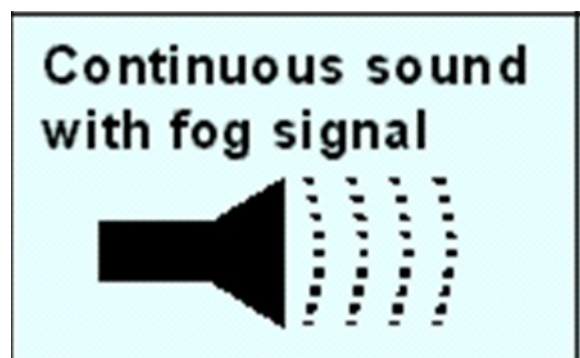
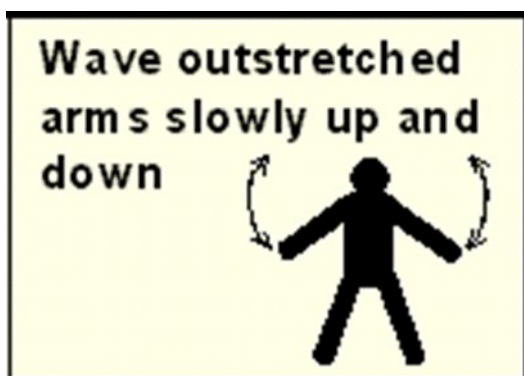
A mobile phone may be a useful backup, always provided that you can prevent it getting wet (which in most cases will immediately destroy it), since there are occasional VHF blackspots in parts of the Upper Mersey, just as there are also mobile phone blackspots, but it is never as powerful or versatile a tool as VHF radio; it is designed for a completely different job. In particular, a mobile phone cannot ever alert all vessels in your vicinity that you need assistance; only marine VHF radio can do that.

In the second rescue above, it seems that the occupants of the boat had no means whatever of signalling for assistance other than waving their arms around. It may be helpful to remind members of two of the “zero-tech” official approved distress signals, which may be helpful when other vessels are in close proximity and all other means of signalling are unavailable (flat batteries, dismasted, damaged antenna, or whatever). These “zero-tech” approved distress signals, embodied in Annex IV of Colregs, are:

Slowly and repeatedly raising and lowering arms outstretched to each side

A continuous sounding with any fog-signalling apparatus

International Distress Signals



When in moderately close company with other boats, the combination of these two might well be an effective method of signalling to them that you need assistance.

There is a lot to be said for routinely carrying a non-powered fog horn. The aerosol-powered ones are probably the most popular, but I resolved never again to be dependent on one of those when I was caught out in a dense fog bank part way across the English Channel in the seventies, in the shipping lanes off the Casquets (before the days of TSSs in that part of the Channel); at a time when I desperately needed the fog horn to indicate our presence to shipping the reed froze!

There is a compressed air alternative, one example of which is carried aboard *Safety 1*; I am not wildly impressed with it myself, but it does work, and since it does not cool the reed anything like as much as an aerosol does (because the physics of the situation is different) it should be largely immune from that problem.

My personal solution is a mouth-blown one, and there is a modest choice available.

None of these non-powered fog horns are particularly expensive; several are under £10, with several more (of various types) between £10 and £20.

Finally, perhaps I might end up with a quote from one of the late Des Sleightholme's delightfully whimsical Old Harry pieces (*A Flare for Invention*):

“ ‘I see, sir,’ says the cox of the ILB, wringing water out of his beard, ‘So you really must be back in Town by 1030. Oh naturally you sent up six parachute flares and a Day Smoke sir. You could also have exhibited Flames In The Vessel sir, ... an internationally accepted distress signal of great efficacy, sir.’ The owner, unaware of this method, shows immediate interest. The Coxswain smiles evilly, ‘Now here’s the way to go about it sir ...,’ he explains.”

NAUTICAL DEFINITIONS

Pledget: “A string of oakum rolled and ready for use in the caulking of a deck or side seam of a wooden vessel. It was inserted into the seam after it had been opened with a reeming iron, rammed hard home, and then payed with pitch to make a watertight joint between the planks.”
Oxford Companion to Ships and the Sea, quoted in *Classic Boat*, April 2018.

Ratlines: A ladder constructed to enable a sailor to ascend the mast, consisting of a set of rungs made of either rope or wood or a combination of the two, lashed to adjacent shrouds. Of course they require at least two shrouds per side; more are a bonus.





The jury is out as to whether I will ever install ratlines on *Tarka II*; they could potentially be useful, but the shrouds configuration is less than helpful for them.

In the mid-sixties your Editor was Maintenance Officer of a boys' tented residential sailing school on Milford Haven. We had a "menagerie fleet" of dinghies, which included two relatively modern but very traditional 12-ft clinker open sailing dinghies, boats which today we would call "Spirit of Tradition", and one much older clinker dinghy, *Faith*, of a different design. As Maintenance Officer I was more than a little concerned about the structural integrity of *Faith's* hull in way of the chainplates; to put it bluntly, she was more than a little ripe. By way of easing the local load I fitted a second set of shrouds and chainplates.

And, of course, if you are in your twenties and you have a traditional clinker boat with two shrouds per side, the temptation to then fit ratlines is not to be resisted.

Then, in (of course) calm weather in high summer, with the boat anchored or at a mooring, it became a challenge for the kids to climb the mast, using the ratlines, without capsizing the boat ...

Not many kids took up the challenge, and I am not aware of any who succeeded, but we did have the occasional capsize ...

PRODUCT TESTIMONIAL

MANTUS DINGHY ANCHOR

This is not a review *per se*, but it nonetheless seems worth publishing it as valuable information for members.

For a very long time the choice of anchor for the dinghy sailor and kayaker has been very much more limited than the choice available to the owner of larger boats. Most of the excellent "new generation" anchors, such as the Rocna, are simply not made in dinghy and kayak sizes, and one is essentially left with a choice between Danforth and its variants (ranging from excellent right through to very poor), generic Bruce (of varying effectiveness), the fisherman, and the infamous and utterly useless folding grapnel. This last is deserving of a maritime equivalent to the AA's notorious Square Wheel Award; under most circumstances it just cannot be made to hold at all.

However I learned in early May of a relatively recent addition to the market, which I had not previously been aware of, and I repeat almost verbatim the glowing testimonial from one satisfied user which alerted me to it, just slightly edited to correct typos and to improve the English.

"I use a Mantus anchor with 2 or 3 m chain, I think, and 8mm warp:

<https://www.mantusmarine.com/mantus-dinghy-anchor/>

"I bought from their Shetland (I think) based distributor to use on my 16 foot proa/trimaran and my Spitfire catamaran. It is very light (2lbs), and collapses flat if needed, but grips every time, at least thus far, and seems virtually immovable. I am very impressed with it. My worst situation was in only 25 knots wind (force 6 – Ed.) with strong current in Mudeford, but it didn't move at all."

Mantus are a well known and respected manufacturer of anchors,, and having looked at the website I am not surprised that this product works well; it is available with or without a roll bar upgrade, and in either case it looks to be designed along the same lines as several "new generation" anchors.

With the roll bar it seems to have a number of similarities with the Rocna, indeed some commentators have described it as being derived from the Rocna. What makes it unique, to the best of my knowledge, is that it is available in dinghy sizes; this is an important benefit for the dinghy sailor.

On the face of it this seems to be an excellent addition to the market, and the above testimonial as to how well it works is encouraging. However I do stress that I myself have no first-hand experience of it.

Mantus Dinghy anchor is available in two options:



Stainless Steel Dinghy Anchor Kit

- Collapsible 316 stainless steel anchor
- 5/16 Double braid line – 50 feet, with a stainless steel thimble
- 1/4 Stainless steel shackle
- Nose cover
- Storage bag

Buy Now \$192

Stainless Steel Version is collapsible. The shank easily slides into the fluke and needs only a single pin to lock and now features a removable roll bar. Simply the best performing dinghy anchor period



Galvanized Dinghy Anchor Kit

- One piece welded galvanized anchor
- 5/16 double braid line – 50 feet, with a stainless steel thimble
- 1/4 Galvanized shackle
- Nose cover
- Storage bag

Buy Now \$102

One piece carbon steel welded version, does not feature a rollbar but is available at a very attractive price and still offers amazing performance for 2.5 lbs dinghy anchor

The website is clearly American, but the testimonial above indicates that it is available in the UK; however I have not priced it in this country. Please note that the website indicates that the warp is secured direct to the anchor, whereas I myself would want to add some chain between the anchor and the warp, as indeed the writer of the above testimonial does; and the 50-ft length of warp that comes in the kit is only about half the length which we would recommend. I suggest that it is probably better to buy the anchor and the chain and the warp as separate items, and then connect them all together; then you get the right length and the right type of warp!

The stainless steel version is collapsible, and the latest version includes the roll bar; the galvanised version is one-piece, and there is no roll bar.

The American price is more expensive than some alternative anchors; but if you need it in a serious situation when your life might perhaps depend on your anchor holding, what price would you be willing to pay then? The same could be said of my Rocna; but when I needed it to hold me securely off a threatening lee shore in force 9 during ex-Hurricane Bertha and on a difficult bottom I was very thankful that I had invested in the best.

Although I have not followed it through, an internet search on “Mantus anchor” with a restriction for results from the UK immediately revealed two UK suppliers/importers, one of them a nationally very well-known chandler.

A LIFTING CONUNDRUM



Members will of course know that we have a lifting bay between two of the containers, and that Mike and I each own some lifting strops and chain blocks; between the two of us we own enough kit to lift a boat. Various members have borrowed that kit from time in order to lift their boats, so that they can work on them underneath. So far so good.

Incidentally we are usually very willing to lend the equipment to other members, on request, but we should put on record that there is no insurance and that you borrow it at your own risk. We will also normally require that either Mike or Andy or myself are involved in the lifting operation, for reasons of safety.

So what weight can be lifted? Or, turning the question round, for any given boat how much tension is there in the lifting strop? This is not just an academic question; it is important for safety, so that one can be sure that the rating of the strops used is sufficient for the load being lifted.

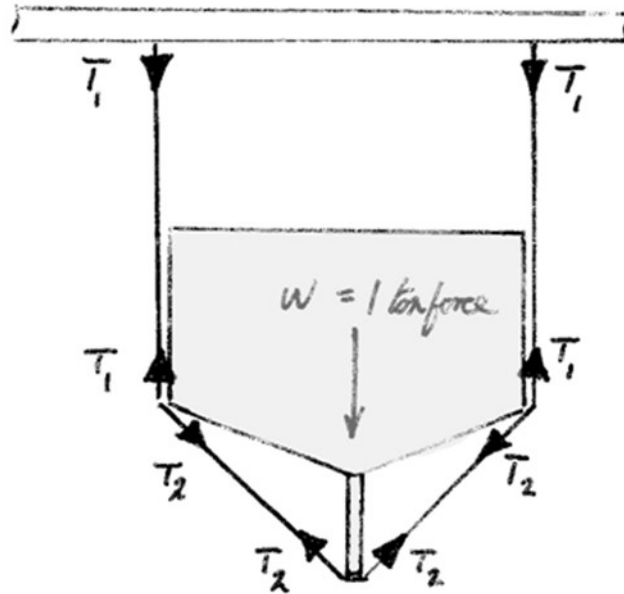
Surprisingly, a simple analysis leads to two contradictory answers.

This conundrum genuinely came out of a discussion with a member who wanted to lift his boat.

Consider the lifting diagram below, in which for simplicity the cross section of the boat is represented by a stylised hard chine hull with a fin keel; and, again for simplicity, the weight to be lifted is 1ton force. Let us also assume that there is zero friction where the strop passes round the chines; in an artificial situation (or a thought experiment) that could be achieved, more or less, by fitting rollers there - so it is entirely reasonable to make the simplifying assumption that there is no friction at that point.

Again for simplicity, assume that the apparently vertical parts of the lifting strop are indeed truly vertical.

The lifting strop has two vertical sections, in which we will call the tension T_1 ; and two other sections inclined to the vertical, in which we will call the tension T_2 . Again for simplicity, we will specify that the angle to the vertical (on each side) is 45° .



Very clearly the two (symmetrical) top sections together support the weight of the boat. So clearly we have the sum of the tensions on both sides of the boat, i.e. $T_1 + T_1 = 2T_1$, balancing the weight, 1 ton force.

$$\text{So } 2T_1 = 1 \text{ ton force.}$$

$$\text{Thus } T_1 = 0.5 \text{ ton force.}$$

That is straightforward enough.

However if there is no friction at the chines, the only part of the strop which can exert an upward force on the boat is where it passes beneath the keel.

Here we have a tension T_2 on each side, inclined at 45° to the vertical, so we need to do a simple bit of school level vector analysis, and school level trigonometry, which of course is always good for you.

The upward component of the tension on each side of the keel is $T_2 \cos 45^\circ$, which is $(\sqrt{2} / 2) T_2$, or about $0.7 T_2$.

So the total upwards force on the keel (provided by the two sides) is $2 \times (\sqrt{2} / 2) T_2 = \sqrt{2} T_2$, or about $1.42 T_2$; and this still has to support the weight, which we know is 1 ton force.

$$\text{So } 1.42 T_2 = 1 \text{ ton force,}$$

$$\text{Thus } T_2 = 0.7 \text{ ton force}$$

So we have two different tensions, in different parts of the strop; one of 0.5 ton force, and the other of 0.7 ton force.

So far so good.

But if there is no friction at the chines, which was one of our initial conditions, the strop can slip freely at the chines, and it will therefore adjust itself so that those two different tensions become equal

And both the above equations still have to remain valid

So 3 contradictory conditions have to be satisfied simultaneously (after any adjustment by the stop slipping around the chines):

$$T_1 = 0.5 \text{ ton force}$$

$$T_2 = 0.7 \text{ ton force}$$

$$T_1 = T_2$$

In my youth, as a Sixth Form maths student, I greatly enjoyed a book called *Fallacies in Mathematics*, by E. A. Maxwell. The author was a Scottish mathematician who worked at the University of Cambridge for most of his career, mainly in mathematical education; *Fallacies in Mathematics* is possibly his best known publication. He distinguished between three categories of incorrect working: the simple mistake, which is rarely of any mathematical interest; the howler, in which working which is totally wrong – and very obviously wrong – happens by pure coincidence to lead to the right numerical answer; and the fallacy. The last of these is the one which is interesting; in his hands it becomes an art form, in which he leads the reader by deliberate guile, via apparently plausible working, to a conclusion which is clearly either ridiculous or contradictory, as indeed I have tried to do here.

The book contained a substantial number of such fallacies, such as the one in which a circle – any circle – is drawn, and a point – any point – is chosen inside the circle, and the writer then “proves” mathematically that the chosen point must lie outside the circle.

The above lifting conundrum is another such fallacy; it is very deliberately set up to mislead you! I might like to hope that it is in the best tradition of Maxwell, but realistically I don't have his level of skill or artistry in the field of mathematical deviousness. Nonetheless it might give some members some entertainment.

Answers on a post card, please ...

BAR CHAT

We hear rumours of new regulations coming into force in November which will give the police much greater powers in cases of defective vehicles. We heard this in the specific context of trailers, and in particular that if you have one defective light on your trailer the police will be able to confiscate the trailer. Be warned!

We have no information on whether this will also apply to one failed lamp bulb on your car

For other reasons I had been wondering about changing to LED lights on my trailer (because they should draw less current, and therefore there should be less voltage drop in the connecting cable, and thus LED trailer lights should be significantly brighter), but this rumoured change gives added impetus to that. First, because LED lights are more reliable than filament bulbs, and second because they comprise clusters or arrays of many diodes, so the failure of one (or even a few) diodes will not have much impact on the light as a whole.

By the same token, rumour has it that if you are driving at even slightly over the 60 mph speed limit they will be able to confiscate your vehicle. This limit is one of the most widely flouted of all. Not is 60 the legal maximum when towing, even on motorways and dual carriageways (and 50 on single carriageways, unless a lower limit is in force anyway), something of which a great many drivers towing trailers seem apparently unaware, but on the overwhelming majority of trailers the tyres are rated to a maximum of 62 mph. Small 8-inch wheels, used exclusively for small trailers, use tyres which have no other rating. Larger wheels (10-inch and upwards) use tyres which can be rated for higher speeds when used on cars and vans, but they then have a lower load rating; when used on trailers they can be rated to carry a heavier load, and most trailer manufacturers routinely make use of that higher load rating - but when that higher load rating is used the speed is again restricted to 62 mph. So if a driver is towing at anything above 60 mph he is not only exceeding the legal limit but there is every likelihood that he is also taking a significant chance with his tyres, by exceeding their rating also.

Again, be warned!

-oOo- -oOo- -oOo- -oOo-

Sadly the planned LSC Shipmate Rally, in which the Shipmate Owners' Association were intending to launch somewhere on the North Wales coast and then cruise in company to LSC, had to be cancelled. Several members of the Association had been hoping to participate, essentially the same group who attended last year's LSC Rally, but each of them had pressing (and entirely genuine) reasons for being unable to make it this time. However they all expressed interest in doing something of this nature next year.

-oOo- -oOo- -oOo- -oOo-

One member - who shall remain nameless - was seen in the Boat Park in mid April checking out a red mainsail (originally off a Mirror 16) for his own cruising boat.

A red one; dangerously close to tan.

The sheer effrontery of it !!! Does he not know that in this club tan sails on cruising boats are a privilege reserved for Flag Officers, current and past

Seriously, it just happens that way, by pure coincidence. I myself, first with *Tarka* (although I never had her in this part of the country), then with *A Capella*, and then yet again with *Tarka II*; Eddie, with *Doris*; Paul, with *Wanderer*; and Mike, with (I think) all his successive Drascombes. As I said, all of us are either current or past Flag Officers; and I don't think anyone else in the club uses tan sails at all.

-o0o- -o0o- -o0o- -o0o-

A note (already published elsewhere) from Ed Wingfield, my yachting friend from Tyneside:

"The EU roaming charges problem has been fixed.

"But I have heard of another 'possible' big hit. Say you are coasting, or you are in the middle of the Solent, you will be far from masts and on a weak signal. And then a cruise ship passes.

"I have heard that your phone can switch to the stronger signal, ie. the ship's satellite connection. Next thing you are looking at a large bill.

"There may be teccies here who know what settings to apply. But the best solution for the 'challenged' might be to switch 'em off with a cruise ship in sight."

And we do periodically get cruise ships in the Mersey.

Added to which, I have occasionally found when I have been in Ravenglass, and also when in parts of Anglesey, that I have been switched to Manx Telecom, with consequent roaming charges. Since Isle of Man is not part of the EU I am not clear whether the recent "fix" for EU roaming charges applies there.

Two updates from Ed: "This is from a Daily Telegraph article.

"with O2 pay as you go customers continuing to incur roaming charges in the Channel Islands, the Isle of Man, Monaco and Switzerland, whereas O2 pay monthly customers will not.'

"Probably you should pop in to your provider shop and speak to those knowledgeable people who will give best advice and adjust the settings if nec - all free of charge."

>>

"Yesterday my O2 people called to sell me a cheaper deal. I like that.

I did butt in to the speil to ask about I.o.Man. He told me there'd be a small charge, pennies, nothing crazy.

"I asked about passing cruise ships - he really didn't know. So our best policy is to switch 'em off when unneeded."

-o0o- -o0o- -o0o- -o0o-

Your Editor confesses to being one of those unfortunate people for whom the sight of gross errors of either spelling or grammar hits him in the eye; when they appear in advertisements or official documents it is intensely annoying, and as a retired teacher he is sometimes tempted to get out the metaphorical red pen. He had just got over the regular and extremely irritating sight in early April of numerous Liverpool buses advertising a new film apparently called "**GHOST STOREIS**" when (not for the first time) he found himself in one of the marinas not desperately far from here. He was in three different ones at different times during the course of April, so the finger is not being pointed too specifically ...

This one has an emptying facility for chemical toilets. And there was still a notice in the gents, first seen some years ago, asking customers not to empty their "**Elson's**" into the loos. Two separate vivid red rings there; one of them is of course for the "Greengrocers' apostrophe", but the other error is more tantalising. I have always assumed that the trade name "Elsan" comes from the Spanish – whether genuine or pseudo I don't pretend to know – i.e. "el san", "the sanitation". That would be appropriate, with the trade name being a nice play on words. And of course the correct spelling matches the pronunciation; the word is correctly pronounced with the "a" sound rather than an "o" sound in the second syllable.

But to turn "El san" into "El son", "the sound", or perhaps even "the thunderbox", seems rather a nice slip, perhaps even a Freudian one – although I suspect that a more likely explanation is a simple and grossly annoying matter of mere illiteracy

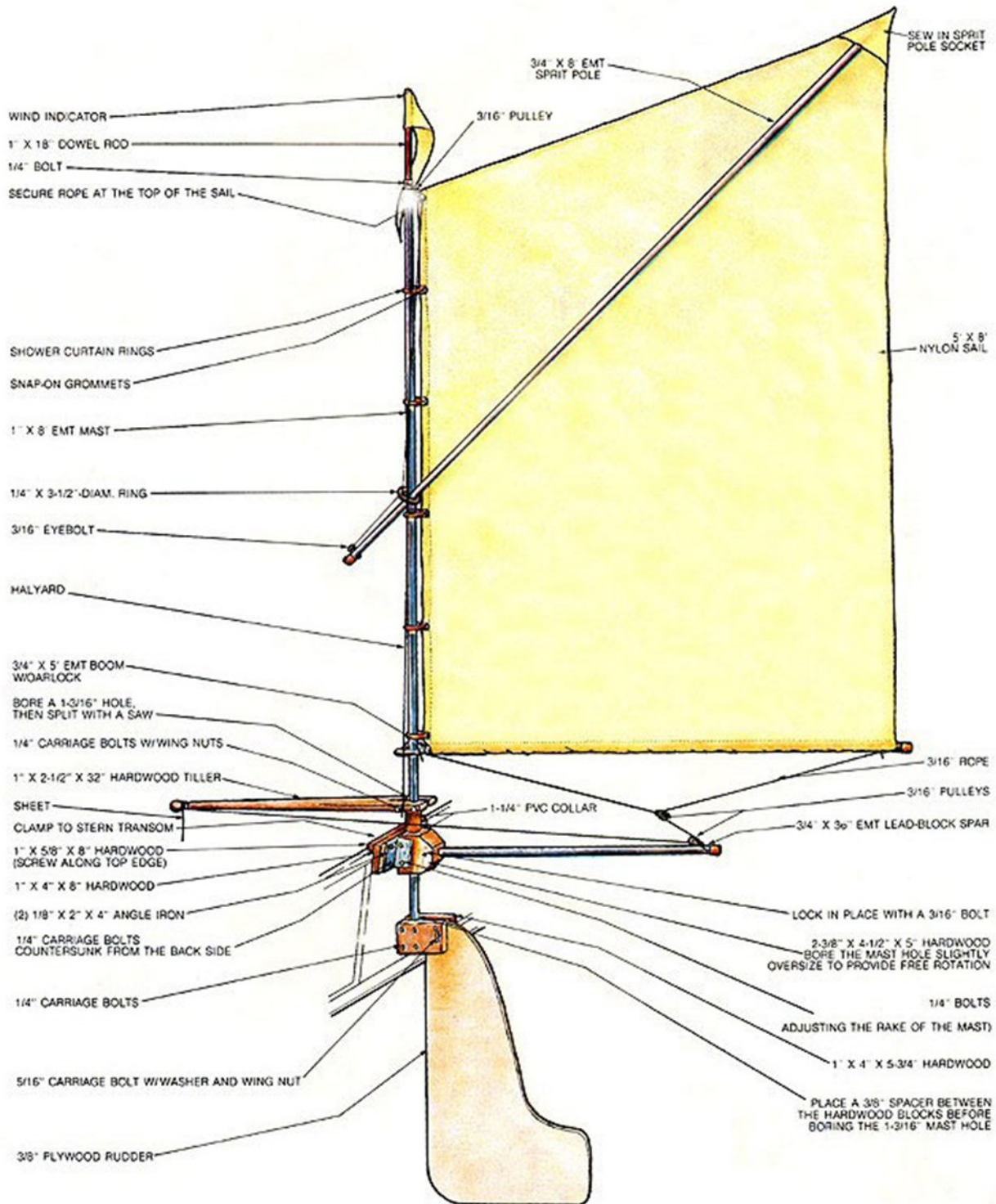
And no, returning to that annoying bus advert for "**GHOST STOREIS**", if Wikipedia is to be believed it is not a deliberate mis-spelling in the title of the film for some obscure special effect, it is simply appallingly bad copywriting or compositing in producing the advertising poster, compounded by an absence of effective proof reading. I was so irritated that I eventually got round to looking it up to check whether the mis-spelling was perhaps deliberate, in the title of the actual film. But according to Wikipedia it is spelled correctly in the film itself, it was only the poster on the Liverpool buses that had this obnoxious error. And if you read that poster as it is spelled, it doesn't even read as "Ghost Stories"; it needs to be pronounced as something more like "Ghost Storige", as though the ending "~EIS" is Germanic, as in edelweiss, which is clearly completely wrong. Thankfully, now that the film is no longer a new release those posters have disappeared.

-o0o- -o0o- -o0o- -o0o-

UNUSUAL BOATS – 13

Two this time; the first one just a diagram for a rig to add to a rowing tender.

Instantsail



Corky the Sailing Inner Tube!

Second, a repeat of something which we featured a dozen or more years ago during my previous long-term stint as Editor; this is a child's toy, which in the right circumstances is a viable sailing craft for a small child, and which can be built by a parent with basic DIY skills. Although of course we would none of us regard this as a safe craft for the Mersey; please don't even try it here! Notice that the illustration in the original magazine quite clearly shows it being used inside an (open air) swimming pool, which is the sort of waters for which it is best suited.

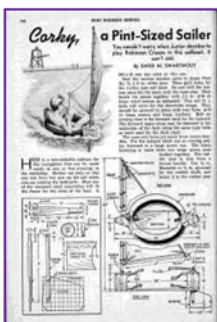
It comes from a 1950 edition of Boat Builder's Annual, and has been resurrected by David Beede of Simplicity Boats. This is a copy and paste job from his website, followed (for ease of reading) by enlargements of each of the separate parts. Separately, it was also reproduced a few years ago in the Bulletin of the Dinghy Cruising Association.

Enjoy!

<http://www.simplicityboats.com/corky.html>

Corky the sailing inner tube!

This little gem is from a 1950 edition of Boat Builder's Annual. Here's a note from Tom Dacon who had one as a boy. Also a photo from Bryan Atwood of Ennis, TX who just built one for his two grandsons!



Hi, David -
A fellow on rec.woodworking who goes by the name of Jack-of-all-trades (JOAT) posted this link a day or so ago and I just spotted it. I absolutely couldn't believe my eyes when I saw it after more than fifty years. When it was published in 1950, I was a seven-year-old who was already in love with sailboats. My father helped me build it and my mother sewed the sails. At that young age, I was already studying the rudiments of boat design, and I worked out a yawl rig for it. I designed a swiveling combination rudderpost - mizzenmast, added a bowsprit, and rigged it as a yawl with jib, mainsail, and mizzen. The sails were navy blue muslin. The boat is long gone, of course, and I never had a photograph of it. Now that I have the plans again I'll build another one someday, just for fun, and try to find a young child to give it to.

I've looked for this plan for years and had almost given up on every finding it. Bless you, bless you, bless you for preserving it.

Warmest regards,
Tom Dacon



David,

I am 63 years old, and remember when most of the magazines contained plans for boats, patios, hot-houses, etc. I build my first boat from magazine plans when I was 14 years old, and build two more later in life. The Corky article had that look and feel of those plans in the 1940's, 1950's and 1960's.

I have attached a picture of a Corky I finished yesterday for my two grandsons, and thought you might like to see it. I have a 26 foot sailboat which we sail often, so I added a daggerboard (keel) which slides through a slot in the bottom board so that the Corky would actually sail properly. I'll let you know how it sails very soon.

Thanks so much for the trip down memory lane!!

Bryan Atwood
Ennis, Texas



Congratulations to Bryan for reviving this blast from the past water toy. Here's hoping his grandsons make many happy memories of falling in love with sailing.

Thanks for sending the photo Bryan!



And here's Bryan's sea trial... Maybe a smaller captain would improve her trim?

I am trying to locate the copyright owner. If you have any information regarding this, please contact me.

davidbeede

[Simplicity Boats Home](http://www.simplicityboats.com)

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[davidbeede](#)

[Simplicity Boats Home](#)

Corky,

a Pint-Sized Sailer

You needn't worry when Junior decides to play Robinson Crusoe in this sailboat. It can't sink

By DAVID M. SWARTWOUT

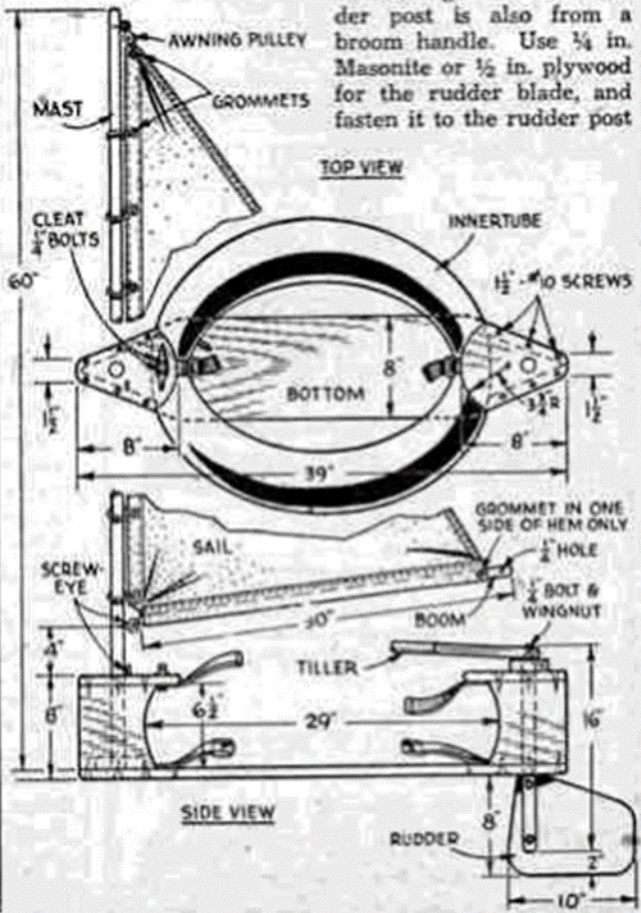
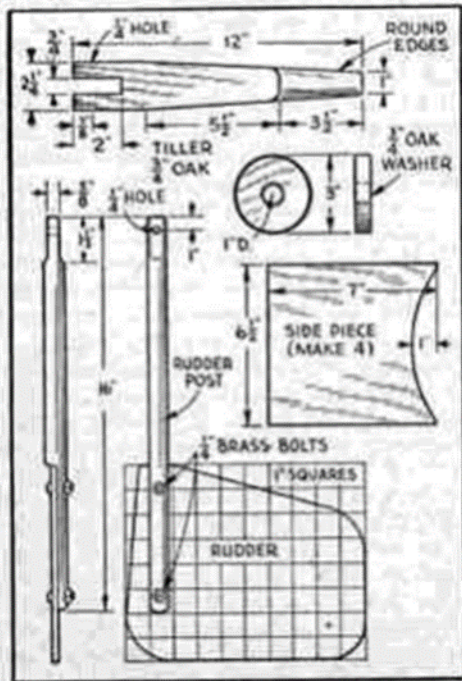


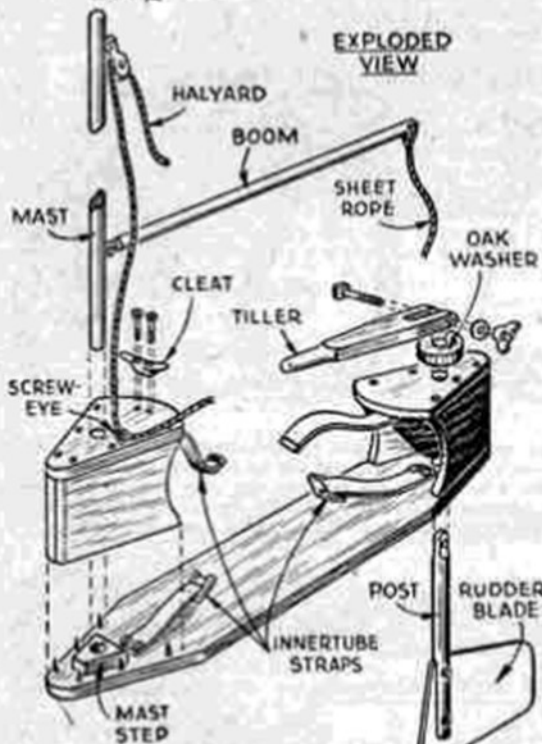
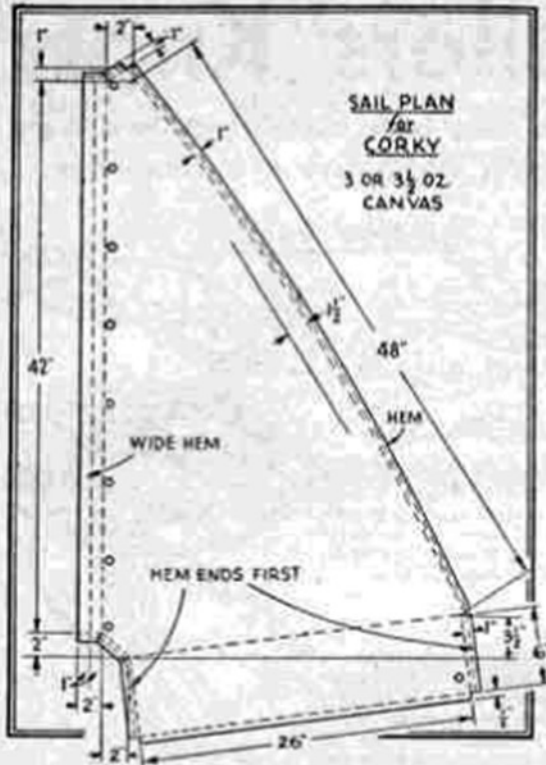
600 x 16 size was used on this one.

Saw the various wooden parts to shape from the 3/4 x 8 in. white pine. Then drill holes for the rudder post and mast. Do not drill the bottom piece for the mast, only the mast step. Next fasten the pieces together with 1 1/2 in. #10 fh brass wood screws as indicated. Two old G. I. belts will serve for the innertube straps. They should be screwed in place with two 3/4-in. #10 rh brass screws and brass washers. Bolt an awning cleat to the forward deck for the halyard. The forward upper strap may be fastened to the underside of the deck using the same type bolts as were used for the deck cleat.

The mast and boom are made from broom handles. For the halyard block use an awning pulley fastened to a large screw eye. The boom fastening is made from two large screw eyes hooked together. The rudder post is also from a broom handle. Use 3/4 in. Masonite or 1/2 in. plywood for the rudder blade, and fasten it to the rudder post

HERE is a non-sinkable sailboat for the youngsters that can be made easily in one or two evenings in the workshop. Mother can help on this one too; have her sew up the sail while you are making the hull parts. Most any of the standard sized innertubes will fit the frame for the sides of the boat. A





with two $\frac{3}{4}$ in. bolts. Notch the rudder post as shown to take the blade. Make up the tiller from a piece of $\frac{3}{4}$ in. oak fastened to the rudder post with one $\frac{1}{4}$ in. bolt and wingnut.

For the one-piece sail, a piece of 3 or $3\frac{1}{2}$ oz. canvas, 48 in. long and a yard wide will be

MATERIALS LIST—CORKY

HULL 1 inner tube—500 x 16 or similar
 $1\frac{1}{4}$ " x 8" x 6' white pine
MAST 1—60" broom handle
BOOM AND RUDDER POST 1—48" broom handle
TILLER 1— $\frac{3}{4}$ " x $2\frac{1}{4}$ " x 12" oak
BUDDER BLADE 1— $1\frac{1}{4}$ " x 8" x 10" Masonite or $\frac{1}{8}$ " ply-wood

FASTENINGS

2½ doz. $1\frac{1}{2}$ " #10 fh brass screws
 4— $\frac{1}{4}$ " brass bolts $1\frac{1}{2}$ " long, with washers
 1— $\frac{3}{4}$ " brass bolt $2\frac{1}{4}$ " long with wingnut
 6— $\frac{3}{4}$ " #10 fh brass screws and washers
 2 G. I. belts (for strapping inner tube in place)

SAIL

$1\frac{1}{2}$ yds. 3 or $3\frac{1}{2}$ oz. duck, 36" wide
 10 grommets

FITTINGS

7 shower curtain rings
 1 small cwinning cleat
 1 small cwinning pulley

needed. First lay out a pattern on a sheet of wrapping paper. Pin this pattern to the canvas and cut to shape. The foot of the sail should have a wide seam to take the grommets for the sail rings. Metal shower curtain rings will make ideal sail rings. Ten feet of $\frac{1}{4}$ in. clothesline for the halyard and five feet for the sheet rope are all that is needed to complete this miniature sailboat, which will mean happy sailing for Junior.

Stuck with One Oar?

IF YOU are caught out on open water with only one oar try sculling your way back to shore. Sculling is a method of propelling a boat that fishermen have used for centuries. Sculling a boat is easy, but you will require a little practice to become proficient.

First place your self in the stern of the row boat. Grasp the oar so that one hand is on the handle and the other about halfway down on the shaft. Put the blade on the water until it is about $\frac{3}{4}$ submerged, holding it at a 45° angle. Using the lower hand as the fulcrum, move the handle back and forth, twisting the oar at the end of each stroke with the upper hand so that blade cuts into the water forcing the boat ahead; action is similar to that of a propeller blade in water. If boat has a notch for a steering oar, use that notch as the fulcrum.—D. M. S.



NEXT ISSUE

Press Date will be 15th September,
please