



Spring 2015 Newsletter

Captain's Contemplations...

A warm welcome to the first Newsletter of 2015, a new sailing season and a new committee!

I hope this finds everyone in fine fettle and looking forward to a summer on the water. Having managed only two weekends on the boat last year due to work commitments, I know I am.

As you will aware, at the end of last year the membership agreed to the management of the Club being passed on to John Storey, Dawn Bennett, Paul Hart, David Jenkins and myself. The intention is for John to take on Colin's role as honorary secretary, Dawn will pull together Club Newsletters, Paul will maintain the Owners List and David will look after the pennies. I'll attempt to act as point of contact for enquiries and potter away with the website, which I admit needs updating.



I'd love to say this was a typical scene on the west coast of Scotland but I'd be lying...

However, I think our first action as a group is to pay tribute and thanks to the Club's previous officers Colin Palmer, Bill Boardman and Douglas Potter who have steered the Club for several years. The Club owes them our gratitude for their years of service in promoting the class and keeping a record on each boat where possible. It is this dedication and effort that makes us one of the strongest owners associations.

And the success of the owners association continues. Since taking over the Class Captain role a few weeks ago, I've had a number of enquiries about the class, the most recent today (as I write this) from Australia! We've had three from the USA regarding the sale of Number 39 *Puffin* and a couple from the Netherlands. So rest assured, the class has an international following!

In terms of how we see things moving forward, the idea is for us to publish Newsletters twice a year, most likely in the Spring and Autumn. As ever, I would encourage you to submit whatever you can. Tell us about your Coaster activities and sailing plans. Ping us a few paragraphs on what you've been up to, where you ended up and what bits of the boat need attention.

So there you have it. The new committee will do what we can to keep things ticking along but the Club will succeed only with the support of the membership. Please keep in touch and send us your news and updates through the year.

Let me finish by wishing you all a long and enjoyable 2015 sailing season...

Iain
Argo Navis
Class Captain



Members News

No.1 - Coaster

We have owned our Coaster for a year now and we bought her in a rather poor condition. So the first year we spent getting to know her and fixing the most important things. To begin with, we worked to get her fit to sail to our harbour. We had to cross the IJsselmeer for a part so we could sail her at an wind force 4 to 5 at an angle of about 45 degrees. We made a stable 5 knots, so we were rather pleased with that. After that we took the Frisian lakes and canals to get to our harbour at the Lauwersmeer, up in the north. We had to repair some electrical engine trouble on the way and noticed it takes some space to manoeuvre. Waiting for bridges with wind from the side was not a real pleasure.



Coaster underway...

In our harbour we cleaned and fixed the ship for the season ahead. We sailed the Lauwersmeer and the Waddensee and found our Coaster a very comfortable and stable ship and really enjoyed being aboard.



Installation of a bowthruster...

In autumn we put her on land to be able to work our plans for the winter. The engine had to be fixed. The engine room was a bath with a mixture of water, oil and diesel. Overhaul of the fuel injectors and pump and replacement of fittings and gaskets solved that sufficiently. The heater (webasto) also needed attention and was overhauled as well. The window in the roof of the steering hut was bad and leaking, so we replaced that as well as the two coloured ones in the cabin roof. Furthermore we are now installing a bow thruster. We like to be able to manoeuvre in a better controlled way. Hannie has spent this winter removing the varnish or what was left of it from the teak decks and side planks. That looks much better now, although it is old. We

think about impregnating the decks with Owatrol D1 oil to protect against too much water coming in the fine drying cracks. During the summer we already fixed the rubber between the planks as much as we could.

Apart from this all we are still exploring our new ship and find out more every time we are working her. We hope to be afloat again in about four weeks and we are looking forward to a new year of sailing in our northern part of the Netherlands.

Regards
Ab and Hannie Doppenberg



No.2 - Argo Navis

As I write this, Argo is only just launched for the 2015 season. I'm hoping I get more time on the boat this year. Due to work commitments last year, I managed only two weekends.

This winter's activities have focussed on the inside and outside timber work. When we got Argo in 2001, we scraped down the outside woodwork and applied gallons of Deks Olje, the Swedish wood oil. It's a two part system where the D1 (thinner oil) soaks and soaks and soaks into the wood before you apply D2 (thicker) finishing coats. We applied around 20 coats of D1 and around 10 of D2. It looked great when finished. Each year it would get a very light sand and three or four coats of D1 plus a couple of coats of D2. It has lasted around 12 years now and has always attracted passing compliments. However, there were few bare bit emerging so the decision was taken this year to scrape back and reapply. But what to use?

After some mulling over, we elected to try International Woodskin. It got a fairly good review in PBO, so we thought we'll give it a go and see how we get on. The metalwork and fittings were removed and the timberwork sanded back and left to dry out for a week or so. The Woodskin is a fairly gloopy mixture which you apply without thinning. Just slosh on.

The first few coats look dreadful but after a while you can see it building nicely. The photo shows the finish after three or four coats. We've applied seven coats and the finish is a pleasant silken finish. Not gloss. Just an nice sheen that suits the timber. Being part oil-based it doesn't seem to go hard. There's still a slight softness to it. We'll see how it fairs during the season.



Finish after 3 or 4 coats...

The other major work this year has been in the saloon where the varnish work was showing some signs of crazing. Early and late in the season, it could turn darker in colour with the damp air. So, having been through the same exercise in the forecabin last year, I decided to sand down and re-varnish. Isn't it amazing how some jobs turn into a bit of an epic?



Ready to go in...!

Most of the timberwork was fine and required only a light sand. The around the loo compartment and below the hatch were much darker in colour for some reason and when I started sanding, the paper quickly clogged up. After a while I thought I had sanded through the teak veneer. However, after some careful examination, I decided I'd sanded through some kind of stain. So I continued to persevere and behold, it came back to the correct teak colour. It then took a whole weekend to sand the darker areas back down to the correct finish. The whole boat was hoovered out (which took as long as the sanding!), the timber wiped down and the first coats applied.

I use an International mahogany woodstain which I mix with the varnish (International Goldspar Satin). It gives a slight redness to the finished colour. So the next few weekends were a case of light sand and re-varnish with at most a 50/50 mix varnish / thinners until it looked like it was starting to build up. On returning one weekend, some areas of the varnish appeared to have reacted with something and had crazed. These were sanded out but I suspect there might have been some kind of reaction with the



woodstain. Anyway, after seven coats, it looks pretty good and I'm very pleased with the loo compartment which is now the correct colour rather than the dark rosewood colour it was before. Various fixtures and fittings were also cleaned / renewed to compliment the finished saloon. All in all, worth the effort inside and out.

This year, we have the usual RHYC musters in Loch Aline and Spelve plus a Club cruise-in- company to the Outer Hebrides. We usually get 20 odd boats attending so it's a very convivial affair. And I hope to try and hook up with John at some point in *Drumlin*.

Iain Clement

No. 14 - *Wombat*

Wombat is at present still in Plouer on the Rance estuary in Brittany.

We sailed her from Newcastle to Brittany three years ago and have been exploring Brittany over the last two years, sailing around the coast and also using Wombat as our "French House" from a base in the Port de Plouer. This is a lovely place to be and Liliane the harbour master/mistress is every bit as helpful as the Channel Pilot suggests, bringing fresh baguette and croissants every morning if you order them the day before. Sailing in Brittany is great but it is not easy to get there from the far North of England, in Newcastle. Scotland is much closer!

We are planning to bring Wombat back to the UK this summer, leaving France in June. Our exact plans are a bit fluid but we aim to move the boat to the Firth of Clyde by the end of the season, or at least for summer 2016, and we want to spend some time on the South coast, particularly Devon, Cornwall and Scillies as we have not sailed there for many years. We went down the French channel coast to Brittany.

We arranged the insurance survey in Brittany last winter by an English surveyor who lives there, and the French yard has done all the minor recommendations. There were not that many considering the boat is 35 years old.

Mind you we have replaced the main mast and rigging before we left the UK and the engine was replaced very successfully by a 50hp Beta 12 years ago.

Are any other Coasters going to be on the South or West coasts this summer. If so we would like to meet up, and plan for Scotland 2016.

Best wishes,

David J



No. 20 - Drumlin

The story of Drumlin, a poor forlorn Coaster 33 in need of some love.

John and Lyn Storey have always been interested in sailing but even more so since buying their house just outside Loch Carron on the west coast of Scotland. It became apparent to both that a heavy displacement boat with long keel would be ideal for this location, preferably with the protection of a pilot house. Additionally they decided that if they were going to sail in north-west Scotland, they would like to be as warm and dry as possible, rather than wait for occasional good weather.

The tale began with meeting Keith Jones, the previous owner of Drumlin through a mutual friend. Keith had owned Drumlin for some years and had her originally moored in north-west England, he sailed her to Lochcarron in about 2009. She was then laid up in Waterloo boat yard, Broadford on the Isle of Skye. At about this time Keith bought his present boat, Island Girl at the Southampton boat show, a beautiful Island Packet SP Cruiser and Drumlin then sat in Waterloo for the next 5 years waiting for a new owner.

Keith, an enthusiastic sailor and always happy to have crew to sail with him, organised a day out on Island Girl with John and Lyn. Keith thought that Drumlin would meet all of the requirements the Storeys had spoken about in their quest for a boat. While the coach roof of a Coaster 33 was not all enclosed, it did provide the protection that the Storeys were looking for. However, they were unsure.



Iain Clement's Coaster No.2 Argo Navis entering Loch Carron

So in September of 2013 they set off with Keith for a day trip to Skye. On the way out of inner Loch Carron they motored into Plockton, where, by chance, a Coaster 33 was moored. The Storeys had in mind either a Fisher or a Nauticat but no finance or budget to stretch to either. On seeing the Coaster their attention was fixed. Maybe this Drumlin was worth a look! Fortuitously on returning to Lochcarron later the same day, Coaster No. 2 "Argo Navis", skippered by Iain Clement and his wife Wendy overtook Island Girl on the approaches to Loch Carron. Keith radioed over and the two yachts pulled along side. The Clements were wonderful, inviting John and Lyn aboard to view their craft; she looked grand,

very well presented with beautiful bright work. Little did the Clements know they had sold Drumlin to the Storeys for Keith. The next day John and Lyn drove to Waterloo to inspect Drumlin and the rest they say is history.

Drumlin had been sitting in the Waterloo boat yard for five years completely exposed to the elements. The exterior woodwork was well incrustated with barely any varnish left intact. The hull was covered in fungus, but in all, fairly cosmetic problems.

However the interior was quite another matter. The coach roof ply had the paint hanging in strips with total delamination of the ply across large areas. The windows were fairly surrounded by moss and much water was entering by them or through the now green canvas which was originally red. It smelt mouldy and diesely as you entered. On entering the saloon, the smell intensified. Five years of water damage plus cycles of heating and cooling with very little ventilation meant the teak ply lining was severely damaged with fungus never before seen. The



Coaster No.20 Drumlin looking rather forlorn in Waterloo yard Skye



cushions were rotting and again, the smell was quite intense. She looked dirty and tired. The aft cabin doors had been removed in order to mend the splitting teak veneer. This meant that more water damage occurred in this cabin.

On the plus side, the old engine had been removed (all be it in the first year of her incarceration) and replaced by a Vetus 42hp which had never run.

What did the Storeys see in her? A yacht originally built to a high specification by a well known boat yard designed by a master. Her pleasing form with canoe stern and of course the essential coach house made her undeniably desirable.

So one month later, the deal was done. Drumlin changed hands and in November of 2013, the Vetus was started for the very first time and Drumlin was motored into Loch Reraig on a favourably high tide. She was guided securely onto a welded cradle on twin axels and carefully (and very slowly) towed into the Storey's garden where she has lain ever since. Work commenced immediately with the Storeys setting a target for re launch as May 2015... this was a pipe dream.

In the next few articles John and Lyn will describe in detail the renovations to Drumlin, the improvements and modifications made to bring her back to her former glory.

John Storey

No. 22 – Jorgia

Iain Clement telephoned Trevor George one evening as an email from Rosemary Prior indicated he'd lost contact with the Club. Trevor is owner of *Jorgia* (Number 22). He reported that he had decided to move the boat up to Clevedon from his previous base on the Tamar. He indicated he hadn't done much sailing last year but was hoping to have a bit more luck this year.

Trevor also reported having made contact with the possible new owner of *Peggy Rose* (Number 40). After trying repeatedly to get details from the marina, he left a note for the new owner, believed to be Alan Chapman, who then got in touch. Trevor was able to help the new owner locate various bits and bobs on the boat. Iain has asked Trevor to encourage Alan to get in touch with the Club.

No. 30 - *Baroness*

Well where to begin, since purchasing the *Baroness* back in September 2013 the list of jobs, and the learning curve especially for me (Dawn), we think are reducing but also many we could have completed easier if we knew what we have learnt over the time and if we have joined the Club earlier. Some of the larger jobs we have undertaken was fitting new fuel tanks, removing antifouling and taking the water line back to the gel coat, re-wiring and fitting an Inverter charger, new sails, removing and replacing the wheel house roof, removing and replacing all windows, are but just a few!



The roof comes off...



If we had known our wheel house roof would have come off so easily, we would have removed the engine (OM636) and fitted new tanks but no! what we did was remove the old tanks (what fun) have new tanks (smaller) made by BoatWide SL and fitted whilst engine in situ, renewed all diesel pipes and included a 1 ½ inch balance pipe so we can fill from either side. Whilst the tanks were out, we fitted new engine sound proofing. What a job, my idea of out at sea with the sails and dolphins were far from my mind being rather small, I fit in the engine bay where others can not fit!! Also we are rather jealous of Iain when he kindly emailed photos of his (then empty) engine bay.



The damage...

Job's for this year, exterior wood, We are thinking of using Coelan, rather pricey but had good feedback from owners in Spain (good UV protection). If anyone has used this product would love to hear your thoughts! The deck needs painting, gel coating and new tread master but this might not be finished this year.

Where most owners in the UK have just launched their yachts and thinking of this season, I'm afraid the Baroness has to go onto the dry dock due to damage sustained in the Marina in high winds, it could have been a lot worse! But due to the Marinas' ropes breaking, she now has slight gel coat damage on the bow and damage on port quarter teak gunwale approx. 1.5 meters. At the same time we will have a bow thruster fitted, so we can go astern with I hope a little more control.

Once we get her back into the Mediterranean, hopefully this year we will get over to Mellilla , if not it will most probably be local as it get very warm on board in July and August.

Have a good sailing season all,

John & Dawn

No. 47 - Sunset

Living in Germany with Sunset based currently in the UK tends to focus the maintenance into either the start and ends of trips or places it into the hands of others. This winter has seen a bit of both with some new sail and cockpit covers and our own preparation for moving Sunset to a new home.

The sort of long term plan is to bring Sunset to Germany and sail the Baltic. There's no hurry which is why we are going the long way round up the West Coast of the UK. Plymouth was where we bought Sunset and started the journey, enjoying a year sailing the coast between Torbay and Penzance.

Year 2 will be spent in South West Wales and below summarises the trip that got us there.

We left Plymouth on the 25th March after two days of preparation and had a good journey to Fowey though a rough night on the pontoons. Weather looked ok for Falmouth and then onto Newlyn over the next two days and indeed we got to Newlyn as planned though with winds reaching the top of the Met Office predictions and a sea state after the Lizard on the 17 miles to Newlyn that we could have done without. Still we got there in one piece with only an upturned dinghy as a downer along the way. This would have been ok but we were towing it behind Sunset at the time, with the outboard fitted.

The forecast thereafter kept us in Newlyn for a week. Stripping the outboard and patching up the dinghy which after a particularly rough night ended up with a 4inch tear in the fabric kept us busy.



Sunset in Newlyn...

Finally the forecast gave us F5/6 occ 7 but with a Variable 3 later and we set off to round Lands End. Runnel Stone at HWD-2 and the wind and sea state were ideal and with the following tide for the next hours we should have comfortably made St Ives. We made St Ives but not comfortably as when we reached Lands End and later Cape Cornwall we were in high seas with a F8 gale. A few hours later we reached St Ives, picked up a mooring buoy and had a more settled but rolling raucous evening as the ships contents including us shifted from side to side. Then, at midnight, it all changed and peace descended.

Easter Sunday morning was a glorious, F3 and no swell. We left early in the morning reaching Padstow in beautiful sunshine and with a couple of hours to spare until high water. Mooring up inside the inner harbour after the last couple of days was bliss.

Easter Monday, as soon as the harbour gate was open, we headed out and sailed to Lundy Island. Best day of the whole trip with blue skies, F3 on the side and dolphins using Sunset as their playground. We anchored in Jenny's cove, Lundy and despite the light variable wind had another rolling night which we could only put down to tides and reflected waves off the cove walls.

We upped anchor at 4am the next morning with a day of light winds but with occasional fog patches forecast. Two hours into the journey we hit a fog patch, 5hrs later we came out of it just as we crossed the entry point into the Milford Haven estuary. From here it was a 6 mile run to Neyland, the contrast in weather couldn't have been more striking. Not a cloud in the sky.

Paul & Chris Hart

No. P2 - Osprey

Richard Bernard

Iain Clement has been corresponding with Richard Bernard, the new owner of *Osprey* (formerly *Catch-E*) (Passagemaker Number 2). Since buying the boat, Richard has been working through the many jobs that need doing. He is currently considering which anchor to go for, to replace the one that came with boat with current favourite emerging as a Bruce.

After a few trips he thinks the boat needs ballasting by the stern as she wanders when motoring. He wonders if other owners have noticed the same issue?

His major job at the moment is arranging for a new engine to be fitted. He's gone for a Beta 50hp. Hopefully, Richard will keep members up to date on progress of the refit.



Welcome Aboard

In the last few months, a number of boats have changed hands, so we welcome new owners:

- **Richard Bernard** who has purchased Passagemaker Number 2 *Catch-E*, having been attracted to the pilothouse layout. He and his wife have changed the name to *Osprey* and are current refitting the boat which will be based in Wivenhoe, Essex.
- **Mat & Natalie Davies** who have bought Number 44 *Andamouka* from Russell Winn. They plan to keep the boat at Falmouth Premier Marina.
- **Anna Cooke** who has purchased *Annie III* from John Dodshon. We have invited Anna to join the Club.
- **Ab and Hanny Doppenberg** who have bought Number 1 *Coaster* from the Tuinman family in Genemuiden. They keep the boat in Dokkumernieuwezeilen, Lauwersmeer, Netherlands.

Over the last couple of months, we've also be fielding queries from the USA from potential buyers for Number 39 *Puffin* which is currently for sale in Maine.

Finally, we've had the following enquiry this week from Winifred Naschwitz. Can anyone help out? Please get in touch.

*Hi,
I live in Perth, WA, but am originally from SW Germany . I have been club racing a 26 and 32 foot yacht in Perth for the last 15 years. In a few years' time I plan to spend my semi-retirement sailing the Med, Baltic and the canals and rivers in between during the European summer months. I am looking for a seaworthy motorsailer with reasonable sailing capabilities, strong engine and safe passage making. The Coaster 33 is on my short list. I wonder if any of your members would be prepared to take me on board for a day to get a feeling to this type of boat. I'll be in Germany from 10 May to 2 June and happy to hop across the channel should a 1-day crew position become available.*

Regards,

Win



Change of Ownership

We believe the following boats for sale. If you are aware of these having been sold, please contact the Webmaster. Equally, if you are aware of other boats for sale, or even considering selling your own boat, please get in touch.

1979 Coaster 33, Hull Number 25 - Araby Maid

For sale through [Apollo Duck...](#)

- Current Price: £ 37,500
- Located near Dunoon, Scotland

1977 Coaster 33, Hull Number 23 - Buffel

For sale through [The Yacht Market...](#)

- Current Price: € 39,000EUR
- Located in Stavoren, Netherlands

1979 Coaster 33, Hull Number 31 - Aquila of Colne

For sale through [Apollo Duck...](#)

- Current Price: £ 39,950
- Located in Milford Haven Pembrokeshire, United Kingdom

1986 Coaster 33, Hull Number 40 - Peggy Rose

For sale through [Right Boat...](#)

- Current Price: £ 27,500
- Located in Plymouth, United Kingdom

1982 Coaster 33, Hull Number 39 - Puffin

For sale through [Cannell, Payne & Page...](#)

- Current Price: \$ 62,500
- Located in Maine, United States

Owners List

If anyone has updates for the Owners List, then please get in touch. The updated one (April 2015) is attached.



Website

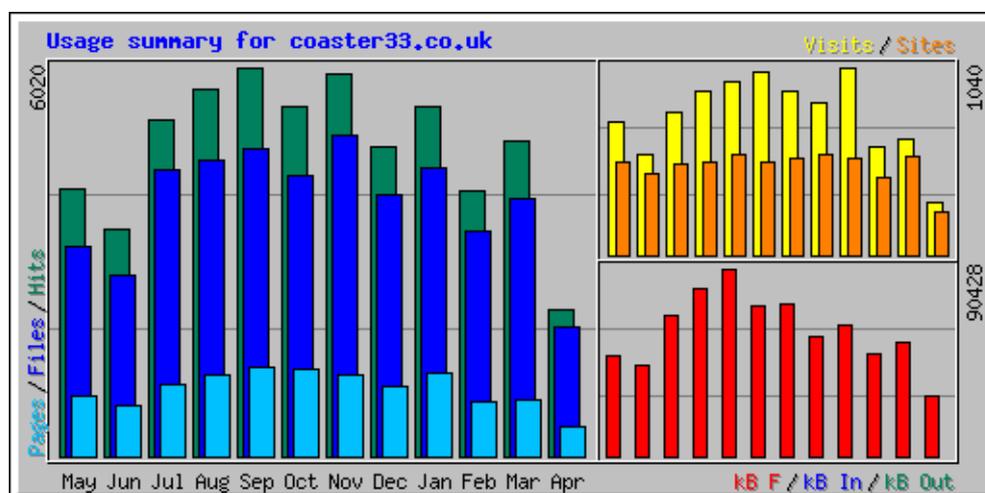
As you will be aware, the Club has a website (www.coaster33.co.uk). It has been very useful for folk looking for information about the class. Even *Practical Boat Owner* magazine!

The site includes a general enquiries email address which forwards queries onto John, Dawn, Paul, David and myself. It has proven very successful for initial enquiries from prospective buyers.

I'm always on the look out for new material so please email through a photo of your Coaster and I will upload to the website.

Meanwhile, you might be interested (and amazed) in the following statistics for the website, reflecting traffic to the site over the last year (Source: UKServers Account Manager).

Usage Summary...



Search Activity...

Summary by Month												
Month	Daily Avg				Monthly Totals							
	Hits	Files	Pages	Visits	Sites	kB F	kB In	kB Out	Visits	Pages	Files	Hits
Apr 2015	161	142	33	20	241	29352	0	0	289	466	1992	2265
Mar 2015	157	128	28	20	546	54508	0	0	643	888	3984	4869
Feb 2015	147	124	30	21	433	48932	0	0	598	859	3480	4121
Jan 2015	174	144	41	33	540	63200	0	0	1040	1301	4469	5404
Dec 2014	154	130	34	27	553	57670	0	0	840	1071	4057	4787
Nov 2014	196	165	42	30	533	73531	0	0	903	1270	4967	5908
Oct 2014	174	140	43	32	513	71994	0	0	1018	1351	4358	5399
Sep 2014	200	158	46	32	562	90428	0	0	961	1380	4767	6020
Aug 2014	183	147	40	29	519	80388	0	0	905	1257	4569	5691
Jul 2014	167	142	36	25	509	67618	0	0	790	1116	4432	5191
Jun 2014	117	93	26	18	450	43994	0	0	554	797	2816	3526
May 2014	133	104	30	23	517	48874	0	0	741	941	3243	4127
Totals						730488	0	0	9282	12697	47134	57308



Search Origin...

reqs	%bytes	domain
9201	31.70%	.com (Commercial)
5673	22.47%	.net (Networks)
3394	14.75%	[unresolved numerical addresses]
1726	9.24%	.br (Brazil)
908	3.86%	.uk (United Kingdom)
837	3.31%	.de (Germany)
548	2.77%	.nl (Netherlands)
339	1.68%	.it (Italy)
237	1.26%	.es (Spain)
138	0.71%	.pt (Portugal)
111	0.55%	.se (Sweden)
931	0.54%	.fr (France)
95	0.52%	.ru (Russia)
99	0.50%	.ar (Argentina)
85	0.46%	.hr (Croatia)
105	0.40%	.fi (Finland)
69	0.40%	.mx (Mexico)
77	0.39%	.ch (Switzerland)
65	0.38%	.uy (Uruguay)
88	0.35%	.au (Australia)
38	0.26%	.th (Thailand)
74	0.25%	.cz (Czech Republic)
51	0.22%	.hu (Hungary)
64	0.21%	.tr (Turkey)
44	0.21%	.pl (Poland)
38	0.17%	.gr (Greece)
30	0.17%	.id (Indonesia)
33	0.17%	.ca (Canada)
24	0.16%	.cl (Chile)
35	0.16%	.in (India)
36	0.15%	.be (Belgium)
39	0.15%	.ie (Ireland)
30	0.15%	.jp (Japan)
45	0.13%	.dk (Denmark)
20	0.11%	.ph (Philippines)
20	0.11%	.gt (Guatemala)
20	0.11%	.py (Paraguay)
13	0.11%	.ro (Romania)
15	0.10%	.no (Norway)
32	0.08%	.org (Non Profit Making Organisations)
19	0.07%	.gov (USA Government)
10	0.05%	.za (South Africa)
10	0.05%	.co (Colombia)
10	0.05%	.sm (San Marino)
10	0.05%	.lb (Lebanon)
10	0.05%	.ma (Morocco)
10	0.05%	.mk (Macedonia (Former Yugoslav Republic))
4	0.05%	.ag (Antigua and Barbuda)
27	0.03%	[unknown domain]
1	0.02%	.ua (Ukraine)
6	0.02%	.cn (China)
1	0.01%	.nz (New Zealand)
1	0.01%	.ky (Cayman Islands)
1	0.01%	.tt (Trinidad and Tobago)
11	0.01%	.sc (Seychelles)
2	0.01%	.ee (Estonia)
4		.cr (Costa Rica)
1		.vn (Vietnam)
1		.il (Israel)
1		[domain not given]
1		.edu (USA Higher Education)



Topics For Discussion

Anchors

One of the topics for discussion amongst owners (and from prospective buyers) has been around which anchor offers the best replacement for the original Halls pattern. This is probably a discussion in itself and perhaps should be qualified by suggesting that it is the down to personal preference and the nature of the area in which you sail.

There are many anchor types now available, from the traditional CQR through to the more modern Spade and Rocna types.

So tell us, which anchor do you use and why? Share your experience and suggestions with fellow owners.

First Reply from David No.14 (Wombat):

I was interested to hear of the anchor discussion. I agree the standard anchor of which we have a more recent replacement is not ideal. Does the Bruce fit? I would like to know more about anchor experiences!

Gas Locker

The other ongoing topic for discussion with owners is that of where to carry the gas bottles. Each owner has probably got their own solution, but which is best?

Let us know.

Subscriptions

In the last few years, the Club elected to take a holiday from charging a joining fee (£10) and a membership fee (£5pa). This on the basis that the Club was in good financial health.

Rest assured, the Club remains in good health but with a number of boats changing hands perhaps indicating increased interest in the class, we have been requesting a joining fee of £10 from new members. This modest sum gets paid into the Club's account, currently held with Barclays bank. It's not so much serving a funding need but the principle of the thing.

The running costs of the Club are minimal as we largely exist in the ether. We have no clubhouse, no assets to speak of and keep in touch mainly by email. Therefore, there are no plans to reintroduce the annual subscription.



Next Newsletter

So what do you think? If you enjoyed hearing from other Coaster owners and wish to pass on the benefit your own experiences (good or bad), then get in touch and send us your news.

The next Newsletter will be in the Autumn, probably towards the end of October. Please send submissions to Dawn Bennett at dawnbennettworld@hotmail.com.

Contact Details

Don't forget to let us know of changes of address / email / contact details.

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30th April 2015