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NIEUWSBRIEF

NELSON BOAT OWNERS CLUB **JAARGANG 3 / NUMMER 4 / DECEMBER 2009**

P5
Underway near
Muiden

Preamble

As your secretary I am pleased to say we have another successful year with our various social gatherings. The year started with our annual winter lunch at the House of Lords in early April. Over 50 members and their guests came including some from overseas and they were welcomed by our Commodore, Lord Montagu. Photographs show the ambience of the setting with river Thames alongside.

The next event was the Annual Rally held at Bembridge which had an excellent turn out with good weather. A lunch took place at the Royal Yacht Squadron on Friday and the ever popular BBQ was held at the Bembridge Marina at Saturday lunchtime. In the evening we had our Annual Dinner at the Bembridge Sailing Club where they looked after us extremely well with the AGM the following morning in BSC old dining room. The following weekend saw a small Nelson rally in Paris with a land party of 6 taken by myself by car to join them. Sonia James's account is given later in this newsletter.

I would like to thank Adriaan Roosen who is secretary of the Dutch Members for his help and co-ordination between our membership. Next Year 2010 the Winter Lunch at the House of Lords is on **Thursday 25th March and the Rally is the weekend of 11th, 12th & 13th of June at Bembridge.** In 2011 it is hoped to have an East Coast Rally with Dutch members attending, probably the middle weekend of June. I very much hope the pictures that have been shown of people enjoying themselves will encourage others to come to our events which are being attended by new members every year. Meanwhile I would like to wish you all a Happy Christmas & New Year.

Simon Mayes, Hon. Sec.

Commodore Lord Montagu

Summer rally in Bembridge

Honorary Secretary Simon Mayes

Preamble

Dear members,

In 2009 the club had 2 very successful events. The winter event in Rotterdam organized by Pieter Taselaar was very well attended and it was particularly hart warming to see the significant group of British members that made it across for the weekend. The rally in Muiden was the other highlight and was organized very well by Louk and Marijke Vrijenhoek. You will find the reports of both events elsewhere in this newsletter.

iT is the first time that we are co-producing the newsletter with the British membership. As a result this newsletter will now be send to all the members in the UK as well as in the Netherland and in Germany. The Dutch membership increased during the year from 28 at the beginning of the year to 34 at year end. During the year some boats were sold (Kluut-Nelson) and others are for sale as I am writing this report. Selling a boat in the middle of a global financial crisis is not a good thing but boats are being sold which tells me that the Nelson marquee continues to be a very desirable boat with a value that has not dropped by much.

During the year there was sad news as we mourned the death of Elie Taselaar of Bambola and Sytze Douma of Mustang. We have lost two very dear friends. They do leave us with many good memories of their great personalities and enthusiasm for our club. Please read the In Memoriam in this newsletter.

In 2010 the Dutch-German section as such will have its 5 year anniversary. We do have an exciting program and you can read all about it in this newsletter. I hope to see many of you during next year's events. Owning a Nelson is precious to us all. We enjoy running our boats but the pleasure of the company of like minded Nelson Club members from every corner in society, has the ability of making this experience truly unique and rewarding.

I wish you a very happy Christmas and a great 2010!!

Adriaan Roosen

Schedule of Events 2010

Friday February 5th, 2010 – Holland Chapter

Visit Damen Ship Yards (www.damen.nl)
Avelingenweg west
2402 MS Gorinchem
Host: Mr. Kommer Damen, Chairman
Arrive at 14:30 am for 2 hour tour followed by dinner in Woudrichem
Transport from Gorinchem to Woudrichem on Damen Fast Crew Tender
(weather permitting)

Organised by Han van Zanten - ESPERANZA
(h.v.z@worldonline.nl)
Sign up via email: Adriaan Roosen – STERN at aroosen@wxs.nl

DAMEN shipbuilding activities include a wide range of products, such as tugs, workboats, patrol craft, cargo vessels, dredgers and even mega yachts and fast ferries. The company has 7,000 employees around the world. Product design and engineering are carried out in-house and a broad range of designs is available. With more than 30 shipyards and related companies all over the world, Damen are involved in new construction as well as maintenance and repair activities. In addition, they provide a broad range of associated maritime services.

Thursday March 25th, 2010 – London

Annual lunch at the House of Lords
Sign up: Simon Mayes, Honorary Secretary in writing or via email nelsoneng@btinternet.com

Weekend June 11-12-13th, 2010 – Isle of Wight
Annual summer rally in Bembridge/Cowes
Sign up: Simon Mayes, Honorary Secretary in writing or via email nelsoneng@btinternet.com

Weekend June 18-19-20th, 2010 – Holland Chapter

Annual summer rally in Dordrecht
Organised by Andries and Janette de Nachtegaal – CLAIRE of RHUE (amdenachtegaal@hetnet.nl)
Sign up via email: Adriaan Roosen at aroosen@wxs.nl

IN MEMORIAM

Dit jaar namen wij in Nederland afscheid van twee zeer geliefde leden van de club.

Op 22 maart overleed Elie Taselaar. Naast Pieter was Elie de super enthousiaste Nelson vaarder op Bambola. Zij werden trouwe bezoekers aan de rallies van de Nelson Club in Cowes en in Bembridge en daarmee ook bijzonder populair en geliefd bij de Engelse leden. Twee jaar geleden bleek dat nog eens toen een groot aantal schepen uit Engeland naar Zierikzee kwamen op de door Pieter en Elie georganiseerde rally. Zij was toen al ziek maar Elie sloeg zich overal met flair doorheen en was een voorbeeld voor ons allemaal.

Op maandag 24 aug overleed op 79 jarige leeftijd Sytze Douma overleden. Varen was Sytze's lust en leven. Vanaf de oprichting van de Nelson Club in Nederland waren Sytze en Hetty hele enthousiaste leden. Bij de verschillende rally's was de Mustang immer van de partij. Altijd was Sytze daarbij nadrukkelijk aanwezig, op het water, in het restaurant, maar - voor velen verrassend - ook achter de piano als ervaren entertainer en begenadigd pianist. Wat ons nu rest zijn de vele herinneringen aan een warm en betrokken man. De vlag op de Mustang was half stok in Harlingen waar Sytze wordt gemist door Hetty en zijn vele vrienden en bekenden.

Elie en Sytze, mogen zij rusten in vrede

In 2009 we said goodbye to two beloved members of our Nelson Club in the Netherlands.

On March 22nd Elie Taselaar passed away. Elie and Pieter were the truly enthusiastic owners and inseparable crew of Bambola. They visited many of the rallies in Cowes and Bembridge and they became very popular among the UK members. This was very evident 3 years ago when many UK members came across to attend the Dutch rally organized by Pieter and Elie. She was already seriously ill then but she remained utterly charming and full of plans for the future and thus an example for all of us.

On August 24th our friend Sytze Douma passed away at the age of 79. Sytze was the enthusiastic owner and skipper of his Mustang. The sea was Sytze's great passion. Ever since the start of the nelson club in Holland Sytze and Hetty were enthusiastic members and on the Mustang they became regular visitors of our rally's and events. Sytze was always the heart of the party where he showed his other side: a very talented piano player and entertainer. We are now left with the many good memories of a warm and engaged man. In Harlingen the flag on the Mustang was half mast as he is sorely missed by Hetty and his many friends.

Elie and Sytze, may they rest in piece.

NELSON BOAT OWNERS CLUB

JAARGANG 3
NUMMER 4
DECEMBER 2009

Deze nieuwsbrief wordt u aangeboden door Herman en Hennie Postma van:
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Muiden Summer Rally

Nelson Rally to Paris 2009

21 June Bembridge to Le Havre – 82 miles – 7 hours
We left the Rally at Bembridge to the sound of horn blasts, and then we were off around the cardinals off Bembridge Ledge. After about 4 miles, we followed a course of 150 degrees for 81 miles! The weather was fair, sea state slight and wind SW F3. We enjoyed a fantastic sea crossing and the shipping lanes had been pretty quiet too. Filling up with fuel at LH was interesting; self-service using a credit card, which only permitted a 133 Euro spend at a time!

22nd June Le Havre to Rouen – 113 km – 8 hours
Departed at 07:30 to catch the flood tide up the River Seine to Rouen. To avoid the shallows, we travelled in an arc from LH to reach the Chenal de Rouen. Wind NW2 and a beautiful morning, we passed by the famous and very pretty little port of Honfleur, until we entered the Chenal, when thick fog surrounded us.

Just as we saw the famous Tancarville bridge, the mist began to lift to reveal a bright blue sky, and we meandered along the lazy curves of the Seine, up to La Bouille (where the spring bore tide is recorded each year).

There were almost no mud banks, even at low tide when we entered the river; indeed it was not obvious that it was tidal at all, except for the strong flood tide that carried us all the way to the first lock above Rouen. Also absent from the 85 mile tidal section, were any leisure boating facilities (and these were not much better on the non-tidal section either!).
The speed limit up to this point is 28kmph, reducing to 14kmph to Jeanne d'Arc Bridge at Rouen. As we got closer to Rouen, the

landscape changed to high chalky cliffs with wooded summits.
Lofty industrial silos, potash and cement works, power stations, and RoRo cargo vessels, then consumed both banks of the river on the outskirts of Rouen. Although the river is still used as a commercial waterway for sea-going ships and inland waterway barges, the latter often running as tandem pairs, the traffic is not enough to cause the leisure boater any anxiety.

As we entered the city, we passed under all the bridges comfortably with our air draught at 6.9M. We had to continue to travel upstream, past the Ile Lacroix, to reach our mooring at Halte Plaisance de Rouen. The facilities at HPR were basic but at least there were two showers!

23rd June Rouen to Vernon – 92 km and 2 locks - 8 hours
This time, we travelled downstream around the island, to face the oncoming tide. The speed limit here through to PK233 is 12kmph, increasing to 18kmph almost all the way to Paris.

En route to our first lock at Amfreville, we overtook a huge hotel vessel, Renoir, only to be instructed by the lockmaster on arrival that we would have to wait for Renoir to go into the lock before us. The locks are filthy and our ropes and new fluffy fender sox were covered in green and brown sludge in a matter of seconds. Some of the homes along the river were absolutely stunning, and one part of this riverside reminded me of Henley on Thames, with its grand houses and rolling lawns.
We passed through Les Andelys which is very picturesque, with its medieval buildings. The ruined castle, overlooking Petit Andely, was built by Richard the Lionheart in 1196 in one year. Arriving at our

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Nelson Rally to Paris 2009

second lock was a bit worrying, because it was nearly 7pm (when the locks close, until 7am the following day). However, Admiral Gamsa's charm won over the lockkeeper and the gates were opened. All tied up safely, the real reason for the lock remaining open then became apparent; Renoir was approaching behind us!

Our hearts were in our mouths as we watched Renoir steadily manoeuvre in behind us. We arrived at Vernon and tied up along the stone quay. We were just beginning to relax when, in the evening dusk we spotted a large vessel moving towards us. Yes, you've guessed it; Renoir had turned up and wanted to tie up on the piles adjacent to the quayside!! There was complete pandomonium as we all cast off to get out of the way pdq!
On the other side of the river there were a few small pontoons, but

the water was very shallow. I am sure that it will come as no surprise to you however, that our Admiral was invited by the Capitaine to raft alongside Renoir, and within 30 minutes he had been invited aboard to view her engine room!

24 June Vernon to Port Saint Louis – 69 km and 1 lock – 5 hours
The next morning the girls visited the Monet gardens at Giverny.

Vernon itself has a few medieval buildings and also offers a number of small supermarkets and excellent boulangeries.
We set off from Vernon, looking forward to being in a marina for the next night. Sleeping alongside the quay at Vernon had been disturbed by the spasmodic slaps of the wash caused by passing barges. The PSL marina is surrounded by a huge gravel pit, but opposite on the far side of the river is a wooded hill, dotted with pretty houses. The pontoons are a bit rickety and some of the pontoon cleats were wobbly. However, the marina was protected from the wash of passing barges and a cool breeze soothed us after the day's temperature of 30°C.

25 June Port Saint Louis to Paris Arsenal – 81 km and 4 locks – 8 hours
The following morning, we were greeted with a wonderful surprise. Our Admiral had cycled many kilometres for freshly baked croissants and baguettes for all of us. Imagine the surprise of the village boulangerie, when an Englishman turns up on a bike, and orders 36 croissants and 10 baguettes! The 3 locks en route to Paris were hard work, especially since there were few bollards, but we were rewarded with a fitting climax to our journey, as we passed under the multitude of variegated bridges, fine buildings and statuary that lined the banks.

As we approached le pont des Invalides, we were obliged to slow down to just 3 knots. At one point, there were three tripper bateaux behind us and a barge coming the other way. The Nelson fleet pulled over close to the bank to let the vessels pass. Holding station, cramped between two bridges, was difficult to say the least! We finally moved on, under the ancient bridges in the narrow canal around the Ile de la Cite. It was magical! People on the banks were amazed at the sight of five Nelsons, all flying their Union Jacks, meandering through this historic and most beautiful part of Paris. As we emerged from the canal, the lock to Paris Arsenal came into view. We had travelled some 200 nautical miles from Honfleur to Paris, but

the sheer size of the Seine had not really registered, until you realise that it is longer than the entire navigable length of the Thames from Lechlade to Sheerness.

27 June – Paris Arsenal
Adriaan and Karen had flown in from the US, and their daughter Emily also joined us. Simon had driven over from the UK with Gill (Mrs Admiral), Christine, and the lovely George and Ann (Lyme Lady). What followed next was rather special and unforgettable. Our Admiral (Paul Gamsa), our Lieutenant (David) and Steve (Out of the Blue) had been secretly practising for a cabaret which they presented for our entertainment on the quayside. Our Admiral set up his electronic keyboard, and the Nelson guests were invited to a "bring a bottle soiree".

The first number was sung by the trio, with the fleet joining in the chorus of the "Streets of Paris" (or "Streets of London" as it is usually known). Sonia and Jon of DD were then invited to sing "I Will Survive" after their quarrel at Vernon a few days earlier! This was followed by a moving rendition of "Yesterday" sung by Gill and a heartrending "Lady in Red" by David to Christine. The finale "You are so beautiful" was sung by our Admiral to a fair lady, Joanna (aka John Clarke from DD crew), who was beautifully dressed in a white flowing tunic!

Our farewell dinner was at the restaurant, situated at the other end of the Arsenal. It was a wonderful evening spent reminiscing; our journey had been very much enhanced by travelling in company with the Nelson fleet, punctuated by much banter on the radio, and led so ably by Paul Gamsa on Seiren. It was also an opportunity for us to present Paul with a number of gifts, as a token of the fleet's admiration and thanks.

Sonia James (Deeply Dippy) and Aidan de la Mare (Windrift of Wight)

The fleet:

-	Deeply Dippy	-	Out of the Blue
-	Seiren	-	Soundtrack
-	Windrift of Wight		

Muiden Summer Rally

De zomerreünie werd dit jaar gehouden in Muiden bij de Koninklijke Nederlandsche Zeil & Roeivereeniging met als gastheer en –vrouw Louk en Marijke Vrijenhoek van de "Lord Nelson".

Vrijdag
Op vrijdag arriveerden een zestal schepen onder hen ook de Seiren van Paul en Gill Gamsa. Hun aanwezigheid en die van Steve en Grietje Brenner, te gast bij Andries en Jeanette van de Claire of Rhu, gaf aan het geheel een internationaal tintje. De deelname van de volledig gerestaureerde P5, van Bert Dolk, liet zien wat je met een oorspronkelijke pilotboot kunt doen. De familie Huisman met de Flyer moest door technische problemen afhaken, maar Hans en Alice meldden zich de zaterdag wel als bemanning voor de "predicted log rally" en het verdere programma. De vrijdagavond was er een gezellig samenzijn met de bekende "pot luck" in het clubhuis van de jeugd van de Koninklijke. De contacten versterken zich per evenement en resulteerden later op de avond in een samenzang a.b. van de "Seiren" waar Pieter Taselaar zijn muziekale kwaliteiten toonde op de keyboard als begeleider van het gelegenheids "Koor".

Zaterdag – Predicted Log
Zaterdagochtend werd om 11.00 uur gestart voor de rally, welke uitgezet was door Hans en Louk. Achteraf bleek, dat de heren de rally uitgezet hadden aan de hand van een oude kaart van het Markermeer en zelfs de mijlen verkeerd hadden berekend. (Twee keer zoveel als in werkelijkheid!!) Maar dit deerde de deelnemers niet. De Esperanza met Hans en …. namen het zekere voor het onzekere en voeren al vroeg uit om hun snelheid/ toerental vast te stellen voor de te varen route.
En wat bleek tijdens de prijsuitreiking?? Dat ook dit keer een goede voorbereiding de enige weg is naar succes en zo gingen zij met de eerste prijs naar huis.!! Adriaan en Karien hadden hun kinderen uitgenodigd wat goed van pas kwam, want op deze manier waren er ook genoeg controllers.

Zaterdag – Pampus & Dinner
Om 14.15 uur was de afvaart naar Pampus met 24 man/vrouw aan boord van de P5.
Met een snelheid van 25 knopen vlogen wij over het water wat menig passagier in de kuip een nat pak opleverde en alom grote hilariteit Een zeer interessante rondleiding werd afgesloten met een consumptie en appelgebak. De genoeglijke borrel a.b. van de "Lord Nelson" werd gevolgd door een uiterst geanimeerd en smakelijk diner op de sociëteit van de Koninklijke, met als hoogtepunt de prijsuitreiking.
De reünie werd zondagochtend afgesloten met de ALV, waarna een ieder zijns weegs ging.

Louk en Marijke Vrijenhoek

The 2009 rally by the Dutch membership was held in September at the Royal Sail & Rowing Club in Muiden, hosted by Louk & Marijke Vrijenhoek, Owners of Lord Nelson (a Nelson 45)

Friday
On Friday the 6 participating Nelson's arrived from as far away as Zierikzee (P5 & Seiren) and Bygrave (Steve & Grietje Brenner on Easyjet) –staying on Claire of Rue. Seiren gave the event its international flavor thanks Paul and Gil Gamsa! Another highlight was the arrival of Bert Dolk's P5, a completely rebuilt yacht with the hull of the original pilot boat. Although Flyer (the Huisman yacht) was in the yard, Hans and Alice did make an effort on Friday and on Saturday and it was great to have them. On Friday evening we had our – now traditional – potluck dinner in the clubhouse of the juniors members of the Club. This clubhouse is at a beautiful spot overlooking the IJselmeer and a good time was had by all.
The evening then proceeded on Seiren with Paul Gamsa and Pieter Taselaar leading the community singing with both playing Paul's keyboard (which is a fixture on Seiren)

Saturday – Predicted Log
We started at 11am on a track which was devised by Louk and Hans. Little did we know that they had used an old chart (shame on Louk for not keeping his charts updated on Lord Nelson). They also made a calculation error in deciding the total distance (missed it by 100%). Nevertheless, the competitive spirit of certain members came through when Esperanza's Han van Zanten left the jetty at 7:30 am for a practice run and to decide the ideal revs/speed mix for his boat. Adriaan & karien had brought along the family and that came in handy as they pitched in as controllers, crew and official photographer.
There is a value in being prepared as Han and Jannie went on to claim first price for Esperanza.

Saturday – Pampus & Dinner
In the afternoon we left for a tour on the historic Island Pampus. The entire group boarded P5 and Bert then took her up to 25 knots with >30 passengers on the boat! Staying in the cockpit became a very wet affair indeed because of the spray and some of the photo's will attest to the fact that the nickname "Bembridge submarine" is one that was earned for a reason. On the Island we took a very interesting tour of the historic fortress followed by tea and an equally wet ride back to the main land.
In the meantime the weather had brightened up a lot and we convened on Lord Nelson for drinks. This was then followed by a lovely dinner, speeches and good cheer. It was sad to have to declare the rally closed on Sunday with boats and members disappearing in all directions until the next time we'll meet!!

Louk and Marijke Vrijenhoek

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Pictures Muiden Rally & Wedding Andries and Janette

Muiden Rally

Andries and Janette getting married aboard their Claire of Rhue

Winter-Nelson-Reunie op 28 februari 2009

Om 10.oo uur verzamelden zich 24 Nelson-liefhebbers in het Maritiem Museum te Rotterdam. Na een kop koffie werden we rondgeleid door twee enthousiaste vrijwilligers, waarvan een engelstalig ivm de grote groep engelse gasten.

Het was opvallend, hoe vaak Engeland en Holland in de afgelopen eeuwen problemen met elkaar gehad hebben. Blijkbaar waren we in de jaren 1867-1868 heel goed met elkaar, want in die jaren werd het ramschip "de Buffel", dat ook bezocht werd, gebouwd in Glasgow.

Na een korte wandeling kwamen we bijeen in de societeit van de Royal Row & Sailing Club "De Maas", een prachtig gebouw uit 1909, direct aan de Maas gelegen.
Na een drankje in de bar-hoek gingen we aan tafel in de Flyer-zaal. Deze zaal bevat twee modellen van de Flyer 1 en de Flyer 2, de zeiljachten, waarmee erelid Conny van Rietschoten twee maal de Whitbread-race (nu Volvo-race) om de wereld won.

Bijzonder voor onze club is, dat beide schepen gebouwd werden door Wolter Huisman, de vader van Alice en echtgenoot van moeder Ali. Helaas waren beide dames niet aanwezig in verband met zakelijke verplichtingen, maar werden ze goed vertegenwoordigd door Hans, de echtgenoot van Alice.

De lunch werd verlevendigd door enkele toespraken, onder andere van Paul, nadat hij een collectors-item had ontvangen, dat uit het kasteel in Cowes was ontvreemd. Pieter ontving van onze voorzitter een tekst voor in Bambola:

"Oh God be good to me, Thy sea is so wide and my ship is so small", een tekst, die wij ons allen ter harte kunnen nemen.
Een verrasing was het glas wijn, dat we aangeboden kregen van Marijke, die nota bene deze dag haar ??ste verjaardag vierde.

We kunnen terugzien op een fijne bijeenkomst van een club van goede vrienden en vriendinnen.

Pieter Taselaar

At 10am a group of 24 Nelson club members assembled at the maritime museum in Rotterdam. In attendance from the UK were Paul & Gil Gamsa, Steve & Grietje Brenner, George and Anne Ricketts and Graham and Julia Hitchcock.

The museum has a very nice collection and the tour guides were very informative. It was striking to see how well the Brits and the Dutch were getting along in the 19th century as we had the navy ship “De Buffel” built in Glasgow.

After the tour it was a short walk to the club house of the Royal Row & Sailing Club “De Maas” in a beautiful historic building that dates back to 1909. From the restaurant there is a striking view across the Maas river with its Very busy commercial traffic.

We had lunch in the Flyer room. Flyer 1 and 2 are the boats that honorary member Conny van Rietschoten successfully skippered to win the Whitbread around-the-world race twice. The yachts were built at the Huisman yard by the late Wolter Huisman. His wife Ali and daughter Alice are both members of the Nelson club (FLYER – Nelson 42 mk II) and Alice's husband Hans was in attendance.

At lunch we had the customary speeches and presentations a.o. by Paul Gamsa upon return of a collectors item taken from Cowes castle (There is more to this story I am sure…).

Adriaan gave Pieter a small plaque as a thank you for organizing a wonderful day. The text is a fisherman's prayer that goes as follows: “…Oh God be good to me, Thy sea is so wide and my ship is so small”.

Marijke Vrijenhoek was celebrating here birthday but nevertheless she and Louk had decided to come to the lunch. The toast was to het good health and eternal youth. Andries and Janette (CLAIRE OF RUE) then took our guests from Britain out on their boat for a spin around the Rotterdam port.

It was a good day among good friends and a great time was had by all.

Pieter Taselaar

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Winter-Nelson-Reunie op 28 februari 2009

P5 van Zierikzee naar Muiden en terug

Donderdag 3 september. Wind westelijk 7-9 Bf. Geen weer om buitenom te gaan, aangezien de golfhoogte circa 3 meter bedraagt volgens Ouddorp.

We (Bert en Pieter) vertrekken om 08.30 uur en komen via Krammer- en Volkerak-sluizen op het Hollansch Diep. De twee Yanmar-motoren van elk 500 PK brengen ons met gemak met snelheden tusse 15 en 20 knopen, via Dordtse Kil, Oude Maas, Noord en Lek, bij de Prinses Beatrix-sluizen in Niewegein. Helaas heeft de sluis maar halve capaciteit en wil de sluiswachter ons niet schutten samen met de beroepsvaart, omdat bij deze sterke wind kans op ongelukken te groot is

.Hij verwijst ons naar de Koninginne-sluis. Dat blijkt een meer toeristische route te zijn met een aantal bruggen en nog een extra verteaging door een stroomstoring. Uiteindelijk brengt een klein sluisje ons samen met een boot van Rijks Water Staat op het Amsterdam-Rijn- kanaal. Aangezien de RWS-boot vol gas gaf, vergaten we even, dat daar een snelheids-limiet geldt van 18 km per uur ofwel 10 knopen. Het zal dan ook niet verbazen, dat we problemen kregen met de RWS-boot, toen we passeerden met 25 knopen, hetgeen de RWS-boot tot heftge rol-bewegingen bracht. We kregen een letterlijk wit-hete man in uniform met bonnenboek aan boord.

We legden uit, dat we aan het oefenen waren voor onze reunie in Muiden en dat we gewoon stom bezig waren, De man kreeg weer kleur op zijn gezicht en moet gedacht hebben met twee seniele oude mannetjes te doen gehad te hebben, want we kregen geen bon.
We hadden met Paul en Gill (Seiren) in de Six-haven afgesproken, maar de harde wind maakte het onmogelijk voor de Seiren om uit Haarlem te vertrekken, zodat wij besloten direct naar Muiden te varen via de Oranje-sluizen. Daar werden we met open armen ontvangen door Louk en Marijke.

Vrijdag 4 september zal ongetwijfeld elders beschreven worden. Wij waren geconcentreerd op zaterdag, want wij waren er zeker van, dat onze oefening op het Amsterdam-rijn-kanaal ons het beste predicted log zou bezorgen :)
Helaas deed een oude kaart zowel ons als de organisator Hans de das om.

In de middag met 30 man aan boord naar Pampus. Met 25 knopen een natte bedoening, met name voor de mensen in de kuip. Een fantastische ervaring voor iedereen.

Zondag vertrekken we om 09.30 uur, uitgezwaaid door onze clubgenoten. In IJmuiden bezoeken we de Hiswa, waar de P5 de waardering krijgt als "mooiste schip van de tentoonstelling". De schipperse van Bert, Roeline, komt aan boord en gedrieen wagen we de tocht buitenom. We vertrekken om 14.30 uur. Er staat een flinke zee. We houden een snelheid van 15 kn.aan.

Gelukkig hebben we twee slingerruiten, zodat we wat kunnen zien, want er komt veel water over. Ik heb nooit begrepen hoe men in engeland zonder slingerruiten kan varen, want een Nelson doet zijn naam "Bembridge-submarine" eer aan. Bert en ik hebben plezier als kleine kinderen volgens Roeline. Het is heerlijk om met dit schip te varen. Het laatste stuk lopen we 25 kn., zodat we om 20.15 uur konden aanleggen bij de W.V. Zierikzee, waar we genoten van een heerlijke maaltijd, waarvan we vonden, dat we hem verdiend hadden.

Een heerlijke tocht met een fantastische nieuwe oude Nelson, waarbij we een aantal zaken goed hebben kunnen uitproberen, zodat de werf nog enkele aanpassingen kan plegen.

Pieter Taselaar

Thursday Sept. 3rd. Wind prediction: West 7-9 Bf. We were on our way from Zierikzee to Muiden to attend the Nelson Club rally. The shortest route via the Northsea had become impossible with a predicted wave height of 3 meters. We (Skipper Bert Dolk and I the navigator) left Zierikzee at 8:30am for the inland route via the great locks Krammer & Volkerak. P5 has two 500hp Yanmars and our speed throughout the day would never drop below 15/20 knots. Very quickly we got to the large Beatrix locks in Nieuwegijn (via Dordtse Kil-Oude Maas-De Noord and Lek).

We were refused entrance having to yield to commercial barge traffic and we were send on to a much longer and slower route with many low bridges and small locks. In the end we did make it to the Amsterdam Rijn Canal were Bert throttled up to 25 knots, briefly "forgetting" the speed limit which is locally 10 knots. We left a coastguard boat badly rolling in our wake when we passed her at near full semi displacement speed. The uniformed crew was not impressed. In fact they were furious and when they finally caught up with us we received a lecture but fortunately not a speeding ticket.

We had hoped to catch up with Paul and Gil Gamsa on Seiren somewhere along the way but they remained stuck in Haarlem the entire day because of the – by then – 9Bf winds. We decided to push on for Muiden and we arrived late in the afternoon on Friday, just in time for the cocktail hour on Lord Nelson with Louk and Marijke.

With all this experience under our belts Bert and I thought we would easily take 1st place in Saturday's predicted log rally. But just like the organizers – and unlike the rest of the field – it never dawned on us that the charts could be outdated – and we did finish last.

In the afternoon we had a truly fun run to the island Pampus with 30 on the boat @ 25 knots+
An truly great experience for all!!
On Sunday we left at 9:30am for IJmuiden and the HISWA in-water boat show. After we had moored the boat in the center of the exhibition area and stayed there for a while, we did attract quite a crowd plus the suggestion that P5 should win the award for prettiest boat at the show…

We got underway before the organizers got around throwing us out, now a crew of 3: Bert, Roeline and I. We left IJmuiden at 2:30pm for the run down south via the Northsea. Despite of a rough sea state we mad good speed doing 15 knots on average. Again we paid tribute to the Bembridge Submarine image. We sure were very happy to have the 2 clear views in the pilothouse windows. Bert and I were like children in the candy store (this according to Roeline who is many years younger, but at this trip surely was the sensible one). After having burned through the last 50 miles in less then 2 hours, we arrived in Zierikzee at 8:15pm and just in time for dinner in the yacht club.

It had been a great trip, a fantastic experience on a brand new old Nelson. Many things remain to be sorted out at the yard but it is only when you push a boat to her limits that you find out what works and what possibly dos not work so well!

Pieter Taselaar

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