



NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017



*'Magic' the new Seaward Nelson 39 built for David Harland, NBOC Member, shown moving through the water at speed  
For more photographs/information see Pages 25-26*





## CONTENTS

	Page
2017 Dutch Winter Lunch article by Steve & Grietje Brenner	3
2017 UK Winter Lunch article by Dennis & Sadie Wilkins	4-5
2017 UK Summer Rally article by Steve & Grietje Brenner	6
2017 Dutch Summer Rally article by Steve & Grietje Brenner	7-8
‘Passage Across the North Sea in Annie Hay’ by Peter Rickett	9-12
Talisman Short Sea Discovery Project by Adriaan Roosen	13-20
‘Cygnet of Beaulieu’ - launched 1984 by Steve & Grietje Brenner	21-24
“Magic” by David Harland	25-26
‘Echopilot’ article	27-28
John Askham’s 80th Birthday Party	29
2018 Schedule of Events	30
2018 UK Winter Lunch advert—Graham Hitchcock	31
2018 Dutch Winter Lunch advert—Adriaan Roosen	32
2018 UK & Dutch Summer Rally advert—Paul Gamsa	33
Nelson Yacht Brokerage	34
Obituary—Hans Hofsteenge	35





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## NBOC 2017 Dutch Winter Lunch 4th March 2017 in Amsterdam

By  
Steve & Grietje Brenner

This year, the very friendly Dutch Winter Lunch was held aboard the beautifully resored ex-training vessel for the Merchant Navy, the 'Pollux'.

She is currently moored in Amsterdam North at the NDSM Shipyard, a short trip on board the free foot ferry from Amsterdam's Central Station across the River Ij.

The Indonesian restaurant on board, called the 'Pollux Pacific', is easily the best Indonesian restaurant in the area where we enjoyed a convivial lunch followed by a talk on Ship Surveying by one of our Dutch members, Rem Schuijt, from the Nelson Djambo Pilot.

The lunch was enjoyed by all and was organised by the Dutch NBOC team of Floor, Andries and Adriaan who did a great job.





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

**NBOC 2017 UK Winter Lunch  
28th March 2017  
HMS Nelson Wardroom, Portsmouth**  
By  
Dennis & Sadie Wilkins



*HMS Nelson Wardroom, Portsmouth*

Our Winter Lunch on the 28th March saw us lunching in style at the fantastic HMS Nelson Wardroom. With it's iconic entrance, fine interior decorated with historic marine paintings and naval prints of past heroes and of many victories. This building steeped in history made it a grand setting for us to enjoy lunch.

We had forty seven members turned up including a few of our Dutch friends who had made the trek over from Holland.

/...



Our Commodore Adriaan gave an excellent talk in an able and confident manner, giving us confidence in the future of our club and encouraging us to explore further afield in our Nelsons.

I would also like to mention Graham and thank him for organizing this get together and look forward to our next meeting.

**Dennis & Sadie Wilkins**

(our Channel Islands correspondents)



*Sadie Wilkins*





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## NBOC 2017 UK Summer Rally 7th—9th July 2017—Gosport & Bembridge

By  
Steve & Grietje Brenner

Starting in Gosport on Friday, 7th July with a fantastic Chinese dinner organised by Floor Heijn in an unlikely but, shall we say, central Gosport location, the Nelson fleet progressed on to Bembridge on Saturday morning and were able to raft up.

A trip to the Steyne Wood Battery in Bembridge followed on Saturday afternoon hosted by John Margetson Thornycroft. Steyne Battery is an old gun fortification guarding the eastern end of the Solent, but which was never used in anger. However, in the

early part of the 20th Century the Thornycroft family lived there whilst developing many new ideas , mainly for military purposes. In particular, the 19ft deep test tank was used to develop many new hull forms, some of which were used by the shipbuilding part of the Thornycroft family's business, notably many hydroplane and long slender war ship hulls.

Dinner on Saturday evening was superb, as usual, at the Bembridge Sailing Club followed by a 45 minute AGM on Sunday morning.



## NBOC 2017 Dutch Summer Rally 26th—27th August at Urk

By  
Steve & Grietje Brenner

Grietje and I arrived in style on the one and a half hour crossing from Enkhuizen to Urk over the IJssel Meer on the last ferry of the season.

Urk was previously an island in the Zuyder Zee before the Afsluitdijk Dijke was built and then, as now, was a major fishing port. Nowadays Urk has a 500+ strong fishing fleet operating out of many European ports and is responsible for more than 60% of the flat fish catch in Europe, with a €500 million plus turnover.

The Nelson fleet arrived in Urk earlier and was based in the marina there. We stayed on board Adries and Jeanne's Weymouth 34, Claire of Rhu.



On Saturday we were all treated to a trip around the Balk Shipyard in Urk which builds and updates Super Yachts. One notable infamous super yacht, owned by an Englishman, was previously owned by Colonel Gaddafi and was undergoing a complete makeover and an increase in her length (a Balk speciality). Mr & Mrs Balk made us most welcome and showed us around many 'work in progress' vessels, one of which used diesel electric azipods, very modern, no rudders and no shafts!





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

Not to be outdone, Northline Yachts in Harlingen has just completed a new Nelson 50 that has two Volvo diesel azipod drives. But more about this Nelson next year.

We all enjoyed a welcome dinner in the restaurant De Kaap on Friday and a really great time on Saturday evening at the restaurant de Boet (also with flat fish on the menu).



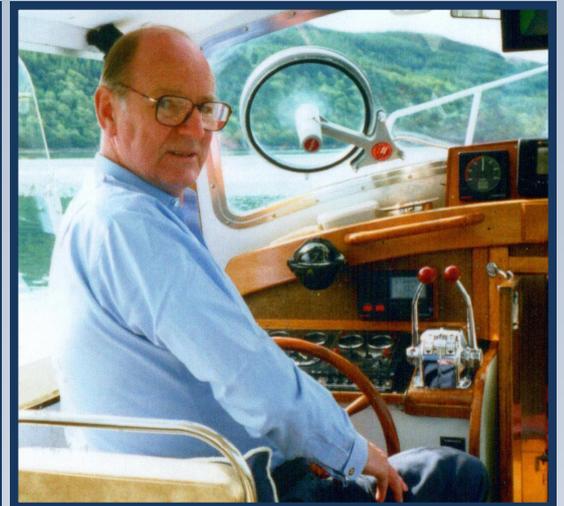
Saturday was also the national day for traditional costumes which is a big thing in Urk, happening every year.

Organised by Floor Heijn and Andries de Nachtegaal, the AGM on Sunday finished in the allotted time, where discussions on next year's meetings and rallies ensued.



## Passage Across the North Sea in "Annie Hay"

By Peter Rickett



Peter Rickett

Dressed for the Jubilee Rgatta at Cowes with the Danish royal yacht in the background

I had no thoughts about buying a Nelson when, in April 1998, I went to the Berthon Boatyard in Lymington to look over 'Drumbeat', the 58 foot auxiliary sloop designed by Ray Hunt for Sir Max Aitken Bt. D.S.O., D.F.C. on which I had ocean raced for three years in the late 1960's when she was owned by Major David Walter.

She was then owned by Lord Palumbo and had been completely refitted and one look at the size of the wine glasses convinced me that she had become an extremely comfortable cruising yacht. She was lovely, but not for me.

However, on walking back through the boatyard, I tripped over a guy rope attached to a canvas tarpaulin under which was a motor boat and, seeing

this as an omen, I asked to see over her. She turned out to be a 34 foot Nelson called 'Annie Hay' built in 1965.

The seller was Pete Townsend, a pop musician with 'The Who' with a reputation of lavishing love and money on his boats and then discarding them when something else took his fancy. Part of his upgrade had been to install a pair of 225 hp Ford Sabre diesels which gave her a top speed of a little over 20 knots.

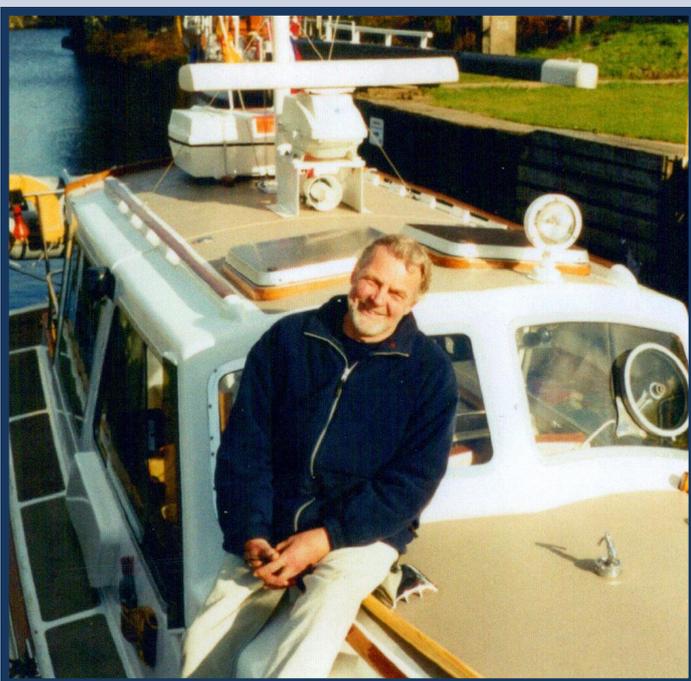
Needless to say I was smitten and left the boatyard the proud owner of a 'Nelson' which started a love affair that lasted for four years until circumstances called it to a halt.

On 25th July, following a complete refit, she was ready for sea but it wasn't until September that I was able to embark on my planned voyage from Bembridge in the Isle of Wight to Ardfem Marina in Loch Crainish on the West Coast of Scotland.

The passage took until April 1999 with stopovers at Weymouth, Torquay, Falmouth, Padstow, Milford Haven, across the Irish Sea to Wicklow, Malahide and Bangor and, finally, back across the North Passage to Scotland and through the Crinan Canal to Loch Crainish. On each stage I was accompanied by a different friend with our lunch being prepared by the chef of the hotel we had stayed in the previous night. It saved cooking and ensured that we were well fed.

Throughout the summer of 1999 I cruised extensively on the West Coast of Scotland and through the outer Islands but in May 2000 I set my sights on crossing the North Sea to Bergen in Norway.

My companion for the voyage was Stewart Males, a master carver of duck decoys and other birds whom I had known for many years. In his youth he had joined the mercantile marine and, in consequence, he was always known as 'Second Mate Foreign Going'. Not only was he a delightful companion but also an accomplished navigator and a logical thinker.



*Stewart Males*

### **Day One Ardfem Marina to Loch Linne Marina**

We left Ardfem Marina at 1530hrs on 1<sup>st</sup> May in glorious sunshine with a South Westerly wind which enabled us to cover the ground at 20 knots taking us to Loch Linne Marina by 1755hrs - a passage of 58 nautical miles. The night was spent at Airds Hotel, a delightful Relais et Chateau hotel at Port Appin overlooking the Island of Lismore and with a fearsome reputation for hospitality.

### **Day Two Loch Linne Marina to Urquart Marina**

After an excellent breakfast we were collected from the hotel by the Harbour Master at Port Appin. He was a white Russian with a name that nobody could pronounce so every one called him 'Soggy Socks'. With low tide at 1204hrs it was essential that we entered the Sea Lock at Banavie, the first lock at the western end of the Caledonian Canal by 1000 hrs. We did it with minutes to spare and were through

Neptune's Staircase, a series of eight locks, by 1215hrs. Lunch was taken on the move and we reached Urquart Marina by way of Loch Lochy, Loch Oich and Loch Ness, by 1800hrs, a run of 42 nautical miles.

Fortunately, there was not a lot of canal traffic and the day having started out bright turned overcast and, finally, to rain. We stayed the night at the Polmailly House Hotel.



*Annie Hay at the top of Neptune's Staircase*

/....



### **Day Three Urquart Marina to Inverness**

A short day. We slipped at 0945hrs to traverse the last section of the canal which is both interesting in parts and dull in others. Where the canal diverts from the River Ness one can see fishermen casting their lines for salmon in the river whilst one is traversing a rather dull man made waterway. However things change when the canal goes round the back of Inverness. Lots of colour and interest, including an Edwardian Steam Yacht then owned by Captain Mainwaring of Dads Army.

We finally exited thesea lock at Clacknaharry into the Firth of Beaully at 1415hrs after a total of 29 locks, 4 aqueducts and 10 bridges a day's run of 21 nautical miles, altogether, an interesting experience with spectacular scenery. We tied up in the Marina, cleaned ship and took a taxi to the Dower House Hotel, Muir of Ord, one of my favourite Scottish Country Hotels.

### **Day Four Inverness to Kirkwall, Orkney**

This was to be our first real challenge and taste of the North Sea. However, it turned out to be quite the opposite with light winds and smooth water. We left Inverness at 0945hrs and picked our way out into deep water. Visibility was extraordinary and Ben Rinnes, the hill on our Estate some 45 miles distant in

Banffshire, was clear as a bell. Tarbat Light came abeam at 1100hrs and we were making 16 knots over the ground. High tide was at 1351hrs and we had planned to cross the Pentland Firth around that time knowing just how unpredictable and confused the seas can be there. As it worked out, we had no worries on that score and, in fact, lunch was taken whilst 'Annie Hay' cruised along at 12 knots under autopilot. By 1430 hrs we were in the shelter of the Orkneys and at 1630hrs tied up alongside the Victoria Pier, Small Boat Harbour. The days run was 121 Nautical miles. Stayed at the Grand Hotel.

### **Day Five Kirkwall, Orkney to Lerwick, Shetland**

We left Kirkwall at 0810. The sky was overcast and the wind was from the southwest, force 3-4, sea state moderate. By 0910 hrs we were out into open water and heading north. Initially the sea was confused but calmed as we got into deeper water. Fair Isle came abeam at midday and we were tied up alongside Lerwick at 1510hrs. Refilled our diesel and water tanks and cleaned ship. All in all, an uneventful passage of 99 nautical miles and the engines never missed a beat. Stayed at the Grand Hotel.



*Annie Hay at Kirkwall, Orkney*

### **Day Six Lerwick, Shetland to Bergen, Norway**

This was nearly the end of our travels. My insurance company had insisted that we were three up when we made the crossing of the North Sea and so I had made arrangements for us to be joined by a Norwegian friend who at the last minute was unable to join us. Therefore, Stewart and I were tempted to terminate our voyage, look for a place to take 'Annie Hay' and come back later to complete our voyage. In doing so, we met a Shetland fisherman, called Robert Leask, who volunteered to come with us. He said that he had crossed the North Sea many times but never in less than two days. We told him that we were putting to sea that afternoon and all things being equal he would be back in Lerwick the following evening. We left at 1500hrs in near perfect conditions. Whenever I go on a long passage I always have hot soup, cold sausages, hard boiled eggs, apples and chocolate available in case the sea gets rough so that anyone can grab what they want when they want it. However, with a force 3 westerly and a calm sea they were a precaution too far. Sundown was at 0945hrs but the afterglow continued until after midnight. Navigation presented no difficulty; we set course for 090 degrees and followed the flares of the oil platforms but kept a lookout for fishing boats near the coast of Norway. By 0345 hrs Marstein Light was 14 miles distant and by 0635hrs we were tied up alongside the Hanseatic Sheds in Bergen Harbour. We toasted our arrival in 12 year old Mortlach single malt whisky and then went to the Norge Hotel for a bath and breakfast. Robert Leask was hungry having turned his nose up at my passage fare and ordered an enormous breakfast in the hotel restaurant which was on the top story overlooking the harbour. Unfortunately for him, the window alongside him was open and outside there was a small ledge on which many seagulls had gathered. Also, he was quite sleepy having not had any rest and shortly after starting his breakfast he fell asleep. This was the signal that the gulls had been waiting for and, within minutes, they had eaten all of the eggs, bacon, sausages, mushrooms and baked beans on his plate. After breakfast we went to buy him a ferry ticket back to Lerwick and, as it did not sail until 1330 hrs he asked for some drinking money. When I asked him how much? He said enough for 12 pints which turned out to be Kr600 (£60). Stewart and I took the boat to the Bergen Yacht Club where she remained until August. We then took a taxi to the airport and both fell asleep before we reached it.

All said and done it was a very successful voyage of 435 nautical miles in five days. Would I do it again? 'Yes', but only in a bigger boat the North Sea being so unpredictable and 'Annie Hay' so small.

In August I returned to Norway and, as a planned cruise in the Fjords with my American Partner and his wife was cancelled, undertook a limited cruise in Norwegian waters and then went via Haugersund, Stavanger and Mendal to Friedrichshaven and Kobenhaven in Denmark. On the crossing of the Skaggerak we had a rough sea and I was thrown against one of the engine covers and damaged my right knee so the plan to leave the boat at Keil for the winter was revised and the boat taken to Slettenhaven where she was looked after by a Danish friend who lived nearby.

In July 2001, accompanied once again by Stewart Males, we brought 'Annie Hay' back to Bembridge by way of Rodbyhaven, the Keil Canal, Cuxhaven, Borkijm, Imuiden and Dunkerque - a total of 686 nautical miles in five days in time for the Jubilee Regatta at Cowes.

After the Regatta, I took 'Annie Hay' to Berthon Shipbrokers and put her up for sale. She didn't sell until May2002 because a survey had shown up the fact that the hull was suffering from 'panting'. This can take place when a boat is re- engined with twice the horsepower without the hull being strengthened accordingly. Vibration (panting) causes hairline cracks in the gelcoat which allow the egress of water when the boat is underway. The eventual purchaser, Stewart MacIntosh, the Cowes Harbour Master, had to put this right but, as always, it was me, the seller, who had to fund the cost through a reduction in the sale price.

**Peter Rickett**

27th January 2017

Footnote: Annie Hay was originally built by Simon Mayes company, Nelson Engineering and was then called Papamania.



## The Talisman Short Sea Discovery Project

By

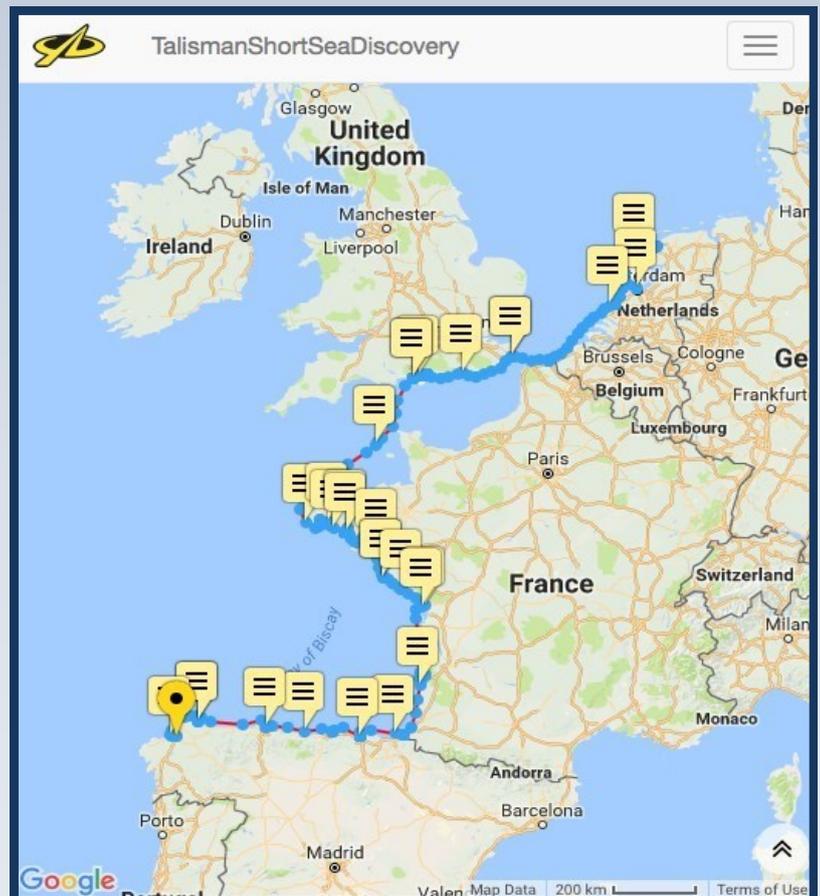
Adriaan & Karien Roosen

### 1. Introduction

**Short Sea Shipping** is the movement of freight and people between ports along the European shores and through Europe's heartland on rivers and canals. This has fostered trade and human progress throughout history. Inspired by this, Karien and I have been outfitting our Weymouth 51 for a 6-year project. We have named her "Talisman" and our project "**The Talisman Short Sea Discovery Project**". Over a 6-year period, we are going to Istanbul in the south, traversing Europe on the rivers Danube & Rhine, cruising to Helsinki in the north and circumnavigating the British Isles with Galway the outpost in the west.

*For some in the Nelson Boat Owners Club our journey is small beer. They have already travelled great distances or indeed around the world. But many of you will be like us with such a journey way out of our comfort zone. This article is written particularly for that second group of seafarers. If you are dreaming about broadening your horizons, like us, some of this may help you on the way...*

In June 2017, we left Amsterdam for the first stage from Amsterdam to La Coruna. We arrived in September. During our voyage, we stayed in 24 marinas' in UK, Channel Islands, France and Spain. We spend significant time exploring southern Brittany, the French Atlantic coast (especially La Rochelle, Arcachon and Hendaye) and in Spain: Bilbao, Gijon and La Coruna (also visiting San Sebastian, Santiago de Compostela and Madrid by bus or train). You can read about our voyage in our blog on [www.talisman.amsterdam](http://www.talisman.amsterdam).



YB tracker screen on [www.talisman.amsterdam](http://www.talisman.amsterdam)

In this brief article, we are going to focus on preparing Talisman and ourselves for the project and sharing a few “lessons learned” now we have finished the first stage.

## 2. Preparing the Boat

We purchased Talisman in September 2015 from club members Anthony and Judie Lewis. We were both on the Channel Island rally with Stern moored alongside – then - Ocean Wizard. We loved the boat. She passed the survey with flying colors, having been maintained with skill and care by her previous owner. She was built by Halmatic in 1987 based on the Talisman pilot boat hull design by Murray McCormack. (hull #1 in the picture)

We will now discuss her key systems, structures and our preparations:

- Electricity
- Plumbing
- Navigation systems
- Autopilot
- Engines
- Decks, hull and bottom



### Electricity:

We replaced the gas stove by an electric ceramic cooktop. With the 9.7KW G&M generator providing adequate power, we increased the house battery bank to 436amps using Gel 2- volt battery cells. We then installed a central hub, the Victron Quattro 24/5000 which seamlessly switches between alternators, shore power, generator or inverter. The PowerAssist function automatically supplies peak capacity from the inverter when demand is more than what shore power a/o generator can provide. Starter batteries are charged by the alternators and when recharged, a Victron Cyrix relay connects the alternators with the domestic battery bank. In the first year, the new set up did have several teething problems, all of them now resolved and we are very happy with the new setup.

### Plumbing:

This was more complicated than expected. Having inspected the entire system – and although still fit for purpose - we decided to replace many of the seacocks and hoses for prevention to make sure they would last another 6 years. We also had to make sure that all the pumps were working and we decided to put new ones in rather than to wait for one or more to break down. Lastly, we did have to reconnect and upgrade the boat’s marine holding tanks for sewage because this is an absolute requirement both in the Med as well as in the Nordic countries. We struggled with leaks in the fresh water system for a long time and always because of the stainless-steel clamping straps not being tight enough. To find all of them is a massive job and searching allows you to get to know your boat well!! In September, we found 2 offending straps and we hope they have been the last offenders.

/....



### Navigation Systems:

We have two Garmin plotters networked with radar, AIS and an electronic barometer. The main plotter in the wheelhouse and a smaller daylight plotter on the flybridge. We use Ipad/Navionics with Bad Elf GPS at the nav station for Karien and as a backup (very good). We doubled up the VHF adding a Garmin with AIS (receiving and sending) to the existing Icom/loudhailer which also work very well. We use dedicated aerials for all. For redundancy, we added a Garmin HD radar to the existing Furuno radar which is from 1987 and still works very well. We have Navtex but do not use it very often.

### Autopilot:

On long voyages, having a functioning autopilot is key. In fact, there are many round-the-world sailors that never helm the boat except for getting in and out of anchorages and ports. The rest of the work is left to the autopilot. Talisman has a very robust Wagner autopilot developed for commercial shipping but the company no longer exists and its hydraulics pump on Talisman has been temperamental with problems that are hard to fix whilst underway. We did have a Garmin autopilot installed with its own dedicated pump but that new system has been giving us several tuning and software problems. Garmin in Holland has been giving great telephone support and – until now – we have always succeeded in getting its computer to work again properly; but at this stage the Garmin autopilot still must earn our full confidence...

### Two MAN 2840EME V10 385hp main engines:

If you go to YouTube and search for “Weymouth 51 from Motorboat & Yachting” you will find a fascinating video about our boat and you will see Gregg Copp comment on the quality of the MAN engines and their reliability because they are so under-stressed. Still, following a problem that developed in 2016, we decided to bring in MAN and to ask them to rebuild the engines. This then also allowed us to give the engine room a make-over removing grime and dust that had been collected over 30 years. Having the engines removed was surprisingly easy and the engines were then taken away by MAN. Re-installing was a much bigger job but the result is very rewarding (see picture).



/...



### Decks, Hull and Bottom:

We knew that the teak foredeck needed work and to keep cost down we had the deck painted (“Halmatic green”) and we are happy with the result. For our voyage, we needed a bimini that is easy to put up or down. We keep the old tent in storage (very good for northern European weather). The hull is wet after 30 years, but strong and solid. We kept the boat stored inside for 6 months during 2 winters. Hull and woodwork (badges and railings) with new coats of paint. In 2016 we had a serious fouling problem during the West Coast rally. This year we installed an extra ultrasound antifouling system with spectacular results – when the boat was lifted out at the end of September, the bottom was entirely clean. Amazing!



*22nd September 2017—Squeaky Clean*

We removed the davits (now in storage) with the extra cost in – expensive – marina’s in the Med and the restricted view aft whilst underway and when maneuvering in close quarters. We now have a purpose build small removable crane with a manual winch for dinghy and outboard. The dinghy weighs 40kg and we store it deflated and folded on the foredeck. We also hang an extra stern anchor off the crane fitting.



*Our pocket exploration ship*

## 3. Preparing Ourselves

Preparing ourselves for the project we focus on the following areas:

- Getting to know our boat inside / out
- Insurance and paperwork to carry
- Considering stuff to bring
- Technical support
- Connecting with family and friends

/...





*Karien Roosen*

### **Getting to know our boat inside / out:**

Using the boat a lot is the best way of doing this. In the last year before my retirement I got away for a month from work and whilst participating in the West Coast rally we learned a lot about the boat, its systems and what we need for living on the boat for longer periods of time. I focused on everything related to the systems that keep the boat going whereas Karien focused on the domestic functions. Having said that, we also took a diesel maintenance course together and that was a lot of fun (see picture).

### **Insurance and paperwork to carry:**

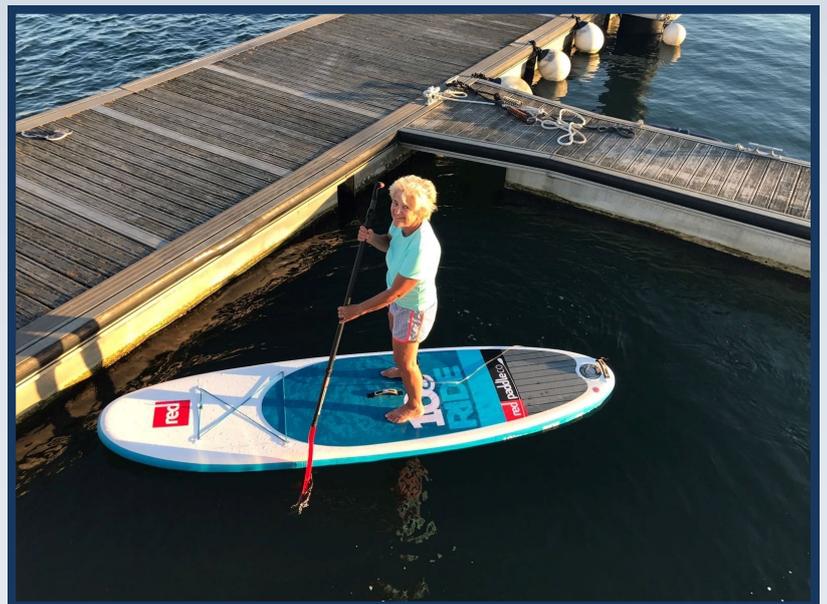
We are now insured by Pantaenius for (a) the value of the boat and with (b) adequate 3rd party liability insurance (up to 6 Million) and (c) personal accident insurance covering all crew. Many marina's in France and every marina in Spain have demanded copies of the insurance certificate. Other insurances to consider are having adequate health insurance coverage overseas with a European Health Insurance Card, and additional travel insurance (covering time and travel off the boat). As to paperwork, we keep the boats registration documents, the tonnage certificate, VAT documentation, our yacht master certificates and VHF licenses in a beautiful loose-leaf binder with plastic cases. We have a backup of all docs on a memory stick in a water tight box in our grab bag. We have been inspected by customs in France and in Spain and they were satisfied with the paperwork presented.

### **Considering stuff to bring:**

We carry the following safety equipment: Epirb, personal AIS location beacons in the life vests, RFD ISO life raft in canister, pyrotechnics as well as the new LED flare (Odeo) and laser light (Greatland Laser). In the grab bag the usual: personal Epirb, VHF, GPS etc.

From Anthony and Judie, we had already inherited a large number of spares, including two brand new spare propellers stored in the bilges as well as a brand new tube stack. We added spare pumps for domestic water supply, a spare hand pump service set for the marine toilet, and a spare pump for the electric one. The chandlers in France are very well stocked but Spain cannot be relied on as chandlers are few and far apart. When in Viveiro the engine shut-off-relay failed and – amazingly – the yard in Holland send a replacement which arrived 3 days later by express mail!

We have had great pleasure from our Brompton's and from the paddle boards of the Red Paddle company which we bought last year at the London boat show (see picture)



/...



In addition to our electronic navigation tools, we carry all the relevant Imray paper C-series charts, the pilots from the RCC Pilotage Foundation (very good) and we made sure to download the latest updates from the Imray website (this works very well too as the updates are very useful). Much of it bought at a discount through our membership of the Cruising Association headquartered in Limehouse in London ([www.theca.org.uk](http://www.theca.org.uk)). We have great benefit from our membership – you may too!

### Technical Support:

It is very important to have printed copies of the user manuals for every piece of kit, small or large (especially Garmin). Nowadays most of them are delivered electronically but that is of no use without internet access.

For the engines, we have (a) MAN engine manual (b) MAN workshop manual (c) Sabre manuals as they have done the marine conversion (d) 80 page user manual for all systems, commissioned by the first owner (update by us).

Naturally we have had some problems along the way. Our first line of defense is the remote support by the yard in Holland as well as Garmin in Holland using telephone, WhatsApp text and the ability to send photo's back and forth using WhatsApp.

There are good engineers in many ports but language is a serious problem and we do not speak Spanish. But with our MAN engines still under warranty we have relied on the local MAN reps and their support has been very good, both for 2 warranty issues as well as for the periodic maintenance commissioned for this coming winter. Their support is high quality and I would always recommend for any serious engine work to go straight to the manufacturer and to not let anybody else touch your engines!

I have discovered that there is much more I can fix then I would have ever thought possible and that learning those new skills is quite a pleasure. A certain level of self-sufficiency is very helpful when there is no help available other than via a telephone.



/....

*Gijon in Asturia, Spain*



### Connecting to the outside world:

Having frequent and reliable weather updates is crucial. We use various weather Apps: Meteo Consult Marine (excellent) and Windfinder. We subscribe to the Seaman Weather App from Wetterwelt ([www.wetterwelt.de](http://www.wetterwelt.de)) with very accurate 48 hour regional forecasts for wind and sea state, routing guidance via telephone and SMS updating. We have a project web site [www.talisman.amsterdam](http://www.talisman.amsterdam) - if you would like to follow us please visit the web site and register. We maintain a blog which we update regularly whilst underway. WIFI connections are very dodgy in many marina's. We have installed a Glomex WebBoat dome ([www.glomex.it](http://www.glomex.it)) which carries a dedicated 3/4g sim card. The system automatically connecting to WIFI and to GSM whichever is available. We have YB tracker manufactured in the UK ([www.ybtracking.com](http://www.ybtracking.com)). The tracker updates a website via the iridium network periodically (at times we set ourselves) for position and keeping track of the entire voyage. This is then uploaded automatically to our project website. We have been very impressed by this tool.



## 4. Cost of the Project

What does it all cost? A refit can be expensive and it is a matter of deciding beforehand how much to spend assuming adequate contingencies (25-50%), close monitoring and – crucially - requesting very frequent (weekly) itemized billing. This will avoid painful surprises.

Marinas are busy in Brittany but we never had a problem getting a space. Marina's in Northern Spain are not that busy. Prices are mostly reasonable to very reasonable compared to UK standards. In Northern Spain discounts of 20% or more are available for longer stays as well as through the membership of the Cruising Association. Having the boat on shore over the winter is 30% cheaper than in Holland.

Talisman is either run at displacement speed (8/9 knots) or at 15 knots (top speed is 19). In South Biscay, we ran often at 15 knots because this can become a very dangerous lee shore and the weather can change quickly. Whilst underway, fuel is the biggest expense. Fuel in France is expensive (equal to Holland) but in Spain considerably cheaper. Average fuel consumption over a period of 3 months was 40 ltr/hr (\*)



/...

*\*vacation excl. the cost of normal living, groceries etc .*



## 5. 2018 Cruising Schedule: La Coruna to Sicily

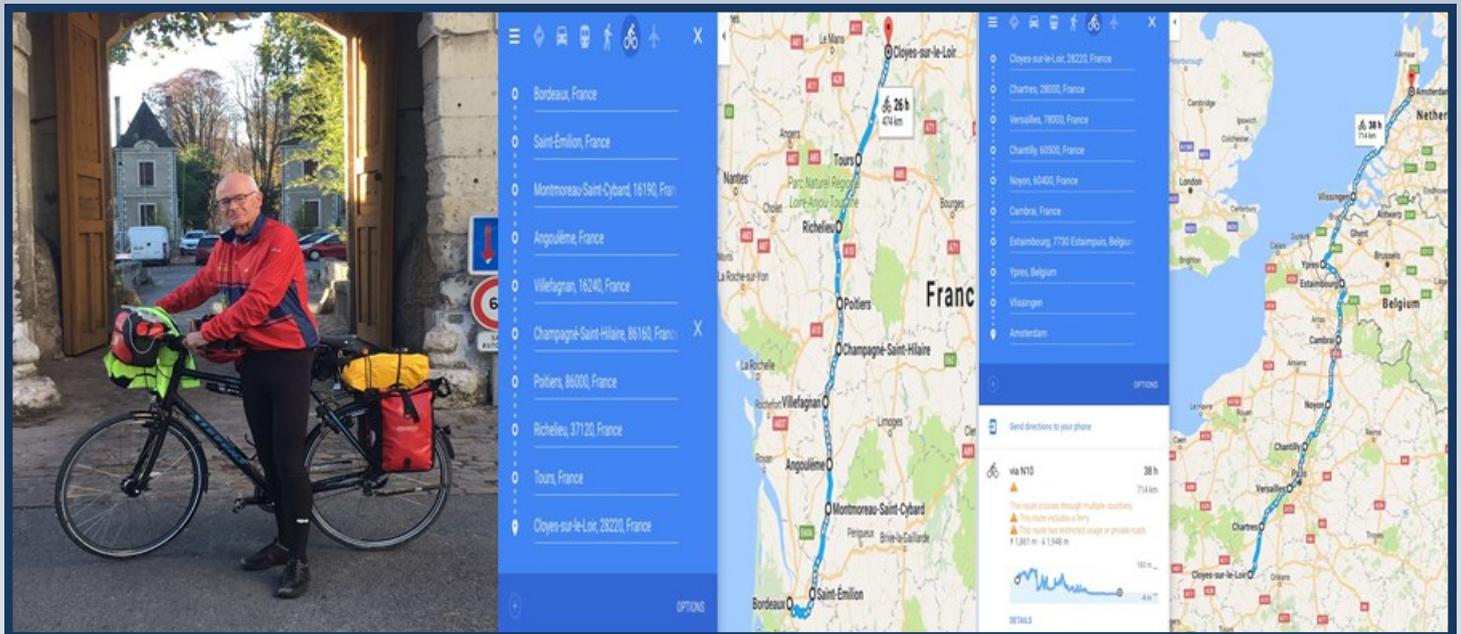
Currently Talisman is on the hard in Marina Sada / La Coruna in Spain. We will re-launch in April and a rough schedule is starting to shape up:

- Stage 1: May La Coruna to Gibraltar**
- Stage 2: June Balearics to Marseille**
- Stage 3: Aug Corsica & Sardinia**
- Stage 4: Sep Italy to Sicily**

We will be updating our web site around Christmas time and if you wish to follow us, do register at [www.talisman.amsterdam](http://www.talisman.amsterdam).

## 6. The Aftermath

Having arrived in la Coruna, Karien then flew back to Amsterdam whereas I travelled by train to Bordeaux. From there my buddy Bill from Princeton New Jersey and I cycled the entire 1300km's back to Amsterdam where we arrived in terrific shape on October 22nd.



## Cygnets of Beaulieu—launched 1984

By  
Steve Brenner



*'Cygnets of Beaulieu', a Nelson 35' Built in 1984, Photo by Kevin Quick*

For more than 30 years I coveted our Commodore's Nelson 35. In my eyes she was the epitome of all things 'Nelson'. The long low sweeping sheer line, the dark blue topsides punctuated with teak badging, finished off with a gleaming white superstructure fitted with silver framed windows that were just so!

At least that is how (the second) Cygnets of Beaulieu appeared to me for so many years after her launching in 1984.

In 1983 Lord Montague commissioned Commander Peter Thornycroft's company, TT Boat Designs, to

design a replacement for his original John Askham designed Nelson 34 (which had also been christened 'Cygnets of Beaulieu').

This later Nelson 35 was designed by the then new Managing Director of TT Boat Designs and Naval Architect, Arthur Mursell and it incorporated several of his new thoughts and ideas as well as keeping a few of the old. For instance he kept the original Nelson 34's very low freeboard, which made the vessel sooo very easy to board.

/...

However Arthur incorporated a much more revolutionary idea, for a Nelson, he raked the prow at a far greater angle than had been seen before. This gave the boat a much dryer ride as the bow now entered the water further aft, but it was by default a less knife edged entry than earlier Nelsons. The sheer line was also modified a little to make the look of the new prow angle seem less accentuated.

However the main change, was to the vessels beam, which was wider and increased from 9ft 6ins to a massive, (massive in Nelson terms), 10ft 8ins.

So was born the New Nelson 35, moulded by Halmatic and fitted out by Bucklers Hard Shipbuilders. She was constructed with a reinforced GRP Hull, fitted with a one piece Ring Deck onto which was bonded a Superstructure that was produced in an 'Inside Out' mould tool, which removed the need to make a male plug tool first.

I knew that Cygnet had been sold by Beaulieu Estates about a year before Lord Montague had passed away and that then she was in poor condition.

### *Cygnet of Beaulieu - as she arrived*



It was only when I heard that she was again for sale, about three years later, that I tried to find out who was selling her. However it was from Mike Reynolds of Dale Nelson in Pembrokeshire, who coincidentally had been asked if he would take Cygnet in part exchange for another vessel, did I learn about her whereabouts.

It turned out that a chap in Ireland had purchased her from Beaulieu estates, without even seeing her and had afterwards taken her back to Ireland by sea. However he was later involved in a road accident which prevented him from actually renovating her. As Mike had very kindly let me have the Irish gentleman's contact details, Grietje and I went straight over to Coleraine to see her.

In sub-zero temperatures and in the rain, Cygnet did not look her best. Water had been entering the cabins in many places over a long period and both the interior woodwork and headlining's were 'shot'. However despite this we were still keen, so a deal was struck and during my next visit we craned her on board a low-loader and put her on a ferry from Larne to Stranraer and then on to Emsworth.

We originally intended to restore her as she was built, Cygnet was a 'Day Boat/Work boat', her layout precluded many creature comforts, i.e. no hot water, no heating and NO BED! so we decided to take the plunge and virtually start again, with one large exception. The engines were to remain if this was to be a viable project and luckily for us these had been replaced in 1998 with the later Perkins-Sabre 225HP engines, which had only done 500 hours, what luck.

Cygnet is now in a wooden boat builders shed in Emsworth being striped and rebuilt. We estimate that it will take us a further year to complete her, so 2019 is the year we intend to relaunch her and bring her to the NBOC rally, which I hope is not too ambitious?

Please have a look at some of the pictures that I have taken of her at various stages.

Please follow the link below for the 1984 article on her from Halmatic and another from Motor Boats

and Yachting, which I hope that you will enjoy reading.

#### **Glossary of terms used:**

**Sheer Line:** The outline of a boat's deck at the gunwale or hull-deck joint from bow to stern

**Topsides:** The surface of a ship's hull above the water line to the Gunwale

**Superstructure:** Consists of the parts of the ship or a boat, that project above her main deck.

**Gunwale:** This is the top edge of the side of a boat. Originally the gunwale was the "gun ridge" on a sailing warship.

**Freeboard:** The height of a ship's side between the waterline and its deck.

**Prow:** The forward-most part of a ship's bow that cuts through the water. The prow is the part of the bow above the waterline.

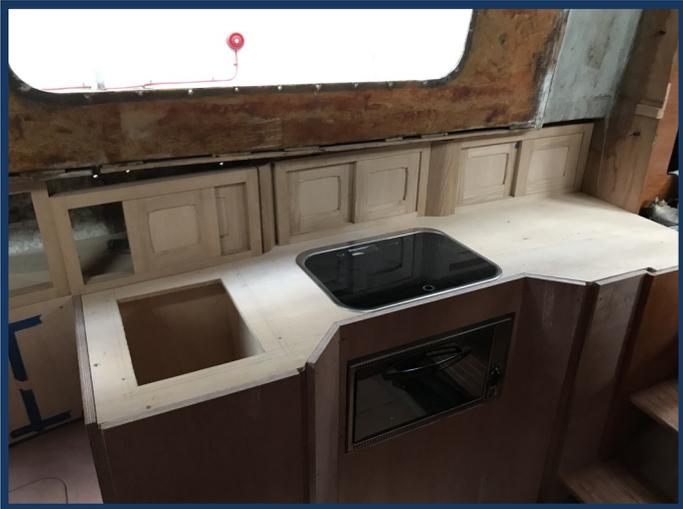
**Bow:** The forward part of the hull of a ship or boat, the point that is usually the most forward point when the vessel is underway.

**'Sooo easy':** Very very easy (to get on and off of) !

/...



## *Cygnet of Beaulieu — a work in progress*





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## Seaward Nelson 39 “Magic” Built for David Harland (NBOC member)

*There is a very interesting article in the December 2017 issue of Practical Boat Owner which, at time of publishing this newsletter, we are unable to include due to copyright restrictions. We are awaiting permission to use the article and will publish it at a later date if this is obtained. The photographs shown below form part of the article and are courtesy of David Harding/Sailing Scenes.*

*In the meantime, a video made by Seaward, who built the boat for David Harland, can be found at <http://www.mby.com/videos/watch/video-seaward-nelson-39-review>*





# Nelson 40/42

The Nelson 40/42 is the marquee  
sailors fed up with waiting for  
favourable wind turn to for its local  
and seakindly character.  
We take a look  
one of its many  
incarnations, the  
Humber



**I**

n a rare streak of brilliance, a former editor of *MBY* gave an article about a pilot boat the

headline 'The launch that faced a thousand ships'. The Nelson 40 does that to people. An inspired design in the first place, 30 years later it continues to inspire marine photographers, artists and sometimes even writers, all trying hard to capture on film, canvas or paper just what it is about the boat that makes it so exceptional.

The boat was designed by the late Commander Peter Thornycroft in the mid-1960s. His skill was in creating efficient semi-displacement hulls, and the 40 was a masterpiece. Narrow-gutted, with a beam of just 12ft (3.6m), it was fast, economical and extremely seaworthy: exactly the specification required by commercial users, such as pilots. It was an instant hit.

Most of the 40s were built at Keith, Nelson & Co on the Isle of Wight. Hulls – later hulls, decks and superstructures – were moulded by Halmatic in Portsmouth and sent across the water for fitting out in Bembridge.

It wasn't long before the motorboating public started to take an interest. A number of yards began fit the mouldings out, notably James & Caddy of Weymouth. They called their Nelson motor cruiser a Weymouth 42, in keeping with its 41ft 6in (12.65m) length overall.

In the early days, when only the hulls were moulded and the deck and superstructure were built on, some yards went their own way and produced very different-looking versions. However, as the upper-works mouldings came in, the Nelson 40/42 standardised around two basic forms – the commercial and the recreational. The main difference is that the commercial buyers favoured a short midships wheelhouse, leaving the fore and aft decks relatively clear for working space. The motor cruiser had a much longer wheelhouse/saloon, a coachroof over the forward accommodation, and in many cases a raised full-width aft deck over an aft cabin.

Mike Phillips turned convention on its head when he bought a Nelson 40/42 motor yacht for use as a workboat. *Echopilot* is one of only two Humber 42s, a version built by Fred

Booker Marine of Yorkshire at the end of the 1970s. She was Booker's show boat at Southampton in 1978, built on spec, but Mike had already decided to buy a Nelson when the show opened and by the end of the week had agreed a deal with Fred Booker.

Mike makes echo-sounders, and he runs a test bench. "I suppose I really needed a commercial Nelson," he explains, "but it's cheaper to buy the off-the-peg motor yacht at £77,500 than have a workboat built."

The Humber 42 had been moulded by Halmatic, who had also installed the twin Sabre 212s. This was something of a bonus. "Fred Booker's joinery was better than engineering," says Mike diplomatically.

If the original hull was robust, Booker's work made it virtually invincible. *Echopilot* features a double bottom up forward, a coachbulkhead, and fore and aft watertight bulkheads in the engine space. The timberwork is equally solid: for example the cabin bulkhead that doubles as the casing for the upper steering position consists of five sheets of half-inch marine ply back to back

Text: Tom Willis. Photographs: Lester McCarthy



MBY APRIL 2000

136





Wheelhouse/saloon

## Nelson 42 Data

<b>LOA</b>	41ft 0in (12.50m)
<b>Beam</b>	12ft 0in (3.66m)
<b>Draught</b>	3ft 3in (1.00m)
<b>Displacement</b>	around 12 tonnes
<b>Accommodation</b>	Sleeps up to eight: typically, forecabin with vee-berths; toilet/shower; saloon with bench seats/berths; galley; wheelhouse/saloon; aft stateroom
<b>Engines</b>	Typically twin Perkins Sabre 225hp diesels
<b>Built</b>	From 1965 – mouldings still available
<b>Designer</b>	Peter Thornycroft
<b>Builder</b>	Keith, Nelson & Co and others



Cockpit locker



Heads

Mike has had the Sabres derated, or more accurately retarded the pumps, so that they deliver nearer 200hp than their factory-spec 212hp. *Echopilot* still pulls a respectable 21 knots plus, but the small reduction in load means that she has not yet worn out her original turbochargers.

Unusually, *Echopilot* has Whitlock mechanical steering. Originally, it was set up to give six turns of the wheel hard over to starboard over, but Mike has adjusted the gearing to two turns only. Despite the lower ratio she is still relatively easy to steer because of the well-mannered Nelson hull.

Another unusual feature is that *Echopilot's* wheelhouse has both a side door and a door into the aft deck. Although considerably more convenient for moving round the boat, this does reduce seating space in the deck saloon area, so most other Nelson 42 builders tended to fit just one of the two.

For the past four years, Mike has kept the boat on a swinging mooring at Keyhaven, which only became available after he had spent 16 years on the waiting list. Compared with the £4,100-plus he was paying for a Wymington marina berth, the £300 annual mooring charge is peanuts. "It does have its down side, though," he says apologetically. The mooring is almost a mile downriver, which can be pretty unpleasant when you have to break the ice off the tender before going out to the boat. And though protected from the sea, it's frequently very windy: the dodger cords can chafe right through in the course of a winter. Given this, it's probably just as well that

*Echopilot* has a belt-and-braces electrical system. There are three 24V batteries: a heavy-duty battery dedicated to the port engine starter and two deep-cycles, one for starting the starboard engine and powering the 24V domestic system, and the other kept as a spare starboard starter. As a final failsafe, the port engine battery can be switched over to start the starboard.

*Echopilot* has a Class A certificate entitling her to carry 12 passengers.

She has to comply with a commercial Code of Practice, and as with the dreaded Boat Safety Scheme, this doesn't come without a certain amount of effort and expense. The stability test was no problem, but the original Booker specification fell a long way short of modern commercial standards. Mike has had to fit shut-offs to the engine air intakes, replace the soundproofing and upholstery with fire-retardant material, raise the height of the guardrails, fit an emergency tiller, bilge level alarms and firefighting equipment, buy numerous lifejackets, and so on, and so on...

What with weekly echo-sounder and sonar tests and other work, *Echopilot* doesn't get much use as a motor cruiser. In fact, Mike reckons he can count the number of nights he has spent aboard on the fingers of one hand. But she's always available for days out, and the advantage of the downriver mooring at Keyhaven is that she is only hampered by the tide at springs.



We said before in this series that the Nelson's almost universal appeal means that it is often bought by sailors who would like to switch to power but are worried about what their sailing friends would say. As the owner of a 34 said (Buying Second-hand, November 1998): "You don't have to be ashamed of parking a Nelson in a line of yachts." Well, Mike Phillips is a sailor too. His 1894 Itchen Ferry *Tom Tit* doesn't even have an engine.

## Market Report

A production history of more than 30 years makes Nelson 40/42s difficult to price, but it's compounded further by the fact that many motor yacht examples are converted pilot vessels or other commercial craft. Ian Driver, a broker (and former owner) who has a number on his books, says condition is far more significant than age: he reckons that a 1972 model built as a motor yacht, re-engined in 1993 with twin 225s, is probably only a little overpriced at just under £100,000, while one of a similar age converted from a former fishery protection vessel is realistically tagged at £39,500. £80,000-90,000 is likely to be a reasonable base price, which you could halve or add 50% to depending on the condition of the boat and the age of the engines.

## Nelson Owners' Club

The Nelson Boat Owners' Club is run by Simon Mayes of Nelson Engineering of Bembridge. Not entirely coincidentally, Nelson Engineering is on the site of Keith, Nelson & Co, and Simon's own office is the one used by Peter

Thornycroft. The club has about 90 members, almost all of them with their own boats, and puts on a well attended rally in the Solent every summer. For further details contact the Nelson Boat Owners' Club, Nelson Yard, The Embankment, Isle of Wight PO35 5NR. Tel: 01983 872306. Fax: 01932 875100. **MBY**

• our test of the new Dale Nelson 38 is on p60.

## Looking to buy?

[www.mby.com](http://www.mby.com)

Visit our website and you can search our up-to-the minute database of thousands of new and used boats. And in our Boat Reports pages, you'll find our exclusive listing of the 100 most popular second-hand motor cruisers - with the history of the marque and guide prices.



NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## John Askham's 80th Birthday Celebrations

By  
Steve Brenner

On Saturday, 23rd September 2017 John Askham, the designer of many of the original Nelsons including the Nelson 40, had his 80th birthday in St Helen's, IOW.

He is seen pictured here with one his daughters and also with fellow Nelson designers Arthur Mursell and Peter Collett. Arthur is the current Managing Director of TT Boat Designs. All three still meet regularly, no doubt to discuss all things Nelson!

The model shown in the picture (bottom right) is that of a Bullitt 45, one of the semi-displacement boats designed by John outside of TT Boat Designs.





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## 2018 Programme of Events

Date	Event	Venue	Contact
Sunday, 25th February	UK Winter Lunch	Motor vessel 'Pride of London' London	Graham Hitchcock Graham@hitchcockphoto.co.uk
Saturday, 3rd March	Dutch Winter Lunch		Floor Heijn Floor@thml.nl Adriaan Roosen A.roosen@wxs.nl
Friday, 29th June— Sunday, 1st July	UK Summer Rally	Portsmouth - Bembridge followed by an optional cruise to London with Dutch members	Paul Gamsa gamsa@btinternet.com
Friday 31st August to Sunday, 2nd September	Dutch Summer Rally		Floor Heijn Floor@thml.nl



Further information will be emailed/sent out prior to each event.



There is still time to book a place for the  
**Nelson Boat Owners 2018 Winter Lunch**  
**Sunday, 25th February 2018**  
at The Commodores Table on board the  
MV Pride of London on the River Thames



**The Nelson Boat Owners Club 2017/2018 Winter Lunch**

Sunday 25th February 2018

**MV PRIDE OF LONDON**

Sailing Promptly at 13.00

**12.45 - 13.00 Boarding at the Festival Pier - River Thames - South Bank  
Lambeth, London, SE1 8XZ**

**13.00 Champagne Reception on the Viewing Deck**

**Lunch to be Served during the cruise from 13.30 in the Saloon**

**Menu**

**To Start**

Sun Blushed Tomato, Basil, Mozzarella & Cucumber Ribbon Salad

**Main Course**

Chicken prepared in Tarragon Sauce  
Served with Roasted Potatoes, French Green Beans & Sweetcorn

**Dessert**

Traditional Apple Crumble & Custard

-----  
Wine and other drinks during the meal will be available to purchase at the bar  
which will remain open until 16.45  
-----

The Nelson Boat Owners Club have private charter of the vessel between 12.45 and 17.00  
We will be cruising the River Thames during lunch  
with the boat returning to the Festival Pier  
to dock for dis-embarkation between 16.45 and 17.00  
-----

**Inclusive Price £60 per person**

**Firstly please make reservations by email to :- [graham.hitchcock@ntlworld.com](mailto:graham.hitchcock@ntlworld.com)  
or Telephone 020 8304 0266**

**Then send your bank payments to :-**

**Nelson Boat Owners Club, Sort Code 40-40-19 Account Number 91056492**

**or cheques to the Hon. Treasurer - Harry Standley**

**His address can be found in the NBOC Members Address Book**

**Cheques Payable to The Nelson Boat Owners Club**  
-----

Please advise of any dietary requirements when booking.



# Dutch 2018 Winter Lunch In Ijmuiden

Saturday, 3rd March 2018

**11.00—13.00**

## North Sea Locks Visitors Centre Ijmuiden

Guided tour in the red coloured visitor's centre SHIP, Noordersluisweg 1, 1975AM Ijmuiden ([www.ship-info.nl](http://www.ship-info.nl)). Here we will learn about the ongoing construction of a new lock which will be the largest of this kind in the world.



*North Sea Locks Ijmuiden*

**13.00—15.00**

## Lunch at Restaurant Bart

The restaurant is situated in Ijmuiden at the Trawlerkade 83 ([www.lunchroombart.nl](http://www.lunchroombart.nl))

### KEYNOTE SPEECH

**“Further Adventures in the Baltic Sea  
(by Harry Standley, Rear Commodore of the NBOC)**



### Getting there:

**By car:** parking on the premises of the Visitors Centre  
**From Amsterdam:** Bus N80 from Sloterdijk Station to Ijmuiden Sluisplein  
**From Schipol:** Taxi

### SIGN UP:

Sen your email to Floor Heijn ([floor@thml.nl](mailto:floor@thml.nl)) or to Adrian Roosen ([aroosen@wxs.nl](mailto:aroosen@wxs.nl))





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## 2018 CRUISE TO LONDON

**Sunday, 1st—Monday, 9th July**

A cruise to London will take place immediately after our annual rally at Bembridge.

We plan to depart on Sunday 1st July via Brighton to Ramsgate where we will meet up with our Dutch club members before travelling onwards to Chatham and Limehouse Marina (near London Bridge).

If you wish to be kept advised of further details, please email:

[gamsa@btinternet.com](mailto:gamsa@btinternet.com)



*Entrance lock into Limehouse Marina*





NELSON BOAT OWNERS CLUB

# NEWSLETTER

DECEMBER 2017

## *Nelson Yacht Brokerage*



**[www.nelsonyachts.co.uk](http://www.nelsonyachts.co.uk)**

*We are actively looking for Nelsons, and other semi-displacement motor boats for the brokerage and have launched a new, more user-friendly, website.*

*If you are looking to buy or sell a Nelson or similar type of boat, or just wish to discuss the possibility, please contact either:*

*Harry on 07778 682909*

*or*

*Steve on 07803 202311*



**[www.nelsonboatownersclub.co.uk](http://www.nelsonboatownersclub.co.uk)**

## IN MEMORIAM HANS HOFSTEENGE

**From:** Footprints in the Sand (last stanza)

*...the Lord replied, "my precious, precious child,*

*I love you and I would never leave you.*

*During your times of trial and suffering,*

*When you see only one set of footprints,*

*It was then that I carried you."*



On May 17<sup>th</sup> 2017 our beloved member Hans Hofsteenge passed away at the age of 73. Hans had been very ill for some time. Since the inception of the club in Holland in May 2006, the crew of Flyer became a mainstay by participating in many, if not all the club events. The first time I heard the voice of Hans was in 2006 when he called Harlingen port control on the VHF because they were "on their way to a Nelson party and where could they find it..." And they did find it and a party it did become for many years! Hans and Alice became very active members. They organised terrific visits of the Huisman yard for our members. Hans became the commodore of the Dutch club, a role he did with passion for several years. A highlight was the rally to Cowes in 2012 with an overnight crossing from Breskens to Cowes. We came to attend the J-Class regatta in the Solent, all organised and lead by Hans (see picture). Then he was at his best, calm, an experienced licensed yacht master, natural leader, a great sense of humour, modest and well respected and loved by everybody. And always in support of Alice in everything. He has been a role model for me and for many of us, especially in his last very difficult year. The funeral services in Vollenhove drew friends, relatives and business friends from all over the world. Many of us went to pay our respects.

We wish Alice and the family strength and faith in these difficult days. A loss which is also felt so strongly by everybody in the club.

Adriaan Roosen