



South Coast Social at Warsash

The first Victoria Shadow event of the year, on Saturday, 22nd February at the Warsash Sailing Club, was most successful with a good attendance of members and guests.

Traditionally, the South Coast Social has been held on a Sunday at the Sarisbury and District Community Centre, where we have hired a large hall with attached kitchen for a quite modest fee. The members have self-catered by each bringing food items that combine, under Olive Hathaway's guidance, to produce a superb spread; our 'American Style' buffet. There had been many problems over the years. Sometimes a keyholder had not appeared to open the doors, or other hirers had over-run their time, or there was double booking but, most of all, we remembered shivering in a hall that was barely heated. The number of complaints last year prompted the change of venue.

To summarise the changes, the move to the warm and inviting Warsash Sailing Club also involved a change from Sunday to Saturday, since Sunday is the busiest day of the week for the club. We no longer bring our own food but simply order from the club's menu, which is very reasonably priced.

To thank Olive for all those years of work behind the scenes in the kitchen, she was our guest of honour at this social.



Olive Hathaway

After lunch and the raffle draw, we moved downstairs to listen to an illustrated talk by Jeremy Ouvry. Jeremy, who is a member of the Warsash Sailing Club, told us of a voyage to Iceland aboard a Bowman 40.

Since Chuck Paine, an Honorary Member of our association, not only designed our Victoria Yachts but also designed the Bowman 40 in 1983, those of us present thought it an acceptable craft for such a voyage.

Jeremy had many interesting tales to tell and he projected colour transparencies of the many places visited in Iceland; proper slides and not just those digital imitations!



Jeremy Ouvry

Our thanks go to Jeremy for an interesting and entertaining afternoon.

Ordering Association Regalia

Clothing items with our insignia or logo can be ordered direct from World Leisurewear & Ocean World Ltd of Cowes.



Visit their web-site at www.oceanworld.co.uk. To see our own logo, click on Club Logos (top centre), Yacht Club Logos (first paragraph), the letter V (alphabet link) and you will see it:



[Victoria Shadow Association](http://www.victoriashadow.co.uk)
[VIC 4416](http://www.victoriashadow.co.uk)

The red background is only there to make the logo stand out on white paper. Only the flag and staff will be embroidered and the background colour will be the colour of the clothing.

Choose your clothing; Polo Shirts, Rugby Shirts and Fleeces will probably be the favoured choices. Decide whether you might like a boat name added. Although you can complete the whole transaction on-line, it might be best to telephone Ocean World on 01983 291 744 to discuss suitability, positioning of logo and size of any text before placing an order.

John Cade can also supply Burgees (sewn or printed), Silk Ties and Caps at most Socials, Rallies or by post. Contact him at ahoy@cadeho.eclipse.co.uk or on 01707 323619 for availability and price.

Don't touch that propeller! It might cost you

The boat was out sitting on her frame and all looked shipshape, the Coppercoat had done its job well, anodes were still usable, I just idly rocked the propeller as I walked round. Was that a wobble, there was definitely a bit of play in the cutlass, Mmmm.



The Victoria 26 has its cutlass bearing mounted externally in a bronze log attached to the keel by two bolts, it looked like a simple job to remove the prop, undo the two nuts and slide the log and bearing off the prop shaft! Silly me. The stern tube is threaded so the bolts have to be pushed into the hull to allow the log to be unscrewed. The bolts are now inside the boat in a dark hole out of reach behind the engine and under 60 litres of fuel and tank, so advice was sought from the local engineers. They will have it sorted in no time.

The next day a phone call delivers news, the thread had been secured with Loctite! And the reason was plain to see when finally removed from the stern tube, in splitting the cutlass bearing to remove it in the past somebody had carried on and sawn through the stern tube. The Loctite made everything watertight!!



The list continued – The engine would have to come out and the recently topped up fuel tank. I volunteered to siphon off the 60 litres of freshly treated diesel in a pathetic attempt to cut the costs and then surprise surprise, the shaft seal, a recently installed PSS drip less stern gland was found to be damaged and likely to fail if reused.

Well at least there was nothing left in the stern bilges to go wrong, it had all come out! Things could only get better. The engineers had a plan, bless em. Get rid of the newfangled PSS seal and fit a good old reliable Volvo seal. To allow access for burping the seal the new stern tube would be made longer than the old one, bringing the stern gland closer up behind the engine where normal human arms could reach.



The shaft log bolts would be reversed, the two nuts welded to a s/s C bracket fixed to the bulkhead and around the stern tube inside the boat and therefore allowing the two bolts to be removed from outside without the nuts dropping into the inaccessible rear bilge area, this whole arrangement also allowed the bearing log and prop shaft to be removed from outside the boat without drama by simply removing the rudder and the prop. It was also discovered that the engine was out of alignment with the shaft hence the problems with PSS seal and probably the cutlass bearing. So, I now had a new cutlass bearing, the shaft snug and centred in the stern tube. I just need to remember to burp the seal when she gets back into the water.



The finished job. Just don't touch.

Editor: The author of this article has asked to remain anonymous but we do thank him for this cautionary tale.

East Coast Social at Wivenhoe

Saturday, 15th march was a bright and sunny day at Wivenhoe but with a cold breeze and it was high tide around mid-day. The Rose and Crown had a new pub' sign and was looking quite smart alongside the Nottage Maritime Institute. Our members had gathered there, once again, for our East Coast Social.

Lunch at the Rose and Crown gave us all a chance to catch up with the latest news and take a little refreshment before retiring to the Nottage for an illustrated talk by Ted North, who is the Chief Executive Officer of the Morning Star Trust.



Ted was an extremely persuasive and confident speaker, as he told us of all the positive results achieved by taking mainly young people to sea, where they often discovered abilities and a new outlook on life they would not have thought possible.



Morning Star – a 62ft Gaff Ketch

After thanking our speaker, Jon Spencer was pleased to announce that David Macgregor, who had arranged the East Coast Social for a second year running, had agreed to act as the East Coast Representative on a temporary basis until a full-time East Coast Regional Organiser could be found. As such, David also becomes a much needed member of the Committee.



David Macgregor

The afternoon was rounded-off by tea and cakes, provided by Susan Macgregor, and the all-important raffle draw.

We thank both David and Susan for their work in making the day a great success.

Forthcoming Events

Richard and Meryl Saunders are organising a **South Coast Early Summer Rally to Chichester** on Saturday and Sunday, 17th and 18th May. Participating boats will moor up in Chichester Marina on Saturday, where it is hoped they will be moored close together. Members and guests arriving by road will find there is plenty of room to park. The evening meal will be at the Chichester Yacht Club, which adjoins the marina. It is important that Richard knows the names and sizes of boats in good time to obtain the necessary moorings and also the total number dining in the evening.

Please contact Richard at richard@rnsaunders.plus.com.

John Walker is organising the **River Thames Spring Rally to Cookham** for Shadow Motor-Boats on Saturday, 24th May. The boats will moor on the public moorings at the Meadows. John emphasises that all members and friends are welcome to attend, not just Shadow owners.

Please contact John by telephone on 01189 782317 or by e-mail at johnwalker@talktalk.net.

On the **East Coast**, Martin Hunt is looking into the possibility of an East Coast Rally to the Royal Harwich Yacht Club, just downstream of Woolverstone Marina on the River Orwell. Early discussions with the yacht club suggest that Saturday, 21st June might be a possible date. Although this is by no means definite, you might like to make a note in your diary and try to keep the weekend free.

Next Newsletter

The next Newsletter will probably be published after the Early Summer/Spring rallies, or earlier if there is sufficient copy.

If you have an article or item of news you would like included, please send it to news@victoriashadow.co.uk or by post to The Victoria Shadow Association, 4 The Grove, Haywards Heath, West Sussex, RH16 3SJ.

Committee Vacancies

As the Chairman of Yachts for the Association I am conscious of the need for a well-balanced Committee that represents the interests of the whole of the membership to ensure that individual interests are recognised. We currently have vacancies for our South Coast and East Coast Regional Organisers and our Honorary Secretary. The Secretarial role is both interesting and not too demanding, places the individual at the centre of the Association, and would suit anyone with a few basic keyboard skills. Although the Regional Organisers are an important component of the Committee the manner in which a number of different members have each arranged different socials and rallies in their home areas has maintained an active and full calendar of events; thank you.

Jon Spencer