

Moonrakers

INTERNATIONAL



EXTENDS A
WARM
WELCOME TO
ALL OUR 16 NEW
DANISH MEMBERS



INSIDE. LATEST ON THE GD2K RALLY
REGULAR FEATURES



COMPETITION WINNER

Moonraker Owners Club Web site <http://web.ukonline.co.uk/david.beet>

Editorial

Dave Beet



Well, the club just keeps growing, along with the steady trickle of new members we have now, as you no doubt noticed on the front cover, been joined by sixteen (16) Moonraker owners from Denmark. I have already taken the opportunity of welcoming them via the web site, which is something else that keeps getting bigger and bigger, it's undergone a major layout change over the past few weeks, there's even the odd animation here and there, and happily, thanks to the feedback, I can report, the site is being visited daily by people from all over the world and, **if you attended a Moonraker function, the chances are your picture is up there in glorious Technicolor!** Do take a look in the magazine section of the site.

Sad to say, we have once more been let down slightly, as regards articles. No 'Rewire It' article, from Tim Groom has been forthcoming, pressure of work the culprit there. The Galley refit, which was to have continued on from the last issue, is also missing. The reason for this is that work stopped throughout the winter period but I shall, as you read this, be taking a fortnight off to complete the job. Update next issue. Promise! Well, hopefully. There is however a word search quiz, page 9, and on the same page you will see why I got a little annoyed with a faceless wonder at the RYA.

The Rally 'GD2K' looks to be well underway. Maggie Phipps, who was to organise it, had to drop out and, to fill the void so to speak, in comes John Cliff. John will be the coordinator for this great event. He is a dedicated guy with a bit of time to spare, and thankfully he offered to fill the breach.

There is an article about flybridge covers from Alan Waller and one from Gerry Ezard on refurbishing bollards. Of interest might be the price list of extras from the Moonraker factory in the early 70s, this little gem was in fact dug out by John Cliff. There's the 'Founders Column' and some very interesting letters. The photos of your individual boats, I keep asking for, have once more been non-forthcoming. Even I am getting a little disheartened at the moment, maybe it's just the long winter or maybe you are trying to tell me something?

The exposure the Moonraker is receiving at the moment is doing wonders for the marque, have you seen the latest prices being asked on brokerage? Once more. A big 'Moonraker' welcome to all new members, both here and abroad! Right! I'm off to finish the galley, in time for the rally.

"Have a great season, and I hope many of you will make GD2K. All the best!" Dave

Should anyone need a copy of the GD2K route, recently sent out, just give Morvyn a call.

Front Cover Moonraker. The Elsie Cliff

FOUNDERS COLUMN

With the clocks going on it is, in my mind, the beginning of a new boating season and a chance to get all those jobs you were intending to do last autumn completed before you start serious boating. I have just completed mine, and in antifouling the hull, I had a nasty shock. I found at the lowest point of the keel a large piece of Gelcoat missing and the chopped strand mat exposed. Luckily, because Darius had been under cover in a boathouse all winter the exposed mat was dry and I was able to fill it with an epoxy filler before continuing the antifouling when the epoxy had dried. It does point up the fact that had I not had to do the antifoul I would not have discovered this problem, which could have had expensive results. The moral is DON'T skip the spring, or for that matter the winter maintenance.

On a similar vein, I came upon a new term I had not heard of before – panting. Apparently, this is a term which refers to the flexing of the lay up, and on Moonrakers it is particularly prone on the large foredeck. This is especially true of the early models, like mine, which were made by Bells of Buxton. I enquired from a surveyor (Alan Hill) who over the years has dealt with many Moonrakers and he told me that on the foredeck the filling of the sandwich was foam and not re-enforced. The lay-up was only 8 ounces, and for some boats on the Mediterranean this foam gave off gases under the hot sun resulting in the deck actually splitting. On later boats, the problem was solved using a balsa sandwich instead. With Darius being in the Med I hope it doesn't happen to her. If you have this problem, according to Alan Hill, the best answer is to take down the head-inings in the bow and glass in wooden beams as strengtheners. One of the problems this “panting” cause's is leaking front windows so besides the strengthening it is also wise to have the windows re-bedded.

On a happier note, the annual fee of £8.00 remains the same for 2000/1, and no doubt by the time this edition of the magazine lands on your doorstep you will have received a letter from me requesting your money!

Dave would like a photo of YOUR boat so that we can get pictures of all members' boats on the web site and for the front of the magazine. So please send him one, and if you haven't visited our web site recently take a look it gets bigger and better – all thanks to Dave. <http://web.ukonline.co.uk/david.beet>

Finally.....

The other day I took the RYA test for European Waterways known as the CEVNI. Anyone now cruising on the Continent must possess this certificate, which is part of the International Certificate of Competence. The RYA produce a booklet containing the rules which contains about 24 pages. The test itself comprises 14 multi choice questions and you have to get 11 right. It took me two days to learn the Regulations but the exam only 5minutes and was really very simple. For those coming with us to Amsterdam you should possess this qualification but if you have an un-expired ICC there is no need to take the test before that certificate has expired.

Happy Moonraking. *Monvyn*

ORIGINAL 1973 'EXTRAS' PRICE LIST

Optional Equipment I

Whilst the Softrider 36 range is constructed to a specification that is in itself "complete" we recognise that some owners will wish to personalise their craft to individual requirements. Listed below are the items that your Moonraker has been specifically designed to accommodate.

We differentiate between factory fitted equipment, which must be finalised before build commences - and Service Extras, which may be fitted at any time, after the vessel has been completed by the factory. Service Extras are identified by *italic* print.

	£
<i>Transom bathing platform in brushed teak - from</i>	165
<i>Davits fitted with winch, including mounting blocks, winches & falls</i>	198
<i>Simpson Lawrence 519 electric winch in lieu of standard</i>	228
Tinted glass in lieu of standard - from.....	140
<i>6-man liferaft fitted on aft deck</i>	264
Special coloured hull.....	275
Metallic coloured hull.....	380
<i>Compass fitted on flybridge</i>	70
<i>Automatic pilot</i>	495
<i>Ship to shore radiotelephone fitted and tested- from</i>	545
<i>Radar fitted and tested - from</i>	1055
<i>'Dry water' cut off switch for water pressure unit</i>	25
Oil fired central heating.....	280
High capacity 'cold' air system for engine bay.....	80
Suppression to standard ships electrics.....	195
Twin docking lights.....	40
Lloyds hull moulding certificate.....	70
Moveable boarding ladder with three s /s fittings.....	65
Pair of Captain and Navigator footrests.....	50
Switch console to fit above instrument panel in lieu of standard.....	45
Padded cockpit roof lining.....	42
Sniffette gas detector.....	32
'Sumlog' fitted, calibrated and tested.....	70
3 cu ft. battery operated electric fridge in lieu of standard 1 cu. ft.	75
Constant water pressure unit in lieu of standard.....	110
Electro-hydraulic trim tab/stabiliser system.....	320
Shore support system, complete with cable, charger, ring main and sockets	100

Maybe someone out there would like to price the items up at today's prices. That lot, by the way, totalled out at just = £5414 plus VAT

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INSURANCE OK!

Many thanks for the winter edition of Moonrakers International.

Enclosed with the magazine was an insurance leaflet and I know that the Editor or Founder member were not recommending any particular insurance underwriter and that they will not accept any responsibility for insurance claims that are repudiated.

My background is 47 years in the insurance industry. 37 years was with the UK's largest insurer, the last 15 years was as Manager. The last 10 years I worked on my own as an Insurance Consultant. I took 13 insurance examinations over 8 years, specializing in insurance and company law. The public generally buy insurance on price when they should consider the cover. Do you get a protected no claim bonus? Most importantly does the insurer subscribe to the Insurance Ombudsman scheme? The latter is very important! Because if you cannot get a justifiable claim settled, the Ombudsman will take up your case after you have exhausted all the channels with your insurers, up to and including the General Manager.

I have studied all the Marine Insurers and a Non UK Company provides the best cover. They underwrite their policies in the UK but because their Head Office is in Europe they do not subscribe to The Ombudsmen and they wrote to me and said they come under European Law but how many of us would go to Europe to get justice? My advice is to stick to UK Insurance **Companies** not underwriting Brokers. I had great difficulty dealing with my Surveyor when he was negligent because he was insured with Lloyds. My claim was a little over £2,500, but because he would not give me his Insurer's details (where I could have negotiated a settlement) we got to within the courtroom door and my legal costs increased the total cost he paid to £4,300. It was before the small claims court increased the limit, which was then only £1,000. This claim took 18 months to settle and the Surveyor tried to frighten me saying if I lost, his costs would be over £20,000. When I explained I was no stranger to the Courtroom and would meet him there he offered various amounts of £600, then £1,200 and a "final offer" of £2,000 plus my legal costs. I told my solicitor that my bottom figure was £2500; even then he tried to meet me half way at £2,250. My advice is when you have them on the run do not give in.

David is this any good? Alan Waller.

It most certainly is Alan!

Members may recall the article, in an earlier edition of the magazine, 'Not a Penny Less' which went in great detail, the case Alan describes above.

As to Alan's opening comment. No. Morvyn and I do not recommend any insurer or underwriter. As stated in the, winter edition, editorial, it was a gesture from Gerry, who just thought members might find the form convenient. Thanks for drawing our attention to it though Al.

40 Knot Moonraker!

When I was at the London Boat Show I was talking to a rep on the Mercruiser stand and when I mentioned the word "Moonraker" his eyes lit up and he went on to tell me the

following tale. In the year 1975, he re engined a Moonraker 36 with twin 350hp engines. To do so he had to modify the wheelhouse to accomodate such beasts. They were Mercruiser diesels. He was the driver of the boat which was entered into the Cowes-Torquay race of that year. He still has the brochure showing entrants into that race, but before competing, certain sea trials had to be carried out. The boat went well but at around 40 knots she was planing only on the keel which, as you know is quite wide. The only trouble was that she became uncontrollable, so further modifications had to be made. These meant removal of the existing keel and replacing it with a much finer one. The modification was successful and Salween lined up with the rest of the competitors. Her number was 1001 and, so the rep said, she was the cleanest boat around as the company making a cleaning product with that number ensured. They completed the race although were not highly placed. Nevertheless it shows the versatility of the marque. As a postscript one of the engines blew up later, the boat is now owned by our members John & Jean Roberts and she is based in the Medway although the horse power is a much more sedate twin 175 hp. By the way the name is taken from a river in Borneo so I am informed. **Morvyn**



We were very pleased to receive our first copy of Moonrakers International, as you know we have just recently become members.

Since June 1999 we are the proud owners of the Moonraker "Bandarante" so of course we were delighted to see it feature on the front cover of the Winter 2000 Issue. We understand that Bandarante was first commissioned for the

Crown Prince of Bahrain who is now The Amir of the State of Bahrain.

We believe that the name Bandarante comes from a Brazilian Plane and this type of plane operated in UAE.

We think the boat may have been registered in Bahrain as Bahrain appears on the boat under the name Bandarante. We intend keeping this as it is.

We visited Bahrain last year and purchased a flag of the country, which we hope to fly this season. The Irish Singer Daniel O'Donnell made a video called Peaceful Waters about Lough Erne and the Shannon last summer. This was in memory of the victims of the Omagh Bomb in August 1998. Banderante is featured during the third last song We read in the magazine going Dutch or Belgium etc. perhaps your members might wish to consider visiting the Waterways of Ireland i.e. River Shannon with the canal link to Lough Erne approx 400 miles of waterway.

All Public moorings are free with plenty of facilities- showers, laundry etc. available.

If anyone is interested we would be happy to provide more information

Best wishes. Werner Geyer.

Though initially addressed to Morvyn, who forwarded it on for inclusion, I think you will agree, it is yet another piece of magical Moonraker memorabilia!

*Did any one famous own your Moonraker? If so have it chronicled here. You never know, you might one day be glad you did! Mind you, I might as well be asking for the Moon, if the plea for your boat photos is anything to go by. **DB***



Moonraker Owners Club

Your Boat Name Here

At long last we have found a supplier! Top Quality Cotton polo shirts, embroidered as above, complete with your individual Moonrakers name. These shirts come in white, beige or blue. They cost £11 each, or two for just £20. Please state, when ordering, small, medium or large.

Contact John 01709 554466 (He is in the Caribbean till mid April, but you can leave your order with Morvyn. £2 per order go to swell club funds.

Letters & Latest

After placing the excerpt from the Moonraker promotion video on to the web site, I then sent e-mail to members asking if anyone had a problem down loading it. I got this response from a fellow Moonraker owner in New York USA.

Hi David,

I checked out the advertising video and it worked fine on my computer. It took about 7 minutes to load but once loaded ran nicely. The first screen, which had some credits, was difficult to read but the motion picture portion provided a nice respite from the bleak January greys outside. It was also nice to see a Moonraker in the water for the first time.

Due to demands on my time during the past year I have been unable to complete my Moonraker as originally planned, but I do plan on completion sometime this spring. Many thanks for all of your efforts on the greatly expanded Web Site. It has inspired me to gain renewed optimism about recommitting myself to my project Moonraker. Keep up the good work.

Sincerely Larry Broderick

Hi Dave -

We've finally got our modem repaired and running. Thanks for the latest issue, great stuff, and the Moonraker site is excellent. Regards Gerry & Chris.

I hope members will forgive my placing these letters of praise in the Mag but I do assure you that having asked for pictures, letters, comments, articles and even information, with little or no response, then believe me, I am more than grateful for such lines of encouragement. Thanks guys!

SO THAT'S WHAT THEY THINK OF US!

Members may be interested in a few e-mails that went back and forth between myself, and the RYA

Sir

I have been a member of the RYA for many years and run the Moonraker Owners club web site, <<http://web.ukonline.co.uk/david.beet>> I edit the 'in house' magazine 'Moonrakers International'. All aspects of both ventures are totally voluntary and non-profit making, as all materials for both ventures are supplied free of charge by myself. I wondered if there are any plans on your site to add owner's clubs/associations? Thanks Dave Beet

The replier, on behalf of the RYA, did not have the courtesy to address the e-mail nor did he sign it. He just wrote: -

The RYA plans are to create links to RYA Affiliated Clubs, Class Associations, and Recognised Teaching Establishment only. In certain cases we may create links to major sponsors, but no plans are being considered for general links to other organisations.

Bill Baillie

E-mail: bill.baillie@rya.org.uk

Tel: 02380 627402 (Direct Line)

Tel: 02380 627400 (Main Switchboard)

Now. Call me touchy if you like! But I am not all that keen on being talked down to by someone who quite obviously feels part of an elite establishment so I answered thus: -

As I mentioned originally, the club is a non-profit organisation! All I had hoped was that our site, which is about boating and nothing but, could easily be found and downloaded from your site, by fellow boaters with an interest in the marque. However, from your reply, it would appear that RYA members are not seen or viewed as major sponsors.

The attitude so arrogantly displayed by yourself in your reply will certainly figure in the next editorial of the in house Mag, true we only have about 80 (more now) members but quite a large proportion will, no doubt be RYA members also. As I said in my original e-mail, I have been a member of your organisation for years but with the attitude displayed, this years bank draft of mine will be the last, but I am forgetting, we are not major sponsors, so you wont miss a few of us dropping out!

Good Lord, Guess what? Now we get a reply that is addressed

David

Thank you for your comments.

The policy relating to links from the RYA web site was set by committee and not myself. The structure of the site is such that links to other associations are included in their listing on the web under Clubs and Classes or Training Establishments. These databases are then directly linked to the web site.

The costs of providing a facility for every member of the RYA to have the option of a link to their site would be significant and such a system would be expensive to maintain. The RYA does not have this level of funds and this is the main limiting factor in determining the facilities delivered from the web site.

Well at least the high horse has been dismantled, so I wrote back

Bill

Now that was a much more user-friendly reply. Your comments re. 'Every members web site' I totally agree, but then I was not asking for 'my' web site to be included in a list

Rather, I was asking for the boat clubs site to be included, along with other associations and clubs dedicated to a marque or boating interest. It would, after all provide a service to boat owners at absolutely no cost to the RYA and, by the way, would take up virtually no space whatsoever. More, it would attract more visitors to your site, which would then attract advertisers etc. etc.

Maybe a mention of these facts, to the committee you wrote of, might go a long way to furthering your position within their organisation

When something like the above happens, it does tend to make one realise that organisations, even ones with 'Royal' in the title, tend to be a little more in love with the, what's in it for us principle, rather than the object of what they, so grandly purport to represent! DB

COMPETITION RESULT

1 Winner Susan James!

Last time I asked you to tell me where this photo was shot, minus a landmark. Well the answer was in the question. It was Shotley Point, without the tower.

Susan, well done! Sue won a hand held Garmin 12, complete with PC interface cable.

Well not entirely true, but just for a second, I bet you wish you had taken the time to enter! Actually no one bothered.

So I get to keep my Garmin!



TRY THIS WORDSEARCH

THERE ARE WELL OVER, NO I WON'T TELL YOU
HOW MANY WORDS THERE ARE,
YOU TELL ME!

AGAIN, THERE IS A PRIZE TO BE WON
WARNING THERE IS A TRICK ONE!

PS IT'S MOSTLY ON A MOONRAKER THEME!

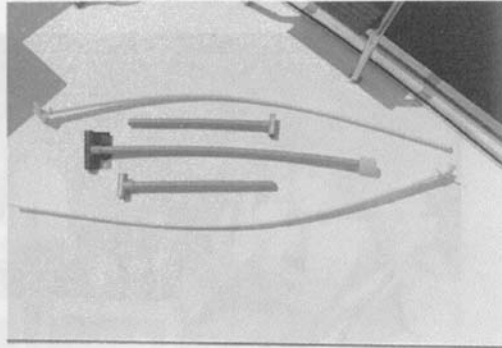
R Y U M X R M E N S U I T E L
E S I L O W E S T O F T P K L
W O F B Y O P A E R A D A R A
O U S T E R N G E A R S F U D
P N X B A C D R U B L H T D N
E D L W H I I G A E V O C D U
R E D I R T F O S K P H A E R
O R O B A T T E R I E S R B B
H N Y Z V R I N L L R R I S S
S L R G T D Y O M L K K N S R
F C T R I M T A B S I R P A E
E N I R A M O O R I N G S P D
B G M R O F T A L P S R Z M N
N O R F O L K W D J S L G O E
P L O T T E R S D A O R B C F

Zip Your Fly

Says Alan Waller

The cover on my flybridge held rainwater in a pool and had to be moved with a deck scrubber from the inside. So, after years of suffering the problem I decided to do something about it.

I went along to my local branch of Jewsons, and there I found some plastic piping, T pieces and some special adhesive. The T pieces were used for the long cross pieces, they stay in place by cutting a small part out of the T, (see figure 1)



One T bracket, there are five altogether, was covered in the flybridge material and is glued to the inside of the flybridge cover. The two long side pipes were measured slightly over sized and offered up before cutting to the correct length. (This allowed for the bend in the pipe) This was the first prototype but it fell down with the weight of the water.

The second, and successful version, which is still in use and even holds a covering of snow, is shown in figure 2. This includes short down supports and a front arm, which rests over the helm steering wheel. The two down supports need a timber space bracket with one inch drilled holes half way to stop the unit slipping. You will see that the long cross pieces lodge in the side stainless rail handles and for the winter I have taped them in to position. In commission the tape is not used.



It will be great! Say's rally organiser John Cliff, pictured right. "We had such a great time on our trip to Brugge last year, cruising in company with our editor Dave Beet! The chance to jump in and coordinate the GD2K, when Maggie had to drop out, just seemed like the right thing to do!" We have some ten craft already signed up to the event and I would like to see many more. No one will be left behind. True, the rally route may alter slightly, I personally think the cruise to Dutch waters might best be taken on the inland route where weather will not affect plans but I look forward to discussing this, and other issues with participants. **JC**

Don't forget the latest on THE Rally; 'Going Dutch 2000' (GD2K) is on the Web!



SMILE, IT'S A NEW SEASON!



The 'Get Together' above, was held in warehouse 13, which has been converted from, first a warehouse to a bar and recently, to what it is today, an atmospheric and convivial meeting place for boaters. Moonraker Owners, and their guests were made most welcome. The Christmas dinner was superb, the company excellent and only Morvyn was sober enough to take the picture. Has anyone out there got concrete evidence, of Morvyn ever buying a round by the way?

The list to the right is the names of boats already entered for the Going Dutch 2000 Rally. It is never too late to join in, just get in touch with Morvyn, John or myself.

Phone numbers are inside, and the latest reports are always on the website. Don't forget you can bring along a cruising companion, who's boat need not be a Moonraker; the last one on the list is just such a craft. No one will be left behind!

It all promises to be a great event. Plaques are to be awarded to all participants. There will also be commemorative sweatshirts and.....Well, why not just come and join us!

Acuatica
Anteras
Deconia
Delta Moon
The Elsie Cliff
Lady Dorothy
Lady Floss
Moonshine
Salween
Aristabatta

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