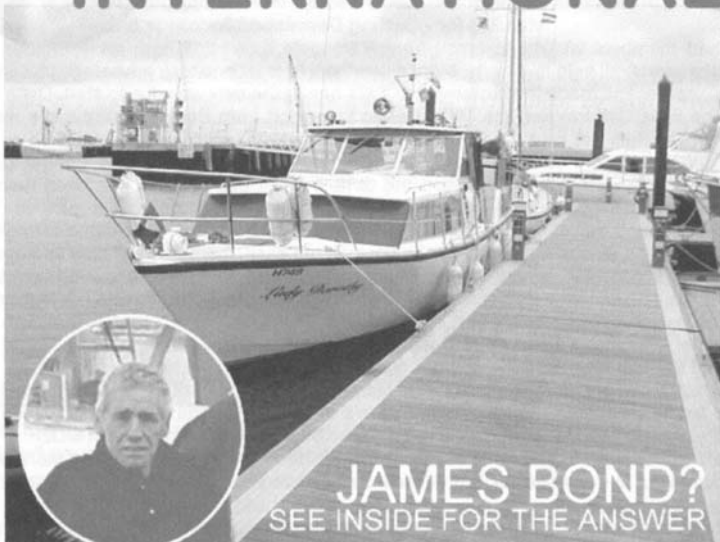


Moonrakers INTERNATIONAL



JAMES BOND?
SEE INSIDE FOR THE ANSWER

READ ABOUT THE MOONRAKER 36 CABRIOLET & THERES THE
PULL OUT SUPPLEMENT 'REWIRE IT', PART 2 BY TIM GROOM



ISSUE 12 AUTUMN 2000

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

Editorial

Dave Beet



Well as it turned out, GD2K ended up, in the main, standing for:- **Getting Depressed 2000.**

We had members waiting to cross from Ramsgate, Lowestoft and other ports, all held in initially, by bad weather. At least one took advantage of a window in the weather and made the crossing two days before the rally was due to start. Delta moon and The Elsie Cliff traveled the 100 miles to Lowestoft from Boston on the same weather window. We then got held up, firstly by the bad forecasts, which were depressing enough, then, and much more sadly by two pieces of terrible news. Firstly my crewmember Tim (he writes the wiring article for us) heard the terrible news that his wife had been rushed to hospital in Scotland. We then had to get a friend and colleague, Barry, to pick us up, he traveled a round trip of some 280 miles to do this, to get a car from home to make the journey the next day, to Glasgow. By the time we got back, there was still time to cross over to Belgium but the fun, to say the least had gone out of it all. Then the second thunderbolt struck! Tim's father, who was recovering from a triple bypass operation had deteriorated to such an extent that the life support machines were to be taken off. I then rushed Tim up to Doncaster, and then carried on to Scotland to fetch his wife, Averine, out of hospital to be with him through it all. So all in all from our point of view it was a horrible fortnight.

On a happier note you will be pleased to learn that some did make it, and to that end there are a few lines in the letters column. There's an article by Eddie, the crew of The Lady Dorothy, on what happened during at least some of the happier moments of GD2K. Could it all be down to the year? Alan Waller submitted a tale of woe regarding more wasted summer plans, in Alan's case his dreams were ruined by the 'proverbial' timewaster.

End of season get togethers! The Northern section plans a get together 'with a difference'. The difference is in both type of venue and, more importantly, the date: - Boxing Day, The Place, Sheffield, and the Venue, The Dial House, for an evening at the shows, with entertainment provided by the fabulous show group, 'Smackee'; Details from John Cliff 01709 554466. Everybody is welcome but tickets have to be booked in advance, and believe me, they are as hard to get hold of as rocking horse sugar. So book early to avoid disappointment. You can obtain more info on the group from their web site @ Smackee.com

Inside. Part two of Tim Groom's 'Wiring' article. 'Tips', on spraying the hull form Gerry Ezard. 'The survey results'. 'Your letters'. There's also a fabulous offer from Alan Waller, and even an item, complete with pictures, of a non-members 'Moonraker Cabriolet' and if you think it was a bad season for lots of us, take a look at the Founders Column from Morvyn!

Don't forget you can still download copies of the Owners Manual from our web site free, but for the real thing, at a cost of £28, you can order one on parchment paper with your own boat name. Many of you have already received your manuals and Tim has asked me to pass on his thanks for your letters of approval. Contact Tim on 01302 890836. Evenings.

2001 Moonraker Calendar! This glossy A4 calendar, a limited number (14 copies only) will be available by mid October. Please see back page for details.....

FRONT COVER. THE LADY DOROTHY, WHICH IS PICTURED WITH OWNER STEVE BARDEN WAS, WE ARE TOLD, Originally BUILT FOR ROGER MOORE AS A PRESENT FOR HIS THEN WIFE, DOROTHY SQUIRES.

FOUNDERS COLUMN

Some years ago, I went to a lecture given by an Arctic explorer. At the end of the presentation, a questioner asked how, with all that white snowy expanse, he could gauge his direction and speed of travel.

Without hesitation he replied, " I look to see if my feet are moving."

It is similar if at sea and out of sight of land. Alright, the engines are going, the log is telling you are moving, but you cannot gauge that movement by sight. This thought also came back to me when we started our return from the south of France. I calculated the distance and the number of locks I would need to pass through. It was daunting, more especially as I was making a circuitous route via Germany, so I divided it up into the various canals and rivers I intended to navigate thereby it did not seem so far. (For interest the total was 1153 miles and 398 locks.)

The problem did not, of course, present itself to those of you who had arranged to go on our annual rally which, so Dave Beet our editor tells me was not a " washout," more a " wind-out" and for that I am indeed very sorry, but the " best laid plans of men and mice..." Perhaps some of you could come up with a different idea for next year, not so ambitious where the effect of the weather can be minimilised. Let me have your views.

Dave tells me that others who did not enter the *rally* (read *Brittany Fears, further in the mag*) had equal misfortune, but rest assured my luck was little better with, upon my return to " Darius," finding her half sunk due to the incompetence of the " Chantior Navale" who renewed my stern gland packing but forgot to tighten the nuts afterwards. It then took a week to get her ship shape again.

I look forward to meeting up with you all at the various Autumnal and winter venues There is the one mentioned by Dave for the Northern section on Boxing day though I understand there is to be one in November sometime when Dave and Sue get back from their annual holiday in America. I understand the usual participants will be informed of the venue for this at a later date.

Meanwhile, Maggie Phipps informs us of their annual get together on the Medway. Its on the **14th October 2000. Venue, Inner Dowsing Light Ship, Medway Bridge Marina. 7.30, for 8.00pm. Carvery Menu.**

Contact Maggie on 01795 875434 with numbers and if a mooring required by 30 September, 2000; by then Maggie will have worked out a price and booked the venue!!!

May I take this opportunity to say 'thank you' to all those of you who took part in the event, GD2K. It may not have been all we had hoped for, but the weather always has the last word in our sport. Finally a big 'THANKYOU' for all the organisation done in the background, where time and effort was given freely by those involved and I make no apologise for naming Maggie Phipps, John Cliff and Dave Beet for the work they did on behalf of the club. Happy Moonraking. Morvyn.

For Sale Section

Gerry Ezard has a used header tank circular type for Perkins T6354 - complete with tube stack- - pressure tested by Serks - unused since he was persuaded to replace both header tanks on rebuild of his own engines. Buyer collects £40 (or he will despatch at your cost on carrier). Contact gerry-ezard@lineone.net

Member Rohan Minckley offers for sale. 2 x 175 Perkins 6354s. Both recently overhauled. One with a brand new intercooler, both engines come complete with gearboxes, shafts and couplings £2000 the lot. Buyer collects. Jersey. Contact Rohan on 01534 8332320 Day. 01534 852588 Evenings. **These items, and more, are on the web site.**

Moonraker Cabriolet?

The new owner of this Moonraker, having just purchased the craft, was moving it from Wroxham on the Northern Rivers of the Norfolk Broads to Brundell, on the southern waters. This necessitated a passage through Gt. Yarmouth where, as I understand it, having misjudged the tide, the guy caught up his radar on the bridge below Yarmouth yacht station and, if that wasn't bad enough, his crew member, who was stood on the aft deck at the time, was also swept overboard in to this fast flowing waterway, along with the wheelhouse roof. Luckily he, along with the wheelhouse roof, was fished out. I met the owner involved, and he



was only too happy to share his story with us, so I will not embarrass the guy by naming either him or his boat, but I understand he is about to join the M.O.C. and wishes to be known as Max Headroom!

The above shots were taken at the Berney Arms where, as can be seen, the beer is not the only thing with no head on it {See centre pages}

TIME FOR A RESPRAY?



Gerry Ezard

Fibreglass (GRP) ages, just like us, the surface becomes chalky and develops hundreds of pin holes.

Polishing with wax polish certainly protects the GRP and delays this process, but together with the bumps and scrapes, eventually the hull needs painting. We decided to refinish ours, and then had to make some choices.

Our first decision was to prepare the hull ourselves, which means rubbing down and filling all the tiny holes. This has to be hand done with 'wet and dry', as electric sanders clog almost immediately, and we used 120 and 180 grades of paper.

The filling, with epoxy, or marine filler (only for use above the waterline), requires great patience and good light, otherwise you'll miss lots of tiny holes. Small cracks, and hairline cracks, need gouging out and filling with epoxy for more strength. Once the filling is complete, the whole hull needs to be rubbed down again to ensure there are no 'bright' patches, and ensure good adhesion of the paint. All of this took us many weeks, because the slightest irregularity will be shown up when the paint is applied.

The next choice was the type of paint, either one pot alkyd paints (International Toplac or Blakes), or two pot polyurethane paints (International or Blakes). Either can be applied by brush or roller, but spraying of the two pot paints requires special equipment and respirators. The two pot paints are considerably tougher than the one pot, and cost a great deal more, but we felt this was worth the extra money. We had worked out that five coats, two of epoxy primer, and three of polyurethane two pot, would cost about £500 - yes £500, for the paint alone.

The final choice was how to apply it. Both Blakes and International publish excellent free booklets on the various materials and processes. Ensure you comply with the safety recommendations in these booklets. Having more or less decided to brush and roller ourselves, we then got a quote from our local yard to spray the hull. Our yard quoted us £1000 for spraying including the paint, and we decided to let them have the hassle, particularly since the weather was so poor. When the summer finally came, they yard tented the boat, and sprayed her during a week of good weather. We chose Blakes paint since it appears to be more forgiving of any temperature and humidity variations.

Finally Kapenina re-appeared from her cocoon, with a facelift worthy of any movie star. But, 'Oh Dear, the decks are looking tatty now! Said my wife, but that's another story!



GO TO AMSTERDAM & SEE THE BROADS Says Eddie Rowe

...or, what to do when your continental holiday trip is thwarted by bad weather & bad luck

Months of planning for the Moonraker trip to Amsterdam, via various well-considered points, was wrecked by relentless northerly winds. Only two boats reached the continent. Unable to move into the North Sea, after six days waiting, the two groups of Moonrakers split up. The Ramsgate group of five boats headed for the dizzy metropolitan heights of London and St Katherine's Dock, drawn no doubt, by theatre, arts and culture. The Lowestoft group went on a pubcrawl of the Norfolk Broads. Here is the unexpurgated truth about this fearless group of adventurers and pioneers.

Firstly, an introduction to the men who skippered this flotilla; men with the bodies of finely-tuned athletes, the minds of chess masters and very good pool players. Well one out of three isn't bad. John Cliff, the organiser of the escapade, on the right, is shown in a rare pose...with other men.



Steve Barden, left, is the man who can empty a pub's supplies of spirits in a single night and shares Dave's approach to strong drink, so much so that both "Lady Dorothy" and Delta Moon have more litres of gin, whisky and rum aboard than diesel. Both craft were crewed by a sorrier crowd than Captain Bligh ever saw. Denis from Doncaster and, Yvonne went in

the "Elsie Cliff" with John. Tim, the only man who can make Dave look like an anorexic, provided able help in the "Delta Moon". Less able in all nautical respects was myself, having so far almost learned how to fasten a rope after six river trips on the "Lady Dorothy".

Mine, & Steve's planning was faultless. After despatching our wives off to Belgium and spending a small fortune on inoculations etc for the dog we grabbed the once-in-a-lifetime chance to be independent and go on a real drinking binge. Insurance premiums went up for the pair, due to increased risk of alcohol-related accidents and the chance of scurvy due to our new diet.

First watering hole, of course, was the Yacht Club at Lowestoft, a fine choice in all respects and heavily recommended by our panel of experts. Typically, a pint of beer is a very reasonable £1.70 and we were all impressed with the quality of the food. Cheaper, though not often better, food is available in the nearby town and there are also plenty of local pubs and other amusements. The Yacht Club is a fine Edwardian building and well worth a stay.

After an amusing six day enforced stay, and plentiful rations of fish & chips and gin,

it was time to move on. The Broads beckoned, and we were not the sort to shirk a challenge.

For the second pub was "The Berney Arms", a pub recommended by Steve. Immediately the rest of the flotilla knew that Steve had no understanding of what the hospitality industry should be like. Some of our group found the food plain; others arrived at 9 o'clock and weren't able to order any food. The bar prices are exorbitant...oh, and the toilets were closed at about 10 because of plumbing problems!

The pub does, though, have a great location, due to it being the last watering place (*literally, see above Ed*) as you head out of the Broads towards the open sea. It's got lots of mooring (ignore the signs asking you for money) and it has a small shop attached. In the view of our experts, the pool table is too small but at 40p a game you can't complain too much, and opinion was divided about the quality, though not the price, of the beer.

Berney Arms



We spent the rest of the evening, and part of the morning, debating the pros and cons of the "Berney" over a few glasses. You could see the strain of this intellectual cut and thrust on Steve as he got up the next morning. *Picture withheld so as not to frighten the kids. Ed.*

Gallantly, we pressed on. We had a duty to investigate Steve's next recommendation, "The Yare" in Brundall. Bearing in mind his first choice of venue, hopes were not high,

and you could say that spirits were sinking. Vodka and gin, to name but two... In all honesty the rip off culture exists and is flourishing at the Yare. £2 a pint, being just one example. I am informed, from a reliable source, that these prices drop back to normal when holiday makers go home at the end of the season.

Is there any wonder we all go abroad for our main holidays? It's not so much the prices as the principle! Ed.

Unfortunately the holiday spirit started to elude us all when we heard that, first of all, Tim's wife was rushed in to hospital, and then later that same week his Father died. I would like, if I may, just to add my sympathies to Tim and his wife and family.

On a lighter note! It was pointed out to me that the bags under my eyes became noticeably larger as the week progressed. I really don't know how Steve manages to look so youthful on his daily intake.

I note, by your last comment, that you are still more than half cut then Eddie! DB.

Letters 'n' Latest

Dave.

Re. GD2K. Sorry to hear you had a bad time I hope that you managed to get some rest and recreation. To give you an update! We gave up on the Sunday 23rd after listening to contradicting weather forecasts and went up the Thames with the two "Moonbeams". Brave Spirit had to abort completely due to family problems which left Lady Floss and Salween who sat it out at Queenborough and made a run for Belgium on the Tuesday.

They managed to get as far as Gwent but did not meet up with the other two Ken Hatch plus the other 'Moonbeam', they did not manage to meet up with Jacko either. Luckily they also found a weather window and returned on 4th August. We did decide however that it is probably better to have the Moonraker get together at Queenborough - on 23rd July we had 5, Brave Spirit, Antares, Salween, Lady Floss and one non member Millenium Moon (formally Allegro). On 6th August we had Brave Spirit, Antares, Salween, Lady Floss, Millenium Moon another non member Sea Tigress and one formally from the Medway now on the Thames Mandrake (formally Wessex Wander) 7 Moonrakers! With the two other Moonrakers at moorings at Rochester that was a spotting of 9 in one day.

After our trip to the Thames we then had a week at Torquay in a "Bazil Fawity" hotel, but enjoyable anyway. We spotted on the River Dart a type of Moonraker - it was the hull with a looked like a self build top. Might be interesting to find it origins. She was moored just up from the Naval college on a buoy.

After a brief diversion via Cheddar we managed to catch the tide on Saturday and back down (as previously reported) to Queenborough.

We luckily are due to have another, non boating break, to the South of France in September but I'm sure that we will spend most of our time in Marina's and boatyards!

Just as a thought, we are thinking already towards next year and are planning to take the boat round to the South Coast to cruise that area. I don't know what the Clubs plans will be for 2001 but maybe we can try again next year but maybe try the Solent of Isle of Wight - just a thought.

Maggie Phipps

The last point sounds like a good one to me Maggie! We certainly seem to suffer on all the planned foreign Rallies Having said that some did make it over there.

Here, and on a happier note, a very welcome message, from Jacko (our European rep) in Belgium :-

Hello again Dave,

Today arrived 3 boats in Blankenberge, which I visited, (with Bill and the other guy), then I received a phone call from Nieuwpoort where two other boats arrived, we went to my restaurant and spent a nice evening together, there I was told about your problems. That was really bad to hear. Tomorrow, they will leave about 11 from Blankenberge to Middelburg (Holland) the others will come to Blankenberge from Nieuwpoort, and take one day off. After the visit of lady Khadina (Cynthia and Ted) now 5 other members came to visit, I was very enchanted by this, and offered them a good digestif...(strong)...hahahaaa... it was fun I feel very good, nice folks in the club.

See Ya Jacko.

Thanks Jacko. I know from our visit last year what a great night you will have all had. I worry about the 'digestive' though.

Brittany Fears

Many thanks for the "special summer edition" of Moonrakers International, *Writes Alan Waller*, The print and paper quality was very good.

I was browsing through the Moonraker web site on Friday 25th August and like you I think the year 2000 has been a bugger!

I wanted this year's cruise to Brittany to be a bit special and planned the cruise down to the last detail. I purchased new charts, picked neap tides etc. This was going to be my last foreign trip before my Moonraker was going to be sold in 2002. All the places were my old ports, which I visited in 30 years of boating.

Last June 1999 I chose an old business colleague to go with me and he was very keen. Six months later he wrote to me and said he had had his daughters home for Christmas and they did not want their Father to go in case we lost our lives! I explained I had all the latest safety equipment and would not go to sea if there were any bad weather forecasts and I had not lost anybody at sea! I could not change his mind so I now had just six months before the cruise to select another lucky chap.

In March I telephoned an old Moonraker member from Wales who had sold his boat in 1998 and he jumped at the chance of another trip on a Moonraker. I followed up my telephone conversation with a letter confirming the dates and the cruise programme (copy attached). I did not contact him again until 3 weeks before we were due to set sail, when I telephoned asking him if he could come to the boat on the Sunday afternoon instead of the Monday as I wanted to leave early on the Monday. On the phone he said he was having problems with his other half and would let me know the very next day if he could not make it!

All the last minute details were carried out, top up the fuel tank, stock up on the food, which included a lot of my wife's special cakes, and as I did not hear from this chap I expected him to turn up. He did not arrive on the Sunday as planned and I thought there was an outside chance that he would arrive early on the Monday morning, as was originally arranged.

He did not get in touch with me so I wrote a letter a few days later to say how deeply disappointed I was. I kept looking at the weather forecasts and dates where we would have been, the weather and tides were just perfect. Only the Moonraker readers can imagine how upset I have been. My Wife has suggested I go next year, which will be my last chance before I sell my 1992 Moonraker, which will be 10 years old in 2002.

Would any Moonraker owner like to have a trip to Brittany up the rivers Rance and Trieux? For those Readers not familiar with this area they are the most beautiful rivers in Brittany. If you are thinking of going then a trip in my boat first might help you get familiar with the transits, tides and harbours.

The Moonraker fuel and any repairs (I hope not) are down to me but I would like to share 50/50 the cost of food and mooring which would be around £200 for the 10-14 day cruise.

POWER GAME 11 CRUISE PROGRAMME 2K+1

Day One Leave Southsea for Cherbourg or St Peter Port.
Day Two or Three St Peter Port to St Malo down River Rance.
Day Four and Five Dinan or Plouet Marina to Lezardrieux.
Day Six Up river Trieux from Lezardrieux to Pontrieux
Day Seven Pontrieux to Lezardrieux or Jersey
Day Seven and Eight Jersey

Day Nine Jersey to Cherbourg
Day Ten Cherbourg to Southsea
Extra days available for bad weather

Interested? Contact Alan on 048838 371

Letters & Latest continued

Dave

All is going well with our "restoration" of Christina K. We replaced the deck over the aft cabin with self-adhesive vinyl planking (poor I know, and it will only last a few months) that is cheap n' cheerful and will tide us over until we can do a proper job with teak. We painted all the decks with Interdeck Non-slip (several coats - got through about six tins!) and are now starting to use Farecla rubbing compound.

The engineers at the boatyard have fitted a holding tank and a calorifier and have got it up to Boat Safety Scheme level, so we should get the inspector back soon. However, the starboard engine's boost gauge and oil pressure gauge have broken. Do you know if I can use current models from someone like Perkins, or do I have to try and trace a 1972 gauge? Otherwise the instrumentation is pretty good. The panels look really good with a bit of black shoe polish! We have built a mast to replace the old rotten one out of American White Oak. It is a bit heavy, and we might drill some weight-saving holes but it polishes beautifully with a Surform and some teak oil.

Where do we fly the "Moonraker Owners' Club" burgee from? I think that it is from the starboard side of the mast but I am not sure. Also, it seems that the lighting systems are 24 volt. Can you confirm this, and if so do you know where I can find 24-volt lights because some of the strip lights have disintegrated and I can only find 12 volt ones. However, I believe that the chart lights are 12 volt. Is this true?

Hopefully going for the inaugural runabout this weekend. With luck we would like to progress to the Estuary and hopefully a MOC cruise or two next season! With many thanks.
Doug Barker.

Happy to hear the work is progressing Doug, and I hope the following helps.

1. *Interlux, toploc or any top coat of your choice could be used on the deck. First mask off the area you wish to keep smooth. Then apply the paint and, while still wet, sprinkle it over, until it resembles a beach, with very fine sand, brush it of gently then apply, using brush and roller, several more coats of paint to the, now dry, sand. This way you will be hard pressed to tell it from a glass moulded deck. Try it on the aft cabin. You probably wont then want the teak.*

2. *You can get all the gauges from Perkins, complete with logo, or VDO etc.*

3. *Fly the burgee from the port side of the mast. This then leaves the starboard side free for courtesy flags when cruising abroad.*

4. *If the lighting is original then yes, it is 24volts. Any good chandler will supply 24volt lighting and bulbs etc as will truck dealerships. Good luck with the first trip. As to the MOC cruises. Well! More about that elsewhere in this issue. Dave*

DANISH MEMBERS ENJOY A GREAT RALLY

Whitsuntide get together June 10th in Rørvig.

The 8 boats listed below participated in the event:

Kariba	Kirsten & Henry Nowak	Gråsten
Tina II	Ebbe Hansen & Bettina Allenbæk	Frederiksværk
Dagmar	Josef Rames	Dragerup
Rimfaxe	Elisabeth & Terje Dehn	Helsingør
Sprællebassen	Søren Nielsen	Bønnerup
Amanda	Leif Bertelsen	Helsingør
Camillo	Leif Dahl	Hundige
Majka	Ruth & Kaj Jørgensen	Juelsminde

Unfortunately Kariba on the way got serious damage on the bottom, propellers and shaft, and had to get on the hard. Sprællebassen and Dagmar had to miss out due, respectively, to bad weather and engine trouble, but happily both appeared on the harbour in Rørvig.

The weather was brilliant, even though the wind was inshore and at times a bit cold.

Plenty of talking, exchanging experiences, and deals were made and, in the evening, tables were lined up on the quay, the grill was set on fire and a pleasant evening, and atmosphere was then enjoyed by all. All things considered, a successful get together.



Danish members, and their Moonrakers gather round the barbeque

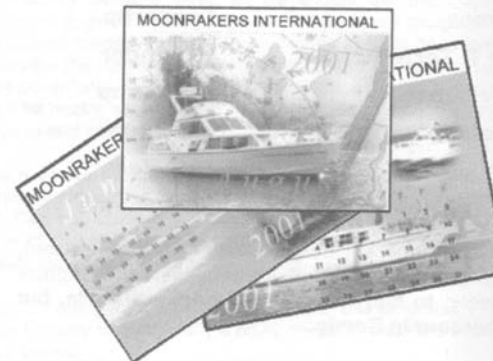
For more photos & info, access the Danish website!

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2001 Calendars

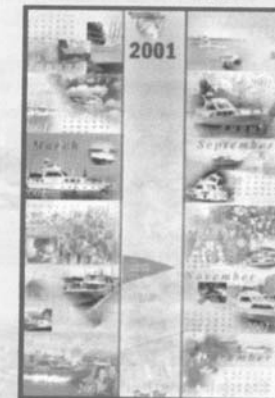
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Moonrakers International



ALTERNATIVELY THE 12 MONTH, ONE FACE, (encapsulated) CALENDAR (pictured below) SPORTS THE SAME PICTURES AS ITS BIG BROTHER BUT ALL ON THE ONE PAGE. THIS ONE, IN MORE PLENTIFUL SUPPLY, COSTS JUST £2 25p. ALSO AVAILABLE MID OCTOBER



DON'T FORGET YOU CAN STILL ORDER THE CLUB BURGER, £15 FROM JOHN CLIFF ON 01709 554468 T & SWEAT SHIRTS AT £16 ARE ALSO AVAILABLE FROM THE SAME SUPPLIER.

TO CHECK ON CALENDAR AVAILABILITY CONTACT SUE OR MYSELF ON 01526 398429

NEXT ISSUE DUE OUT ON JANUARY THE 4TH 2001