

# Moonrakers International

Issue 32

January 2006



*Lucrezia Borgia*

**Moonrakers International** is published & printed & edited for and on behalf of the Moonrakers Owners Club, By Ken Hatch @ Rotaflow Unit 11 Peterley Business Centre, 472 Hackney Road, London E2 9EQ  
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## Editorial

Dear Moonrakers,

First let me apologise for the delay in producing this edition of the moonraker mag a few reasons but mainly not much input from members sailing adventures. Please see e-mail section for some views from our friends in Denmark To keep the magazine buoyant we need more input from members!! Someone out there must have had some interesting things happened to them in 2005 so lets hear about them. Anyone have any thoughts on a rally this year I know the Northern section always seem to get one together but that is not very easy for the boats in the south, east and the west to get there.

St Katherines dock makes a nice venue for a meet up or Calais for the Calais Rally which is held in the last bank holiday weekend in May or some other marina on the east coast let Morvyn have your views. [morvynphillips@ntworld.com](mailto:morvynphillips@ntworld.com)

If anyone wants their boat on the cover of future editions please send them in and we will try and accomodate your request as you can see from this edition Keith Butler has sent in a very good article and I'm sure there must be some others out there who have done very similar work . A little thing I did this year was to hang my fender baskets on the outside of the stern rail instead of the inside and it is amazing how much more space you appear to have on the aft deck.

Subscriptions are due in April so do it sooner rather than later as these things tend to get forgotten.

Happy sailing.

Ken

## ENGINE REFIT

BY Keith Butler



I purchased Lucrezia Borgia my Moonraker 36 aft cabin /flybridge in 1985, she was built in 1972 and was first owned by the Earl of Chichester. she was fitted with perkins 6354 175 Turbo diesels, good sturdy engines but a bit dated now. Over the years the engines had got tired, developed oil leaks, lost power and the biggest problem smoked rather badly, so I decided to re-engine. at the time I saw advertised two Perkins Sabre 225 engines and gear boxes with under 50 hours use and still in a boat so they could be tried and tested before purchasing. I travelled to Norfolk to test and inspect same, and decided that I could manage to fit them in place without too many alterations, so I purchased them. Now the work started, first job was to cut the centre of the fly bridge floor out,remove wheel house ceiling, most of the navigation equipment, then release engines and get them lifted out, at this stage the engine compartment seemed large enough to make the job easy.I then got to grips with cleaning out the engine bays and removing all the rubbish and grime that had collected over 30 odd years, all the fuel lines, exhaust, bilge pipes etc were removed bilge and engine bays were all cleaned out and painted, engine bearers checked and painted then all new fuel lines exhaust pipes etc refitted ready for the new engines to be fitted

with some new sound proofing also added Now came the day for the new engines to be lifted into place, being slightly larger than the old units they took a bit of manouvering through the hole in the fly bridge and into the engine bays. One or two bits had to be removed and then replaced once in position, as the new gear boxes were 1-1.6 and drive was offset the old one were 1-1 straight drive the rear engine mounts had to be raised by 6.5inches to bring the gearbox coupling in line with the prop shafts. Everything was then connected up to the engines, fuel lines, exhaust cooling pipes etc. New stronger composite prop shafts fitted along with deep sea seals new cutless bearings and two new 17" X 23" props.

I then had to refit the fly bridge floor, glass it into place and reseal the roof lining and all the navigation units then we were ready for sea trials. Everything turned out well, the engines are much quieter, fuel consumption noticeably lower acceleration much improved top speed 22 knots (against 17 knots ) cruising speed 17 knots (against 13knots) and most of all no exhaust smoke or smoke covered transom.

If anybody is interested in such a project and needs advice you can e-mail me on [keith@kbmotors.co.uk](mailto:keith@kbmotors.co.uk)



# Founders Column

e-mail address: morvynphillips@ntworld.com

It is often said that Sailors are a superstitious lot, and I have to confess to being a possible candidate. In the main cabin of Darius there is a plaque stating "God help us, the sea is so large and my boat is so small" and certainly when things go wrong and you are far from home, and alone with no AA to help my plaque rings true. I am sure many of you have felt that. If so then perhaps you could tell us about it. Ken Hatch, our editor would be pleased to hear from you. Being superstitious, I also believe in a guardian angel, as on many occasions during my trips I have had a problem which seemed very difficult to resolve only to find that out of the blue someone turned up to help me out. This happened this year on my way through Netherlands to Eastern Germany and the Mecklenberg Lakes. Not paying attention, and having one of my many "Senior Moments" I put about 20 litres of water into the diesel tank Darius had no inspection hatch in her diesel tank so I had no access to be able to pump the water out. There was no boatyard nearby to help me, although one Dutchman cheered me up by telling me that he had been a submarine engineer and said if I started the engines the water would turn to steam which would expand and I would blow the boat up!

Having no choice I started up the engines which ran for a couple of minutes and then the starboard engine stopped. I drained the water from the Racor filters and the engine filters and replaced the filters. Oddly enough the port engine still ran O.K. We limped along the canal draining and changing the filters periodically. I knew when the starboard engine was beginning to suck in water as it raced and then died back and raced again. Soon we ran out of filters, but here for the first time our Guardian Angel stepped in. Pulling in at a small marina on the Mittelland canal, I remarked to a German who lived locally that I had run out of diesel filters. Having asked the type, he said he knew where to get some more and took me some 4/5 kms to a nearby town and a place dealing in diesel engines. Sure enough they had the correct filters, and after I had purchased a good supply the German drove me back to the marina. We continued to go along the canal and a couple of days later found us crossing the vast new aqueduct over the R.Elbe and mooring above the deep lock before proceeding. I was now using mostly the port engine which, surprising to me, never stopped (I can only surmise the pipes in the tank must be at different levels and the port engine's pipe must be above that of the starboard and therefore above the level of the water).

A large, beautifully restored, gentleman's yacht moored behind me and we exchanged pleasantries. Karen told him about our continuing problem, and he said he owned a barge repair yard in Berlin and said that if we could get there he had a machine able to suck the diesel and water from the tank, recycle it extract any muck and water and replace it in the tank-ideal!. 3 days later we arrived at his yard, he cut a hole in the top of the tank, inserted a large diameter pipe, and took out all the water. From then on we had no trouble with the engine stopping but it would not, and still won't reach full revs probably because the water has damaged either the injectors or injector pump both of which I am currently having checked. Thank goodness for my Guardian Angel!

Happy Moonraking,  
Morvyn

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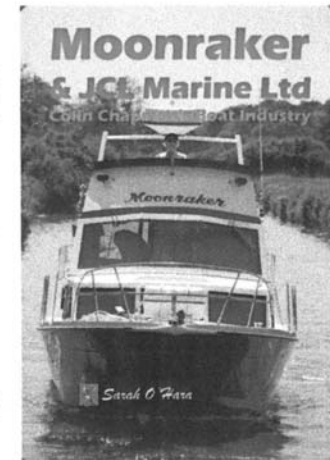
## Moonraker & JCL Marine Ltd -Colin Chapman's Boat Industry

by Sarah O'Hara

Foreword by Leslie Mogford

Softback: ISBN 1-84280-76-0  
eBook ISBN 1-84280-095-7  
CDeBook ISBN 1-84280-097-3  
Pages: 148  
Photographs: 91 (including 41 in full colour)  
Drawings: 20  
Maps: 1

**Launched on Saturday 7th May 2005  
at the Lowestoft Boat Show**



A new book, published by Nighthawk Publishing (ISBN 1-84280-076-0), chronicles the history of the Moonraker, mainly in Colin Chapman's era, and is written by Sarah O'Hara. Chapters 2,3 & 4 however are devoted to the first Moonraker production in the late '60s and include the early development by Bell Buxton to the decline of the Brundall yard and its take over by Colin Chapman. For those of us with a pre Chapman boat this part is most interesting is very interesting. It tells for instance of a Moonraker 30, launched in 1970 at Little Venice in London and of which 50 were sold. The photo in the book shows it looked identical to a 36 flybridge, but I am uncertain that the caption is correct because the name on the flybridge is indistinct in the photo. The Moonraker 30, as I understand, was a displacement boat and the pre-cursor of the Ocean 30.

Much of the later book is a bit of a who's who in the Chapman Moonraker era, and the latter chapters (13 & 14) are dedicated to post Chapman, whilst Chapter 9 talks about the Mirage, Mistral, and Mamba and includes the 65ft Mangusta to be built for Chris-Craft but was never built.

It is an absorbing account, and well worth a read at a reasonable paperback price of £9.99

Morvyn

It is available in various formats go to <http://nighthawk.firetrench.com> for all the options

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# Your letters & e-mails

Dear Ken & Morvyn  
Merry Christmas and Happy New Year to you and your family!

Here, on the doorstep to a new season, I need some clarification whether I shall give our members the possibility for the combined membership (Danish Moonraker owners / Moonraker Owners Club) or not. Sorry to say, but it seems that the land of Moonraker has fallen into a very deep sleep, as neither the English web site, nor the Moonrakers International are very much alive? No one shall have doubt, whether I would prefer and appreciate, that a Moonraker Owners Club would exist in the future! Do you experience that no one helps, no one is sending in contributions, that you are alone on the job? Welcome to the club! How about an appeal in a major Magazine for help? Amongst all the present and former English Moonraker owners there must be persons, who might take on the job? Or how about combining efforts with Andy Hayward (running the JCL web-site) and Sarah O'Hara (the book "Moonraker & the JCL Marine Industry")? Those people knows and have talked with many people and earlier employees, with a broad contact to the environment, and somewhere within the crowd, there must be people interested in helping?! I hope you'll find help to continue the good work started years back, when forming the Moonraker Owners Club!

Best wishes  
Terje

Dear Ken

Our rally took place July 16-17th. in a little place Guldborg, on one of the southern islands of Denmark. Six vessels attended and we had fairly good weather. After the get together we went east, crossing the Baltic, to Stralsund, - the old East Germany -, and further on into Poland and up the Oder river. From here the Oder Havel channel makes it possible to go to Berlin, and by other channels you might go west to Hamburg and the North Sea, but we stopped in Berlin and spent some lovely days in this great city. Leaving Berlin we went back to Poland, through the city Stettin at Oder, and ended in Swinousie at the Baltic coast.

The return trip crossing the Baltic to Sweden in quite windy weather was a bad experience, the kind of which my wife doesn't like at all, to be frank, she hates it and screams! We used almost a month and sailed all in all 700 miles using a terrible lot of diesel! (we have no such thing as red diesel in this country!). Though, you may tank in Poland, which is the cheapest, for the cost of 3.88 Zloty/L or, 0,92 / 0,63£. (July 2005)

Best wishes  
Terje

# FOR SALE

FOR SALE: Moonraker 36 Flybridge M/Y

€ 47,000 o.n.o

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## TECHNICAL CHARACTERISTICS

- "DIMITRIOS" ex "LE VICTORIEUX"
- Built: 1976
- Built No 338
- Shipyard: J.C.L Marine Limited U.K
- Construction: G. R. P.
- International Call Letters: SV 4473
- Lloyds "Register of Yachts": Y 200678
- Classification: Hellenic Ministry of Merchant Marine
- Flag: Greek
- Port of Registry: Piraeus, Greece
- Registry Number: 6689
- Length Overall: 10.91m
- Beam: 3.50m
- Draft: 0.91m
- Displacement: 6.5/7.5 tons
- Reg. Gross /Net: 16.46 / 7.44 tons
- Engines: 2 Perkins Turbo x 175 BHP (T 6.354.S)
- Gearboxes: Borg Warner 72C
- Propellers: 17" x 13" (3 blades)
- Maximum Speed: 22 knots
- Cruising Speed: 18 knots
- Electronics (Navigation): VHF, Garmin GPS Map 235 Sounder, Plotter, Fish Finder
- Accommodation: Seven persons. Three double cabins, two with ensuite facilities plus a large settee
- Central Heating: Two Webasto
- Fuel Capacity: 190gal/905 lts
- Fresh Water Capacity: 90gal/405 lts
- Hydraulic trim tabs: Yes (Bonnett)
- Davits: Yes
- Tender: No
- Swim Platform: Yes
- Electric Anchor Winch: Yes



## BOAT DESCRIPTION

You step aboard on to an after sundeck which is in fact the top of the Owner's stateroom. It provides a large open area ideal sunbathing immediately aft of the enclosed wheelhouse and from it one has the choice of either mounting a short stainless steel ladder up to a "Flying bridge" atop the wheelhouse or

stepping down into the wheelhouse itself through a large sliding toughened glass door. The nerve centre of the boat is its wheelhouse. A neat console houses an impressive array of instruments, and the helmsman sits in a comfortable upholstered seat behind a large stainless steel wheel. There are controls for the navigation instruments, an electric bilge-pump, domestic water pressure pump feeding all washbasins and showers. While handling the boat from this position the helmsman has an excellent all-round view through tinted glass windows, the side units of which open to give ventilation. A large navigating deck lies across the entire front of the wheelhouse and this takes a fully opened Admiralty Chart. A second upholstered seat is provided for the navigator. A battery charger is built in so that when the boat is plugged in to shore electricity supply the batteries are automatically charged.



The boat owes much of her fine styling and excellent performance to Colin Chapman, the Lotus Car Chief.

