

Legend Owners Association

Wavelines

Summer 2007



**Inside: 4 Page pull out
How to use the new LOA forum**



www.legendowners.com

Top: Newtown River Rally
Above: Dinghy Races at the Rendezvous
Bottom: Home made yacht race at Island Harbour

Baking in Bembridge

14 April 2007



The veiled sun was starting to peer through the early morning mist that had dominated the Solent all week. The hum of the boatyard hoist and distant voices marked the awakening of the pretty little harbour at Bembridge, Isle of Wight. The colourful fishing fleet; resplendent with their bright orange globes; were moving about the harbour, signalling the approaching high tide. One by one the fleet of 14 Legends drifted in to the harbour under the watchful gaze of the quirky houseboats, sitting as though they were the front row of the dress circle. It was the Bembridge Bash, the first event of the 2007 LOA season of fun.

As the sun rose so did the temperature, it got hotter and hotter, peaking at an amazing 24 degrees, well above seasonal average. Our teams were wilting but valiantly resisted saying 'it's too hot!'; it was gorgeous and suncream was the order of the day!

During the day some crews enjoyed a walk across the Bembridge Duver. According to local folklore this was the very first site of any golf course in the country, although this may be a little like the many claims of the 'oldest pub in England'.

The afternoon was spent relaxing, swapping winter stories and catching up with friends, naturally all washed down with some alcoholic coolant!. The peace and tranquility that descends on Bembridge at low water, when the harbour becomes inaccessible, was broken only by the gulls screeching overhead and the murmur of interboat chit chat.

At 6.30 p.m. the water taxi engine burst in to life, accompanied by a plume of blue smoke, ready and eager to ferry our crews across the harbour to Bembridge Sailing Club for dinner.

The Sailing Club is a lovely old two storey wooden building that was once a cricket pavilion and is now a smart and welcoming place to visit. Bembridge harbour. Today, it's sporting purpose has changed from the bat to the boom.

We enjoyed a champagne reception at 6.00 p.m. and were then treated to a culinary delight by the catering crew at the Sailing Club. In return, I think we seriously threatened their stocks of wine and beer! A signature of a Legend Owners event! Remarkably, nobody got wet when the water taxi ferried us back to the pontoon and silence once again descended across Bembridge Harbour.

Jim Randall, the event organiser, had previously sent an e-mail invitation for the Sunday to join the crew of Rebel up the newly dredged Brading Canal?? to the pub for lunch and then through the new lock in to Sandown Bay. He had no takers, however the invite had been sent on the 1st of April!

It is always an act of faith to commit to attending the Bembridge Bash as at this time of year the weather can be very unpredictable to say the least. On this occasion however the faithful were extremely well rewarded! The weather was marvellous but more importantly it was great company with like minded folk that made the 2007 Bembridge Bash an event to remember.



Chris Trott
Britespark

Lazing around in Newtown

5th-7th May 2007



Some of us arrived in Newtown River on the Friday afternoon with the idea of having a BBQ on Saturday afternoon on the beach and going to the New Inn on Sunday evening. Wild One, Shiraz, Hullabaloo, Mornin Gorgeous and us on Ghostly Goose were all in by Friday evening and we had drinks onboard the Goose. We were also joined by another member Astraeus (Colin and Kate) it's always great to meet new members.

On the Saturday morning we managed to grab a few more buoys, mainly by Kath and I in our tender chatting up people that looked to be leaving, then grabbing the buoy to pass up to the next incoming Legend! In the end we managed to get 7 visitor buoys. The weather steadily improved as the day went on and eventually we had glorious sunshine. Some of us headed up to the New Inn for lunch on Saturday. Strangely enough the New Inn at Shalfleet closes at 3pm so we had to head back. Others went for walks around the bird sanctuary of Newtown River.

By this time, Iona had arrived and were moored next to us and B'n'C were already onboard, so we joined them once we'd got back. This turned into an impromptu early drink-up and we were soon joined also by Skoolie Too and Mornin Gorgeous.

A total of 17 Legends had arrived by Saturday evening. We had a great turnout for the BBQ with over 40 people on the beach. By the end of the evening we had a bonfire going to keep us warm and Trevor from Hullabaloo got the singing going. However he must have been tired (or maybe a little inebriated) as he forgot the words to the doggie song (you had to be there)!



At 9:30 we headed back to the Goose for a quiet evening... or so we thought! In the end we had 17 people onboard and the party continued until around 2:30am. So much for the quiet night! In the morning we seemed to have half of Newtown beach on the floor of our boat so we spent the morning recovering and clearing up, as did most of the other Legends.

The weather had started to deteriorate so some boats moved on the Sunday but we still had 14 boats for the Saturday evening. Having worked out the tides it was important that we reached Shalfleet Quay by 6:30 pm. However this was a bit tighter than I had envisaged. A couple of us made it with the outboards just about ok, but one by one the others following had to start rowing from a bit of a distance.

In the end, Mornin Gorgeous was the last to arrive and, much to Simon's displeasure, he had to roll his jeans up and get out and push and pull them the rest of the way! It was a messy job but he did brilliantly and it was very amusing for the rest of us waiting on the quayside armed with cameras!



We had a great meal at the New Inn as usual, although everyone seemed to be flagging quite early thanks to the party the night before! On the walk back it started to drizzle but we managed to get back to the boats before the heavens opened.

The wind really picked up overnight so the trip home was a bit of a sleigh ride back with winds of 30 knots plus. However for most of us the wind was behind and really was not an issue. To conclude, as usual it was the members of the LOA that made the weekend what it was and made the whole event very enjoyable as well as making lots of new friends.

Paul & Kath Howard
Ghostly Goose

Legend Owners Association (Scotland)

Kip Marina has been a hive of activity since April as boat owners rush around doing the usual tasks of uplifting yachts for pre-season anti-fouling then joining the queue to get back onto the water at the earliest opportunity. This is no mean task with one boat hoist and over 700 yachts and motor cruisers.

over 6 Knots in the past 6 months or so.

We entered the water again on Tuesday 1st May and were pleased to return back to our original place in what has become a bit of a Legend corner with 2 x 36s and a 38 side by side and another 36 soon to join us.

arranged – perhaps in the form of a beach barbecue with a couple of over night trips also planned. It is also hoped that numbers permitting, a formal gathering may take place towards the end of the year.

Ken and Barbara are planning a West Coast cruise at the end of May and details will feature in the next report.



Due to Ken's recent hip replacement, Westlin Winds had to join the queue after a busy weekend of applying the blue stuff, employing the more flexible members of the family to do the lower down bits. Malcolm, owner of L32 "Legend of Cumbrae" stopped for a chat and exchange of cruising stories to N.Ireland.

Ken then went on to excel himself with an Engine service, impeller and filter change on the Volvo MD2030 engine. It was good to see that the engine's original impeller from August 2004 had only minor damage after 263 hours of running.

The partial fresh water of Kip Marina had also helped minimise the barnacles and sea life on the hull and only a family of Mussels had made a home on the base of the rudder. Young Barry counted 72 in the clump and we reckoned they were one of the main reasons why our top speed never went

New Facilities

Kip Marina's facilities have been enhanced with the Chart Room block featuring new Shower and Toilets. New gangway ramps and pontoons have been added and a second "Yachties Lounge bar" is planned soon. A further 60 pontoon berths are expected to be inserted during 2007 and development of the shoreline at the entrance may extend the Marina outwards into the river Clyde. A Hotel is also rumoured to be in the future plans. The backdrop to the marina is now quite stunning with the new Housing from Manor Kingdom wrapping around the Marina perimeter towards the entrance.

Legend Owners Scotland

Ken and Barbara are busy making contact with the Scottish based Legend Owners to encourage them to provide details of their Sailing activities, which will feature in future reports. It is hoped that at least one annual muster will be

Glasgow River Festival

Westlin Winds has again reserved a slot at this years Glasgow River Festival 14-15 July which is a mini version of a Tall ships event with on-water and shore line attractions. This provides a degree of nostalgia in the 4 hour run up the Clyde passing all the history of the Worlds once most famous Ship Building yards. The navigation is straightforward using the tide to arrive at Princes Dock opposite the Scottish Exhibition and Conference Centre. Ken and Barbara are using the event to host several invited guests over the weekend which is very much a party occasion in the true Scottish sense.



Barbara & Ken - Westlin Winds

Contact - Ken Higgins
Legend Owners Association
Coordinator Scotland
Tel: 01475 522188
www.btinternet.com/~k.higgins/westlinwinds.htm
or email on
k.higgins@btinternet.com

With teamwork like this, who needs a Boat Hook?

We had a rather bounding sail in "Scallywag" back to Chichester from Cowes in brisk winds which saw one of the highest spring tides in over 20 years.

Subsequently, even though we got back over 2 hours after HW, there was still plenty of water under our keel as we approached our mooring.

The breeze at Dell Quay, although less than in the Solent was still brisk

dinghy to this buoy was now passing under the hull, between the keels and was pinning the dinghy tightly against the starboard side of the hull.

We weren't worried about this unfortunate development, since we found ourselves perfectly stationary and in no danger of drifting anywhere, since we were now held fast, sandwiched between buoy and dinghy.



13kts with occasional stronger gusts, but nothing particularly worrying for us as I crept up on our mooring with Sue in the bow with the boathook ready to retrieve the pickup buoy.

Just as Sue hooked it (first-time, as always!), a stronger gust forced the bows off the wind, and she was unable to hold onto the boat hook under the sudden increased weight of hull windage.

Into the water went the Boathook, and disappeared forever carried along by the fast ebb tide.

No problem - we keep a spare aboard for just such situations. Unfortunately, this gust had also carried the hull directly over our buoy, the result of which was that it passed between our keels and out onto the opposite side of the hull. The painter which had been used to attach our inflatable

We tried a little forward and reverse engine to see if we could free ourselves. Nothing doing. We figured that we would simply have to cut the painter joining the dinghy to the buoy.

After first dropping a pair of oars into the dinghy, Sue lowered herself over the side and into it, attaching the dinghy to the starboard centre-cleat of Scallywag via a spare warp.

The nose of the dinghy was pinned very hard up against the hull, making it difficult to reach the painter, which was now below the surface of the water. Sue had to squeeze her arm between the dinghy and the hull so she could cut the rope and release us.

Suddenly, we were free. I was able to manoeuvre Scallywag under engine power once more. Only Sue's head

was visible above the deck amidships as she now stood upright in the dinghy, which was still attached alongside.

I motored around in a circle to have another go at picking up the (now free) buoy. Sue still standing in the dinghy, "walked" herself hand-over-hand along the length of Scallywag up to the bows. It was bizarre seeing her head travelling forward alongside the hull just above deck level.

She was so casual about the whole thing, it was as if we were alongside a pontoon and she was just sauntering past on foot. She even stopped en-route to the Bow to give one of the hull windows a wipe clean with her sleeve!

When I had motored up to the buoy once more I left the helm and dashed forward to the Bow with the spare boat-hook only to have the pickup buoy placed into my hand by Sue who was already waiting there and had picked it up out of the water. With teamwork like this, who needs a boat hook at all?

The fun and games were not quite over, as it took a lot of eye-popping strength for me to keep hold of the buoy as Scallywag's Bow was pushed first one way, then the other by the gusts. With nobody on the helm to keep her dead into the wind, I had to wait until her Bow had swung back across into the eye of the wind before quickly pulling the mooring chain over the bow-roller in one last burst of effort.

Once again, Sue was perfectly placed to drop the loop of the mooring chain over the cleat in the Bow. Secured at last, we congratulated ourselves on excellent teamwork, put Scallywag "to bed" and got ourselves over to the pub for a celebratory pint.

Cruising often provides you with new ways to discover how you can work as a team, and this was certainly a good example!

Mike O'Donoghue
"Scallywag"

Coffee and Croissants – LOA Cross Channel Trip, May 2007

Brr Brr ... Brr Brr... my mobile phone vibrated across my bunkside shelf; it was 5 o'clock in the morning, time to wipe away the sleep and don copious garments in readiness for the 2007 LOA cross channel trip. We snuck out of Chichester harbour as the morning light started to herald its arrival with a patchwork sky.

We had been watching the weather for over a week and at midnight the forecast had faithfully predicted force 3 to 4 occasionally 5 – we were on! We had arranged for the Solent based boats to depart from Bembridge Ledge at 6 o'clock. One by one our crowd started to arrive and sail around waiting for the pack to form, but we were not alone. A Sunsail flotilla had also chosen the same location, start time and, VHF frequency (06).

The radio crackled "this is Sunsail 10 – we are at Bembridge Ledge and have 5 knots of wind" ... the ensuing LOA exchange went .. "Britespark – this is Kaikora what wind speed are you showing?" – "Kaikora this is Britespark – we have 17 knots and increasing" , in a loud voice .. "Britespark this is Kaikora – thanks for that, I thought our instruments were wrong!"

Soon, our pack of 12 boats (2 left from Poole) were fully assembled and then pointed a bit to the left of Cherbourg – we were off! The crossing was indeed lively – with wind almost behind (glad I rigged that gybe preventer!) however, for us it was our fastest ever crossing 9.5 hours. On arrival there was much back slapping and comments varied from "what a cracking sail" to "my crew were a bit sick", the reality was that the sun shone, and for sure it was a bit lumpy but nothing to really worry about.

On Sunday we had organised a group dinner in the Cherbourg yacht club, attended by 36 adults and 5 junior crew, it was a hoot! French cuisine has always been renowned – but the yacht club produced a veritable culinary feast for us, all agreed that the quality and quantity was truly fantastic.

As usual with an LOA event, much wine was consumed and crews retired, somewhat merry, to their boats and then it blew.. and it blew! A force 10 crashed through the marina bouncing even the biggest vessels as though they were plastic ducks in a wave

machine!! Steve and Terry (Kaikora and Iona) spent the entire night on pontoon duty ensuring that they (and others) did not collide and fenders were put back in place after popping out... One UK boat (not one of ours) arrived at 4.00 a.m. with both its sails totally shredded!

No significant damage was done that night, save for Sharon (Sandstorm) who managed to break a rib stepping off one of the rocking boats... Gary (Curlew) found extra energy and plucked Sharon from the water in a gap between the boats in a single lift! I am pleased to say that Sharon has now fully recovered.



The dawn brought calm winds and a bucket full of sunshine! Our crews headed off to stock up with wine, cheese and olive oil.. The "get go" folk set off for a late afternoon cruise to St Vaast – others chose to savor the sunshine and have a leisurely lunch with prawns and a good bottle of rosé. The weather forecast for that afternoon and the following morning was similar, however, our afternoon crews enjoyed sunbathing on the way round whereas the others (including us!) left at 6.00 a.m. and battled a force 6 NW round Barfleur in the rain and pretty horrendous seas! Oh well! we did enjoy the lunch in the sunshine! St Vaast is undoubtedly one of the top destinations for visiting British yachts, and justifiably so in our opinion. The busy fishing fleet, the oyster beds and the plethora of waterfront restaurants make it a truly great place to visit. Mostly, the weather was kind to us, until that is the ladies decided to have a "ladies lunch" in the town.. The chaps hardly had time to get the beers out before a mighty thunderstorm and rain sent us running for our boats to complete that "job" that we had been putting off... The ladies however, had just arrived at the restaurant, they

pondered over whether to have still or fizzy water... and then... some great news arrived by text and that was it! – the wine was ordered and we saw them again many hours later...

That evening we all decided on a group barbie, imagine, sitting on the grass looking out over the oyster beds as the sunset cast its colour before us, the barbeques providing the aroma and the sound of corks being pulled, breaking the silence. The warm evening and the company of all, encapsulated what is "Legend Cruising in Company"

The following day was spent either chilling or last minute wine buying until the evening, when we had dinner in Fuchsias – a 'Legendary' restaurant in St Vaast. The food and wine was just about as good as it gets and for those who have not yet been to St Vaast we all recommend an evening at Fuchsias..

The next morning saw the departure of most of our crews – setting off in to a morning fog! Fortunately, the weather, as predicted, cleared within an hour and they all had a safe trip home. Shiraz and ourselves stayed on and travelled down to Carentan where we arrived midst a celebration of the 101st Airborne division which liberated that area. I cannot tell you how strange it felt to walk through the town where almost every shop was guarded by soldiers in Second World War uniform and rifles! Spooky!

On the way back we stopped over again at St Vaast and learnt how to open oysters with special knives bought on the Saturday market. Washed down with plentiful French wine we were made up!

Our return crossing was great! – that is, until the last 20 miles – thick fog!! Spent four hours squinting at instruments, we never saw the coastline until we were inside the Solent! (if you don't have radar – go buy one now!) But the fog cleared and we drifted up to the Folly Inn where we were treated to the Rolling Stones at the Isle of Wight Festival! Perhaps it was the crossing, the croissants, or maybe the wine that made it such a great trip, but I do know that the company was just the best, and I for one, look forward to the next French trip!

Chris Trott - Britespark

Dell Quay Sailor fails to impress whilst dredging Bosham harbour

Having enjoyed a particularly nice evening at the Commodore's Dinner, we decided to spend the night aboard saving the trouble of getting a taxi home. We awoke to a beautiful morning so Sue and I decided we would have a little motor up to Bosham near the top of the tide, not having properly explored the place before.

There were quite a few people milling around enjoying the sunshine as we motored gingerly between the piles and the quay wall for the first time. A quick burst of throttle together with swinging helm hard over to starboard brought the boat through the tight turn needed to bring her neatly alongside by the water-tap where the quay wall turns inwards at an angle of around 45 degrees. A quick burst of reverse throttle and she came to a dead stop, inches from the quay wall. Perfect.



"You made that look rather easy, old boy - would you like me to take a shore line for you?" came a call from a chap with a large bushy beard who had watched us approach. I preened inwardly whilst giving one of those "it was nothing" dismissive shrugs, but also accepting the offer of help as he took the other end of our bow-line and made it secure.

We rewarded ourselves with a coffee which we drank in the cockpit whilst enjoying the sunshine

With the tide starting to fall, Sue and I discussed our exit from Bosham, and agreed we would spring-off backwards and reverse out the way we had come. Despite there now being an assortment of day-boats and large RIBs behind us, it would not have presented a problem.

Inexplicably, I changed my mind, insisting that we would go out forwards, turn round just beyond the end of the piles before returning the way we had come.

"Be careful Mike, I've lived in this area and I know how shallow it can be beyond these piles, - are you sure?" said Sue.

"Nope!" I said with more than a hint of stubbornness in my voice.

For some reason I suddenly came over all "Supreme master under God" and pronounced "I have made a

decision - its forward we go, there will be plenty of water" With the sounds of "*I don't think this is a good idea...*" ringing in my ears, we slipped our lines and exited past the end of the piles and started to spin the boat around in her own length.

Part-way round, we came to a fairly sudden halt as one of the keels ran aground. I put her into reverse and got her free again whilst still continuing the turn. So far so good. Nobody ashore has noticed (so far).

Back into forward gear, helm hard over again. Pivoted some more (good)

but ran aground again (not so good). Back into reverse, still turning, back into forward gear and..... ran aground again. By now we are at least pointing the way I want to go, but we are fairly firmly aground, and on a falling tide. The friendly bearded chap who had so kindly praised my boat-handling previously had by now magically reappeared, and immediately figured out what had happened, even if nobody else ashore had yet done so.

If his loud (but still friendly) call of "Run aground eh? - want to throw me a line..?" didn't attract attention of passers-by, the increased engine revs I was using to try and power us free sure did. As the engine revs increased to 3,000rpm (and slightly beyond) and we started to churn up mud and silt behind the boat, several heads popped up from behind the wall of the sailing club (many wearing a collar and tie).

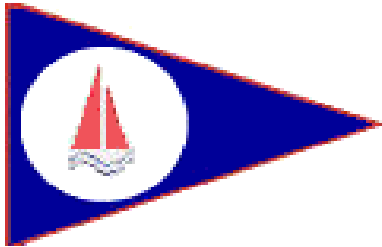
Still revving for all I was worth, I turned the helm first one way, then the other, in order to free the boat, determined to ignore the many adams-apples bobbing up and down with mirth above the collar and tie of their respective owners from the other side of the club garden wall.

Sue was just about to throw a coiled rope to "friendly bearded man" (although I am still not sure what he intended to do with it) when we started to come free, and a few seconds later we were on our way once more.

Displaying a lot more bravado than I felt, I waved a cheery good-bye to the now disappointed looking bearded man, thanking him once again for his offer of assistance.

Sue eventually got tired of wagging her finger at me all the way back to Dell Quay

I tried to tell her that I ran us aground deliberately to provide source material for a story. I didn't believe it myself, so there was never any chance she or anybody else would either.



Leggies Cookbook

Sallywag Chicken

(serves 4)

This is a terrific meal to prepare at home, wrap in cling film, and bring on board and bung in the oven. Once prepared, it also freezes very well. I keep individually wrapped portions in the freezer at home and just grab as many as I think I'll need.



Ingredients

- * 4 chicken breasts, skin on. (corn fed is particularly good for this dish)
- * Approx 400g Stilton Cheese (the amount will depend on how much "dippies" you want to fight over!)
- * Juice and grated rind of ½ lemon
- * A handful of chopped fresh parsley
- * Seasoning
- * A drizzle of olive oil

Method

Now concentrate, this is complicated and requires a high level of culinary skill.

- * Combine the cheese, lemon and parsley, mashing it all together with a fork.
- * Stuff it under the skins of the chicken breasts
- * Place the chicken breasts in an oven proof dish
- * Season with salt and pepper, and drizzle with olive oil
- * Cook at Gas mark 6, Approx 180c, for about 25 minutes, until cooked through and browned.

Serve with plenty of crusty bread, prepare for fierce competition over the last of the "dippies" in the dish.
Sue O'Donoghue - Sallywag

Team Purple does Leggie logo on Clothing

Following the usual annual visit to the 2006 Southampton Boat Show and the subsequent browse over the Opal stand, as is the priority !!!, I sourced a flyer advertising Henri Lloyd, Gill, Musto and Crewsaver clothing which is available complete with the Hunter or Legend Yachts logo followed by your individual boat name.

The family at Christmas ponder over what to buy and consequently we placed an order with Purple Marine for a number of Henri Lloyd and Gill garments. Fellow members may wish to share in our experience: we were impressed with the help, service, delivery and presentation received.

A full range of marine clothing and wet weather gear is available, to which Team Purple are set up to embroider either the Hunter or Legend logo and boat name in whichever colour individuals feel appropriate.

Further details and contact can be achieved from:
Emma Morgan Harris emma@teampurple.co.uk
tel: 0845 2302656

Bob & Mary - ARIES

Latest LOA News

New East Coast representative Nick Rainsley - Cento has agreed to take up the mantle on the East Coast he has already organised some events and has a lot more in the pipeline we hope. Welcome aboard Nick. You can contact Nick at nick.rainsley@agrovista.co.uk

Whats coming up soon:-

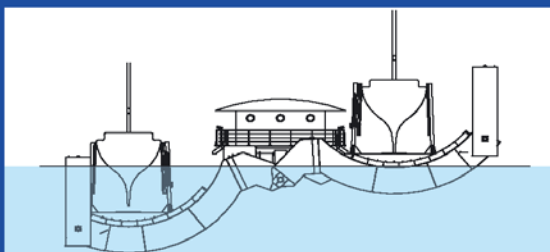
Aug 25th-27th Poole - Studland and Pottery Steps Trip Poole.

Sept 7th-9th Rendezvous Yarmouth and Royal Solent Yacht Club.

Nov 3rd-4th Halloween/Bonfire Party Island Harbour.

Fancy a lift with a difference and getting a clean bottom at the same time?

Some of you may have come across the new lift out system in Cowes on the Isle of Wight. This system is really simple and fast. You simply drive your boat onto the lift, two stabilising bars grip the boat amidships in a vice-like grip (but don't worry they have big rubber buffers), with the keel resting on the ground. They then pump air into the system and the boat is lifted completely clear of the water. The guys at Sealift then pressure-wash off your bottom, leaving it all sparkly clean. During this process you can get down and walk around the boat and even change the anodes or even grease your stopcocks. This really is a revolutionary system! We have used it many times, and hey, guess what? It's also very reasonable! Our boat, a Legend 466, cost, from memory, £108 inc.VAT, and all done in an hour. We had our antifouling replaced last year, which they do for you over the low tide. The best bit is because there is nothing touching the hull you don't get any prop marks left on it! One last thing..... Sealift supported our charity event at the rendezvous last year by donating a free lift to help raise money for Ellen MacArthur Trust.



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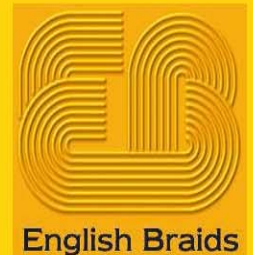
How tight are your bits and pieces?

XW Rigging certainly know the Legend B&R rig. They came on my boat a few weeks ago and straight away they were up the mast in the wind and the bouncy conditions by the Drunken Rodent (The Merry Mouse). All the clevis pins and split pins were checked and re-taped up, they checked every joint on my rig and then proceeded to tension the rig; Which ended up putting 4 full turns on the bottle screws on both sides with lots of small adjustments here and there. Well what a difference it made! I used to have a problem furling the Genoa, and now she goes away a treat, even the main is easier to get out and put away. I guess I should have had it done long before this. Still it's done now and the sailing has improved drastically so I guess the shape of the sail IS important then. XW Rigging offers 10% discount to all LOA members, so if you need your bits and pieces adjusted, give them a call. They also supported our charity event at the rendezvous last year by donating a free Rig set and check to help raise money for Ellen MacArthur Trust. They can be contacted at www.xwriggering.co.uk

Paul Howard- Ghostly Goose

XW Rigging Online

www.xwriggering.co.uk



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Marine Engineers – An Oxymoron?

One of the reasons we all go sailing is to escape the madness of the rat race and the over crowded, over regulated island on which we live. However there are frustrations even when we enjoy the freedom of sailing - the wind is always on the bow / too much / too little and the other is "Marine Engineering".

I put this in quote marks, because it is often something of an oxymoron - the marine industry is really a little cottage industry run by a bunch of guys who liked sailing / couldn't get a job and so bought a white van and called themselves a "Marine Engineer". Most are hopelessly unreliable, never turn up on time / bring the wrong bit and are impossible to get to return and carry out warranty or remedial work after a botched installation.

So I have to tell you that I can fully recommend to you **Greenham Regis** who have offices along the South Coast and have a team of very skilled and highly competent Marine Engineers. We have used them for the fit out of "Suzie Too" with all the navigation equipment and now they are just fitting the comfort and cruising toys to her.

The good thing is they really are that over used expression of a "one stop shop" and have Engineers experienced in Raymarine systems, Ship Wright work, Generators, Battery systems, Inverters, Charging systems, general electrical work and even plumbing. For our boat they even got a copy of the layout drawings and know where the skin fittings for the generator and air con plants should go, they draw up all the electrical switchgear they install onto these drawing and also label all the cables and relays.

They even take gear, such as Raymarine, and update it to the latest version of firmware for you so that we really can have hassle free sailing. The guy I deal with is Keith Ash at Greenham Regis in Shamrock Quay, Southampton (02380 636555) who was originally introduced to us by Paul Benstead of Quixotic Fantasy as they sailed together out of Hillhead Sailing Club.

They have really helped us in the design of the systems with their recommendations, knowledge and expertise and we know we now have very reliable installations that will take us even further than The Solent, when we get brave enough to step off the treadmill.

David & Suzanne Chappell
Suzie Too



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