



# 2020/21 YEARBOOK



# A Message from the Commodore...

*By the time you read this the 2020 sailing season will hopefully be emerging from the extended winter hibernation of 2019 - 2020 but at least we are able provide a full set of members details as the membership year is from April 2020 to April 2021 with the result that, although our yearbook is a little late getting distributed, it is at least complete for the current year.*

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2020 has been a very challenging year for the BOA committee, with the advent of the dreadful Covid-19 invading our shores however, as the Government starts to reduce the national lockdown, we will at last be able to look forward to a more positive sailing future toward the end of this summer. In this magazine we have some very interesting articles for you to read, including a Sailing Adventure from a BOA member from the southern shores of Spain, and report about voyaging the West Coast of Scotland which is one of the most popular sailing holiday destinations in the UK. This is followed by an article on the "re-powering" of a Bavaria which is most interesting and informative.

Hopefully, you will all have now been able to familiarise yourselves with the the new website and find it an improvement on previous models. There will be additional features and functions added over the coming months, so please bear with us if you can't find what you're looking for yet. The use of the website is fairly self-explanatory, however there are a number of pages that are only viewable once you are logged in. As a reminder

for those less familiar with Information Technology, the system will create and email you a randomly-generated password which you must use to gain access (log on) initially, but you can then change this to something you're more likely to remember (but please don't change it to "PASSWORD!").

The rally list had been significantly curtailed this year which has been explained in recent newsletters to the membership, but hopefully some events will be possible now during the late summer with the gradual diminution of governmental restraints in response to the coronavirus.

We will have a number of members who have been in lockdown in interesting situations and we look forward to receiving reports from them in the forthcoming e-magazines.

Good luck to you all for fair winds for the remainder of the sailing season 2020

**Adrian Parker** (Larissa)  
**Commodore**

# Committee Members

## Roles and Responsibilities

### **Commodore:**

- Promotes, attends and supports BOA activities, & chairs committee meetings.

### **Vice Commodore:**

- Acts as deputy for the Commodore & attends and supports activities on the Commodore's behalf when appropriate.

### **Rear Commodore House:**

- Responsible for merchandise range & supply, insurance and RYA Affiliation.
- Updates the membership database, produces membership cards, assembles & sends out membership packs, conducts the renewal process and creates the members' web list.

### **Rear Commodore Cruising:**

- Responsible for overseeing the Rally Programme for sailboats.

### **Clipper Marine Liaison Representative:**

- Acts as liaison between the BOA and Clipper Marine, sharing & promoting information of benefit to both organisations.

### **Hon. Treasurer:**

- Maintains the cashbook and balances it at the end of the financial year, including receipts for all new memberships and merchandise, together with any expenditure. Pays in any cheques received and reconciles the Paypal account into the cashbook. Pays expenses and presents invoices. Keeps abreast of financial legislation and recommendations.

### **Hon. Secretary:**

- Correspondence contact for the Association, responsible for calling and recording the Committee meetings, issuing Agendas and preparing Minutes.

### **Communications (Editor of e-magazines and YearBook):**

- Receives copy from members and advertisers, edits and formats the same for the Yearbook and e-magazines.

### **Communications (Webmaster):**

- Looks after the BOA website, including adding event information and booking forms, on behalf of the committee and members of the BOA. Manages the hosting of the site, oversees the forum, and helps members with enquiries regarding website problems (mainly lost passwords).

### **Past Commodore:**

- Supports the incoming Commodore and Vice-Commodore in taking up their new roles, and facilitates continuity of policy and practice in the running of the Association.

# A Guide to Organising a Rally

**Organising a rally can be great fun, very rewarding and an opportunity to meet new, like-minded people. So why not organise one in your area? A rally doesn't have to be anything complicated; it's simply a means to get people together with the objective to have fun. Sometimes it only involves a few boats, that doesn't matter.**

As a rally organiser, you can claim a refund of your berthing fee if the rally is organised away from your home berth/marina. Simply let the Rear Commodore (Cruising) know.

- Before choosing the date for the rally, consider tide tables for efficient passage making and entry/exit to and from the proposed destination.
- Check availability for the venue(s) and make a provisional booking; 15 boats and 40 people are the default numbers to book (maybe less for some venues); tell the marina operator that you will confirm the numbers etc. a couple of days before the event; if a booking deposit is required, liaise with the Treasurer to obtain the funds. Don't commit your own money. Ensure the deposit is refundable in the event of cancellations and that the deposit money is then recovered from members attending the rally.
- Confirm the dates with the Rear Commodore (Cruising) as soon as you can in the New Year. Prepare a Rally Notice at least 2 months before the event and send it to the Rear Commodore (Cruising) and the Webmaster for publication. Include the caveat regarding safety and Skipper's responsibility (see the pro-forma).
- Most members now book rallies via the online booking form so remember to confirm their booking when received. Make a list of applicants, boat name and length, skipper's name and contact phone numbers together with any menu choices (if applicable).
- If bookings are low one month before the event, DON'T PANIC. Lots of members wait until the last minute before booking. Advise the Rear Commodore (Cruising) and the Webmaster if appropriate so that additional publicity can be given.
- During the last 2 weeks prior to the event, send an Email to all participants giving the list of boats and crew expected and any other info they might find helpful. A couple of days before the event, send a list of boats and their lengths to the marina; also advise the restaurant (if applicable) of the final headcount and menu choices.
- Invite one of the participating boats to be your Deputy and check they will be arriving early enough to help!
- Keep an eye on the weather forecast. If you have any concerns, discuss options with the Rear Commodore (Cruising) or any Committee member attending. As a guide, if the wind is likely to be force 6 or above, the event should be cancelled. Email attendees to advise them that a final decision will be made the evening before. If the event is cancelled, everyone should be informed ASAP by telephone.
- On the day, arrive in plenty of time so you can organise berthing and meet/greet all participants with your Helper. If this means arriving a day early, the additional berthing fee will also be reimbursed.
- Many rallies feature a "drinks & nibbles" get-together on or near the rally boats but you are under no obligation to do this; if you do elect to organise one, remind participants in your final pre-rally communication that they need to bring glasses, drinks, nibbles or whatever with them.
- Remember to keep a record of the menu choices when selected in advance and take it with you to the restaurant; this will help with the inevitable loss of memory that seems to afflict participants on the night
- If the restaurant expects a single payment, ensure all diners have paid (cheques made payable to Bavaria Owners Association) and that a cheque book and signatory will be available in the restaurant to settle the bill. If no signatory is available pay by credit card and submit the invoice to the Treasurer for settlement. Expenses can normally be settled by electronic bank transfer within 24 hours of receiving the "Receipt"
- Once everyone has arrived, relax and enjoy the party!

**These are guidelines only and if you have any questions or queries feel free to contact any member of the committee via the committee web page.**



# New BOA Website

*At last! The new BOA website has arrived to bring us into the 21st Century. There are a few key changes from the old website in terms of the way it works, so here are a few hints and tips for you.*

## Member Directory

This online directory lists all current BOA members, showing boat name, owners name, boat model, and location.

If you want to search for boats in your area, you can either click on the location column heading and the list will re-sort by location in alphabetical order, or you can type a location (such as "hamble") into the search box, and it will show you all entries with that text string in them.

If you see a boat and want to know if they are BOA members, simply start typing the boat name into the search box and see if they are listed.

## Forum

You now do not need to be logged into the website before you can use the forum. If you are a long-standing BOA member, your forum login details have not changed from the old website, so just login as you did before and post away!

We have added a new section to the forum called "Manuals and Documentation". This is where we can all upload any manuals and instructions that might help other members. We already have a number of boat manuals, engine manuals, rigging manuals, etc. on there, and if you have any manuals in pdf format, please to upload them and share them with the community.



## Blog

The new website has a blog, where we will post anything that we think is of interest to the members, including forthcoming rallies, rally reports, changes to the committee, etc.

## Instagram feed

Yes, we now have an Instagram account! If you want to submit photos, our handle is @bavariaownersassociation.

## Supplier discounts

As an additional feature to the new website, we have introduced a BOA member discounts section. In here you will find suppliers who give BOA members a discount (usually on production of a current yearbook). If you know of any suppliers who might like to take part, tell them to contact webmaster@bavariaowners.co.uk and we can add them to the list (it costs them nothing and is a bit of extra free advertising for them).

# A Sailing Adventure Begins

**A change of lifestyle is on the horizon for Mark and Debbie Bath. This is their story on choosing their boat and sailing it back from southern Spain.**

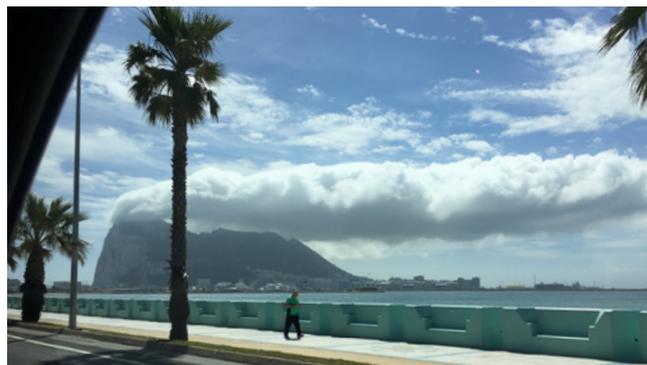
After getting together later in life and after difficult divorces we were both decided 'hang buying a house – let's buy a boat – start living for us and work towards starting our dream'. The dream to ultimately sail off into the sunset. So, we needed a boat. We had been to the boat shows, looked at a number of boats and as we had 5 kids between us (and now have number 6) we knew we needed at least a 37-footer.

So the search started, however we soon found the UK market had a limited supply of second hand boats with enough births to satisfy our needs and within our budget, meaning that we had to look further afield into The Med. We decided that a Bavaria with 4 cabins would meet our needs. Then bingo!, one appeared, near Valencia. We dropped everything and went to see her, a Bavaria 41 (1998). On paper she looked perfect – well looked after and fully kitted out. The owner was clearly keen to make the deal and suggested we shouldn't survey, as he hadn't when he bought her. We decided however that we'd make an offer subject to survey, then flew home and searched for a local surveyor who spoke English. We made contact with a number of different surveyors, finding a fantastic English surveyor based in Malaga and the UK. With the survey arranged, we hopped on plane, meeting the surveyor on the same flight and surveyed the boat. How glad we were that we had taken this approach!! It quickly became apparent that she had a fairly big osmosis issue and was not in quite such good condition as she appeared. The owner was not willing to negotiate on price any further, so we walked away, having learnt a lot more about boats and what to look out for when buying.

Our search continued, we after a while, we spotted a Bavaria 44 in Gibraltar. Once again we made an offer subject to survey and asked our surveyor to go and see her (without us this time as we knew what we wanted now). This Bavaria 44 had been a school boat and while looking tired we felt we could handle fixing up a tired looking boat as long as she was structurally sound. The survey showed otherwise and once again we continued our search.

Just before Easter 2018 we spotted another Bavaria 44 (2004) near Cadiz, asked a lot of questions and decided we would go for third time luckily. We booked flights for Easter day, hired the car and booked the accommodation. Everything was set and little did we know what would happen next.

We did a quick tourist moment stopping in Gibraltar en route to Puerto Sherry near Cadiz.





We met the broker on Monday morning (who sailed in the Spanish Americas Cup team) and as soon as we stepped on board, we knew she was the one. She had been owned for 10 years by 2 brothers that were sailmakers, and they had barely used her. We had a good look round and a sail in Cadiz bay (with the brothers showing off how fast she would go!).



Knowing what else was on the market we didn't think she'd be for sale for long, but she was more expensive than we wanted to pay. We disappeared to Cadiz to have a look around and a think, and while in the Cathedral decided we just had to do it. A few phone calls to the broker later, our offer was accepted, and the surveyor arranged for the following day (different person to our previous surveyor but was a name we'd come across before and spoke both English and Spanish). On the Tuesday the surveyor's general comment at the end, was if this is how good she looks at 14, he would like to see her again in another 14 years of cared ownership.

The next few days turned into a whirlwind as we sorted changing flights, extending hire car, ensuring grandparents could look after children for a bit longer, organising bank transfers, boat insurance, de-registration in Spain and registering in the UK, a trip to Gibraltar, and an expensive trip to the fantastic English-speaking chandlery (oh and Morrisons for provisioning). While we were doing this, the current owners were making us a new bimini, fitting a new house battery, replacing halyards, and putting things back on board, as they had only just started put her back in the water. Then on Wednesday we moved onboard and started making her ours – just 48 hours after we first saw her!!

# A Sailing Adventure Begins

On Thursday we moved the car to Gibraltar and caught bus back to Puerto Sherry. We finished sorting ourselves out, filled the water tanks, moved to the fuel birth to fill up with fuel and get a good night's sleep.

Friday just before dawn we set off on what was now OUR boat on the 75 mile passage to Gibraltar (we decided to move her there as flights and facilities were easier for us). We managed to get to Alcaidesa (marina on the Spanish side of the border and cheaper than Gibraltar) by 16:30 and witnessed 9.7 knots SOG at times. Fun and games were had mooring with just the two of us in 30+ knots of cross wind, but we finally did it.

Saturday morning dawned, and we flew back to the UK leaving our new baby behind!

A quick trip back in May half term to show our new purchase off to our children and to sail across The Straits of Gibraltar to stand on the Spanish bit of Africa – all 5 of them fell in love with our dream.

## Africa!

The next few months proved to be a logistical work of art. We decided to upgrade the electronics, have a wind generator fitted and various bits and bobs done (especially new safety kit including a liferaft fitted to the extended aft railing). Some items were sent from the UK, some bought in Gibraltar. The team at Sheppards in Gib couldn't have been more helpful (we did spend a lot of money with them though) in collecting parcels and then fitting everything on the boat in time for her trip home to start.

We decided to split our journey home into 2 legs:

1. Gibraltar to A Coruna (Northern Spain)
2. A Coruna to Scilly Isles

Mark was to do Leg 1 with 3 sailing buddies during June whilst Debbie held the fort at home with the kids.

So, at the end of June lines were slipped and Mark and crew headed out to start their journey home. The wind was mostly on the bow, so the motor had a good run all the way to Biaona when a fuel stop up was required just to be on the safe side. (even though there was 60L of spare fuel in the cockpit lockers in case) and a nice lunch in the sun after several days at sea.

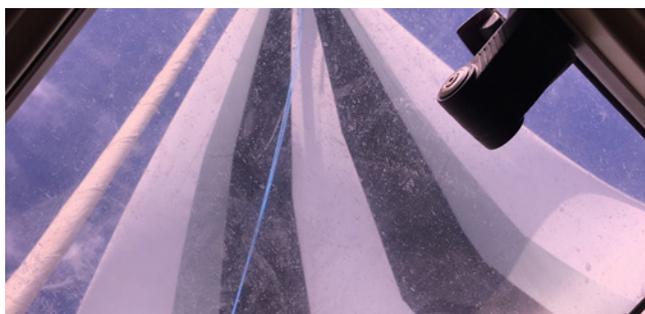
We made it to A Coruna after travelling 645 nautical miles at an average of 6 knots – mostly under engine unfortunately, which brought the first leg of the journey home to a close.

When the summer holidays arrived in July, we set off to Spain with Deb's 3 kids (teens) in tow and met up with Deb's brother, her best friend and her cousin. After 24 hours of provisioning, fitting a few extra bits and bobs to the boat, getting the new crew used to where everything was and double checking the weather, we decided to set off the Saturday morning. There was a weather system in North Fitzroy forecasting 6/7 and moving away well before we would get there but apart from that forecast was for 3 to 4s. So all was set for a dawn departure on Saturday.

Well guess what? Yup, The Bay of Biscay lived up to its reputation!! The weather system came further south and was stronger than forecast (Force 7/8 gusting to 9s in the early hours of Sunday morning). The boat and crew were outstanding. Apart from some pretty severe sea sickness and one cracked window (a nasty wave at 3am - some trusty duct tape fixed that) we came through it well. All our preparations for 'just in case' and 'let's be on the safe side' paid off – extra jack lines, up to date electronics, radar, navigation gear and a new autopilot (Dory) we had fitted in Gibraltar meant we could keep watch safely from below.



The weather in Biscay as everyone knows is very changeable and 24 hours after the blow, we had blue skies and the spinnaker up.



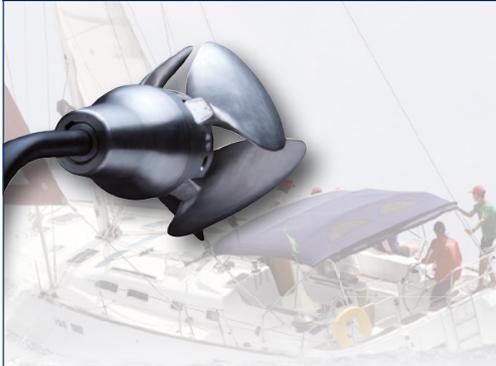
We arrived in St Mary's on The Isles of Scilly after 3 days. It was a rather emotional moment as the sun rose and the dolphins swam alongside, we'd made it the 1100 miles back to the UK waters.



Now the next adventure starts... Sailing with a baby onboard and continuing to work towards sailing off into that sunset for good.



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# A Season on the West Coast

By David Lanceley (*Lightwave*)

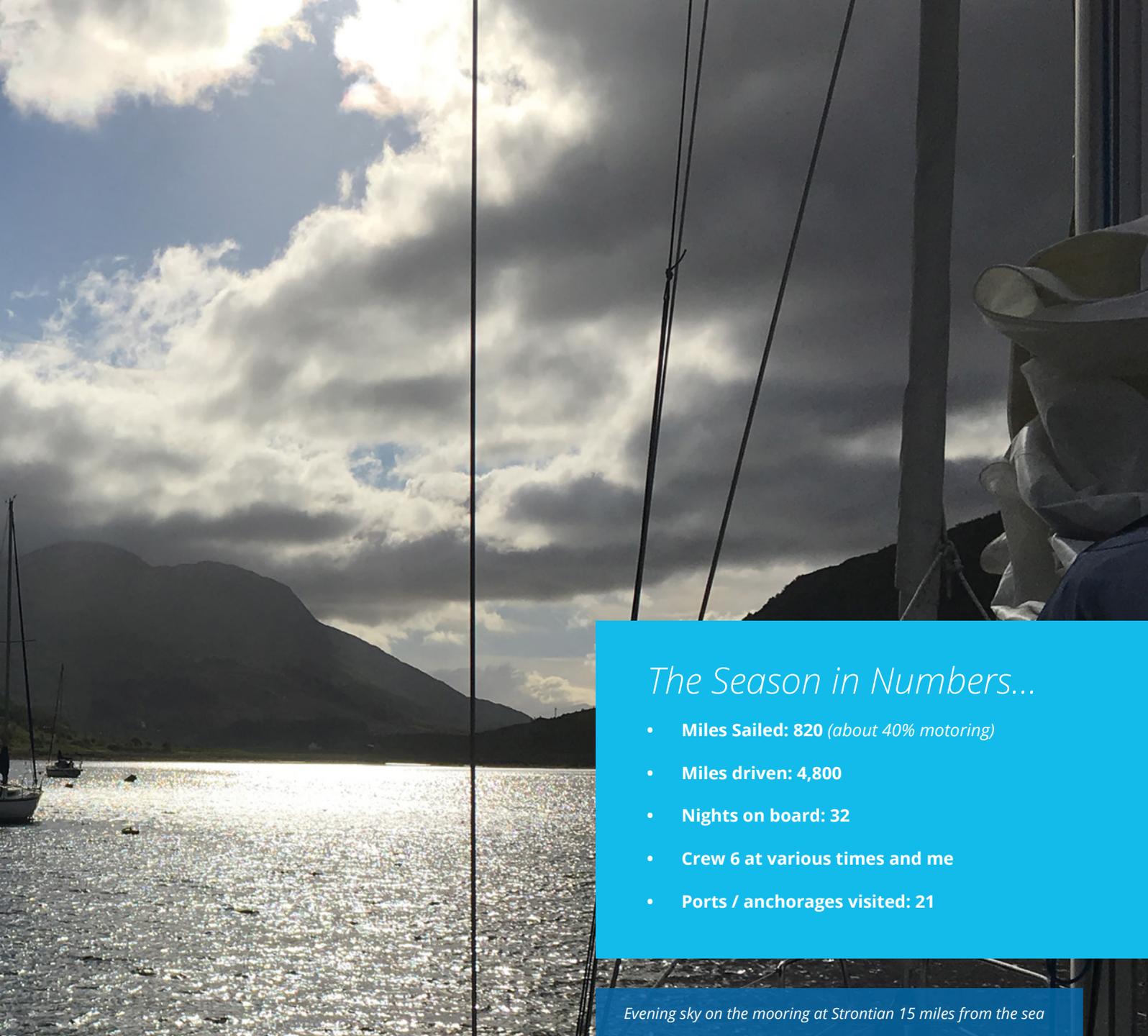
It's often said that there are only two kinds of Skippers on the West Coast of Scotland, those who have hit a rock and those who are going to. I'm still in the second category but there have been a couple of near misses...

I've long enjoyed spending time in the wilder areas of Scotland, in my younger days as a climber, mountaineer and skier and more recently racing on the Clyde and cruising on other people's boats. I purchased my Bavaria 38 Lightwave in early 2018 and spent the season based close to home at Conwy cruising the North Wales Coast and the Irish Sea but the master plan was to base the boat somewhere on the West Coast for at least a couple of seasons. After some research and talking to a few people I settled on Craobh Haven a few miles south of Oban. It's proved to be an excellent choice with good shelter, a friendly and helpful team and the lively Lord of the Isles pub on site. Access is good at any state of the tide although there are gates

to consider especially heading north. After placing a car for the homeward trip and returning by train we took the boat north at the end of April, a 30 hour 200 mile reasonably easy passage west of the Isle of Man and through the North Channel on the tail of Storm Hannah.

The downside of living in North Wales and having a boat in Scotland is the 400 mile drive to get on board. Not quite as bad as it sounds, with a bit of planning the worst of the traffic can be avoided and north of Preston apart from some light congestion around Glasgow the roads are quiet and I can usually do it in around 7 hours. The last 100 miles or so up the banks of Loch Lomond and Loch Fyne are a delight no matter what the traffic.

Mid-May saw Clive and I heading south down the Sound of Jura in a light northerly bound for Islay.



## The Season in Numbers...

- **Miles Sailed: 820** (about 40% motoring)
- **Miles driven: 4,800**
- **Nights on board: 32**
- **Crew 6 at various times and me**
- **Ports / anchorages visited: 21**

*Evening sky on the mooring at Strontian 15 miles from the sea*



*Leaving Craobh heading south down the Sound of Jura. Cool in the northerly breeze.*

The breeze dropped as we went south and by the time we reached the Ardmore Islands we were motoring giving a perfect opportunity to take the inshore passage and a good introduction to West Coast rock-dodging – best done in daylight and a calm sea. After a night on a mooring off the Lagavulin distillery it was back north again, the wind having shifted overnight, and a brilliant sail through the Sound of Islay and up the Firth of Lorne to anchor in Loch Spelve on Mull for the night. This was to be a short trip due to home and work commitments for both of us so the following day it was back to Craobh via Easdale and the Cuan Sound. The Sound is one of the more challenging passages in the area, strong tides, a narrow channel and rocks everywhere, going south head for the pylon, when it's 20m away turn left and you should miss them all.....

June and I was back again this time with Pete and Terry, north through the Cuan this time, done at low tide so a little more worrying although I've never seen less than 4m of water.

# A Season on the West Coast

We spent the night in the delightful Lochaline before setting off through the Sound of Mull. The forecast was 30 knots + from the north so our original plan to poke our nose around Ardnamurchan Point was abandoned in favour of Loch Sunnart. Arriving at Salen it was clear that a lot of boats had the same idea and every berth and mooring was occupied. We headed on down the Loch, rock dodging again and enjoying the spectacular scenery to Strontian at the head of the Loch some 15 miles from the sea and picked up a mooring for the night, managing to brush the keel on the sand bar just off the village – at least it wasn't a rock.

The following day it was back to the sea via a lunch stop in the perfect bay of Loch Drumbie and on to the flesh pots of Tobermory for the night. The Pilot suggests that not many yachts sail past Tobermory and it's easy to why. Picture-postcard setting, an excellent marina within a few minutes walk of town, a good range of services including the Tobermory distillery and a brilliant fish and chip van. Back to Craobh via Oban, a good sail in the continuing northerlies. By chance we caught the live music night in the Lord of the Isles, Elsa Jean McTaggart, the Mercenary Fiddler, which gave us a memorable evening and as Pete told her later she'd made three old guys very happy.

Getting north of Ardnamurchan Point was now becoming a bit of a challenge, I'd read about yachts cruising north of the Point wearing a sprig of heather on their return and quite fancied that idea. So next trip with Simon and Jo on board it was straight to Tobermory and an early start in a fresh south westerly giving us a fast close reach with one reef, cracking off as we rounded the Point and headed up the Sound of Sleat towards Mallaig.



*Ardnamurchan Lighthouse abeam in a grey and lumpy sea. Said by the Pilot to be in the Egyptian style although not obvious from the sea.*

A quiet night in a crowded marina and it was off to our next port, Plockton. But first we needed to transit the Kylehera narrows which can flow at 8 knots in Springs. We were an hour or so early but managed to push through on the last of the ebb to the calm of Loch Alsh.



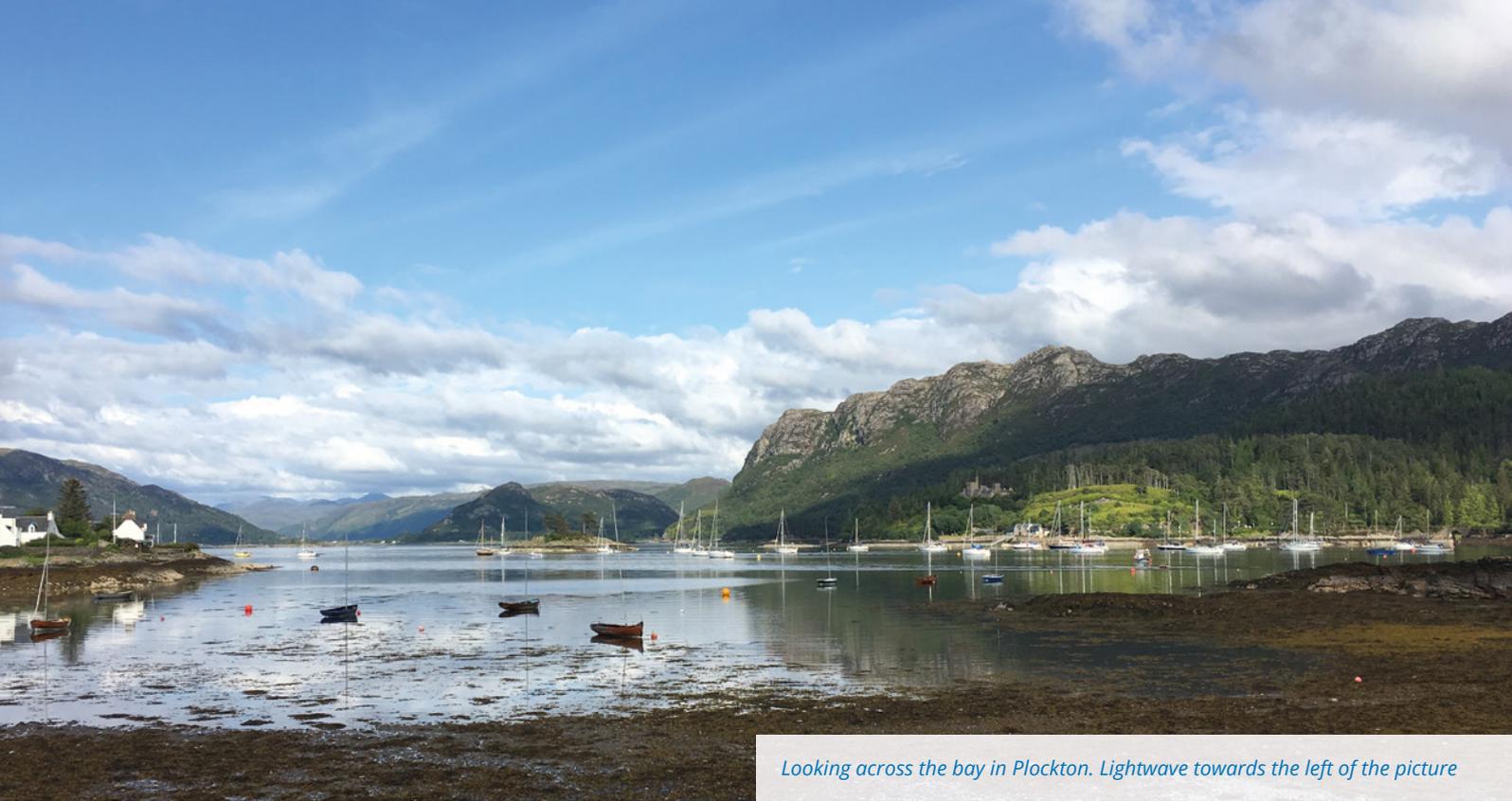
*In the Kyle of Lochalsh heading for the Sky Bridge. Simon and Jo enjoying the view.*

On under the Sky Bridge and a little more rock dodging before picking up a mooring for the night in Plockton Bay. Another idyllic location and we popped ashore for a few beers before sundowners and dinner on board. We had originally planned to carry on north but time again was pressing and we decided to head for Portree. Another fine bay and a run ashore but the place like the rest of Skye was just about full and it was almost a relief to get back on the boat for some peace. We spent a couple of nights rafted alongside a fishing boat in Kyleakin waiting for some wild weather to pass through and then back south via Armadale and Oban to Craobh



*On the mooring in Armadale, Skye. The rough bounds of the Knoydart Peninsular in the background*

The next trip with just Pete and I on board was squeezed in between work commitments and was notable for the amount of rain and hitting double figure boat speeds with just half the genny out in 40 knots of wind heading north up Loch Linnhe for a night on a mooring at Corran. I had been keen to visit Glencoe and Loch Leven scene of earlier climbing trips but checking the Pilot I realised that a B38 won't fit under the Ballachulish Bridge! Back to Craobh via Oban marina on Kerrara island as ever impressed by the multi-tasking barmaid in the Waypoint bar, talking to boats on the VHF, taking food orders and pulling pints simultaneously without missing a beat.



*Looking across the bay in Plockton. Lightwave towards the left of the picture*

The final trip of the season was with Dave and Hazel, old friends from North Wales and was characterised by light winds and flat water. Leaving Craobh we took the alternative route north via the Sound of Luing, a little further but with better scenery and avoids the stresses of rock dodging through Cuan. As we motored up Kerrera Sound towards Oban the water was mirror-like and our wake spread out to the shore. This late in the season many facilities are closed on the West Coast and unfortunately this included the Waypoint bar at the marina. Next day it was on to Salem and a comfortable berth on the pontoon for the night enjoying the peace and calm of the autumn evening. Tobermory again the following day and then a night in the Oban transit marina. This is a recently-opened facility almost in the town itself, less than 5 minutes from boat to pub and probably the best bathrooms on the West Coast. Back to Craobh again via Luing and a final night in the Lord of the Isles before preparing the boat for the winter.

I'd decided to stay in the water for the winter as lifting out in Scotland requires unstepping the mast with the associated expense, disturbing the rig and the possibility of damage. I'd hoped to get north to check the boat over the winter but as I write this piece in April in the middle of the CV crisis I still haven't been although the marina assure me that everything is OK.

Reflections? I was a little disappointed not to get further north but you have to be pretty determined to sail past places like Oban, Tobermory and Plockton. Other than the delivery trip from Conwy and a few early starts I didn't sail at night at all. There is a lot of daylight in a Scottish summer, distances between destinations are quite short, the ports themselves are so pleasant and the scenery is so good that it almost seems a pity to be going through it in the dark. I was impressed by the number of European boats around, almost seemed to outnumber UK boats at times. Usually immaculate and well sailed often by more mature owners they add a touch of class to the West Coast yachting scene. In the whole season I came across nothing but helpful, friendly people from the fishermen in Kyleakin who we were rafted alongside to the lady running the Salem marina who when she heard that we had no ice for the G&T gave us her own freezer tray. A feature of the West Coast is the excellent availability of a 4G signal, if you can see a house you usually have 3 or 4 bars and it was a rare evening when I couldn't stream the BBC news. My day job is generally done remotely and I manged on quite a few occasions the holy grail of billing hours while onboard! The West Coast Cruising Guides produced by the Clyde Cruising Club are excellent and I found the "sailing map" planning guide very useful. The Cruising Scotland book gives an overview of the whole of the West Coast and the individual guides the detail. Like most of us I do routine navigation on the chart plotter and my phone / tablet but I'm old fashioned enough to also carry a set of Admiralty folios for the area supplemented by a couple of Imray charts. A table of the main tidal gates is useful for passage planning.



*Kerrera Sound, chatting with friends, Me, Hazel and Dave*

# Moving From Green to Red

## The story of re-powering a Bavaria 49

With the plan of going cruising in the near future, I had a list of “must-do” jobs on the boat, one of which was to re-build the Volvo engine. It had been a bit smokey on start-up for a while and I knew that the compressions were a bit down and it needed a re-bore, so the plan was to remove and strip the engine, give it a re-bore, new crank bearings, new valves in the head, new starter, alternator, etc., so that we knew we’d have a reliable engine that would last us another 10 years at least.

### **The best laid plans...**

I started stripping the engine down in the boat during November (my plan was to get it down to a short block to make it easier to remove and transport), and as I started removing parts, I started to find bits seized, not functioning correctly, generally worn, and worst of all, corroded. The more I stripped the engine, the more I questioned the viability of a re-build. That was until I got the heat exchanger and charge air cooler off. Suddenly, there was the answer to the smoke; a dirty great hole in the charge air cooler from corrosion. You could see the tube stack clearly and that didn’t look in great shape either. I got it home and found that both the heat exchanger and aftercooler had corroded beyond repair, and with the cost of replacements being more than a new engine, I read the old engine it’s last rights.

### **What do I replace it with...that was the next question!**

The current engine was a Perkins Prima base (TAMD-22), but it was always way too powerful for the boat (it was the upgrade option from the factory) and rated at 105hp. The standard

engine at the time was the 78hp TMD-22, so gut reaction was to replace it with the modern equivalent, a Volvo D2-75.

However, in my head, I’d decided that I didn’t want a turbo engine this time (as we were going cruising and would be using the engine as much as generating electric and hot water, as we would driving the boat along), and was also not too keen on having another Volvo Penta engine due to the cost of parts, the warranties and the fact that you have to get the engine fitted and serviced by them (I like doing things myself), and numerous stories of issues with corrosion in heat exchangers and exhaust elbows, and failures of the electronic control box.

I started looking around at alternatives that would fit the bill (and the engine bay), and it seemed that the only options were from Beta and Nanni (both Kubota-based and essentially the same engines, just one is made in the UK, and the other in France). They all however started to get turbos once you got over 50hp, which I didn’t really want. So I started doing some digging and some calcs of my own to see if the 50hp would suffice in a Bavaria 49.

I contacted a few engine manufacturers and asked them what engine they’d recommend, but rather than telling them what boat it was, I just gave them the LWL, displacement, hull and keel type and told them that it was similar to a Beneteau. To my surprise they all came back with recommendations in the 50hp range. This got me thinking...why then have a 78hp as factory standard and a 105hp as the upgrade? No wonder it was overkill!



### Not all engines are equal, so I found out.

I sat at home on the sofa one cold and wet day and built a spreadsheet of power and torque curves of different engines at different revs, and what I found is that all engines are not the same. It actually showed me that the Beta 50 was actually more powerful with more torque than a 78hp TMD-22 up to about 2500rpm, as the turbo only really starts to contribute anything meaningful above that. On the basis that I usually cruise at about 2,000-2200rpm, that meant that my 105hp engine was only pushing out about 35hp, and was probably acting more like a 50!

I was not completely convinced however, and had to get some more confirmation that this was indeed the case (I really didn't want to put a 50hp engine in, only to find that it wasn't up to the job), so I spoke to a few people I know in the marine and motor trade and showed them my numbers, and they all agreed that my numbers were correct (and as a final sanity check, I asked Ant Kirkby to have a look at my numbers and give me his thoughts).

The following week, I placed an order for a Beta 50 package with TS Marine in Swanwick for delivery in March (which was significantly cheaper than the equivalent VP engine too!). Next-up was the prop; as the Beta turned the other way to the Volvo, I would have to change the prop. I wanted a folding or feathering prop, but had 2 key objectives; 1) I needed to be able to get the most drive possible as I wasn't putting a massive engine in, and 2) because I was changing everything, nobody really knew what size prop was going to be right, so I wanted something



# Moving From Green to Red

that could be exchanged or adjusted. After a few discussions with Nick at Darglow (such a helpful guy), I decided to go with a 20" Featherstream, on the basis that if the pitch was not right, it could easily be changed at the net lift-out.

## The re-powering begins

With only a short engine left in the boat, the guys at TS Marine kindly towed me to the lift at Universal (all of about 100m), and out she came. Within a couple of days I had the engine disconnected and out on the saloon floor ready to be removed. The new engine arrived a week later, giving me plenty of time to clean out the engine bay and get all the pipes and cables in the right places. The lift-out of the old engine and lift-in of the new one took less than an hour. Once we had the engine slid back onto the bearers, the guys at TS Marine made some packing plates for the feet, and set about aligning the engine to the propshaft. I did all the rest of the work, connecting up the water, fuel, and electric, which was pretty straight-forward apart from having to reduce sizes of hoses and pipes because of this being a smaller output engine.

3 weeks after haul-out, she was re-launched with new engine and prop, and sea trials began. I am pleased to report that the engine does exactly what I expected and drives the boat every bit as well as the old 105hp engine (but making much less noise about it), and the Featherstram prop is a revelation; similar to the fixed prop when motoring but quiet when sailing, and a demon in reverse.

## So there we are. What have I learnt from the exercise?

1. Bavaria over-specs its engines (or it did back then). I guess this is a marketing-driven thing because most people think that bigger is better (which in the case of diesel engines, it isn't).

2. Not all engines are equal. Even though the new engine has half the rated output of the old one, it has a bigger capacity (2.2l whereas the old engine was 2.0l), and the old engine only produced it's rated power at over 4,600rpm (which you've never going to use in a yacht). So just looking at an engine's rated hp can be very deceiving.

3. Changing engines is a lot easier that I thought. If I had swapped-out for a Volvo D2-75, I reckon 2 of us could have done the whole job over a weekend. There really isn't that much to it if you are a hands-on person.

4. Pay someone else to sort out any foot packing, align the engine and bolting it in. It's critical to get it right and it's one of those jobs that's easy when you know how, but I reckon it would have taken by 5 times a long as it took the professionals.

5. Not all boat engine parts cost a fortune. I needed to upgrade the electric loom and engine panel, and the total cost was only £95 (I was expecting over £500 based on VP prices).

Also, did I mention that it's a RED ONE!

**Bob Clements**  
(Island Alchemy)



# Members Register by Location & Boat Name

Yacht Name	Surname	Forenames	Mooring Location
Achilles	Kilty	Paul	Ocean Village
Adastra	Christie	Iain	Gosport
Aibrean	Burton	Michael	Chichester
Aischa	Wallace	Ruby	Alcaidesa Marina, La Linea, Spain
Alana II	Searle	Ken	Port Solent
Alana III	Hanratty, RD	James	Royal Clarence Marina, Gosport
Alegria	Frost	Geoffrey	Gouvia
Allusion	Masters	Steven	Dover
Amelia	Stubbs	Michael	Plymouth
Another Fantasy	Culley	Ian J	Universal Marina, Hamble
Antiqua	Crawford	Cameron	Bannatyne
April Folly	Pearce	David & Amanda	Northney Marina
Aquarius	Clough	Tony	Rhu Marina
Artemis	Wood	Michael	Lossiemouth Marina
Ashiki	Chandler	Keith	Sutton Harbour
Barolo	Sim	John	Kip Marina
Beatrice Grace	Sykes	Ron	Estepona, Spain
Becquerel	Clark	Malcolm	Mylor
Berty 2	Ferris	Peter	Bormes Les Mimosas, France
Blaue Maus	Lagoda	William & Sandra	Hamble River
Blue Star	Willis	Clive	Itchenor, Chichester Harbour
Bluster	Birrell	Stuart	Torquay
Bojangles	Savage	Andrew	Cobbs Quay Poole
Breezer	James	Chris	Port Solent
Bubble	Maddox	Jonathan	Fleetwood Marina
Bucketlist	Crowle	Andrew	Peurto Caleo, Lanzarote
Busy Bee	Osman	Kevin	Universal Marina, Hamble
Cabrio	Martin	Guy	Itchenor, Chichester Harbour
Cadenza	Harris	Greg & Jane	Hamble River

Yacht Name	Surname	Forenames	Mooring Location
Cadenza	Narracott	Martin	G <sup>^</sup> cek
Cairo	Kitchener	Gary	Southampton
Calista	Hall	Phil	Largs
Catspaw	Penketh	David	Plymouth Yacht Haven
Constantia	Johnson	Mike	Preveza, Greece
Debut	Abbey	Stuart	Inverkip
Deja Vue	Hawkings	Julian	Largs YC
Destination Anywhere	Clarke	James	Gosport
Destiny	Coogan	Garry	Hayling Island
Diatonic	Warr	Anthony	Dartmouth
Dolphin	Thomas	Andrew	Southsea Marina
Dou Dou	McConnell	Timothy	Poole
Dream Catcher	Cameron	Alastair	Tarbert
Dreamtime	Whitehouse	Tim	Chichester Marina
Drifter	Craig	Paul	Edinburgh
Duende	Divers	Peter	Hamble
Electric Blue	Erdbeer	Arne	Hythe
Ellena	Williams	John	Plymouth
Emma Rose	Cross	Brian	Burnham On Crouch
Endeavour	Tucker	Steve & Jo	Ipswich Haven Marina
Enigma	Murphy	John	Dun Laohghaire, Dublin
Falcon	Leitch	David	Largs Yacht Haven
Falling Upwards	Tapsfield	Philip	Itchenor, Chichester Harbour
Firebird	Ball	Ken	Haslar Marina, Gosport
Fishlake Champion	Green	Ray	Marti Marina, Turkey
Fizz	Wayte	Paul	Milford Haven
Fouter	Duke	John	Largs
Free Spirit	Chater	John	Royal Harbour, Ramsgate
Freebird of Largs	Hawkes	C J	Largs Yacht Haven
Freo	Thomas	Roger	Newhaven
Genepi	Bacon	Charle & Jo	Ocean Village, Southampton
Go Sailing	McPhie	Susan	QAB Plymouth
Gone With The Wind	Mercier	Michael	Milford Haven Marina

Yacht Name	Surname	Forenames	Mooring Location
Goodeaux	Platts	Paul & Carol	Gosport Boat Yard
Hagar	Day	Brian	Ramsholt, River Deben
Haida	Montague	William	Gosport
Harmony	Willing	David	Woolverstone Marina, Ipswich
High Time	Leaman	Roger & Sue	Portsmouth
Hilda	Spink	Stuart	Ipswich Haven Marina
Hilu	Helle	Pertti	Parainen, Finland
HoneyB	Watts	Bob	Lefkas, Greece
Horizon	Simpson	Trevor	Benfleet Yacht Club
Ice Maiden	Powell	Gordon	Sparkes Marina, Hayling Island
Ihla Do Mel	Sievwright	Alister & Shona	Inverness
Impala	Kampman	Philippa	Port Grimaud, France
Impulse	Sewell	Jonathan	Shamrock Quay
Impulse	Talbot	Mike	Port Solent
Indigo	Bruce	Gerald	Largs
Isamay	Rutherford	Glenn	Bangor
Island Alchemy	Clements	Bob & Corinne	Hamble
JayTee	Turner	Rod & Linda	Torquay
Jenny Wren	Hird	George	Arisaig
Joy	Moore	Henry & Joy	Gosport
Joy	Wood	Julian	Hamble Point
Julija II	McDowell	Robert	Sukosan, Croatia
Just4Fun	Davies	John	Windermere
Kamara	Buxton	Mike	Beaulieu River
Karisma	Hughes	Bryan	Hamble
Keirah	Hayward	Peter	Gosport
Kioni	Moffat	J	Port Solent
Lady Olivia	Osmond	Andrew	Marina Kastela, Croatia
Larissa	Parker	Adrian	Portsmouth Harbour
Leggera	Leggett	Peter	Chichester
Lightwave	Lanceley	David	Craobh Haven
Livewire	Murray	David	Troon
Loblolly	Linsdell	John & Jane	Swanwick Marina

Yacht Name	Surname	Forenames	Mooring Location
Lola	Clarkson	Mike	Weymouth
Lydia	Letten	Carol	Hayling Island SC
Marine 40	Fossey	Nicholas	Chatham
Marubio	Maher	Brendan	Crete
Matabele	Peters	Michael	Brighton
Merly	Earle	Libby	Club Nautic Arenal (Mallorca)
Millie	Hollis	Mark	Chatham Maritime Marina
Mischief Too	Goransson	Sten	Ocean Village, Southampton
Miss Understood	Moran	Jeff & Sian	Neyland
Moomba	Cutler	Rupert	Ipswich Marina
Moon Shadow	Broughton	Mike	Fareham
My Way	Kilkelly	Robert	Westport
n/a	Sails	Elvtrom	Hamble
Noorderzon	Wasscher	Adele	Enkhuizen
Norma Jeane	Tanner	Barry	Martha Cove Marina, Melbourne, Australia
Obock	Bousen	Philippe	Hyeres
Ocean Song	Ponzi	Ceridwen	Hamble River
Olaso Uno	Bath	Debbie	Gosport
Omnishambles	Halfacre	Steve	Northney Marina
Pax	Disney	John	Burnham on Crouch Marina
Pegasus of Bosham	Norton	Rik	Sparkes Marina, Hayling Island
Phoenix IV	Davidson	Brian	Torquay
Pikorua	Edwards	Alison	Solent, South Coast
Pipe Dream	Simmons	Roger & Glennis	Sutton Harbour, Plymouth
Polbream Spirit	Waterman	Jim	Poole
Punnibelle	Lloyd	Simon & Jenny	Gosport
Puppet	White	Brian	Nidri
Quadrille	Lacovou	John	Mercury, Hamble
Quintet of Southampton	Hammond	Nigel and Karen	Hamble River
Ready Salted	Sheridan	Steven	East Cowes Marina, IOW
Realt Na Mara	Hrycyszyn	Dave	Ipswich
Reefin	Morris	Ian	Royal Clarence, Gosport
Revivus	Scrase	Richard	Port Solent
Rio	Joyce	Kevin	Brixham

Yacht Name	Surname	Forenames	Mooring Location
Ruff and Reddy	Lomas	Darren & Caroline	WicorMarine
Saltair of Mylor	Colman	Jane	Cartagena
Scala	Smith	Graham	Swanwick Marina
Schiehallion	Warren	John	Chichester Marina
Sea Dream	Fortey	Dave	Falmouth Harbour
Sea Fever	Hill	Jane	La Roche Bernard
Sea Glass	Tillen	Alistair	Parkstone Bay Marina, Poole
Sea Psalm	Taylor	Paul	Fenit, co.Kerry
Sea Symphony	Hunt	Richard	Southsea
Sedina	Nogueira	Antonio	Nieuwpoort, Belgium
Sequana	Stallard	James Edward	Mayflower, Plymouth
Seventh Heaven	Swinson	Robert	Weymouth
Silian Lady	Howard	Wayne	Dover
Sleat Princess	Freire	Joe	Gosport
Smile n Wave	Banner	Mike	East Cowes Marina, IOW
Spindrift	Charlton	Michael	Neyland Yacht Haven, Milford Haven
Spirit of Life	Plunkett	Louis	Valentia
Storm Dragon	Holmes	Edward	Hardway, Gosport
Suaineart	Houston	Richard	Loch Sunart
Tablewhine	Young	Kevin	Cowes
Tarka	O'Driscoll	John	Portland Marina
TBA	Bucknall	Marcus	Wolverstone
TBA	Jones	David	Haverfordwest
TBA	Pears	Andrew	TBA
TBC	Hewitt	Brian	
TBC	O'Malley	Doug	
TBC	Overall	Chris & Julie	TBC
TBC	Perkins	Michael	
TC	Ryan	Peter	Gosport
Teddy Rose	Scholes	Graham and Jane	Newhaven
Tessa Jane	Higginbottom	Geoff	Portsmouth
Three Jays	Dale	Peter	Ipswich
Tickety Boo	Ward	Robert	Cardiff
Time Off	Harvey	Michael	Algarve, Portugal

Yacht Name	Surname	Forenames	Mooring Location
Tortola Dawn	Bramall	James	Gosport Marina
Tortola Moon	Edgar	Fred & Yvonne	Town Quay, Southampton
Truly Scrumptious	Withers	John	Gosport
Vela	Offen	Michael & Rowena	Brighton Marina
Wanda	Bradley	William	Helford, Cornwall
Wave Function	Aylwin	Richard	Neyland
Whistler	Morton	Nigel	North Farnbridge yacht haven
Winsome	Brooks	Stuart Henry	Lossiemouth
Winspit	Milne	Steven	Lefkas
Xanadu	Taylor	Malcolm	Port Solent
Xharbo 2	Jones	Nick	Plymouth
Yorvik Spirit	Green	Michael	Alicante
Zenith Blue	McRoberts	Noel	Portland Marina
Zest	Lorkin	Marjorie	Brighton Marina

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