



Sweeping Statements

The Quarterly Publication of the *BROOM OWNERS'*

Written by *Broom* owners for *Broom* owners

www.broomowners.com

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From the Editor.

Welcome.....to the first of the new and larger format BOC newsletter published in time for distribution before the 2008 Southampton Boat Show - I thought about calling it the big issue, but that name has already been taken !

This issue has articles by members on two very different cruises – part one of an extensive trip along the west coast of France by a Channel Islands based cruiser and the other, a delivery trip in Scandinavia from one of our few continental members.

Many of us would like to have teak decks on our Broom, but the cost and upkeep, not to mention the green aspects of using natural hard wood resources, may have put us off. Two members write about their experiences of having alternatives installed, including one who did it himself.

We have our usual reports from around the regions and comments from committee members, plus a Page Three girl - on the back page !



Above and Below
New Artificial Teak Decks on Chris Finn's European



MILES FURTHER

It is often said that the typical annual engine hours on a motor cruiser are around 100. Wherever you cruise this does not equate to that many miles - at an average of 10 knots it's only 1000 miles. Congratulations then to Jason Boast of *Broom* who clocked up his 100,000th mile earlier this year on a delivery trip. When he achieved his Yachtmaster, Jason became one of the youngest ever to hold the qualification and his experience since then has been vast. He is also a very tutor and modest about his abilities. Like his ancient Greek namesake on the Argo, he is a very skilled sailor.....and has undoubtedly sailed further than the Argo !

Artificial Teak Decking

We purchased 'Saluka', a Broom 35 European just over 1 year ago. The main thing that struck one when going aboard was the grey, raggedy and tired looking Tread-Master decking which had been laid over most of the deck area. Although there are ways of cleaning and rejuvenating this product, we felt it was time for the boat to have a total makeover with teak decking all round.

We started on the Internet to find how many products were available and obtained samples from:
Flexiteek (Advanced Marine Decking Ltd)
Aikona (Advanced Marine Decking Ltd)
Dek-King (Wilks Co Ltd)
Tek-dek Ltd

We followed this up with a visit to the London Boat Show in January 2008 and visited each of the teak decking exhibitors, which in addition to the above included Permasteek Ltd. As with many products, the more you see the more confusing it gets as each salesman has his own angles as to why his is the best. In the end we decided that there was little to choose between the various manufacturers – slight variations in colour and different profile underneath. The Wilks product, Dek-King appealed to me as it had a "dovetail" shaped profile underneath which logically should provide a better grip for the adhesive. We were given an off the cuff quotation for the supply and fitting of this at the boat show and asked for the fitter to measure the boat and give a detailed quote as soon as possible. This was done fairly promptly by Wilks fitters, a separate company called Sea-Dek and after some negotiations a price was agreed and a 50% deposit paid.

Infilling

Before the fitting could commence it was down to me to remove the existing Tread Master. After trying several different tools which removed it an inch at a time, I decided an electric plane would be worth a try. Sure enough this removed the soft cork/rubber material very well. The problems began when the plane hit the epoxy adhesive used to stick the panels to the deck. This tended to take lumps out of the planer blades which had to be turned/changed fairly regularly so I tried to leave just a thin layer of cork/rubber and attack this residue with a very coarse sanding disc on my angle grinder. This was an exceedingly dusty job but it worked. Where necessary I finished off with a belt sander.

So some 2 weeks later than originally planned work commenced on 31st March. A two man team arrived and explained the action plan. The first job would be to lay margin boards on the inner and outer edges of the deck. This is then in-filled, mitres and herringbone joints cut and finally all joints masked and caulked.

Laying the Margins



Once the margins are down 'boards' are laid from the centre outwards, with the King plank being the centre line. The boards are firstly loose laid and when cut to length, are glued together along the edge's tongue and groove joint using "Stelmax" adhesive. The panel is then stuck to the deck using a black polymer adhesive.



At this stage, no great care is taken over mitre or butt joints. These are all cut approximately as the final stage, once all decking is laid, is to cut all such joints so that there is a 5mm gap (the same as the black lines between boards). These joints, together with any longitudinal joints are then masked and caulked with the same black polymer. This is something of a messy process as the black stuff does tend to leave splodges everywhere. However it does clean off with white spirit.

Listing the procedures like this does tend to simplify the work involved. I have not mentioned getting the curves round the side decks for instance. Overall, the job took the two man team some 5 days to complete, plus a return visit by one of the team for minor snagging.

I am happy to discuss any of the above procedure in more detail with anyone thinking of re-decking their boat.

The Finished Deck

I am generally very pleased with the result. The workmanship was excellent, all joints and cut outs around deck fittings are very well done. I do have some reservations about how easily the surface appears to mark – for instance sliding a plastic chair can mark it if not careful. However, I am assured that any marks can be removed and the problem lessened by sanding the surface. Wilks have offered to do this for me any time in the first year. At the moment I do not feel that this is necessary.

Footnote.

The method used by Sea-Dek of fitting on the boat is just one option, which they recommend for a boat of this size. Another option is to make up the decking panels in the factory, based on templates made of the deck. Two boats in my boatyard have had decking fitted using this method in recent weeks. The first, a 26ft boat with just small side decks and a fore deck was done using the Flexiteek product and the owners are pleased with the result.

The second, a 33ft boat was done using the Permateek product and at the time of writing, the owners are far from happy.

Chris Finn

Interestingly, David Harrison the BOC technical coordinator, opted for the same product from Wilks after deciding the old simulated teak decks on Bonny Rose were looking tired after 36 years of wear and also seeing the effect of new Wilks decks on Keith Robbins' Ocean 31, White Onyx.

It took David 3 hard days to clean the decks by chiselling off the old wood and then coarse sanding to give a good key for the adhesive.

After this thorough preparation he undertook the job himself as he describes below -

Materials included 50mm wide standard planking which incorporated a 5mm black caulking strip, 70mm plain planking which was cut down to 60 mm for the margin boards and 100mm king planking from which the formed corners were cut, plus Stelmax clear glue to join the planks and black MS polymer adhesive for bonding the new deck to the GRP.

Where necessary the polymer was also used as caulking for gaps where there was no integral caulking. Tools found necessary included a craft knife (the type with long extending blades which have small sections which can be broken off to give a fresh edge proved the best due to its flexibility), mastigun, metal straight edge, several mastic spread

-ers (you will see why later) masking tape, tape measure, 1" wide chisel, plane, marker pen, pressure roller, plenty of news paper, rag and white spirit.

There are two approaches to producing the deck, build it up on the boat or produce templates, assemble the deck working to the templates and then gluing them down as large mats. I chose the "on the boat" approach although I knew that Keith had produced a series of templates.

A dry warm day was also essential but not too hot (above 25C) or the polymer would cure too quickly. Trimming to size and dry laying the margin boards around the area to be covered now followed. Once satisfied with the fit and appearance, masking tape was laid on the GRP along the line of the boards so that any excess polymer could easily be removed before subsequent operations.

Polymer was then spread for the first board and the board laid using a roller to press the underside "T" features firmly into the polymer, followed by the next board ensuring that the gap with the first board was the same as the caulking width, in my case 5mm. This process was repeated until all the margin boards were laid, both around the outer edge and around the seat boxes.

Once the polymer was touch dry the masking tape was removed taking with it any excess polymer. Any polymer on the margin board's surface was removed with rag dipped in white spirit.

The reason for multiple polymer spreaders was that if you are not careful the glue gets everywhere, (hence the newspaper to wrap up the used masking tape and rag), so once used the spreader was put aside until any surplus polymer on it had partially cured, after which it could be easily peeled off without making too much mess.

During the design stage I had decided that the corners around the deck boxes and hatch would look better with formed corners so paper templates were made and the corners cut from the king plank with the grain running diagonally.

Cutting curves with the flexible craft knife was not difficult as the material is quite soft and flexible, particularly on a warm day.

The design also dictated that due to the tapered area, laying the deck would need to start from each side and finally come together in the centre with a tapered king plank. Lengths of plank were

cut slightly longer than the required finished length and edge glued together using Stelmax.

This glue cures rapidly so one needs to be prepared and work quickly. For plank lengths of up to 2m I found that up to 4 or 5 planks were practical to handle. Also when edge gluing, the first plank should be butted up to a straight edge (a strip of timber nailed to the bench would be sufficient) so that the flexible material stays straight. I found this out the hard way having locked a gentle curve into my first plank assembly.

The plank assembly was then dry laid on the deck, positioned with a 5mm gap between it and the margin board on the long side and one end trimmed using the straight edge to give a similar gap at the end. The other end was roughly trimmed so it could drop down beside the margin board but leaving a gap less than 5mm for final trimming later.

The deck line was masked as before, the plank assembly removed and after spreading the polymer, the deck was laid starting from the centre and moving longitudinally outwards to minimise trapped air. It was then adjusted sideways to give the required 5mm gaps and rolled, again starting from the centre, to push excess glue and any air to the ends along the underside "T" channels.

Curing to a tacky or touch dry stage was sufficiently fast not to need any weights to hold the deck down. Once cured the final end was trimmed to give the 5mm gap (had to be careful as one only had one go to get it right.) I also trimmed the curves by hand around the curved margin board corners in the same way without too much difficulty.

This process was repeated until the centre was reached with the addition that butting up the next deck assembly to the glued section already in place required Stelmax along the tongue and groove plank joint in addition to the polymer.

Having reached the centre, the king plank was shaped as required, laid over the decking and trim lines drawn along the decking. Allowance was made for the 5mm gap and the excess decking cut away. The king plank was then inserted and glued in position.

All that remained was to complete the 5mm caulking by masking the deck edges, filling the gaps with polymer and before it set, trowelling it flat with a chisel. Once set the masking tape together with the excess polymer was removed, any irregularities filled or trimmed flat and deck cleaned.

Whilst it may sound a bit involved the process proved to be straightforward, if a little hard on the knees and was well worth the effort. It now only remains to see how the deck stands up to wear and the weather.



The new aft deck on Bonny Rose.

Technical Torque

The Nannis are now installed, all connected up and running and I am green with envy. I am of course referring to Haydn Vaughn's DIY project to re-engine his Continental, replacing the Perkins 6-354s with new Nanni 4.390 TDIs which are half the size, half the weight and 55hp more powerful. To date, ie, beginning of July, testing has been restricted to the Upper Thames but later during the month it is hoped to get down to the Estuary to see how Oshun performs.

How are your batteries !!!!

Parts of this article have been derived from a short feature in RYA News produced by Nick Eales of South Coast based Sea Start, a marine breakdown service. Nick is happy for me to use it as the basis for this article.

When diesel engines were introduced to yachting in the early 1900's they were invariably hand started. No electric starting in those days when engines were often nicknamed 'the donkey' (or more abusive words when they refused to start) on account of the fact they only ran when they felt like it. Thankfully matters are vastly improved today.

A key feature of modern boating is batteries and whilst there are several types of battery, by far the most common is the lead acid type which is relatively cheap and readily available with the most common voltage in use being 12Vdc. Without a working battery many things aren't possible; engines won't start, lights don't work and navigation becomes more challenging. In addition

to this, many of the new electronically controlled diesels now being fitted to powerboats are dependent on batteries, much the same as petrol engines, not only to start, but also to keep running.

Within the lead/acid range of batteries there are two principle types used aboard most boats:

Deep cycle or domestic:

For use when relatively small loads are needed for long periods, eg, lighting, heating, TV and video etc.

Can be discharged to 50% without harming the battery.

Constructed of thick high density plates.

Heavy duty starting batteries

Used when large loads are needed for short periods of time e.g. engine starting, windlasses, bow thrusters etc..

Any discharge of the battery should be restored quickly (recharged).

Constructed of thin plates closely spaced to provide maximum surface area and hence high current.

A healthy set of batteries is therefore becoming increasingly essential to ensure comfortable and trouble free boating. Regular maintenance will save a lot of hassle in the long term so here are a few pointers which may help.

A fully charged battery should read around 12.65 volt when measured by a voltmeter. A flat battery will read between 12.00volts and 11.65 volts or less

When batteries are being charged by a battery charger or engine alternator the voltage should read between 13.5 volts and 14.5 volts

Good voltage is not always a sign that batteries are in good condition. The correct voltage may be indicated but due to poor electrolyte, plate sulphation or a failing cell the battery may not be able to deliver the rated power (amps) output.

Inability to deliver rated output can also be caused by resistance at the terminals due to corrosion or surface oxide formation. Mating faces should be kept clean and protected with a coating of petroleum jelly.

To keep the battery in good condition the electrolyte level should be regularly checked to ensure plates are covered (just) but only top up with distilled water.

Do not overfill. If looking into the filler holes is difficult (many batteries are sited in inaccessible positions), try using a small mirror held at an angle so that you can see indirectly into the hole with the light reflecting on the electrolyte if at the correct level or clearly showing the tops of the plates if not.

Lead acid batteries contain a mixture of sulphuric acid and distilled water. Any spillage or splash can be dangerous so take appropriate precautions when topping up.

Before leaving the boat for any length of time without access to external charging (eg. shore power, wind generator etc), batteries should be fully charged as there will inevitably be some internal electrical leakage reducing the power available when you return to use the boat. This is particularly relevant during the winter.

Gassing or overheating batteries

During charging where the voltage should never exceed 15 volts on a standard 12Vdc system, small amounts of hydrogen gas are given off. If however the alternator regulator fails and overcharging occurs, then the battery could overheat and the discharge of hydrogen greatly increased. Hydrogen is highly flammable and therefore potentially dangerous.

Battery overheating can also occur through an internal short if the battery has been allowed to run dry resulting in internal buckled positive and negative plates which touch each other.

What are the signs ?

Smell of hydrogen sulphide or "rotten eggs"
Loss of battery power
High voltage on the engine voltmeter.

Actions which should be taken

Avoid all naked flames
Vent the compartment
Do not disconnect the batteries at the terminals as this may cause a spark.
Switch the batteries off at the isolator switches but only if they are sited away from the batteries.
Alternatively switch off all equipment using their individual switches.
Leave the batteries to cool down before removing

Should overheating occur and the batteries damaged, have the system thoroughly checked before installing replacements.

David Harrison

A Clean Sweep to Paris

A massive 40% of the Channel Islands contingent (that's right, two boats!) attended a planning meeting at the BOC Cruise Planning Seminar in January to prepare for a cruise in company to Paris. In the event, crew schedules meant that an t Oíleanac blazed a solo trail, braving the fishermen's blockades and feeding back information, whilst Midnight Blue met up with Sea Viking in Cherbourg a few days later and joined Tabgha & Erika in Ouistreham for a more leisurely cruise up the Seine. After an overnight at Honfleur, the fleet made an earlier than planned start and eagerly exited the lock on Sunday morning 8th June, only to be faced with a foul tide and having to run at tick-over speed until it abated an hour and a half later – the moral being don't take advice from a lock-keeper unless you have a thorough understanding of French and/or the Norman sense of humour!

Thereafter, thanks to meticulous research by 'admiral' Frank Hawkins, the voyage and logistics of finding moorings for four Brooms went smoothly, with stop-overs at Rouen (where the fuel barge charged €1.80 a litre!), Les Andelys, Vernonnet, L'lon, Port Cergy & Rueil and just a couple of tantrums from hotel barges wanting to use our reserved pontoons. There were very few private cruisers on the river, so as we headed for the Mericourt lock on Friday, it was quite a surprise to see a flotilla of five Brooms, led by Hawksbill, heading downstream. We also saw two others cruising solo, making a total of twelve Brooms on the Seine at the same time!

Arrival in Paris on the following Tuesday was, if anything, more spectacular than our first visit in 1997. With the hood back, Midnight Blue's helm provided an excellent vantage point to soak in the atmosphere and all the famous landmarks and bridges. Having established that we had the highest air draft of the four boats, we took the precaution of lowering our arch to pass through the Arsenal lock. The low point is a pipe on the inside edge, so upon our departure we were able to edge up to it and found we could actually clear, with just an inch of our Navtex whip aerial springing across it. The advance party, Diamuid and Margaret, welcomed us with plenty of advice based on their ten days exploring the city and we crammed in as much shopping and sight-seeing as time and the hot weather allowed.

On our last night Paris staged a concert for us in the Place de la Bastille and some 200,000 people turned up to see us off (or maybe just to celebrate midsummer's day). Joined by a fresh crew, Diamuid and Margaret left early for a swift passage down river whilst the rest of us had a lie

in and proceeded rather more sedately. The return trip was just as pleasant as the upstream journey, with the added bonus of the 1.5k stream in our favour and it's amazing how different the scenery appears from the opposite perspective. We lost a day at Mericourt, as the lock was jammed and the admiral learned some new French invective from the four barges trapped in it. Later on we also learned that, even five miles inland, a force six against a four knot tide creates horrible short seas – I'm told my props looked clean & shiny!

The fleet dispersed at Honfleur heading for their moorings at Ouistreham and Carentan. We met up again with an t Oíleanac in Cherbourg and cruised in company for the last leg through the Alderney Race and back home to Jersey. A round trip of 680 nm, 2,630 litres of diesel and plenty of good wine and good company.

Peter Donne Davis, Midnight Blue

Report from Southern Ireland

As usual, things have been very quiet across the Irish Sea. From the grapevine it appears that many members have been enjoying their boats over the summer and between that and the wide geographical spread it is difficult to arrange any socials.

Margaret and I have spent the summer on Upper Lough Erne, although it looks at the time of writing that we won't quite manage to reach the Lower Lough. However it has proved the wide variety of cruising that the Shannon/Erne systems can provide. These range from the large inland lakes, almost seas, of Derg, Ree and the Lower Erne, through the almost tortuous variety of routes around Upper Lough Erne, via the scenic sections of the Upper Shannon and finished off by the locks on the Shannon/Erne waterway.

Our thanks to Tommy and Eileen Slattery for their help and also the advice from George Dobbs on moorings etc, having travelled so far it seems disappointing not to have met more members, but we haven't made the return trip yet, that will account for August.

Following that, we look forward to the winter and we hope to have one or two get togethers then. Watch this space for the annual event corresponding with the Dublin/Malahide Boat Shows..

Peter Bentley

From the Chairman – David Broad

As your officers and committee prepare their contributions for this late summer newsletter and are meeting in London to discuss and agree policies on the matters of the moment, we are left to reflect on a cruising season of very unsettled and downright unfriendly weather, with many days in August feeling like winter, let alone Autumn!

At least with the very well built and comfortable Broom Boats, built to withstand the Northern European climate and with plenty of inside space, we can carry on regardless and perhaps just see the ice in our gin and tonics lasting a little longer, whereas many of our other cruising friends with fly-bridge boats would be donning survival suits to stay conscious!

When we re-convene at Southampton and then again in Norfolk and London, there will no doubt be very many great cruising stories to tell and photos miraculously bathed in sunshine as camera opportunities presented themselves. When Broom owners come together outside the season, we can always dream a great cruise!

For my part, once I had obtained help to cruise back from London to Norfolk, it was all systems “go”. With my recent seasons’ cruising epics put on hold and this Lady Martina’s skipper taking an extended period of shore-leave at home on the Broads in Norfolk, I have re-learnt the experience of worry-free days and the joy of day trips.

Following a magical Fathers’ Day cruise with three generations, there then followed several opportunities for river trips with new and old friends alike. However, the climax was a fantastic cruise and barbeque with my Salsa dancing friends. With forty-five guests in two relays with the other half partying ashore, I had never realised just how many couples could dance aboard an Ocean 42 with fore’d and aft decks, main saloon and cabin roof in full use! Google “Lady Martina Blogspot” to see your Chairman and his guests behaving badly! (

Note: All proper safety procedures were adopted as befits the activity of the latest recruit to the Broads Authority Navigation Committee 😊

Let us hear of your own stories and adventures now and plenty of pictures please for the BOC website and popular Sweepings newsletter. Oh yes, and please help to achieve the best turnout yet for our autumn and winter activities. Best Wishes, with Fair Winds and Safe Passages to you all.

David Broad

Norfolk Weekend

This year’s Norfolk Weekend is to be held 14-16th November and we will again be staying at the Oaklands Hotel in Norwich. This is one of the few events in the year when all members have the opportunity to get together and we do hope as many of you as possible will wish to attend.

The weekend will consist of a visit to the Broom factory in Brundall, as well as an afternoon cruise on the River Bure on the paddle steamer, the Southern Comfort. A dinner dance will be held on Saturday evening with entertainment from a popular local band, the Cleaving Heavages, and on Sunday morning we hold our club AGM. For those who can arrive on Friday afternoon, there is the opportunity for a visit to Broom’s sister company, Aquafibre, where all our boats start their life.

There are a range of accommodation options which we hope will suit most budgets and booking forms will be sent to all members at the beginning of October.

Website Report

Don’t forget that the BOC website www.broomowners.com is your opportunity to keep up with what’s happening in the club – details of forthcoming events and get-togethers are regularly posted up by your regional coordinator, as well as reports and photos after the event. There is also a wealth of information in our members only area, including technical reports, owners manuals and a catalogue of new boat price lists. If you have a question about your boat – technical or cruising related – you can post it on our forum – you’re sure to find someone who has had a similar problem.

We want as many people as possible to participate so if you haven’t already done so, do email a photo of your boat for inclusion in the gallery, and if you keep a web log of your cruising or another aspect of your boating, it can be included on our Web Logs page - again, just drop me an email - loubusby@googlemail.com

If you’re unfamiliar with using the web, contact membership secretary Andy Nurse to request your free copy of our Web Users guide.

Louise Busby

France's Atlantic Coast

Looking for a more relaxed season than their 2005 cruise to the Baltic and back in 8 weeks, Peter and Gill Pitcher (Broom 450, Seawolf) decided their next cruise would be the west coast of France slowly enjoying all the picturesque harbours, French food, wine and hospitality and leaving the boat at a suitable venue for the winter of 2006/2007 and spend 2007 returning home to Jersey. The cruise took in many of the harbours on the Atlantic coast, so the article will be serialised, read on for part one.

In February 2006 we took our car and visited most of the harbours suitable for leaving Seawolf for the winter. In the end it narrowed down to the following:-

Rochefort – very safe, but right up the river and difficult to go anywhere when you are down for a weekend or even a week because access is only once a day on high tide.

Les Sables d'Olonne – very suitable but Port Olona is a good walk from the town, shopping and main restaurants which, on a winters evening we did not relish the prospect of.

Port Medoc – a brand new marina with plenty of space but no Hinterland at all for winter stays.

Royan - a distinct possibility, near the centre of town but told very clearly we would not be able to have permanent electric through the winter as they did not permit this for "health and safety reasons"!!

La Rochelle – we decided that this was our best bet and having spoken to the authorities at Port des Minimes they directed us to the Ancien Bassin des Chalutiers where we were put in contact with Mr Christian Le Moine, the Harbour Master, who gave us no end of help and assistance and organised for us to winter in this very, very suitable position, a totally sheltered basin protected by lock gates for 9 hours in every 12. Good solid pontoons with strong electric. Good parking and only 5 minutes walk from the centre of what must be one of Frances most beautiful cities with every facility you could ask for, including on a personal basis one of the best restaurants I have found, gastronomic food at reasonable prices, if you are in La Rochelle visit Les 4 Sergents.

Once we had confirmed with Christian Le Moine that we could stay he put us in touch with a firm called 'Secteur Blanc' in the form of its owner Mr Franc Chive who offers a service of "gardienage". Franc and his team looked after Seawolf excellently, arranged lift out minor repairs and checked the boat right through the winter, I cannot speak highly enough of the service that he offers.

The other advantage of La Rochelle is its proximity to Ile de Re and Ile D'Oleron. Both islands have excellent harbour facilities in protected waters which we used during our various trips down in the winter of 2006/07.

On the 29th April 2006 the weather was good, winds fair and we set off for our long adventure. Our first trip was 130 plus miles to Camaret, we thought we would get some miles under our belt whilst the weather was good. Departing early in the morning and getting into Camaret at 1330. Camaret was its useful helpful self and, as the weather was settled, we decided not to push on that day, we would wait for the next mornings slack at the Raz de Sein, whilst waiting we took the opportunity of phoning around to see where were the best opportunities for fuel was. I phoned Ste Marine, Benodet, Concarneau, La Foret and obviously Camaret and all were considerably dearer than Loctudy, so next morning the 30th April we set off at the crack of dawn to catch the slack at the Raz and arrived at Loctudy just over 2 hours later at 8.50. We fuelled at a very efficient fuel berth and decided to stay for a couple of days, excellent walks up to Pont L'Abbe.

The weather remained good and on the 2nd May we moved around to Concarneau, one of our favourite harbours in this region.

Concarneau has a solid concrete pontoon/wave barrier along side the channel and on the inside of this you can sit safely with a power boat (avoiding the wash) and watch all the activities of a major fishing port (Concarneau is ideal for big power boats with its good mooring facilities and with one of the most beautiful ancient towns immediately adjacent).

On the 5th May we moved to Port Louis in the Lorient Basin. In the basin you have the ports of Kernevel, Lorient itself, Pen Mane, Loc Miquelic and Port Louis, we had visited them all in the past and prefer Port Louis especially now they have put in some very large solid pontoons which cater adequately for Seawolf, with strong electric for cooking and a very pleasant outlook, here we stayed for some considerable time, walking and using the dingy to visit up the Blavet river, across to Kernevel, the submarine pens on the other side of the river and out into the bay to visit Gavres. Weather was fine, a lovely position and an environment to recommend to anybody. Here we also went to the customs at Lorient just to report our arrival as we were going to be up to 18 months in France and thought it prudent.

As we had to go back to Jersey for a week we decided this was the safest and best place to leave Seawolf and on Monday 15th May returned to Jersey, returning to Seawolf on Tuesday 23rd May (a day later than planned because of cancelled ferries in Jersey and St Malo). On Friday 26th May we did not leave as planned because of thick fog, leaving instead on the 27th May.

Our stay at Port Louis I thought was very reasonable they charged 278 euros for "one month".

The next passage was very short (11 miles) to another of our favourite spots, Etel. This is a marina not frequently visited by English boats, possibly because of the reputation of the "bar" but it is probably one of the easiest harbours to enter because Madame Josiane Pene, the lady pilot in charge of the harbour talks you in through the safest passage over the bar.

Here at Etel they have extended the marina considerably and there is good solid concrete pontoons which give you protection from the wash and is very suitable for power boats. Again here we made considerable use of the dinghy and went up the river (Ria d'Etel) a sizeable inland sea and visited the island of Cado. For those of you who like to cater on board there are two excellent fish shops on the sea front and two superb charcuteries in the town.

On Wednesday 31st May we left Etel for Piriac early in the morning, having decided to miss out the islands and the Morbihan as we had visited them on many occasions in the past, arriving at Piriac at 0830 having covered 38.6 miles. This was one of the few journeys where we were uncomfortable because of headwinds and a rather lumpy sea, we had left early to try and make the best of the conditions but an unpleasant journey.

I was not sure if we had caught something around our prop so I put on my diving gear and checked. All okay. Keeping diving gear on board is a useful practise and I have been able to put my mind at rest on several occasions.

Piriac is a delightful little town with good walks in the country side around it and, is now far more 'power boat friendly' since it has extended its marina.

On Tuesday 6th June we decided to move around to Le Croisic. Here there are no facilities for boats to stay afloat except at anchor or on a buoy in 'Le Poul'. We had telephoned a very helpful harbour master and he had guaranteed us a buoy in deep water in Le Poul and we spent a very pleasant 2 days in glorious weather again making full use of the dinghy.

After 2 days on 8th June we move around the point, a very short run (18 miles) to Le Pouliguen, we had planned a high tide arrival as this was the prudent thing to do. Le Pouliguen is at the western end of La Baule beach and we found it very satisfactory, the only disadvantage was an easterly wind covering us with sand from the La Baule beach. La Baule is La Baule and I will say no more.

We had telephoned ahead to our next stop, Pornic as we again had to return to Jersey and were looking for a suitable venue to leave the boat for a week or so. On Friday 9th June we left Le Pouliguen at high water at about 1600 hours for the 18 miles to Pornic. Here the wind was force 5 E-NE with a moderate to rough sea state and we had a rather 'bumpy' ride across the mouth of the Loire. Not exceptionally rough but quite a lot of water over the boat, finding the little leak we had in the corner of the windscreen. On arrival at Pornic we had to completely clean the boat. Spray over a sand covered boat makes a most unpleasant mess. Pornic is a delightful town with a very good marina and very helpful staff.

We were given a 'hammer head' and were ideally moored. Unfortunately the electric was only 6 amps but on talking to the harbour master he upgraded the fuse for us making it much more user friendly.

Seawolf was left here for a week while we returned to Jersey.....

South East Region

June 08 meet on the Medway

Despite the strong winds forecast Jackie and I arrived with our Broom37 'Boisterous Mistress' at Tony Moss's Victory Moorings on the Medway at about 7pm Friday evening as planned, all four seasons had been encountered on route from Ramsgate together with a stop on the mud on the inside of The Isle of Sheppey when I missed the channel somehow.

On Saturday the sun shone for the arrival of La Strega from further up the Medway, Belleric of Leigh from Essex and Lady Alison from St Kat's on the Thames, the plan was to go to the King George V pub in Brompton located just outside the dockyard for a meal in the evening with Tony and Pat Moss as our guests. It was soon time for pre dinner drinks aboard one of our boats before spending a most enjoyable evening eating and drinking in The King George V pub.

Sunday was yet another warm and sunny day although still quite windy, Jackie and I spent a few hours visiting Chatham Historic Dockyard which was incredibly interesting and including a guided tour around HMS Ocelot the last Polaris diesel electric submarine to be built for the Royal Navy at Chartham, the other crews explored their new surroundings including Dickens World and the new shopping development at Chatham Marina. Late afternoon a position out of the wind was located where we could set up our bbq's, but before that it was pimms o'clock aboard the good ship La Strega (Don makes a wicked mix due to the large proportion of Gin that he adds) after which we all enjoyed plenty of food and drink and some excellent company as always.



Monday was an early start for all but the weather was glorious with little wind and a cloudless sky, Lady Alison and La Strega headed up the Thames planning to arrive at Tower Bridge for about midday, Belleric of Leigh headed back across the Thames Estuary and Jackie and I were due off North Foreland by 9.30 am as we had offered our services as a safety boat for the last leg of the Round Britain Power Boat Race.

Kelston Tobin

The homecoming of Ebony, 2008 Limhamn to Björlanda Cruise

The start of the following events was at the end of June when my wife and I went to a dealer in Malmö / Limhamn to look at a Coronet. We had also seen the Broom 35 European on the web page and when actually seeing the boats we fell for the Broom (head over heels if you can say that about a boat).

Sorry to say the boat had been out of the water for about four years, so the first encounter was on land. After some investigations of the vessel and some discussions amongst ourselves, we decided to make

an offer which was accepted. The down payment was done and the dealer started to get the "ship" ready for re-launch into her true element.

The Boat:

Broom 35 European named "Ebony"

Built 1976 and delivered to her first owner on the 2nd of December 1976.

Total number of owners (including me) is three.

Boat number is E176

Original engines were replaced in 1985 with two Ford 2725E (137bhp)

Two weeks went by and I was like a child waiting for Santa. The dealers inspections showed a faulty starter motor on the starboard engine that had to be repaired (lucky that it happened now and not a month after delivery). But this led to a postponement of the trip for a week. I had already suffered two loooooong weeks.

Anyway, I survived and this picture was sent by the dealer when the boat was put in the water. What a great view and feeling to see her floating at last.

We - my wife, me, one of our daughters, granddaughter and the "crew" (two of the sons in law) - drove down to Malmö on Friday the 25th of July.

And there she was.....in the water.....with some soft music coming from the saloon. The sun was shining brightly, the soft breeze was warm.....what more could I ask for ?

The previous owner took me for a tour around all the technical bits as well as the cupboards and gadgets, followed by a test run. We then filled up the tanks with diesel for the trip to Gothenburg (147nm).

Everything worked fine and I got a crash course in driving a twin engined boat in crowded harbours. It was a bit frightening but all went well and the boat seemed easier to handle than I thought, despite her size.

We completed the deal – She's MINE!

My wife and daughter drive the car back to Gothenburg and now we're just the crew on the boat.

It is late afternoon so we decide to stay the night in Malmö, and celebrate with a few beers and go to bed early.

Rise and shine again at 6.00 am

We left Malmö at 7.00 am in bright sunny weather with a moderate breeze from north east.

The boat goes smoothly through the waves and coming from a much smaller boat, this really feels like a ship.

The engines are making a comfortable, but powerful sound (not too loud) and I feel assured for this first, and relatively long, trip.

I estimated the trip would be in the region of 10 to 12 hours cruising at 12-14 knots.

Hours pass, wind is dropping and it's getting really hot. We take turns at the wheel, enjoy our food and enjoy life on the move.

As we are cruising along I notice that there is something strange with the fuel tank gauges. The port one is diminishing a little too rapid for comfort, whilst the starboard one is still full.

We decide to take a quick stopover in the harbour of "Treslövs läge" to fill up the tanks.

Approx 140 litres in each tank, which seems reasonable, so the problem seemed to be the gauges.

Note: I later discovered that the fuel return from both engines was connected to the port tank which resulted in draining that tank faster (and slightly re-filling the other one). This has now been changed so that each return pipe is connected to its respective tank. Also the port gauge was faulty and has had to be replaced.

The rest of the trip went without any other problems, just a perfect day on the sea, and we arrived at our home port (Björlanda Kile) in Gothenburg at 9.00 pm where the rest of the family waited eagerly for our arrival.

Greetings from the Skipper of Ebony...and from Gothenburg on the west coast of Sweden.

Magnus Boiardt

(Ed – Well done Magnus, this article needed only minor English grammar and spelling corrections – other BOC members, how's your Swedish !)

Below – Ebony in the Gothenburg archipelago



Summer on the River Thames

Well so far summer seems to have been absent, the River Thames has been in flood from time to time, high winds have made cruising none too pleasant and the sun has not shone many times. However, the river still continues to attract many of us.

At least the Traditional boat rally at Henley attracted a bumper turnout after last years disastrous flood, I was one of many caught out last year and spent three weeks waiting for the river to subside so that we could navigate through the bridges.

Turning to another problem, many of you may have heard about the plight of the lock-keepers. The Environment Agency in its wisdom is considering selling off some of the lock houses, this has meant we have had quite a few of the lock staff becoming disillusioned. How an organisation such as the EA can justify the sale of assets for a relatively small sum of money, on a declining property market is a mystery. Many boaters have signed a petition to the prime minister against any such sale and this has caused a stay of implementation, but the EA has moved its target to the middle of winter when we boaters are absent from the river. It seems if all is quiet they will sneak this ill conceived scheme through.

There is a new petition and it would be worthwhile if as many of us could sign it as possible. Although it mainly concerns those of us who use the Thames other members may like to sign up and help not only the lock staff but also those of us that regularly use the river.

The website address is as follows;
<http://petitions.pm.gov.uk/Thames-locks2/>

Thanks for your support, and have a great time afloat during the rest of the season.

Keith Robbins

Eastern Region – Vic Hodson

The "summer" months have been quiet in the region, many members have been kept off the sea due to the almost continual high winds.

The August bank Holiday Meet at Beccles has eight boats booked in, so should be a good event.

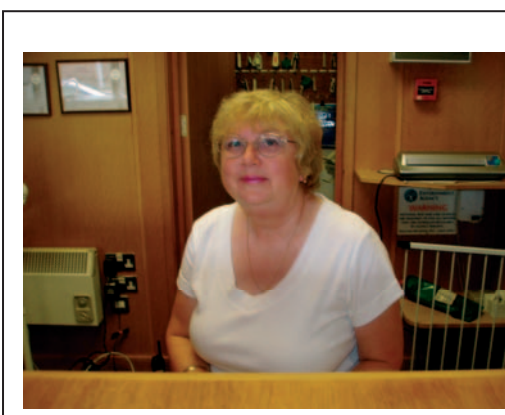
A get together is planned at Brooms on 30th August for all members and other Broom owners in the area – good response so far.



Magnus on his delivery trip



Kullen Lighthouse



Any Broom owner who has been to Brundall will know this issue's page three (on the back page) girl ! Carol has been the smiling and welcoming face at Broom's office for some years now and is always ready with the offer of a cup of tea or coffee, and if you are lucky, a biscuit.

Carol is keen to point out that just because she isn't there in the early part of the week, she isn't part time – she also works at weekends !

Carol's front desk colleague will feature in the next issue.

The Broom Owners Club

Aims and Objectives

To encourage ownership of *Broom* boats

To encourage owners of *Broom* boats to use, maintain and enjoy their boats

To provide a forum to give support and assistance for owners of *Broom* boats

To encourage members to help other members by means of information and/or practical help

The *Broom* Owners Club enjoys the support of:

C J Brooms Ltd

Navigators & General Insurance Co.

Boat Showrooms, Harleyford, UK

Newark Marina, Newark, UK

Offshore Powerboats, Lymington, UK

Portumna Marine, Portumna, ROI

Note – Details of all committee members can be found on the BOC website under "Contact us"

The views and comments in the articles in this newsletter are those of the authors.

Articles are welcome on any boat related, especially Broom, subject, indeed without members contributions there would be no newsletter ! Please forward them to the editor – vicandmo2@aol.co.uk - in word format please, Arial and font size 10. Maximum of about 2 pages of A4. A couple of photos are useful where appropriate.