



Fitting out the SouseN II

Peter Tooze

Peter Tooze completes his tale of the construction and fitting out of SouseN II

My first task was to complete the mast. The brief instructions contained in my building manual simply says to drill a 1" hole at the top of the mast for the halyard to go through ...they jest! Think friction, wear and tear, split mast etc. Not on my boat!

This method is called a *dumb sheave*; a sheave being a nautical pulley wheel. I researched this and others suggested cutting a slot into the mast and sliding a full sheave into it with a bolt through its centre for it to rotate on. The counter argument here is that all the tension in the halyard, is taken on a single bolt drilled through the top of a thin soft wood (Sitka) mast. Not good engineering.

"...where the form is shaped by its function."

My solution, the world's first ever not-so-dumb sheave. I cut a plastic sheave into two and inserted half into a slot cut across the top of the mast. There is a pin in the centre that fits into the original spindle hole to

prevent sideways movement. A piece of marine ply caps the top of the mast. This adds strength as



it is cross grained. The halyard now runs in the channel around the half round plastic sheave. The other half I used to secure the cap in place. The force is now taken vertically down across the full width of the mast.

Pause to sand-varnish-sand-varnish sand-varnish... but only if the temperature was above 14°C. That was only one day in five at that time of year. Varnish dries more quickly outside in the 'sun' and breeze.

Rudder, yard and boom

The rudder layout is worth a look. It is constructed from seven pieces which when assembled create a channel inside for the down rope to run in. I kept the card templates assembled on my wall all the time I was working on it as the shapes were sculpturally beautiful; like many things *boat* where the form is shaped by its function.

There is an issue with attaching a rudder with pintles and gudgeons. As easy as it is to push the rudder down onto the fixings, it is equally easy for it to ride up. With a standard hull and transom, you place a small swivel bracket over the top of the unit but with a double-ender this is not practical. My solution was to attach a bungee strap from the top of one side of the rudder down and under the bottom pintle and then up



Fitting out the boat



The rudder assembly

to a cleat on the other side. No chance of losing the rudder now.

The push-pull rudder mechanism needs no changing of hands when going about. On port tack you have the sheet in your left hand, tiller in the right. It's the same on starboard tack but the tiller is now behind you.

The tiller arm is held in place by a simple bungee with a knot in it. There are instructions on an alternative option but it says that this is stiffer and restricting. The manual says that *"this method is nearly bomb proof, offers a wide range of motion,*

and its quick to do". However it does suggest that you tie another knot in it to be safe!

I stitched leather round the yard and boom at the point where they would come into contact with the mast, as advised on the internet. I also made a parrel bead ring attached at the end of the halyard to prevent the rope snagging on the mast when raised or lowered.

Ropes, ropes, and ropes

I spent many hours combing the internet for detail on rope sizes, strength, properties etc. In the end I ordered low-stretch polypropylene from the company that provided the kit. Then I discovered that Naburn Marina had a similar range but cheaper... and you could buy just one metre at a time. Local can be best.

To attach the uphaul and downhaul to the deck, the instruction say *drill a hole, push the rope through and tie a knot in it...* With a wealth of deck fittings available on the internet I



All finished ...



and on the water

thought at least a few brass mooring ring bolts would be a worthy choice. These I bolted through the deck with the addition of stainless steel right angle brackets I had set into the forward bulkhead.

The manual also said *drill a hole through the centre of the boom, push a rope through and tie a knot, take it down through the hole you drilled in the deck and tie it up.* To my mind this weakens the boom at its point of greatest tension. I copied an idea from videos of Skerrys sailing. They

use two blocks on the boom, one either side of where it crosses the mast. These ropes then become the downhaul thus spreading the load across the boom giving more controllable leverage on the tension in the sail. I continued the rope back to the cockpit to allow you to tension the sail whilst on the water.

Finally *Souse N II* was finished and ready for her 'sea' trials.



Windless & windy in North Berwick

Jens Kuhn

Two boats from YRISC went to the North Berwick Regatta. Jens tells us how they got on.

Visiting the North Berwick Regatta has become something of a tradition for some of our members. This year was the second time that we were there with two boats—Steve Parry and me in the Old Yellow Boat and Pete Craggs in his Aero. This year the Regatta doubled up as the GP14 Scottish Championship, making the event even more attractive.

North Berwick is located at the southern edge of the Firth of Forth and features not only a great beach to launch from, a charming little town and an interesting variety of seabirds (more about that later), but it's also only half an hour's train ride from Edinburgh, making it interesting enough for non-boaty other-halves to come along.

The GP14s got their own start, staggered together on the West Course with Lasers, Streakers and a handicap fleet that also contained the two attending Aeros. Nine GP14s attended from as far as South Staffs and, of course, York.

Tiny penguins?



The weather forecast was for light winds on the Saturday and a rather stiff breeze on the Sunday. In reality, the Saturday presented almost no wind,



Steve and Jens head out to the start on Sunday morning

resulting in the privilege of us being able to spend five hours on the water following the committee boat around while it was trying to find enough wind to set a course. The OYB, however, made good use of the time having a nice cruise along the island of Craigleath for some bird watching. Lacking Hugh's presence, we only managed to identify a large number of puffins, while the debate about whether there were *tiny penguins* is still ongoing...

In the end there was one race, but it was sort of only half a triangle/sausage with a rather sudden end.

Exciting racing

On Sunday the winds looked rather lighter than forecast, at least while we were hanging around looking at a stripy flag. The race officer obviously knew better than us, because he took

the postponement flag down as soon as the wind picked up proper — and it kept picking up.

“...a number of boats bobbing around with their bottoms in the air”.

The first race was nice, the second interesting and while we were waiting for the third, we started to see a number of boats bobbing around with their bottoms in the air. The third race was very exciting and the spinnaker runs were even more than exciting. But we made it through.

Afterwards I dared to ask Steve whether he thought there would be another race. This was the point at which the rescue boats were towing the Toppers (all young sailors from ELYC) back to shore. Laconically, Steve opined that while there were





Peter and others return to the shore at the end of Sunday's racing

still boats with the mast pointing towards the sky there would be another race. And indeed there was.

Bottoms up!

We decided, rather wisely, to keep the spinnaker in the bag as we creamed around the last windward mark, only having the run and last little reach left to the finish. At this point two GPs had gone home and we had an impressive number of boats behind

us — in other words, we were doing really well. That is until Steve decided that it was time to try a gybe. This resulted in a refreshing swim in the North Sea. Race over. It was a worthwhile recovery exercise nonetheless, which wasn't a bad thing. It isn't something you deliberately do in a Series 1 out on the choppy sea.

We made it back to shore under jib alone, politely declining the help of the rescue boat.

"...in other words, we were doing really well."

And maybe avoiding any worry from my wife's side. She had been watching the boats on the East Course (the asymmetric fleet) and never saw our old boat putting its pretty yellow bottom up in the air.

In the end, we were 7th overall in the GP14 fleet, while Pete in his Aero was 5th in the Handicap fleet. It was a great weekend and I can't wait to get back to North Berwick again. Come along next time, it is indeed one of the nicest places to sail (if you don't count the Stockholm archipelago.)

Editor's note.

Jens obviously lost count in the exciting sailing conditions. There were only three races on Sunday.

Sailing Programme Reminders

The last **Wednesday evening** sailing will take place on **28th August**

The **Alex Smith Race** is on **1st September** – format to be decided on the day

Bart's Bash is on 8th Sept before lunch. <https://www.bartsbash.com>

YRISCI/YOSC Regatta on 15th September.

We will be playing host to YOSC this year so we need lots of sailors and helpers.