Nicholson 31 Association

"The classic blue water cruiser"

April 2020 Newsletter

Quadrille (#056)

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Wherever you see a star a response is sought from you, please.

Cover Picture
Quadrille (#056)
Between Brixham and Dartmouth, 1993

Association Aims, are to:

- *Keep owners in touch with one another*
- *Bring as many owners into the fraternity as possible*
- *Provide a forum & source of information for owners*
- *Provide a news bulletin for members*
- *Promote an annual meet for owners*

Always worth reminding ourselves of these aims

Annual Membership Subscriptions

Full Membership - £25.00

Associate Membership- £15.00, for: -

- *Co-Owner of a N31, in support of the main owner who is a N31 Association Member;*
- *Regular Crew of a N31;*
- *Former Member of the N31 Association;*
- *Those interested in the N31 Association.*

Your Officers:

Hon. President: Raymond Wall
Hon. Sec.: Michael Wright - Liberty Jane #95
Hon. Treasurer: Ian Stone - High Spirits #22
Hon. Archivist: Vacant
Hon. Webmaster: Andrew (Mitch) Cameron-Mitchell - Seal Morning #13

Important Notice

Website - Members' Area

A New Username and Password will be sent out around 1st June 2020 to all paid up members. If by then: -

- you have paid your dues but did't get these – apologies; contact the Hon.Sec.
- you haven't paid, please hurry up.

Remember:
Full Membership - £25.00
Associate Membership- £15.00

A word from our President

During the pandemic sweeping the world the Editor/Hon.Sec has given us a newsletter that lifts the spirits. Jean-Pierre Beer's piece elegantly encapsulates the impact of the crisis.

The newsletter reminds us that we have the perfect avenue to escape in solitude for days or weeks. To set sail to your favourite anchorage with provisions and filled tanks. A little cool at this time of the year if you have no heater but woollies and blankets can help.

No logs or photographs to judge this year, perhaps with some owners having time on their hands we can look forward to one or two of each next year. However, we do have a very enjoyable Log by Bill Groome covering the return passage in Quadrille with skipper Dennis Courtney from Gibraltar via the Azores to Penzance. Their two-hour encounter with a family of whales North of the Azores is described in detail and makes memorable reading. We were once joined by a pod of Orca whales in the Georgia Strait, near my home; the excitement generated has to be experienced. Do you think the whales are attracted by the yachts fin with no engine noise, they have to check it out?

Ian Stone, as before, describes in detail the replacement of High Spirits WC. Not an exercise for the faint hearted but with Ian's direction other owners will be encouraged. As they will by Jens Kohfahl's ingenious use of the space above the engine behind the companionway as well as either side of the companionway.

I admire the watercolour by Graham Wilson; a challenging medium. I look forward to seeing more of Graham's work.

Very good news that membership is growing by small increments, a reflection on the efforts of our Hon.Sec and the other officers; I suspect not something many other Associations can claim too.

My very best wishes to all members and their families, please take special care at this time. Enjoy some sailing and cruising, if you can.

Raymond Wall
Sidney, BC, Canada.

Tribute to Allan Trelford for creating our Association

Given 31st August 2019

In the early part of 2004 I received a letter from Allan, introducing himself and his plan to form a Nicholson 31 Association. He asked that if he were successful in getting it off the ground would I consider becoming the Honorary President, a figurehead he hastened to point out, with no task other than perhaps a once a year message of good cheer in the newsletter.

I could sense Allan's energy and drive and replied that if the other steering committee members agreed I would be more than happy to say yes. A follow-up letter from Allan confirmed that they had launched the Nicholson 31 Association on 1st September.

During the early years of the Association, Allan worked tirelessly in all directions, and with the help of other committee members, very successfully formed the Association that we all enjoy to-day. We exchanged many letters, my file for Allan is among the thickest I have.

Allan and Barbara have now moved back to the UK from France and have chosen Cowes as their hometown. It so happens that Cowes is the town I and my family left to come to Canada, we have missed it. Now, on this day, you are there celebrating 15 years of the 31 Association and to say a very big thank you to Allan. I wish I could be with you to add to that sentiment.

Raymond Wall
Sidney, BC, Canada

Your Hon. Sec's Column

Our Association continues to thrive and our boats remain in demand. I'll briefly expand on these statements.

As many of us know, last year was our 15th anniversary year; we were launched on 1st September 2004. We all owe an enormous debt to one man, Allan Trelford, whose vision and drive got us going from a standing start. Gratitude for that was wonderfully expressed by Raymond, our Honorary President, in his tribute to Allan, which was read at the celebration in Cowes last September; it is reproduced on the previous page and an account of the Cowes gathering is on page 6.

In "corporate" terms, Allan skilfully steered us from infancy to adolescence; we have matured into adulthood. The challenge for us now is to retain the imagination, enthusiasm and energy of youth to keep us relevant and beneficial to all of us. The key question is "how can we meet those challenges", especially during a period of growth. Whilst I'm sure that there is more than one answer, it strikes me that our team of three committed volunteers who run our association urgently need to be joined by, and supported by, more members. The roles identified which need filling are summarised below; please don't hold back from coming forward.

Last year a greater number of us owners remained, re-joined or became members. That growth has continued in the first months of this year; a very warm welcome to one and all. We are an association of members across the globe, which is fantastic. On the assumption that we all renew from last year together with those of us who have joined, or are joining, since the new year we will be over 40 strong. In addition, there are another twenty or so boats of which I have some knowledge, often going back a year or two. Those are terrific proportions for a yacht class of 120 boats ever built. To sustain, never mind improve on, those numbers our association needs to remain relevant to each of us; put another way, give each of us a positive answer to the basic question "what's in it for me?"

Our boats remain in great demand as each year, alongside a potential buyer's internet search, I regularly receive enquiries about buying a Nicholson 31; such is the market reputation of our boats. On several occasions potential buyers have requested a sea trial on a boat, especially if it can be convenient to where they live. The willingness of members to respond positively to these requests, while not surprising, is most pleasing - thank you. Clearly, we are not in the business of yacht brokerage; however, when you decide to part with your cherished boat, I commend making use of our website page "Boats for Sale".

Our vote to increase our annual membership fee, for the first time in 15 years, reflects a collective desire to ensure our association remains sustainable and relevant by having more funds at its disposal to meet our association's aims as well as promote our boats. That is becoming more important in an era when classic long keel boats are less fashionable. Hence the urgent need for more of us to become involved; whether that be a little or a great deal is for each of us to decide.

Michael Wright
Hon. Secretary

Roles to fill:

To enable our continued development, we urgently need: -

- **Archivist** - This vacant role gives an opening for someone to put their stamp on it.
- **Forum Review** - Involves reviewing contributions made, rationalising them and producing topic summaries for inclusion in the Newsletter. All done working alongside Mitch (our webmaster).
- **Press Officer** - To get press exposure.
- **Boat Sales** - Monitor and keep a schedule of boats for sale.

To chat about how you can get involved send an email to, or call, me; don't hold back!

Michael
Email: hon.sec@nicholson31.com
+44 (0)7768 037965

Hon. Treasurer's Report

The paid-up membership registered in 2019 was an amazing 39, which was last exceeded 12 years ago when there were 42 members. There is every possibility that our membership will continue to grow this year; that is good news.

The not so good news was that our bank account had been 'hacked' four times and all but £23.50 has been recovered. To try to stop this happening in the future, you will notice that bank details will only appear on emails as a PDF attachment. Please keep this information secure. When our subs have been received for 2020 (don't forget it's £25), I will change the account to a brand new one. I will let all paid-up members know the new details in time for the 2021 season.

If you haven't changed your standing order for your Nic 31 subs, please would you do so now, and send any shortfall as soon as possible.

Below is a summary of the Association's accounts. Anyone wishing to receive the account details, please contact me.

You will see that the year-end date is 31st January 2020, rather than 31st December 2019. The last day of a year is a less than convenient day for closing the accounts. Hence in this year's accounts I have separately identified the activity for 2019 from that in January 2020. However, our membership year will remain for a calendar year.

Ian Stone
Hon. Treasurer

Account Summary
As at 31st January 2020

Opening Balance		£1,204.21	as at 01.01.19
Total income for 2019:	£817.04		
Total expenses for 2019:	£375.63		
Net income for 2019:		£441.41	
Cash at bank as at 31/01/2020:		**£1,645.62**	

Hon. Webmaster's Report

Being the Webmaster for the Association is something of a disparate job, responsible for systems and technology which didn't exist 20 years ago. The Association represents yachts in peak production some 40 years ago, 120 yachts were built and 119 are seemingly still around. The story continues to grow and technology allows us to share our experiences in a way that has hitherto been impossible.

In 2018 our new website was launched and has been running very well since then. There have been few technical hitches, and they have generally been dealt with quickly and efficiently - we continue to be available as a focus and resource for our 'tiny' worldwide fleet.

Alongside the website we have a thriving presence on Facebook, at the latest count there are 41 members who are registered - not all owners or crew - but everyone is very interested in the ongoing story of our yachts. Over the last two years an ongoing picture of activities involving the Nicholson 31 has been developing (indeed over 350 pictures have been posted!) Views have been exchanged, problems aired and solved, and dreams and plans shared. Communication, spreading the message and supporting the fleet is happening all of the time.

Whilst thinking about this year's report, I set to wondering actually how is the Nicholson 31 Association site performing? Our IT experts, Andy and Ann at Ionian Websites, say they are heartened and surprised by the amount of activity generated by the site and I have always taken their comments at face value. Recently I 'lifted the hood' and pressed some of the buttons which are hidden behind the superstructure of our website. This is something of a departure for me as I am definitely of the 'If it ain't broke don't fix it' milieu. I was absolutely amazed at what was revealed: during the month of March we had 12,273 unique visitors to our site, with 37,306 visits. This is a huge amount of traffic over the month and is an exception, as last year we totaled 12,521 unique visitors over the year, with 22,300 visits spread throughout.

Generally last year we were around 1,000 visitors a month with 1.5 returns per visitor; this year in February the number increased to over 7,000 visitors (still with around 1.5 returns per visitor). In March, this has increased to 3 returns per visitor, with nearly 5 pages accessed each visit. There is clearly a huge amount of interest in the Nicholson 31, and the website and Facebook presence are supporting the development of our Association in no uncertain terms.

As always, I am available by email for any issues regarding access to the site or the forum and will endeavour to sort things out as quickly as circumstances permit. If you have any queries regarding pictures for the gallery, I can generally advise about photographs or edit and re-size files before they are uploaded. Whilst posts on the Facebook group can be made by anyone, I am the only route to publish material on the website. We now have the facility to post pages and small articles, and this is an area which I would like to develop over the next year. Keep logging in, keep in communication, and enjoy the next years sailing when we can.

Andrew (Mitch) Cameron-Mitchell
Hon. Webmaster
hon.webmaster@nicholson31.com

Next Year's Photo Competition:
Have your camera to hand

- Your boat in "action" on the water
- Win two inscribed whiskey glasses
- Entries by 28th February 2021 to Hon.Sec.
- Result to be announced in Spring Newsletter 2020

A topical message from the Philippines

Jean-Pierre Beer; Alya (#061)

Alya is still in the Philippines in a small marina on Samal Island, East of the city of Davao on Mindanao. (This is the place where four people were kidnapped in September 2015 with two subsequently beheaded.)

I arrived in the Philippines in May 2013. After two cruises to Borneo and the western and central part of the Philippines, I thought that it would be wise to have a look at all the essential components of the boat. After all, the last major revamping took place more than ten years ago.

Several very nasty surprises were lurking in unseen areas and it took me more than four years to get everything back to a good shape, all interspersed with on and off health issues. Getting parts for the boat here is a nightmare and extremely costly. The workmanship is problematic as well, so that I ended up doing most of the work myself, including the complete repair and renovation of the mast.

The boat is now back in the water since last October and I was gearing up for a departure to Indonesia, but I got health problems again and now the coronavirus.

We are in a complete lock-down since almost a month now. The boats are not allowed to move in or out and we are only allowed to get out quickly two times a week for food purchases in a small shop about twenty minutes from here.

From tonight (Saturday 4th April) the measures will be reinforced for at least two weeks and it is most probable that the shop will start to have trouble renewing its stock. Fortunately, a boat is usually well prepared to face such events. Anticipating such a situation in January already, we have stocked up food enough to allow a longer breakdown of supplies.

The plans for the rest of the year are a bit unclear at this time. It is impossible to move around the country; Malaysia is closed. Indonesia is closed. I doubt that the situation will change soon. At least three or four months will be lost. After that, the conditions are fully unknown. I suspect that many countries will want to have proof of immunity (through self-immunity or vaccine) or maybe quarantine for two or three weeks before they accept the entry of a yacht coming from a foreign country. Such procedures would not be new. I remember the requirement for a yellow fever vaccine for some South American countries.

Hopefully 2021 will be a better year.

Kind regards
Jean-Pierre Beer
SY ALYA

Editor's Postscript: A photo from better times: -

Alya at anchor off Hananave, Fatu Hiva, Marquesas Islands, French Polynesia

15th Anniversary Celebration Report

30th August to 1st September 2019 Cowes, IoW

- Dan Roper

Arrival 30 Aug: having been allocated a berth, via VHF from the Cowes Marina, we squeezed ourselves right to the back of the marina, for me the most concerning part of the weekend. Along with most owners, I am happy to go forward into a narrow crowded marina but I'm only too aware that at some stage in the future I will have to somehow reverse my track to leave. We finally arrived alongside our esteemed Hon Sec Michael Wright's Liberty Jane.

Three other boats joined us during the day (Dolly V; Rancer and High Spirits), with Nomad coming alongside on Saturday. These meets are an excellent place to join with other Nic 31 owners and exchange ideas and solutions to problems. There were many innovations and modifications on view with their owners happily discussing their modifications. Perhaps the most innovative was the external stainless-steel cage surrounding the spray hood on Guy Willing's Nomad.

Throughout the weekend there were various impromptu gatherings; it's amazing how many people can be accommodated in a Nic 31 cockpit.

Perhaps the most important of these gatherings was on Rancer, Allan Trelford's boat, where our first and founding secretary, Allan, was presented with a pair of engraved glasses in recognition of his many efforts.

Our Friday night dinner was a resounding success, particularly so in spite of the numbers who turned up at the restaurant, although allegedly full. It had been booked for three, then extended, by agreement to five but they happily squeezed in seven. For those of you who have not visited Cowes it is the home of many and varied eating places.

After an impromptu cockpit party, Saturday afternoon was spent on a visit, arranged by Alex, to the Sir Max Aitkin museum in Cowes High Street. It has a varied display of marine exhibits, together with several knowledgeable guides.

The exhibits had collected over many years and are housed in Sir Max Aitkin's old house, originally a sailmaker's loft. Perhaps for future reference it is also possible to hold a dinner within the museum at a large table, a rather imposing venue.

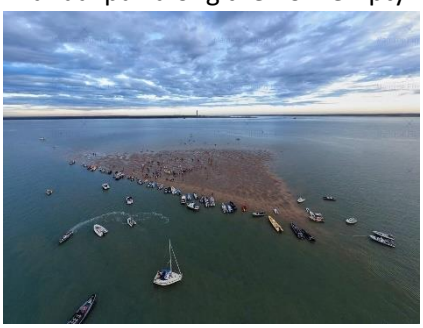
Saturday night we had the official club dinner in the closest pub to the marina, The Anchor. I think we added considerably to the ambience within and a good night was had by all.

On Sunday, at first light, about 6.00am we went off in Alex's rib out to the now uncovered Brambles to view the annual Bramble Bank cricket match. Not all members were early risers, but it was a calm, clear morning and half a dozen of us were keen to view the classic event - the time is of course dictated by the occasion of one of the lowest tides of the summer.

It is the first time I have set foot on the bank in about forty years of sailing round, occasionally over, and very occasionally into it. The high-speed trip to the Bank was followed by a landing in the shallows at the edge of the sandbank. The cricket was, by this time, well underway with the players kitted out in the correct match wear, except perhaps for the occasional welly boots.

Another jarring sight was the presence of a number of small drones hovering and flying to and fro not far above our heads. The reason for their presence was revealed the following day by photographs in various of our national press. The Bramble Bank was virtually surrounded by beached boats, as were the spectators surrounding the brave match players. Another hazard was the cricket balls hit by the batsmen; they flew in all directions. Eventually the rising tide began to make its presence felt and we enjoyed another high-speed ride in Alex's rib.

Sunday was departure day, so after a good breakfast and a farewell drink the departure started. As the last boats to arrive were the first to leave it made things easy, just a manual pull along the now empty pontoon, a turn through a full right angle and we were off across the now submerged Bramble Bank.



We enjoyed our weekend with other Nic 31 owners, it was good to catch up and hear of their plans for 2020, including Guy's adventurous single-handed challenge: The Jester Challenge. His infectious enthusiasm for it convinced Ian (our Hon, Treasure of High Spirits) to join him on the challenge. [Editor's note: you can read more about their adventure on page 14.]

It was wonderful that six boats gathered with 14 people aboard and flattering that Zoltan Patai-Szabo (Ragamuffin of Gosport's owner) and his 5 ½ year old daughter dropped by for a chat.

It's not the first time we have done had such an enjoyable gathering and not, I hope, the last. We think that the Cowes Meet should be made a regular event and thanks must go to Alex for doing all the organising.

Dan Roper
On behalf of Jan and himself
Colonsay of Melfort (#0302)

Dates for your diary

The Big Event: 4 - 6 September 2020
Nic 31 Cowes IoW Gathering

Details outlined on page 15

Next Year's Log Competition:
Start taking notes now!

- Part of or a whole sailing adventure
- Need not be more than 1,000 words
- Charts, photos & artwork welcome
- Win two inscribed whiskey glasses
- Entries by 28th February 2021 to Hon.Sec.
- Result to be announced in Spring 2021 Newsletter

A Dance around Atlantic Islands 2002

Quadrille #056 – Dennis Courtney (Skipper) and Bill Croome (Crew)
Log by BC

Editor's Preface

Following a recent conversation with Dennis (our Honorary Member) he has kindly passed to us copies of five Quadrille voyages, of which three were recorded by Bill. Two of the passages were to the Azores; the first of them is recounted in the log reproduced below when Dennis was a mere 71. His third and last one there was undertaken 10 years later. An earlier passage to the Azores was on a friend's boat in the 1983 AZAB (Azores and Back) race from Falmouth. Dennis is still sailing Quadrille but commented that it is less that he used to; inspirational for us all to keep sailing.

With two of our boats due to take part in this year's Jester Challenge to the Azores it is fitting to have an account of an earlier adventure.

The Log

We met on July 2nd, literally bumping into each other in Main Street Gibraltar (as you do in that crowded thoroughfare). Dennis and I had had a week's break from sailing his classic long keeled cruiser "Quadrille" out from England; we were raring to complete the return leg of our voyage. It all seemed a far cry and 1,200 miles from that January day when we had been introduced by a mutual friend.

From first sight of that well-found Nicholson 31, the days spent checking charts, loading provisions, and rigging, the excitement had mounted at the prospect of my first blue water sailing experience. Our shakedown to Guernsey in early May had proved successful and we had made a late entry to join Yachting Monthly's Rally Portugal, organised by the World Cruising Club. It's a well-managed cruise in company with 40 boats which would see us to Lagos in the Algarve, Portugal.

Our start had been delayed by Channel gales, but Biscay had been benign. We left Bayonne, France on schedule just as the first Rally boats were running in.

From Gibraltar, striking out into the Atlantic on our own was a change from coasting down the length of Spain and Portugal, stopping for nights in delightful harbours. With NW'ly winds forecast for Cadiz we quickly cleared away from the marina beside the old Gunwharf to head into the Straits. Africa was shrouded in haze, but I then saw its mountains clearly for the first time; eight miles to the South. At the end of the Traffic Separation Scheme we reached across the lines of shipping towards Tangier before heading West.

Dennis and I were soon into the routine of long-distance sailing. If you were firm about getting your head down early, each of us could have about eight- or nine-hours bunk time a night. I surprised Dennis with an ability to fall asleep instantly and only needing a five-minute call to be up on watch.

Over the next four days the wind increased from f4 to f7; a big beam sea built up. Quadrille revelled in the conditions, though it became hard work for the crew. We hung on to shave and cook; serving up only bowls of curry and mugs of soup - none of which would stay on the saloon table. As the risk of scalds was ever present all the pouring being done in the sink. In the cockpit we doubled up our safety lines.

Then just before 0800 one morning the genoa furling line chafed through. We fought the sail onto its roller on the heaving foredeck before setting a storm jib up on the portable inner forestay.

At midnight on 7th July the lights of Port Santo Island were sighted, and we were welcomed into the little harbour later the next morning. We had averaged 116 miles per day for the crossing. The small volcanic island is one of the Madeira archipelago. It's rather barren but with a 9Km arc of golden beach and clear warm water. In the main town, Vila Baleira, where Christopher Columbus had made his home, there was a market to stock up on fresh oranges tomatoes, bread and potatoes.

Dennis did most of the cooking, on the basis that he knew where he had stowed all the food, using a trusty set of menus involving a combination of mainly tinned food. We carried no fresh milk or butter, partly because the cool box next to the engine was not so cool and we had no fridge, but also the smell of split milk and rancid butter can be worse than diesel for inducing seasickness. Instead, dried milk was used carefully. Fresh vegetables were carried in bins in the cockpit locker, which kept cool and dark. The cool box made a handy dry goods store for cereals, bread, cake and biscuits. I became the breakfast and salad chef.

In port, while reeving a new furling line, we met up with a Scottish couple whose boat, Copihue II, Dennis last rafted alongside in Scrabster; it's on the North coast of Scotland. We joined them aboard their home before dining ashore on scabbard fish.

When checking over the boat, we noticed a seam parting high on the main. It had probably been weakened in a strong wind gybe we'd made when out from the two capes above Lisbon. Caught on the turn by a large wave, the boom had gone over with a bang which raised a section of the boom-track by six inches. The main had been quickly furled away and we had run into Cascais, averaging 7 Knots on a reefed genoa. We cut out and replaced the damaged sail section in the marina, resolving to watch the true wind speed on a run in the future. Now it would mean keeping the main reefed to save the sail.

The scale of the chart for the next 500-mile leg to the most easterly of the Azores meant it was only practicable to plot GPS positions every four hours instead of the usual hourly routine. We resumed our 3 on 3 off fixed pattern watch system for the next four days. Dennis taking the 0200 to 0500 graveyard slot every day which he said he didn't mind. We kept on this pattern 24 hours a day so that one of us was responsible for the lookout and log at any time. During the day we swopped about, to wash and cook, but the principle remained. It was very pleasant beam reaching in a NE'ly f4 over empty blue seas in the sun. We anchored off Santa Maria where they've yet to build a marina below the old fishing village.

You could spend the summer cruising the nine islands in the archipelago. All are volcanic yet remarkably varied. San Miguel, the green island 50 miles to the North, is the largest and its misty outline appeared only 11 miles out from Ponta Delgada, the capital. Port formalities are done by the book here, taking two hours the next morning. We took time to explore the island by car, peering into stunning crater lakes linked by winding dusty roads. Pineapples are grown under glass; delicious freshly cut.

On 18th July we attempted the 90-mile crossing to the third island, Terceira; but with the f4 wind firmly in the NW, we soon bore away for Soa Jorge, the shape of a sword blade where they farm on a high plateau. Shore lights were seen at 0600 next morning but it was clear from our track that we could only make Pico, 11 miles to the South. With the wind now funnelling down the channel between the islands and an adverse tide we sought the lee of the island. We marvelled at the single volcanic peak 2,350m high. Reefed down, we close reached along the coast, green with vineyards, and crossed the white capped western channel over to Faial; known as the blue island from its hydrangea hedges. Horta, its port, is the Atlantic crossover point for yachts. We squeezed between two German boats who were also taking refuge in the marina. Many yarns were spun in Peter's Café Sport over three days as the weather improved. I climbed the local volcano, Mote da Guia, and swam in the bay below.

The marina emptied on 23rd July; many boats going East to Spain or the Med. We powered North in a calm sea until a f3-4 SSW wind came up. We poled out the genoa and sailed goose-winged for four days without touching the helm. When broad-reaching round Portugal we had flown a cruising chute, sometimes with the main furled away but the self-steering was happier on a two-sail run.

We had seen many dolphins - mostly Common - firstly around NW Spain and again in Gibraltar Bay. Large and small groups would come over and bow-ride awhile before leaping away. At night they left magical phosphorescent trails. A pod of five Spotted dolphins joined us West of Sao Jorge.

Whales were few and far between; just a distant back or two. That was until one sunny afternoon 150 miles North of the Azores Dennis heard an enormous huff from the cockpit. He said "whale" and I shot on deck to see 50ft of Fin Whale diving beside our starboard quarter with four of his pals surging up behind. We were still running before the wind at 5 knots. These creatures loved us; weaving effortlessly around the boat, at times ahead, astern or alongside, huffing and puffing. Occasionally one would roll onto its side to reveal a white belly and the tip of a flipper. One 30-foot adolescent even swam close under the boat. Despite switching off the echo-sounder and running the engine in neutral, they were still with us two hours later and we wanted our dinner. Then with a flip of a fluke they steamed powerfully ahead and were gone; fantastic!

The pilot book says the route to England is to head North to take you out of the SE set of the Azores current at about the 47th parallel and into the NE set of the Gulf Stream. It adds 200 miles to a 1,200-mile passage but also gets you into our familiar westerlies. We kept a watch on the sea temperature which dropped from 25°C to 18 °C and then rose slightly. We had enjoyed receiving reliable weather forecasts by Navtex but Horta's range was 200 miles at best, so we resorted to the BBC World Service and our own interpretation of the Azores High.

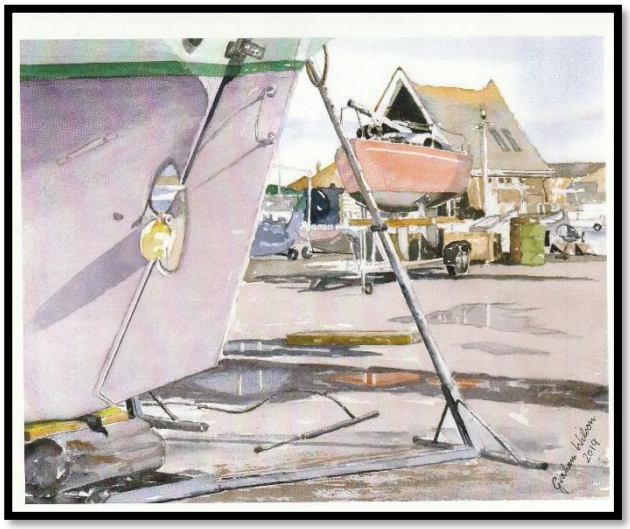
The wind had gone variable one day and filled from NE to N sending us in the direction of Greenland. We were 600 miles from anywhere approaching mid-night when I had to decide to tack, possibly tipping Dennis from his bunk. Ahead a line of clouds back lit by the moon seemed to point East, when a lone dolphin appeared like a shining torpedo, rode the bow-wave for a spell before shooting away. I tacked after him, Dennis stayed put and the wind settled into the NW for four days. We made the perfect landfall, raising the loom of Bishop Rock light while changing watch at 0200. Slipping between the shipping lanes and the Isles of Scilly as dawn broke to reveal the grey mass of Land's End. I reported our arrival to Falmouth Coastguard. I was glad that I'd taken the RYA radio licence upgrade course; it had served as a useful refresher.

The land above Mousehole was green shot with purple heather and you could smell the hay. We locked into a sunny Penzance harbour just after midday 3rd August and rolled ashore for some real ale and a Cornish Pasty. We'd put another 2,525 miles on the log and bowed out of the Atlantic for the run up the Channel and home, stopping briefly in Fowey, our port of departure two months earlier.

Bill Croome

(Re-typed and edited from his original script)

"Form and Function", Howth, Ireland, 2019



Watercolour by Graham Wilson
Southern Breeze (081)

New Heads for High Spirits (#022) for 2016

- Ian Stone

At the end of 2015 and beginning of 2016, I decided that the original Lavac had to go. After discussing the pros and cons with various individuals and owners of the Jabsco Head, I bought the small manual version. The following pictures show the manufacture of the extended stand for the Jabsco pump, and the finished look. I say finished, but in fact another coat of ivory flowcoat has still to be applied. I will do this when the new basin and taps are installed during 2017. But that's another story.

The framework is made of wooden battens and painted with ordinary white gloss paint. A large hole on the right-hand side of the original stand had to be drilled to get the nuts on the bolts that would eventually hold the toilet seat in place; it was a tight fit. The board on the right-hand side is not yet in place but there was a lot of trial and error before securing the frame, which is bolted to the original stand with two stainless bolts.

More trial and error. Filler was also used to fill in areas that were uneven due to my low-grade carpentry skills.

The side and top were then screwed in place after gel coating and flowcoating the top. The old pipe holes were filled with Isopon and sanded smooth. They would later be flowcoated to match the surrounding area. Additional holes were made in the back of the Heads pod to accommodate the new pipes.

Note the clean water pipe to the top of the pump goes back out again to a changeable fragrance cartridge (not in view). By the way, the instructions for this pipe from Jabsco are wrong if you want to put a non-return valve and loop in this pipe. The picture above shows that instead of the top pipe going straight to the back of the bowl, as advised by Jabsco, it goes out and up to a non-return valve out of shot (top right). In fact, I put in three non-return valve loops just to be sure - one for incoming sea water, one for the water fragrance pipe, and one for the wastewater. Over-kill I know, but I had the parts.

The new Jabsco in place. Note the holes have been flowcoated. It wasn't an exact colour match but close enough. The finished system works well and fits (just) in the space available.

Ian Stone
High Spirits (#022)

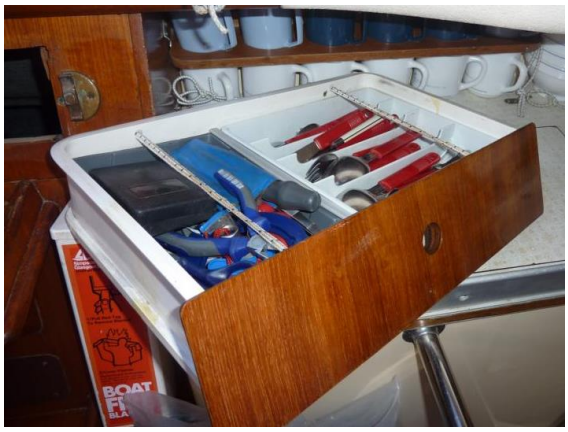
Boat Refinements:

(#111) - Dr. Med. Jens Kohfahl

The space behind the companionway above the engine is there to be used. The photographs below show the draw and its construction. I think they are self-explaining and need little additional comments. A friend did it for me many years ago.

Bungy secured covers to keep contents in place

Tools and cutlery stored in the draw, which is held closed by a vertical bungy strop (shown held out of the way)



The draw

The cut-out for the draw

In addition, as I don't have problems with cutting holes into my boat, I have used other areas where space is wasted as shown below: -

A recess behind the chart table for binoculars (without compass) and torch; both secured in case of a capsize.

A similar recess above the galley

Dr. Med. Jens Kohfahl
Tramontane (#111)

Boat Refinements:
"Comfort projects"

Share details of your simple modifications, or refinements, made to improve life aboard. (Don't let the big projects take the limelight!)

Send details to the Hon. Secretary.

Cruising Notes - 2019

Those made know are: -

Ayla #061: Jean-Pierre Beer
Having completed mayor refitting, Ayla was back in the water in October and being prepared for departure to Indonesia.

Snow Goose of Hamble #094:
Angus & Laura Watson: Enjoying an extended sabbatical in the South Pacific and then New Zealand on their wooden ketch, Victoria: whereas Snow Goose is resting on the hard.

Liberty Jane #095: Michael Wright
From April to July, coming out of Falmouth, with family and friends, roamed with the wind in the English Channel from the Isles of Scilly to Salcombe. Then in August passaged to and from Cowes for the Nic31 gathering.

Ran #090: Tino Gonzalez-Lacosta
With his son, he sailed from Bozburun, Turkey, to Cagliari, Sardinia: on the way visiting Symi (Greece), Knidos (Turkey), then Greek islands - Nisiros, Analipsis, Thira, Santorini & Kithira before mainland Greece - Limeni & Kalamata before - Ragusa (Sicily) & Licata (Sicily).

Post Boy (#106): Bob Harris
Had a four-month trip around the Channel.

No doubt many others of us had great adventures aboard our wonderful craft; it is always great to hear about them, of whatever variety or duration.

Sailing Plans 2020

Plans known about are: -

High Spirits #022: Ian Stone and
Nomad #058: Guy Willing
They are gearing up to head to the Azores, and back, the Jester Challenge (more details given below).

Ayla #061: Jean-Pierre Beer
Caught in the Philippines waiting to head to Indonesia when the pandemic makes that feasible

Ran #090: Tino Gonzalez-Lacosta
Passages from Sardinia to the Balearics and South Spain and from there to Morocco and the Canaries.

Liberty Jane #095: Michael Wright
Leaving Falmouth for the Brittany and Normandy Channel coast, with time in the Channel Islands, hopefully sometime this summer.

Darteign #098: Eric Witheridge:

Following the Iron Queen

Eric has been recreating a trip to Argentina made by his Great Grandfather in 1890 on the Iron Queen from Cardiff to Rosario. He is currently in Northern Spain, contemplating what to do - stay, or return home and try again next year.
Follow Eric's progress on our facebook page: www.facebook.com/nicholson31Association/

Jester Challenge

Ian Stone (High Spirits #022) and Guy Willing (Nomad #058) are planning the take part in this year's single-handed challenge; it's not a race.

The "gun" is due to go off at the Tamar River Sailing Club, Plymouth on Sunday 31st May. There are about 20 boats due to take part, including our two boats. Ian is fund raising for: -

Ellen MacArthur Cancer Trust is a national charity that supports young people aged 8-24 to rebuild their confidence after cancer

ellen macarthur cancer trust
rebuilding young people's confidence
www.ellenmacarthurcancertrust.org

Sharing our sailing plans could lead to friendly encounters at sea and great evenings ashore.

Of course, our plans can easily be shared by email and/or facebook

Rallies and Events

7 - 16 August 2020:
Falmouth Week

A week of sailing, including the impressive Working Boats, as well as a Red Arrows display, fireworks and many social events. For details go to:

See https://falmouthweek.co.uk/

The Big Event

4 - 6 September 2020:
Nic 31 Cowes IoW Gathering

Friday - boats arrive; dinner in "Coast".

Saturday - Visit Classic Boat Museum, followed by dinner at RORC, Cowes Clubhouse

Sunday - Sail home

More details to follow; for now, **feed the Gathering into your sailing plans** and home diary!

11 -20 September 2020:

Southampton International Boat Show

Our Hon. Secretary and Hon Treasurer are planning to attend on Thursday 17th September.

Join them for a chat in the RYA hospitality suite.

Benefits and Offers

RYA Joining Point

Our Association is a member of the RYA Joining Point scheme. It is designed to recruit boating people into the RYA by rewarding us, the Association, for doing just that – recruiting members.

If you wish to join the RYA, all you need to do is contact the Hon. Sec. for a reference number to use when joining the RYA, whether that is over the phone or online.

How it works

Every quarter, RYA will pay the Association a commission for the members we have signed up on the following basis:

- £10 for a new Family membership
- £7.50 for new Personal members
- £5.00 for new Under 25 members
  £2.50 for new Youth members (12-17)

What does the RYA offer its members

RYA membership directly supports the RYA's lobbying activities protecting the rights and freedoms of boating in the UK. You'll also have access to specialist cruising, legal and technical boating advice from their in-house experts, when you need it most.

As an RYA member you have access to exclusive offers and discounts from over 80 member reward partners, from clothing, personal and boat equipment, to the latest technology, holidays and travel, insurance, magazine subscriptions and boat show tickets, helping you keep down the cost of your boating.

Members also have access to all the latest news and information via the RYA Magazine, website or direct to your inbox with a host of eNewsletters.

A double winner

By joining the RYA, you win and the Association wins - a "no brainer!

Cruising Association - 25% Discount for Owners Associations

The Cruising Association (CA) offers a huge discount on their first year's membership fee to us, and a number of owners' associations

To claim the discount all you have to do is contact the Hon. Secretary to obtain a unique "promotional code" before joining them through their website, including agreeing to pay by direct debit.

It's as easy as that. The saving is more than our membership fee!!

Velos Marine Insurance Specialists

We have an arrangement with Velos Marine Insurance Specialists. This company advertise a bespoke insurance service for either local or blue water cover.

They have 35 years of experience in providing "the sort of insurance your boat needs".

Velos will credit the Association with a commission if you use the link on our website and proceed to arrange cover.

Other Benefits and Offers

As ever, if you know of other benefits and or offers, please don't be shy in sharing; just let the Hon. Sec know so that he can share your information with all other members.

Merchandise

Class Flag

If you don't have a class flag, or your much loved one needs to be retired, contact the Hon.Sec. to order one. Currently a flag costs £22.00, including UK postage.

Crystal Glasses

The superb lead crystal classes, including the boat name, are still available from our long-standing supplier but now 8oz, not the former 10oz ones. Last August confirmation was given that the cost of a pair of engraved glasses is £66.42 including UK delivery. For ordering, contact the Hon.Sec. for more details.

As mentioned before, the focus of their business has moved away from glass engraving; how much longer they will continue with existing customers is unknown. The Hon Sec. will be seeking an alternative design and supplier.

Other Merchandise

Do we want to have other merchandise items available?

Remember

Un-paid membership dues could lead to you missing out on what your Association has to offer.

Membership List

We extend a very warm welcome to members who have joined since the April 2019 Newsletter; they are: -

Markus & Maja Reisle	**Altair**	**#006**
Steve Cramer	**Puffin**	**#015**
Jack Gifford & Alice Préat	**Misty Ord**	**#047**
James Braswell	**Tarus**	**#083**
Richard Hood	**Callisto**	**#116**
John Watson	**Vega**	**#118**

The return of:

Terry White	**Showa**	**#005**
Guy & Lisa Willing	**Nomad**	**#058**

Those expected to return or in the process of joining:

Harrison Evatt	**Circe**	**#008**
Dr Florence Marchelli	**Olgalou**	**#025**
Lindon Smith	**Cobaltina**	**#096**

May you all have many happy and safe Nic 31 sailing years.

The list is of our members in 2019 and of those who have joined since January 2020. The list reflects consents given by Members. Please contact the Hon. Sec. with any amendments.

As ever, we look forward to those existing members who have yet to renew their membership doing so very shortly; along with always welcoming more new members as the year unfolds.

If you completed your Membership Application Form before 25th May 2018, please pay particular attention to the contents of this paragraph. It is very important that you return a completed current Form as soon as possible. The General Data Protection Regulations (GDPR) give us no option other than to endlessly make this request. The Form can be either downloaded from the website or copied from the back page of this newsletter; thank you.

Please note that regarding the phone number(s) listed:
Withheld means number withheld at owner's request and Not Provided is self-evident!

Boat			Owner(s)	Phone
#	Name	Location	(Contacts in bold)	
3	**Rancer**	Currently unknown	**Allan** & Barbara **Trelford**	To be advised
5	**Showa**	Newfoundland, Canada	**Terry White**	Withheld
6	**Altair**	Brick Cove Marina, New York, USA	**Markus** & Maja **Reisle**	Withheld
8	**Circe**	Oriental, NC, USA	**Harrison Evatt**	To be advised
13	**Seal Morning**	Coleraine, Northern Ireland	**Andrew (Mitch) Cameron-Mitchell**	0044(0) 771 4659211
14	**Nicu**	Lymington, England	**Philip & Sarah Latham**	0044(0)1590 623070 0044(0)7900 867111
15	**Puffin**	North Carolina, USA	**Steve Cramer**	001 102 319 5761

Boat			Owner(s) (Contacts in bold)	Phone
#	Name	Location		
22	**High Spirits**	Gosport, England	**Ian Stone**	0044(0)1189 789074
25	**Olgalou**	Tahiti, French Polynesia	**Dr Florence Marchelli**	Awaited
30	**Colonsay of Melfort**	Southampton, England	**Dan Roper**	0044(0)2380845875
33	**Shalom**	Plymouth England	**David Oakley**	0044(0)1608 30165 0044(0)7522 276821
39	**Barquito**	Unknown	**Chris Jacobson** & Richard Jacobson	'0044(0)7717 728155
40	**Ursa Minor**	Helensburgh, Scotland	**Robert Cornwell**	0044(0)14346 674961 0044(0)7770 892271
44	**Finn**	Port Edgar, Scotland	**Donald (Don) Bisset** & Anthony Tomlinson	Withheld
47	**Misty Ord**	Mylor, England	**Jack Gifford** & Alice Préat	0044(0)7920 405722
58	**Nomad**	Cowes, England	**Guy & Lisa Willing**	0044(0)1983 872540 0044(0)7891734295
61	**Ayla**	Philippines (currently)	**Jean-Pierre Beer**	Not provided
62	**White Lady**	Cullivoe, Scotland	**Andrew Nisbet**	0044(0)1957744262
67	**Motu Iti**	Virginia (?), USA	**Goldwin Smith** & Nancy Schiffer	001 443 370 1818
70	**Wave Dancer of Dart**	Dartmouth, England	**Colin** & Judith **Ball**	0044(0)1803 839433
71	**Wind Whispers**	Galway, Ireland	**Dick McKeever**	Withheld
73	**Taladh**	Woodbridge, England	**Roger McCombie** & Claire Reuben	0044(0)1394 460358 0044(0)7713 480215
77	**Halys**	Aldebugh, England	**Chris Halder** & Adelaida Martinez	0044(0)1728 45100 0044(0)7866 768493
81	**Southern Breeze**	Howth, Ireland	**Graham Wilson**	Withheld
83	**Tarus**	Jacksonville, FL, USA	**James Braswell**	001 828 652 2273 001 904 716 1436
84	**Scendor**	Grimsby, England	**Alex** & Rebecca **Leeson**	0044 (0)1427 668806 0044(0)7460 434182
90	**Ran**	Sardinia (currently)	Francisco (**Tino**) **Gonzalez-Lacoste**	0044(0)7957 118830
91	**Duleo**	Poole, England	**Russ** & Rebecca **Harding**	0044(0)1202693630
92	**Dolly V**	Cowes, England	**Alex Moore**	0044(0)77870 156333
94	**Snow Goose of Hamble**	Hamble River, England	**Angus** & Laura **Watson**	0044(0)1962861709
95	**Liberty Jane**	Falmouth, England	**Michael** & Mary **Wright**	0044(0)1326210824 0044(0)7768 037965

Boat			Owner(s) (Contacts in bold)	Phone
#	Name	Location		
96	**Cobaltina**	Tarbert Loch Fyne, Scotland	**Lindon Smith**	Awaited
98	**Darteign**	Cardiff, Wales	**Eric Witheridge**	0044(0)1594 841441 0044(0)7791 190700
101	**Ragamuffin of Gosport**	Hythe, England	**Zoltan Patai-Szabo**	0044(0)7903583896
102	**Real Bread**	Rhu, Scotland	Patrich **Symon Murch**	0044(0)1909 486780
103	**Swans Way**	Bangor, N. Ireland	**Peter Torney**	Withheld
104	**Saki**	Dun Laoghaire, Ireland	**Paget McCormack** & Ben & Michael Ryan	00353 12884382
106	**Postboy**	Tollesbury, England	**Bob Harris**	Withheld
110	**Clearways of Orwell**	Chatham, England	**Duncan Hemstock**	0044(0)1795890431
111	**Tramontane**	Cuxhaven, Germany	Dr. Med. **Jens Kohfahl**	0049(0)472157270
116	**Callisto**	Seward, Alaska, USA	**Richard Hood**	001 907 602 5116
117	**Hope**	Cowes (?), England	**Dave** & Anne **Meaning**	0044(0)1983760839
118	**Vega**	Westport, CT, USA	**Paul Westerdale**	001 203 227 6260
Honorary Member				
56	**Quadrille**		**Dennis Courtney**	Withheld

Non-Members List

Between this list and our Membership List you will find that 120 boats are listed; the total number of Nicholson 31's built. To the best of our knowledge only one boat is no more. It is the Patchipe (#11) which sank in December 1976 off Ushant; for completeness she is still listed. Regrettably, the circumstances of her loss are unknown.

In some or many cases the details below are likely to be completely wrong as it is a very long time since we received any information. As ever, if anyone of us has information about any boat the Hon. Sec. would welcome hearing from you.

In the public area of our website is a list of all the boats set-out by boat (hull) number - members and non-members side by side. With non-member boats in mind, when you come across one you are more likely to first find out her name which is why the list below is alphabetical. That assumes there hasn't been a name change since she was last known to our Association!

Last known information				
Boat Name	**Boat #**	**Owners Name**	**Location / comment**	**Year**
Anna	16	Peter & Annelien van Rees	Hoorn, Netherlands	2007
Anna Christina	48	Wollert Hvide		1979
Araok	28	A. Gobeau		1984
Ariadne	29	Unknown	West Indies?	2018
Asterix III	21	Bertram Hathaway	Japan	1980
Baraka A	120	Jamil Adnan	Circumnavigated	1992
Bistraken	36	Dr A. Fontignie		1993
Blueprint	113	William (Bill) E. Roesner	Robinhood, Maine, USA	2019
Blythe Spirit	78	Bob Vitalius	Yarmouth, Maine, USA	2007
Bruinvis	52	Wouter Breeman	Hellevoetsluis, Netherlands	2016
Cacique Caribe	93	James R. Kauffman	Dover, Delaware, USA	2009
Camelot	105	Broker part exchange	For Sale	2009
Carinita	76	Peter (?) Monheim		1996
Carlyn	42	W. Griffioen	Makkum, Netherlands	2020
Cassiopeia	115	Unknown	Greystones, Ireland	2018
Catherine	18	Prof. A.G.H. Bachrach		1990
Changing Winds	74	Jan & Linjnie Speijer	Hellevoetsluis, Netherlands	2007
Desmorais II	112	Arthur F. Stamey		1999
Diura	99	Iain Lees		1997
Dolphin	32	Paul & Cora van Amstel	Sint-Annaland, Netherlands	2007
Draken	109	Mike George Illingworth	Rosneath, Scotland	2014
Fabrina	114	Timothy John Tryon	Holyhead, Wales	2014
Gnarwind	4	Jack Clayton	West Indies	2016
Gomera	49	Galenda Fulvio		2006
Green Lady	54	J. Hakker	Ketelhaven, Netherlands	2007
Happy Captain VI	60	Joe O'Brien	Dublin, Ireland	2018
Highline or Inga	9	Gunter Silberberg	Neuwied, Germany	1984
Horatio	43	Anders Mostue		1994
Idefix	55	Hermon Koens	Spain	2005
Jayem	65	Robert Goldsmith	Plymouth, England	2007
Jemm	85		Port Vendres, France	2019
Jona	46	Geert & Gudrun Blondeel	Zeebrugge, Belgium	2007
Jubilee	34	S.J. Pumfrey	Holyhead, Wales	2020

Last known information				
Boat Name	**Boat #**	**Owners Name**	**Location / comment**	**Year**
Kathya	86	Tim Sinclair		2002
Khamis	45		Largs, Scotland	2019
King's Shilling	87	Christian Schiffler	Wilhelmshaven, Germany	2016
Kristine	87	Aaron Benbow	Bahamas, W. Indies	2020
Lady Jane	37	Vadim & Vitally Tuzov	Malahide, Ireland	2008
Lista	72	Brian Tytherleigh		2010
Mannenmoed	82	Peter & Eveline Hofman	Makkum, Netherlands	2007
Meander	80	S. Lane-Reticker		1989
Mistral	69	Carlos Almeida Crneiro	Portugal	2006
Mistral	88	Norman Burrell	Ramsgate, England	2006
Nike	24	G. Hall		2020
Nikile	97	Mrs R.E. Moy		????
October	38	Unknown		2007
Optimist	41	Bernard Riskin		1983
Pagan Knight	107	Roger R. Luddeni		2007
Picnic	79	Gary Lewis	Port Dinorwic, Wales	2006
Poisson	53	Michael Malone	Hobart, Tasmania	2007
Queneah Guen	7	Tim Traill	British Columbia, Canada	2007
Restless	35	R. Benson Baker	Tortola, British Virgin Islands	2006
Santos	20	J. Iversen		2003
Seawolf of Lymington	89	G. Zonneveld		1991
Seavem	38	Márk Végh & Gabriella Borbely	Denmark	2020
Shardana	51	Jonathan Baker	Greystones Marina, Ireland	2017
Skai	23	Rene Boudenant	Kervilor, Brittany, France	1984
Sophia	31	Rowan Stewart	Vancouver, BC, Canada	2020
Squadyna	63	Peter Gielan	Oosterscelde, Netherlands	2007
Stephanie of Gosport	64	David Marshall & Isabel Noon	Falmouth(?), England	2016
Tarka	50	A. H. M. Bodewes	Delfzijl, Netherlands	2020
Tjoler	68	Herman Oggel	Oostende, Belgium	2020
Tonic	12	A. Le Court (her original owner)	Kervilor, France	2017
Tonic	100	Dr. J. G. Francis		2000
Trenarth	1	Mike Clarke	Stranraer, England	2017

Last known information				
Boat Name	**Boat #**	**Owners Name**	**Location / comment**	**Year**
Usch	17	Klaus Dieter Gutknecht		????
Wanderjahr	119	Dan Hamilton		1997
Windfall	26	A. H. C. Drontmann		2008
Windmark	75	Brian Evans	Leith, Scotland	2006
Wooshee	19	Matt & Gillian Wardell	Alaska, USA	2012
Wrica	108	Mark Farrall		2020
Yamit	2	Amos Gomes de Mesquita	Hoorn, Netherlands	2020
Zubenelgenubi	27	Dr. Norval Mortensen		1990
Boat names Withheld or Unknown				
	57	J. Anderson		1977
	59	Rod Logan	Previously called - Good Nick	2009
	66	Jan Scholten		1982
Boat lost				
Patchipe	11		8-12-76 Ushant	Sunk

Nicholson 31 Association

"the classic blue water cruiser'

Membership / Associate Application (and Boat details)

STATUS: circle as appropriate	Member: Owner (main owner)	Co-Owner	Associate: Regular Crew	Former Member	Interested in N31 Assoc

NAME: _____ Mr / Mrs/ Other

Co-Owner(s) - non-member/associate _____ Mr / Mrs/ Other

_____ Mr / Mrs/ Other

ADDRESS (s): Home _____ Other _____

_____ _____

_____ _____

Zip/Post Code _____ Zip/Post Code

BOAT DETAILS: **Name** _____

Previous Name(s) _____ _____

_____ _____

Hull Number: _____ Year Built: _____

Registration Details: USCG UK Documentation No: _____ (or sail no.)

Home Port: _____

CONTACT DETAILS:

Please include in the Website list (which is accessible only to Nic31 Association Members and Associates) :-

My Phone No. - Landline _____ Yes / No

- Mobile _____ Yes / No

My Email Address _____ Yes / No

Signature: _____ **Date** _____

Print Name: _____

Important Notice

The information which you provide on this form and any other information obtained or provided during your application for membership or associateship will be used solely for the purpose of processing your application (including payment processing) and dealing with you as a Member or Associate of the Nicholson 31 Association. The data will not be shared with any third party.

Notes

1. Annual Subscription is: Member - £25.00 Sterling & Associate - £15.00 Sterling;
2. Class Flag (optional) - see details on the website: www.nicholson31.com.

Please email a copy (with a signature & dated) to, **or** seek postal address, from: hon.sec@nicholson31.com

How to Pay

To request details, please email **Hon. Treasurer at ianstone@btconnect.com or Hon. Secretary at hon.sec@nicholson31.com**

Updated: Jan'20