

The

WINKLE BRIG

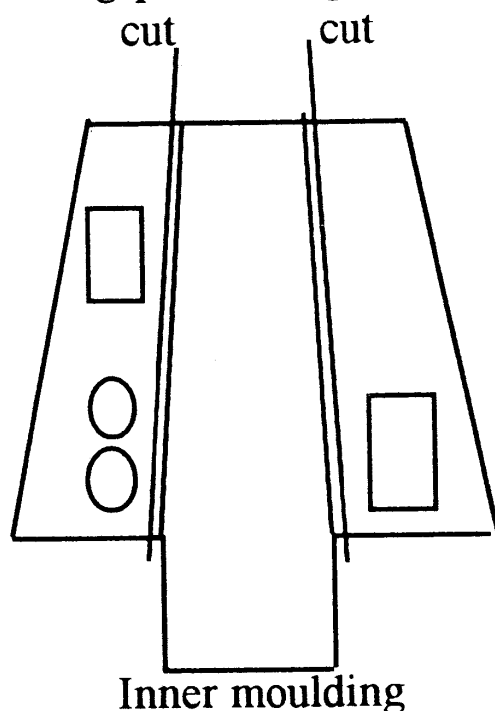
Register

Spring 1997



Welcome to the new look Winkle Brig newsletter. Yes you've guessed it: I have been playing with my computer after attending a DTP course. However I feel a little guilty as I could have been spending the time repairing my Winkle Brig which is in a very sorry state. Over the August bank holiday weekend we were sailing on Windermere and I was having to pump out the bilges quite a bit. Overnight she took on gallons which required over 100 pumps to empty her and I decided enough was enough.

As I was certain where the leak was, the joint between the bilge plate housings and the hull, I decided to strip out the inside of the hull so I could get to the inside surface of the hull. Firstly the lower pine rails were removed and the narrow band of grp just below the rails was removed from the plywood V berth and interior grp moulding. Then the plywood was prised up and cut in half so I could get it out of the cabin. The inner grp moulding was cut into 3 sections and carefully prised free



and removed exposing the bilge plate housings. After removing the foam the full extent of the damage became apparent. The grp joining the housings to the hull had de-laminated from the hull at the front of both housings over a distance of 9 inches which caused continuous leaking but was far worse when sailing as the pressure on the bilge plates opened up the gap much further.

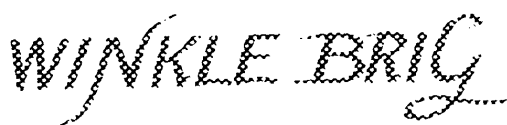
The damaged grp was removed and the hull and housings were heavily abraded. West epoxy and woven rovings were used to form a bond that I hope will never give a problem again.

Eric Bergqvist was a little concerned with this joint when he built the earlier WBs and later models had the housings laid up as an integral part of the hull with no joint at all. So now I am waiting for some decent weather to get back on board to refit the cabin panels. Eric did a repair similar to this on a dutch owned WB but to gain access to the inside he removed the whole top of the boat so that the inner moulding could come out in one piece. Emily Gavahan from Montezuma, New Mexico wrote to me concerning leaking casings but I am sorry to say that there appears to be no alternative method of stopping the leaks as all repairs made to the outside will fail in a short period of time.

There is an additional way of getting the embroidered Winkle Brig logo and wording. For an additional £1 you can have either style with your boat name(space permitting) embroidered on a heavy duty patch that comes with bound edges and are available in a range of colours. These are handy if you go to various rallies and buy the event sweatshirt or whatever.



Total cost £8.50



Your boat name added here

Total cost £6.00

We have a new Winkle Brig in the T.S.A.. John and Maureen Chadderton, 66 the Hurst, Billesley, Birmingham with their green W.B. 'Cirrus' number 100 have just joined up. May I welcome them to the association and hope to meet up with them in the near future. Unfortunately it will not be at the easter T.S.A. cruise on the Norfolk Broads as we are over in the states for a bit of sliding down the white stuff on planks of wood (or more modern material). With easter early this year it is bound to be freezing cold, as it has been over the last few years and we have decided that a Winkle Brig is not the most comfortable

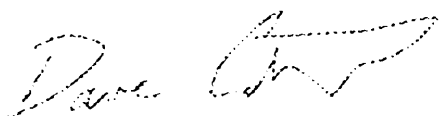
place to be when there is a blizzard howling through the rigging. Has anybody got a form of heating on board their W.B. or do we just have to put up with the cold and damp?

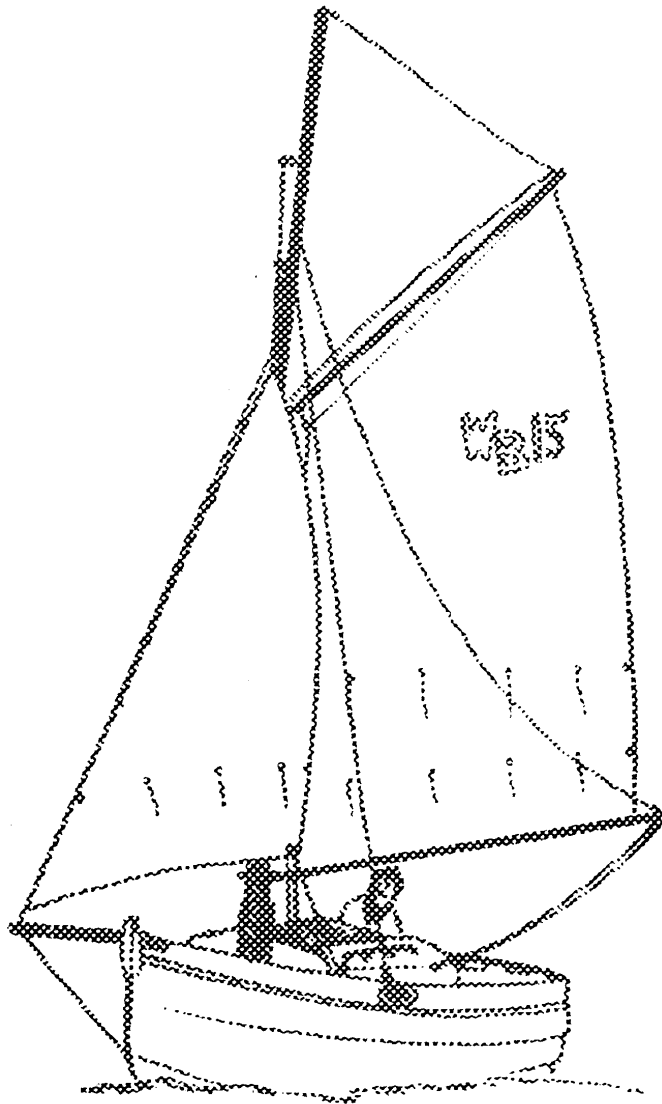
One aspect of sailing on the norfolk broads where the Winkle Brig is streets ahead of the rest of the T.S.A. fleet is when it comes to negotiating bridges. I must apologise for bringing up this subject again but I feel it is such a plus factor for the W.B. and I have had a couple of requests for further information on my mast lowering and raising technique. With the mast mounted in the tabernacle and a few mods to the rigging, shooting the bridges is great fun and so easy, even if you are equipped with roller reefing. I will include full details in the next newsletter.

The Bristol '96 Festival of the Sea was a superb event which we thoroughly enjoyed especially the small cluster of four Winkle Brigs. How about a cruise specifically for W.Bs ? If anybody has ideas on this please let me know. My personal choice would be cruising the Caledonian Canal. I can just imagine half a dozen W.Bs decending the locks at Fort Augustus on a glorious hot sunny day (well I am allowed to dream a little) and apart from the travel up there (I know it is a long way for those down south) and the license fee of about £60 for 8 days all mooring is free and you will be sailing through some majestic scenery on deserted lochs. Or how about visiting the norfolk broads when the temperature is a little more inviting? A fleet of W.Bs moored together in the dyke outside the Pleasure Boat at the top of Hickling Broad. Lovely. If you are interested please contact me and I will co-ordinate a meet.

May I make a plea again for articles to put in this newsletter even if they are only a few lines. Have you come across some niggling problem with your W.B., discovered a better way of sailing her, devised a little tweak to make like easier and more enjoyable? Go on, share it with the rest of us and drop me a line.

Happy sailing





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