

Salty Lass Review (Year 2)



Welcome to the Salty Lass review. In March 14th 2020, we celebrated our 2 year anniversary of owning Salty Lass. As a great gift to our subscribers, we created a review of our first year, so now seven months later we have our second year for you.

2019

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Front Cover Shot

At the anchorage in Loch Craignish just off Goat Island

Beverley



As well as sailing and cooking Beverley produces the videos every week and keeps up with all the social media.

Gaynor



As well as sailing, Gaynor produces all the content for our web site and has created this review for you.



Prudence

Prudence is the channel mascot, she does not need to do anything else.



SCNI

SCNI stands for Sailing and Cruising Northern Ireland. They are a Facebook group that also organises meet ups, like the meet up that we attended at the Rathlin Sound Maritime Festival.

The Rathlin Sound Maritime Festival took place over the second May bank holiday in 2019. For Salty Lass it marked a fixed event that we wanted to attend, so we arrived in Carrickfergus at 1:30am on Friday 24th May. That afternoon we met up with the crews of Prudence, Celtic Spirit and Snow goose, who are also members of SCNI. So we left in convoy at 16:00hrs heading with the tide for Glenarm. The North channel to Glenarm was particularly lumpy that day with a strong wind over tide resulting in Prudence deciding to return to Carrickfergus rather than continue on. For the rest of the convoy we rested up in Glenarm, leaving on the morning tide to Ballycastle. We had got up so early to catch the tide that we were moored in Ballycastle and were having our second breakfast at 8:45am.

In addition to the festival, which was a great event to go to in itself, the club had organised half price berthing for all those who had attended the meet up and a free drink at a local pub. This meant that in the evening, there was a great atmosphere with lots of other members from the group.

It was a great event and if you are anywhere in the vicinity of another meet up, then we would highly recommend that you go, as it was a good laugh.

Sailing and Cruising Northern Ireland take a fresh approach to Sailing and Cruising with the sailor being the main focal point. Established in January 2017 on Facebook with a strong emphasis on friendship and fun on the water.

The club membership is primarily based on Facebook where their every day club communications take place.

The club's unique features are:-

Free membership to the club, all you need to do is join the Facebook group

At Cost sailing events, you could even save money for example the club organised a half price berthing package for the time we were at the festival.

No committee: The club has an organising team made up from members in the group.

No pecking order everyone is equal

Everything is free flowing democratic and fun with no politics.

The main focus of the club is its members with very few restrictions.

No restriction on who can come along to their events, its open to the entire boating community.

The group caters for sailing and motor boat users as well as inland and coastal sailors.

If you have a passion for boating then come along and join one of the fastest growing fun filled sailing clubs in the world.

<https://www.facebook.com/groups/SailingandCruisingNorthernIreland>



Sailing Dalriada

Dalriada is an ancient kingdom that covers the Antrim coast, Northern Ireland, part of the Inner Hebrides and Argyll in Scotland.

from Liverpool with an overnight passage to Peel in the Isle of Man. Peel is a wonderful place that feels like you are stepping back in time, with simple pleasures like walks around the castle and fresh Queenies from a local street vendor.



Peel, Isle of Man

Gaynor and Beverley embarked of a voyage around the ancient kingdom of Dalriada, aboard their 36ft cruising yacht Salty Lass. The journey started on 22nd May 2019

Then it was another sail across the Irish sea, to meet up with some fellow sailors from the Northern Ireland Facebook group in Carrickfergus. The group then cruised up the coast to Ballycastle via Glenarn for a festival and a chance to meet up with other like minded people from the Facebook group.



Festival in Portrush

After the festival Gaynor and Beverley went for walks along the North coast and explored Rathlin island, with its puffin sanctuary and seals on the beach.



Pan rock near Ballycastle

The next sail was along the beautiful North coast of Ireland, to Portrush where they still have penny arcades.

From Portrush Gaynor and Beverley sailed to Islay, where they visited the local Whisky distilleries and had a minor drama when an onion sack wrapped around the propeller of Salty Lass and they were blown about by storm Miguel.



Distillery on Islay

From there they sailed, via a small island called Gigha to Tayvallich where they met up with some fellow sailors from Liverpool, and some followers of Gaynor's and Beverley's YouTube channel.



Tayvallich

From there they picked up some charts from Ardfern, before sailing to Oban through a notorious stretch of water called Dorus Mor. There they stayed for a few days, because Gaynor had hurt her shoulder, so visited a physiotherapist in between exploring the town with its coliseum like folly and walking along some spectacular coastal paths.

From Oban they sailed to Tobermorey with its colourful houses along the waterfront, even industrial units were painted with bright colours, which made them look fantastic in the summer sunshine. As they

were on a mooring in Tobermorey, they motored around the harbour, seeing a large tall ship and an array of common jellyfish.



Tobermorey

From there they finally accomplished one of their challenges for the trip which was to anchor out, which they accomplished at Droma Buidhe, which feels like the far side of the world, but is in reality only 6 miles away from Tobermorey. After a quiet few days at anchor, the two returned to Oban to stock up before another few days at anchor just off Goat Island, which is in Loch Craignish, just North of the entrance to the Crinan Canal.



At anchor by Goat Island, Loch Craignish

After a few days of bliss, the wind increased and the pair found themselves dragging their anchor, so they quickly left and sailed to the entrance of the Crinan Canal. Navigating the canal was a major challenge for the pair, as they motored along its 9 mile length, as there are 12 unmanned locks along its length and there was only the two of them to deal with all the lock gates. They managed to navigate through the gates only getting into trouble when they were at a lock which did have canal staff on and the canal staff dropped the forward line.



Salty Lass on the Crinan canal

Once out of the canal, they started sailing south before diverting into Loch Tarbert, before an oncoming storm. Luckily the storm soon passed and the pair were soon sailing again to Largs, where they had a minor repair completed on their foresail at the local sail makers.



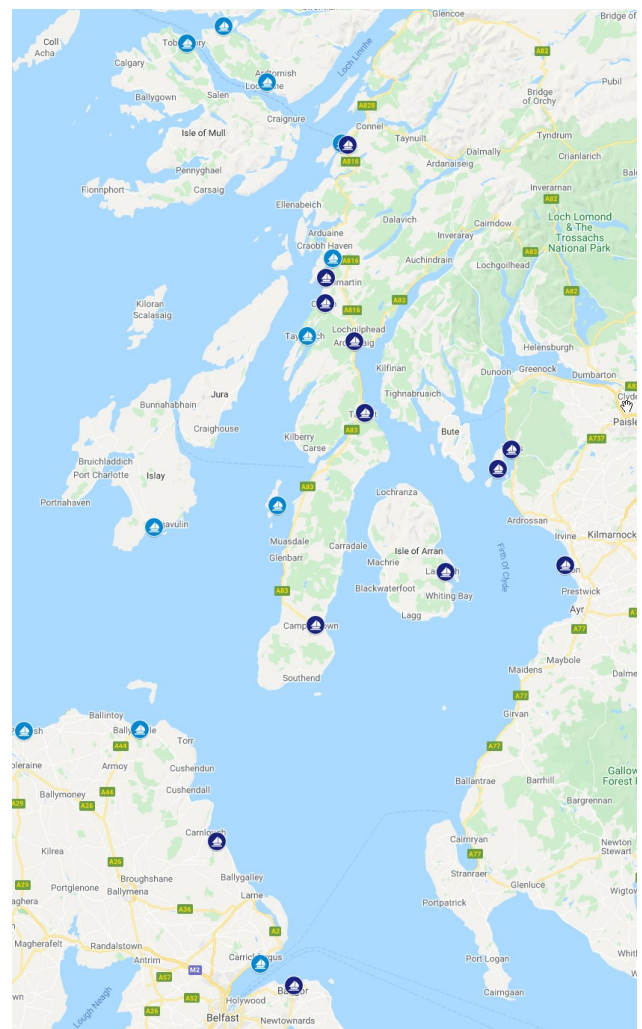
Monitory at Millport, Great Cumbrae

After the sail was repaired they moored out, at a little place on Great Cumbrae Island called Millport, which prior to the trip they had never head of before.

From there they sailed south to meet up with some friends at Troon, which is where the pair had bought Salty Lass 18months earlier. From there they sailed across the Firth of Clyde to Lamlash on the Isle of Arran. After mooring in Lamlash, with some quite heavy rain, they motored to Campbeltown, through slight fog and mist.

After refuelling in Cambeltown the two went across the North Channel to Glenarm, then south to Carrickfergus, where they met up with a friend for a week of sailing around Belfast Lough.

Soon, it was time to finish their journey, so they sailed back to Peel and then onto Liverpool, arriving in Liverpool on the 1st August.



Locations in Dalriada we went to

Skipper James



Skipper James

Skipper James's boat "Just Because" is a Sigma 33. He bought the boat in Strangford Lough in 2015, when the boat was "Jus bcaz" or something similar, so he just changed the spelling.

Her top speed is between 7 and 7.5 knots, although he has had a top speed over ground of 12 knots, because of tidal assist.

When we meet him at Rathlin Sound Maritime festival in 2019, he had already travelled as far south as Castelo in Lisbon Portugal. When he did that trip, as well as it being a huge challenge it was the first time he had done any night time sailing. The only major thing that he had to do extra was upgrade his insurance, which cost just £80 at that time.



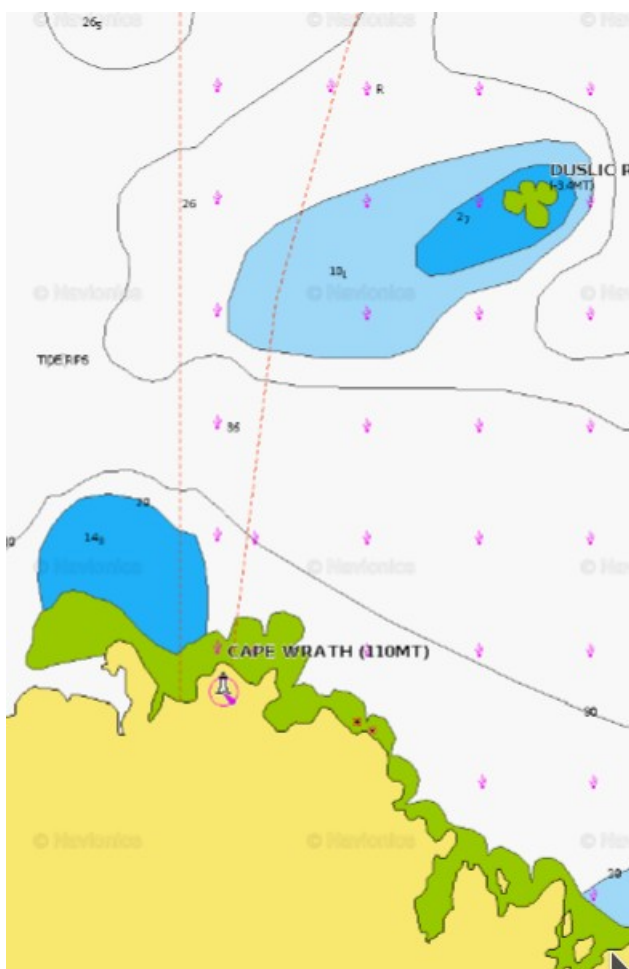
A couple of locations

On that particular trip he found both of the coasts of Finistère/Finisterre, which means end of the earth to be particularly tricky with the Raz de Sein in France and the Spanish coast of death standing out in his memory. For him the coast of death could have been so much worse, because although he encountered 27 knots of wind with three meter waves, it was on the stern, which was great.

Skipper James Update 2020

Skipper James and his friend Darren, called in at Carrickfergus before going to the Firth of Clyde, where they planned to sail for a few days before ending their 2020 trip at their home port of Ballycastle.

For 2020 Skipper James had planned a huge trip to Norway and up to the Arctic Circle. They had already started their trip and they were in Gairloch, Scotland when the clamp down happened. So rather than return to Ballycastle, where things were bad too, they elected to be remain isolated on the boat. So they anchored out in various remote anchorages, with Loch Spelve, Loch a Chad-fi and Tinkers Hole being among their favourites. This meant that water became an issue, so they had to fill up at streams, while for food, they ate what they had in the bilges and local people helped too where they could.



Cape Wrath Passage

Once things started to open up they decided to sail around Scotland, England and Wales. The journey around Cape Wrath was on a perfect day, but they could see the tide and overflows. For the passage they had picked up some great local knowledge which is to stay inside of Duslic rock while still keeping Cape Wrath lighthouse in view.

Skipper James and Darren found the East coast of England to be very industrial, with lots of cranes, brown seas and the few anchorages that were available being way up rivers. As they travelled south marinas and moorings became quite expensive with them paying £38 for a night in Pendennis, Falmouth.

When they got to Wales they broke the bullhorns needed for their reefing, but that was the only major breakage of the entire trip, which was over a staggering 2,500nm when we saw them in Carruckfergus.

At the moment, Skipper James has only been posting every fortnight, because of poor internet, but that frequency will go up on his return. In the end the trip was more of an adventure, simply because it had not been planned.

To watch his videos and be part of the adventure, why not look him up on You Tube at

<https://www.youtube.com/SkipperjamesSigma33>



Buy some great
T-shirts for the
Salty Sailors
in your life

<https://teespring.com/stores/salty-sailors>



Solar Arch

Of all the projects that we have completed it is solar arch that most people are interested in and they are amazed that we built it ourselves out of parts that we bought on the internet.

We bought the following items we needed from a company called sea screw.

<https://www.seascrew.com>

Qty	Code	Description
2	60D	25mm 60 Degrees Slope Rectangular Deck Base
2	60P	25mm 60 Degrees Tee Joint With Grub Screws
12	TD	25mm 90 Degrees Tee Joint With Grub Screw
4	C	25mm 90 Degrees Corner (Elbow) With Grub Screws
2	SD	Deck Base Mount with drop nose pin for removal of Spigot
2	SP	25mm Tube Mounted Fork with Screw for all end eyes except the HD
4	SPE	25mm Tube End with Eye & Grub Screws Eye
5		HD 1 Metre Length of Polished 316 Stainless Steel Tube 25mm
2		HD 1.5 Metre Length of Polished 316 Stainless Steel Tube 25mm
2		HD 2 Metre Length of Polished 316 Stainless Steel Tube 25mm
2		HD 3 Metre Length of Polished 316 Stainless Steel

We built the Arch in August 2019 and since then we have bought the additional diagonal braces which are indicated on the diagram as not bought

Qty	Code	Description
4	TA	25mm 90 Degrees Tee Joint With Grub Screw
2		HD 1.5 Metre Length of Polished 316 Stainless Steel Tube 25mm

These diagonal braces are needed for stability and add additional strength to the arch. We have our back support in line with the front support, but we have since seen a design where these are at an angle to each other when seen from above and this slight modification also adds stability, but for us it would of reduced access to our dinghy motor which is mounted on the stern rail.

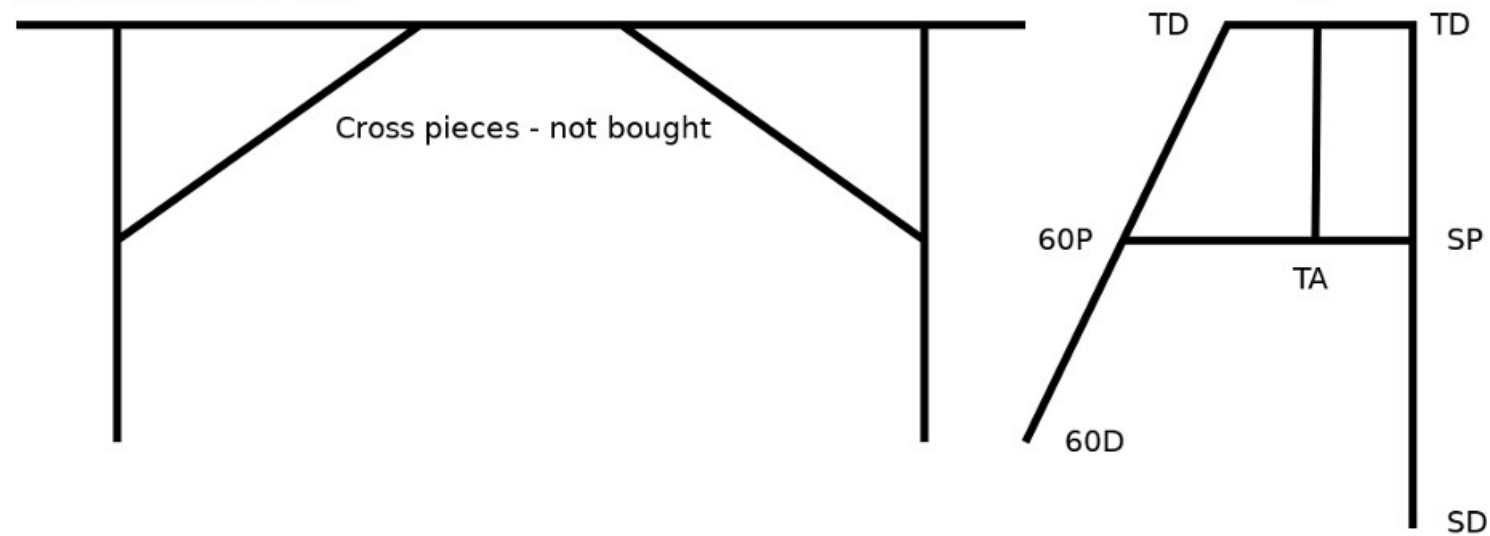
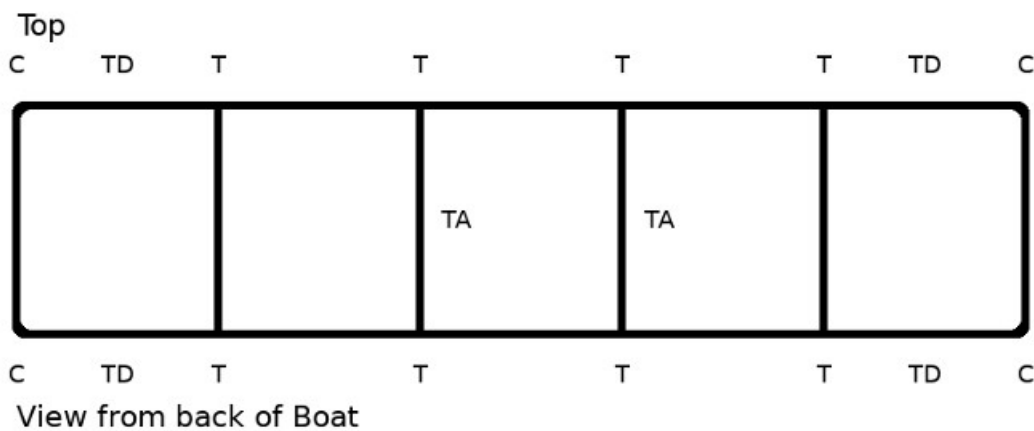
In this design the codes are, C - Corner, T - T pieces, 60D - 60° Deck fitting, 60P - 60° pipe fitting. SP - Swivel Pipe fitting and SD - Swivel Deck Fitting both contain a SPE - Swivel Pipe End. TD is a T Piece, but it goes down towards the deck, while TA are the additional T pieces which we bought later.

After 1 year

The design has really stood up to the test of time. It has survived several storms and some fairly nasty seas. We have also added a dyneema cross brace to our design as that makes the design really solid.

For part numbers and other details see

www.saltylass.co.uk/solar-arch-for-a-bavaria-36



Adding Solar panels

The solar panels that we used were 2 x 150W flexi stick down panels with Victron MPPT controller. These panels can either be wired in series or parallel, so a total of 300W and using the nominal panel voltage of 25V the two different wiring methods would produce the following figures for voltage and current.

Method	Voltage	Current
Series	50V	06.0A
Parallel	25V	12.0A

When choosing which way to wire your panels the following need to be considered

Shade

When the mast casts a shadow on a panel, then the power output of the panel is dramatically altered depending of where the shadow is. With our panels, the panels are made up of cells. One completely covered cell, with no light falling on it, will stop the panel from working. So if the panels are in series then both panels will not work, while if they are in parallel only the one panel will be effected.

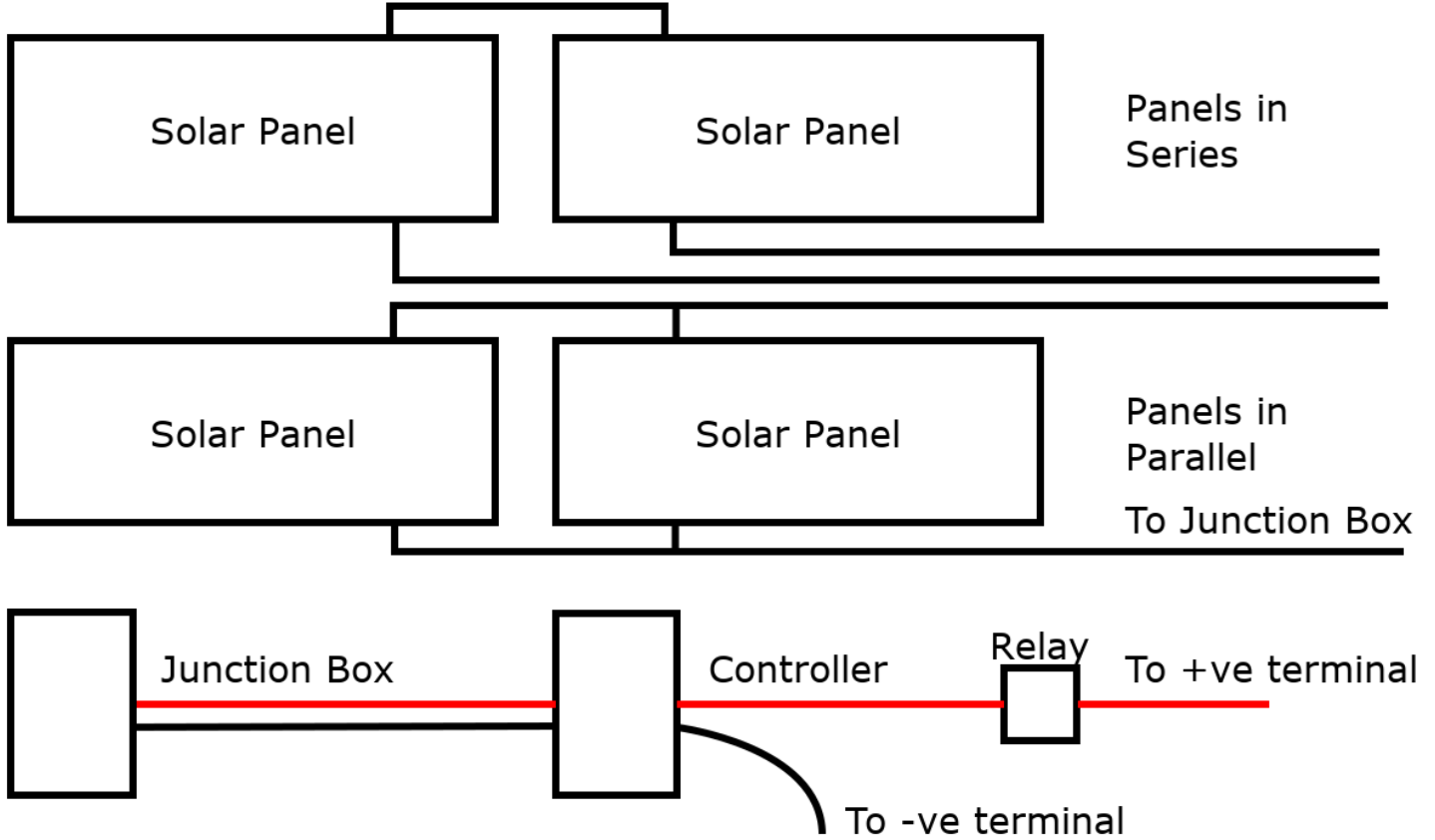
Wire gauge

The wire gauge required for any electrical circuit on a boat is directly proportional to the current that will be carried by the wire and the total length of the round trip that is needed to complete the circuit. So to put it simply wiring the panels in parallel will need a thicker wire than when you wire the panels in series.

Temperature

The nominal voltage of our panels can be altered by $\pm 6V$ depending on temperature. The panels on Salty Lass are quite cool so their output voltage is typically 29V. If we added another panel in series them we could quite easily damage the MPPT controller as its maximum input voltage is 100V and each panel could output a maximum of 32V. On the flip side, if the panel gets too hot then the output voltage could drop to 19V. Still reasonable for charging a 12V battery bank, but would be useless if we had a 24V battery bank.

On Salty Lass we have run our panels in both series and parallel and for us shade was our biggest issue.



Cock-a-leekie Soup



This is a great soup for passages, cold winter days and days where you will be on the run all day as you can just get a scoop when ever you want. The soup was inspired by Beverley's grandma who taught Beverley to cook. She used barley in her soup, but seeing as Gaynor has to be Gluten Free, that ingredient has been swapped for lentils.

Ingredients

- 1 diced chicken breast
- 1 small onion
- 1 or 2 cloves of garlic
- 3 carrots, 1 parsnip, 1 large leek
- 2 table spoons split lentils
- 1 bunch fresh parsley chopped
- dried mixed herbs
- 1 gluten free stock cube
- Oil

Method

Roughly chop the vegetables along with the chicken. Add oil to a saucepan and add the chicken, garlic and onions. Cook until the onions turn transparent and the chicken has started to cook. Add water, all the other vegetables, a vegetable stock cube and lentils to thicken. Add all the parsley and bring the mixture to the boil then either leave to simmer or wrap it in a towel. We use Mr D's thermal cooker so that it can continue cooking while we get on with our day. After a couple of hours serve with bread to make a delicious meal.

Pan Pan

On 2nd September 2019 Salty Lass declared a Pan Pan. This is what happened.



Anglesey and Puffin Island

We had at last escaped Conwy, the weather was pleasant and we could at last feel the wind on our face and enjoy the sail. I (Gaynor) went downstairs to make a cup of tea, which we both enjoyed up on deck as the sun went down. As we approached Puffin Island, we discussed which way to go around the island, as the wind was coming up the Menai Straights. I wanted to sail for longer, which would mean going around the far side of the island, however this would give very little time to drop the sails and there are a lot of sand banks in that area, so we would

have to get everything right. Beverley, who is the more cautious sailor said we should drop the sails earlier, so that if we had an issue starting the engine we had time to fix it. We went with Beverley's suggestion, and she of course was proved right, as the engine struggled to start, but we had the time to try again and the engine started on the third attempt. The only issue with going on the near side of Puffin island is the sand banks, but we had plenty of water to cross them.

As the wind was directly on our nose and we were in a narrow channel I took control of Salty Lass, rather than Annie our auto pilot. Beverley and I rely on Annie, when there is plenty of sea room, but as soon as there is serious navigation to be done then we rely on ourselves. It was fun, steering Salty Lass, there was plenty to do and plenty to look for. When Beverley went downstairs to check things, she said that something was not right, Salty Lass's engine sounded different. So I said,

"Well, we can always go to the mooring field in Beaumaris"

We however decided that we would go to our intended mooring which was just two nautical miles further down the channel. By this time it was quite dark, so I steered close to the reds, and asked Beverley to get a torch so that she could look for the mooring field, which was on my starboard side. As she went downstairs, she started coughing, so she lifted the stairs to see water gushing into the boat. She shouted at me,

"Water"

With this one word, I knew that there was a serious problem, so I turned Salty Lass towards the mooring field. Beverley got onto the radio and declared a Pan Pan with the words

"Pan Pan, Pan Pan, This is sailing yacht Salty Lass, We are 100m south of Beaumaris pier, we are taking water aboard. We require immediate assistance".

Once the call had gone out, I got Beverley to play the torch over the water, so that we could look for a mooring. I saw one, so I told Beverley, where it was, she located the mooring buoy I had seen, so she went up front with the boat hook, while I manoeuvred Salty Lass, towards the buoy.

While I was getting us to the buoy, Holyhead coastguard, came back to us. So I had to give them a quick update, saying that I had seen a buoy and I was getting Salty Lass to that. They realised straight away that I was busy, so they left me to get on with my job, but they still sent the Lifeboat out to our position. Beverley, picked up the buoy and as soon as she shouted that we were moored up I switched the engine off, quickly followed by the ignition switch.

It was only then, that I went downstairs into what I thought at the time was a cloud of smoke, but was in fact diesel fumes. I realised that the bilge pump was already going, so Beverley must of started that at some time. I opened the hatches to get some of the fumes out of the boat, then I lifted the floor to see how the bilge pump was doing.



Hole in exhaust elbow

While I had been checking the bilge Beverley had come downstairs and started looking at where she had seen water coming out, so I asked her what the problem was and she told us that it was the exhaust elbow.

We had got ourselves safe, we were already pumping the bilges and we had diagnosed the problem, when we heard Holyhead coastguard on channel 16 to Beaumaris lifeboat. So we went upstairs to welcome our guests aboard. From the time, we had made the call to the RNLI turning up, we had been some incredibly crowded minutes, but realistically it takes time to get people and assets on scene, so it is vitally important to make an emergency call as soon as you can.

So the RNLI were on our boat again, one of the volunteers was an engineer so he looked at our exhaust elbow, the volunteers also checked everything with us, so while Beverley went up on deck and showed the RNLI volunteer how she had secured Salty Lass, another engineer asked me what I was going to do to sort out the problem, so I quickly told him,

"Close the engine sea cock so that no more water can come on board, use the electric bilge pump as much as possible to remove water, then the manual bilge pump and lastly a bucket and sponge.

He was well satisfied with my answer, so he was quite happy for us to remain on board, he had just gone upstairs for a few minutes, and I was checking the sea cock and closed it, that way no more water could come on board as the leak was after the sea cock.

I followed him up to wave the RNLI off, the volunteer that was asking Beverley questions was well satisfied with what she had said, so we were allowed to stay on board. I asked the guys to give us a big smile but with it being so dark, we could not see anything.

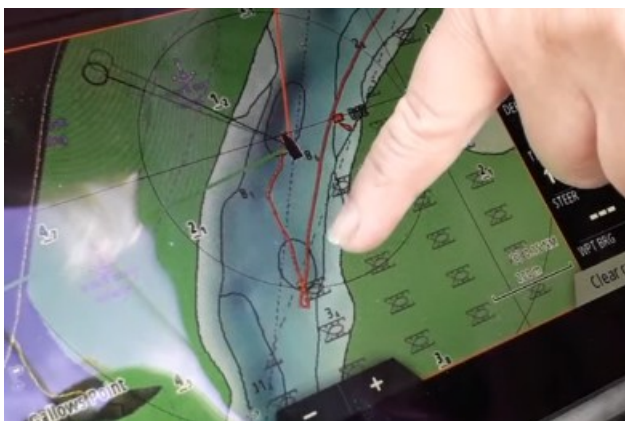
Once they were gone, we went below decks to assess the damage, this is when I noticed that the air filter was damaged

too, I suspect this was from people looking at our exhaust and not being cautious. It was on my hit list, so quite frankly I was quite happy, it was at this point that Beverley told me of another issue. Apparently the diaphragm on our manual bilge pump was damaged, so just another thing to add to the list.

Beverley used the dinghy pump to get most of the water out, then she decided to go upstairs and check the mooring lines one more time, while she was doing that I continued to remove water from the bilges, but now I was on the sponge and bucket stage. While I was getting on with that job, I reflected on our situation and although it was a Pan Pan, we both knew what we were doing, and we knew how to respond when asked questions.

That night we slept really well on our pilot berths because we knew we were safe, but we were also tired out.

The next day we had what I colloquially call UK clag, but even with the low level cloud we were still pulling in between 40 and 60W of power, which was a good thing seeing as the engine was knackered.



Track

I looked at just how far we had gone down the channel before we had turned around and quite frankly, it was no distance at all.

We also went through our check list, especially looking at the mooring. Looking at it all we needed to do was put a fender between the chain and Salty Lass and we would be good to go.

To watch the video go to <http://www.saltylass.co.uk/pan-pan>

Aftermath of our Pan Pan



Cleaning up after Pan Pan

The day after the Pan Pan, we went to the local repair shop which was ABC power marine, there we ordered an exhaust elbow, an air filter and a few other bits and bobs.

The parts and an engineer arrived a few days later and the exhaust elbow was fixed. As it happened the mooring that I had picked belonged to ABC marine and they let us use it for free while we waited, so overall we got a good deal.

<http://www.saltylass.co.uk/diesel-engine-exhaust-elbow>



More engine troubles

The other issue that we had, was that the engine didn't always start on the first attempt. This was finally identified by Stuart of Holyhead as being a faulty starter motor. He got that serviced for us, putting in new brushes etc. He also sorted out a small water leak on our out impeller.

We have since had to service our impeller ourselves to put in an oil seal and I have to tell you that Stuart made the job look so easy, while it took us ages to fix the oil leak and it is still not sorted so is on our list of things to do for winter 2020

Follow the complete story at <http://www.saltylass.co.uk/engine-trouble-revisited>





Taking pictures

Although Beverley and I are no where near professional photographers, exploring the world all be it very slowly has renewed our love of photography. To go out with a camera and take pictures is so enjoyable. Currently we have shared the pictures we are taking in a variety of galleries

<http://www.saltylass.co.uk/gallery>

and as wallpaper

<http://www.saltylass.co.uk/wallpaper>



Conwy

<http://www.saltylass.co.uk/conwy>



Holyhead

<http://www.saltylass.co.uk/holyhead>



Ardglass

<http://www.saltylass.co.uk/ardglass>



Advice on Board

When we heard about the Free RNLB life jacket check and advice onboard sessions we decided to book one, with the Community Safety Officer

We had booked an Advice Onboard session with our local Community Safety Officer, down on Salty Lass in November 2019. It was a very informative session and ours took over two hours, which according to the local officer was the longest time he had ever spent on board.

Life jacket maintenance

Your life jacket may save your life one day, but only if you maintain it properly. So the first thing that the Community Service Officer did was show us how to maintain our life jackets.

Wear and tear - so for that we looked at the state of the fabric and the stitching.

Leak Test - he advised us to blow up the jacket, once a year and to leave it inflated for 24 hours so that any leaks in the jacket could be detected.

Gas in date and tight - He showed us how to make sure our gas cylinder was in date and tight, We were quite shocked to find that our cylinders were loose, which would mean that the gas might escape and not go into the jacket. So we were really glad that we got that checked and we would know how to check it in the future.

In one of the RNLB life jacket clinics they found a very high percentage of life jackets had faults, and I'm afraid to tell you that our jackets would be part of this percentage.

Advice Onboard

We want to be as safe as we can be on Salty Lass, so it was really good to have the Community Safety Officer talk to us about how we could improve safety onboard and to give us practical suggestions about additional equipment that we should consider purchasing. The Community Safety Officer worked through our safety equipment from stem to stern, using a check list which covered 65 individual items. Of these 33 items are considered priority and cover things like Anchor, Kill cord, Fire fighting equipment and Safety Harnesses. Of the 33 items we needed, to buy a smoke detector, improve our Man overboard equipment and get some spare navigation lights. While of the 32 recommended items, the main thing that we want is AIS, and we might get an EPIRB, we also need to sort out our grab bag, so lots for us to consider.

Overall

It was a very informative session and the Community Safety Officer answered all our safety-related questions. By the end of the session we had a long list of things we need to sort out to improve our safety here on the Lass, this is why we would really recommend to all our viewers that they register their interest today at

<https://rnli.org/safety/what-we-can-do-for-you>

We were very glad to have received the free advice so we made a donation at our just giving page.

<https://www.justgiving.com/fundraising/damsels-in-distress>

Eberspächer Service

Servicing our Eberspächer diesel heater is one of our most popular videos.

You need to service your Eberspächer Diesel Heater every 2000 hours, which is just three months if you are using that heater all the time. The full how-to that accompanies the video has been improved and can be found here

<http://www.saltylass.co.uk/eberspacher-service>

This piece is just a summary of the article.

Equipment



Glow plug extraction tool

- Eberspächer Service Kit including glow plug extraction tool
- Wire and drain brushes
- Several Screwdrivers
- Spanners
- Gaffer Tape
- Torch
- Wet and Dry sandpaper
- Pointy nose pliers
- WD40
- Coke-a-Cola or Pepsi

Remove Eberspächer Heater

So that you can move the heater and take to a larger space you will need to

- Remove the control cable
- Remove the diesel line and strap it to the bulk head so that the top of the fuel line is above the top of the diesel tank
- Remove the Eberspächer

Take the Eberspächer Heater apart



Eberspächer in bits

To take an Eberspächer apart you need to

- Remove the plastic casing
- Remove the control unit, to do this you need to remove the glow plug cable from the control unit and remove the temperature sensor
- Remove the glow plug
- Inspect the glow plug
- Clean the glow plug
- Remove Motor
- Remove the internal combustion engine
- Remove the wire gauze

Clean the Eberspächer



Coke in heat exchanger

For this you will need the brushes, coke, WD40 and Wet and dry paper

- Wire and drain brushes remove soot.
- Coke, great for cleaning the heat exchanger
- WD40, use for cleaning the combustion chamber
- Wet and dry paper for small areas

Put it back together

It is at this stage that you open the service kit. In the kit we found, two gaskets, a new gauze and a fuel filter

- Put in the first gasket
- Add the Combustion unit
- Put in the second gasket
- Add the motor
- Add the new gauze screen
- Insert the glow plug
- Insert the control unit
- Replace the temperature sensor
- Add the cover

Put the Eberspächer back

Now its just a case of putting the whole unit back where you found it. You can also change the fuel filter, which goes before the diesel pump. In our experience when you change the fuel filter, it almost always fails to start straight away as you have introduced a large air gap in the fuel supply. While when you just service the unit, it usually starts straight away as the air gap in the fuel supply is smaller.

Quiz

On the Salty Lass website there are a variety of quizzes under

<http://www.saltylass.co.uk/collision-regulations>

Here are a few of the questions

1) Under the collision regulations rules, which vessel has right of way

- a) Sailing vessels have right of way
- b) Large tankers have right of way
- c) Fishing Vessels have right of way
- d) No vessel has right of way

2) You are motor sailing with two fishing lines over the stern of your boat, are you?

- a) A 'Sailing vessel'
- b) A 'Vessel engaged in fishing'
- c) A 'Vessel restricted in her ability to manoeuvre'
- d) A 'Power driven vessel'

3) When taking bearings on a tanker whose side is towards you in order to avoid collision you should?

- a) Take a bearing of the bow of the tanker
- b) Take a bearing of the port side of the tanker
- c) Take a bearing of the funnel of the tanker
- d) Take a bearing of the starboard side of the tanker
- e) Take a bearing of the stern of the tanker

4) In a near head on collision between two motor boats

- a) Both boats should turn to port
- b) Both boats should turn to starboard
- c) Only the boat on the port side should alter course
- d) Only the boat on the starboard side should alter course
- e) The boats should stay on course

5) A towing light should be?

- a) Red
- b) Green
- c) White
- d) Yellow

6) A towing light should have the same characteristics as?

- a) A mast headlight
- b) A stern light
- c) A flashing light
- d) An all round light
- e) A sidelight

7) How fast should a flashing light flash

- a) 60 times per minute
- b) 80 times per minute
- c) 100 times per minute
- d) 120 times per minute
- e) 140 times per minute

8) For partially submerged vessels under tow they should have

- a) A Flashing Yellow light - 3 miles
- b) A Flashing Yellow light - 2 miles
- c) An all round white light - 3 miles
- d) An all round white light - 2 miles

9) A long blast is defined as

- a) A blast 0.5 seconds in length
- b) A blast 1 second in length
- c) A blast 2 seconds in length
- d) A blast 2-3 seconds in length
- e) A blast 4 seconds in length
- f) A blast 4-6 seconds in length

10) A vessel over 12m must carry

- a) A horn
- b) A bell
- c) A gong
- d) A whistle
- e) A device to make a sound

11) One short blast means

- a) I am going to port
- b) I am going to starboard
- c) I am going astern
- d) I do not understand

12) You are coming into harbour and there is a blind corner, on your port side, so sound

- a) 1 short blast
- b) 1 long blast
- c) 2 short blasts
- d) 2 long blasts

13) In restricted visibility, a vessel over 100m can use which Morse letter to warn other vessels of their position

- a) A
- b) B
- c) C
- d) D
- e) R
- f) S
- g) T

Answers

- 1) d - No vessel has right of way
- 2) d - A 'Power driven vessel'
- 3) e - Take a bearing of the stern of the tanker
- 4) b - Both boats should turn to starboard
- 5) d - Yellow
- 6) b - A stern light
- 7) d - 120 times per minute
- 8) c - An all round white light - 3 miles
- 9) f - A blast 4-6 seconds in length
- 10) d - A whistle
- 11) b - I am going to starboard
- 12) b - 1 long blast
- 13) e - R