

# NIMBUS News

THE MAGAZINE OF THE  
NIMBUS OWNERS CLUB U.K.



WINTER 2021

## FROM THE CHAIRMAN

We have welcomed 18 new members since our last newsletter, see Janet's message below. Our members are certainly spread around the coast of the UK and abroad with boats of varying models and ages. The newsletter, website and Zoom meetings bring us together, and it is interesting to hear of members' adventures and technical issues. The classified section of the website works well, both for selling boats and surplus equipment but please remove items when sold or no longer available.



In October our Treasurer Roger Nicholas organized another excellent lunch at Hornet Sailing Services Club, Gosport, and again amazed us with his table decorations. Janet and I were really shocked to be presented with a beautifully engraved decanter from the membership, a total surprise. Thank you so much, it now has pride of place at home. I was also given a "Chairman's Burgee" which raised a laugh. I will be proud to fly it on Nio at club events.

Steve Lane, Managing Director at Offshore Power Boats, Lymington reports that new boat sales continue to be strong, and the second-hand boat market is very buoyant.

Thank you as always to our committee who work quietly behind the scenes and ensure the smooth running of our club. All being well we have events and Zoom meetings planned for 2022. These will be published on the website and by email.

To those members who keep their boats in commission over the winter months I wish you pleasant and uncrowded boating.

**Season's greetings to all for December and best wishes for 2022. David**

## A Message from the Membership Secretary - Janet Noyce

**We are delighted to welcome the following members who have recently joined us.**

**David and Emma Crouch**, 350c "DELTA ECHO" home port Mayflower Marina, Plymouth

**Harry and Gill McConnell**, 4000 "BLUE MOON" home port Troon, Carrickfergus

**Simon and Sandra Doggett**, 320c "BATHSHEBA" home port Weymouth

**Paul and Jan Cheale**, 365c "ONAWHIM 11" home port Gosport

**Michael and Fiona Cannon**, 320c "REFORMADO" home port Salcombe

**Rob Howes**, 310c "TARKA" home port Chatham Maritime Marina

**John and Anne Pasley**, 280c "ARIANE" home port St Mawes

**Stephen and Jayne Lee**, 320c "NERISSA" home port Percuil, Falmouth

**Alan and Franzi Dawson**, 280c "CIEL BLEU" home port Gosport

**Mark and Suzy Dorsett**, 27c "CASSINI" home port Emsworth Yacht Haven

**Graham and Theresa Wiseman**, 310c "BLUE RIDGE" home port Lowestoft Haven Marina

**Stephen and Alison Parkes**, 305c "NIMBLE" home port Hythe Marina Village

**Nigel and Susan Anderson**, C9 Commuter Series "HERBIE" home port Chichester

**Stewart and Catherine Snowball**, 380 Commander "FIRST LIGHT" home port Deacons, Hamble

**Simon Merritt**, 280c "SHEARWATER" home port Cowes, IOW

**David and Jane Moon**, 310c "LATE FOR THE SKY" home port Felixstowe Ferry

**Robert and Susan Fitch**, 37ft Trawler "WIGHT STAR" home port Southampton

**Nigel and Julia Hartley**, 35DC "MACHO2" home port Brixham

We wish you many happy hours aboard your Nimbus. Janet

# EDITORS' INTRO.

Jean and Peter Coles  
*(White Rider, 310c, Gosport)*

Reflecting on 2021; in the UK we have been able to use our boats and work on them but the industry's 'success' in selling boats resulted in busy marinas. The limitations on our ability to cruise to mainland Europe and their ability to visit the British coast may have balanced but either way, it was a hectic summer. Avoiding school holidays and phoning ahead became pre-occupations. In the South marinas, particularly the three dominant providers annoyed boaters by turning away paid-up 'members' who were not local berth holders. Apologies to our overseas members for that moan, it's all true but, in typical fashion, Nimbus owners made the best of it.



Yes, you've been busy! Here we report on club social events at Gins Farm and Hornet Sailing Club. Our technical matters include a continuation of Dennis Knight's astonishing bad-luck cruise from our previous edition; 'though they still had a "great holiday"'. By contrast, and to balance our technical content, you can read and admire the pictures of the final stage of Graeme and Barbara Smith's previous summer cruise from their base in Auckland, New Zealand. Their winter just gone was restricted but, with all the current caveats, they do hope to get to Lymington in the Spring. Another Zoom technical session provoked some lively discussion and around these longer articles you can read of members' own activities and advice on improvements.

Thanks to all our contributors this is another varied Nimbus News. We don't expect another TV star – so read on – but ask members to record and contribute as we move into 2022. All the very best for Christmas and the New Year.

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**Christmas Prize Competition**  
**Win a Case of Wine**  
**Starts on Christmas Eve**  
on the Club's Website: [www.nimbusowners.co.uk/](http://www.nimbusowners.co.uk/)  
**Log in and try your skill**



# NIMBUS OWNERS CLUB Events 2022

To be arranged when we can through  
"All Member" emails.

## Flying the Flag at Gins

by Julia Hendry

"Gins" Clubhouse sits in the most beautiful location on the Beaulieu River between Bucklers Hard and the river mouth and affords spectacular views down the river, towards Southampton, across the Solent and right across to Cowes. On 8th September more than 40 Nimbus members came to this lovely setting to enjoy a social gathering, to catch up with old friends, share boating experiences and welcome new members over a leisurely lunch. Some arrived by boat, taking advantage of overnight berths on the walk ashore pontoon, or picking up a visitor mooring buoy on the river, whilst others decided to travel by car and enjoy the peaceful New Forest scenery. The weather held, the sun shone, and visitors by land or sea were welcomed by the sight of the Nimbus flag flying proudly from the Club flagpole in a moderate breeze.



Gin's, on this remote stretch of the river, is the home of the Royal Southampton Yacht Club's (RSYC) clubhouse who in 1964 purchased the land and constructed the clubhouse with its extended walkway leading out to the riverside. But why the name 'Gins'? No, nothing to do with the ice and slice version. The name is thought to go back to the 13th century when Cistercian Monks established the largest Cistercian Abbey in England near this stretch of the river. It is believed the monks had their fishery here. This location that provided quick access to the sea, at all stages of the tide, without having to navigate the river's narrows and currents. As the Abbey developed so did its fishing fleet, accompanied by a matching fleet of trading ships.

When a quay was developed it was equipped with a lifting or winding device to load and unload large quantities of heavy goods. At that time the Cistercians would have called this mechanism the Old French title 'engin', derived from the Latin Ingenium. Hence it became the 'place of the en-gin' that down through the following centuries was shortened to the word 'Gins'.

There - a little bit of history behind this lovely spot for our September luncheon and thanks to Janet and David for all their hard work to make it possible. *(thanks to Julia and to Angela and Paul Vince for the pictures. Eds.)*



# Brittany Canals

by Clare Mears

*In our Spring 2021 edition Clare described their August 2020 manoeuvre around Covid restrictions in the UK and France. From the Solent they had a simple and calm 360+ nm sea passage then slightly more problems getting back to the UK without a car! Here's their next story Eds.*

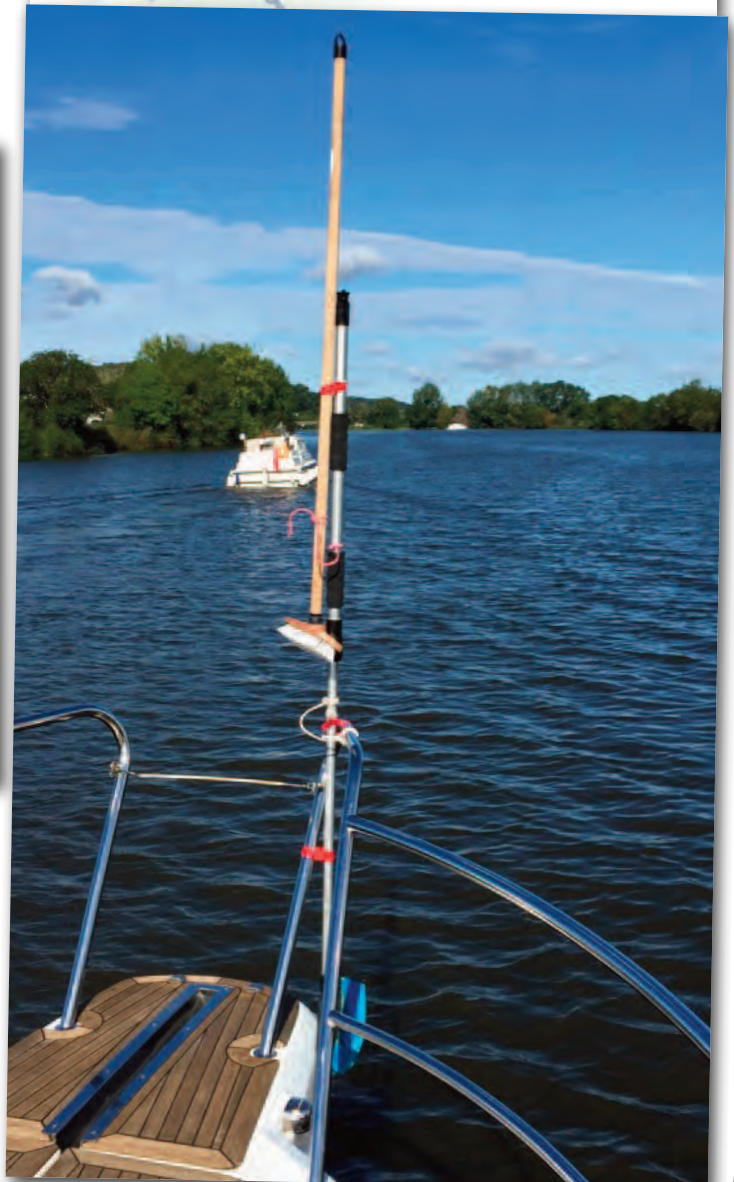
Our 365 Coupe is based in southern Brittany. Having cruised at sea for some 500 miles in our first year of ownership, we were persuaded by friends who have a canal boat at Messac to join them for a canal adventure.

We left our base at Port du Crouesty and cruised some 24 miles to the Villaine, passing into the river through the 85m x 39m lock at Arzal. A leisurely cruise of some 70 miles with two overnight stops we arrived at Redon and went through the small lock to enter the canal system.



Our friends had researched the depths of the canals and air height of the numerous bridges. To be safe we lowered the mast and erected a couple of joined up brooms on the bow to mirror our highest point on the cabin top.

We had a magical week at the end of this season but look forward to going back to sea and heading south in the spring.



# FED UP WITH TIGHTENING YOUR BELT?

Part 2 (the update)

By Martin Willard

## (Fixing a belt wear problem on a Yanmar 4LH engine)

In a previous news, I reported action taken to try to solve excessive belt wear on our Yanmar 4LH STE engine (on 310c). We needed to tighten the belt every 15-20 hours and had significant rubber dust in the engine compartment.

Essentially, we replaced the alternator pulley and water pump pulley as these were very heavily pitted. The main shaft pulley was inspected but found to be OK. We also installed a Gates belt.

Since this work we have done some 50 hours with minimal dust and no need to adjust the belt. Hopefully this issue is fixed.

By coincidence, I was talking to someone who spent most of his career maintaining buses, and being asked about the problem of excessive belt wear, immediately responded "change the pulleys". He is the only person I have approached who immediately put his finger on the problem.

### Parts, cost and my suppliers:

**Water pump pulley** from Yanmar

**Alternator Pulley** £10.00 Car Go 135272 from The Starter Motor & Alternator Co

[www.startermotor-alternator-store.co.uk](http://www.startermotor-alternator-store.co.uk) sales@startermotor-alternator.co.uk

01752 339871 their ref to alternator = A1632

It's a 3 part construction: Part E70L to alternator; Part A70L away from alternator and a 9mm spacer

For the record, Tranquility's Alternator is Hitachi 119573-77201 LR180-030 12v 80 Amps

**Fan Belt** a Gates "FleetRunner" AVX13x1200HD

£25-00 from PMA Motor Factors Chichester 01243 772230

# NIMBUS & NELSON TO THE RESCUE! —

## *The continuing saga of Shilling's 2021 summer cruise*

by Dennis Knight

Having departed from Lowestoft after our two weeks on the Southern Broads with John & Freda on "Aotea", we set off south intending to enter the River Deben and continue to Woodbridge Tide Mill. However, fate had a different plan. Following about a mile behind "Aotea", the engine note changed suddenly, the overheat alarm sounded, and, steam was erupting from the engine bay. The engine was switched off quickly!

Hadn't we suffered enough grief, the loss of our anchor and chain followed by the diesel bug, what cruising god had we upset now?

Quickly calling up "Aotea" they immediately turned around and came back, we were about a mile away from the S.W. Whiting Bank buoy and fortunately in calm conditions. Abandoning any thought of proceeding to Woodbridge, as the River Deben entry is very tricky, John decided to tow us to Levington Marina on the River Orwell, about 22 miles away, where there are repair facilities. After a tow of over four hours, we arrived around 8pm and picked up two buoys outside the marina for the night.

Next day the marina moved us into an alongside berth where we contacted the Volvo Agents, French Marine. Initially they said they were fully booked and were not accepting any more work before the end of July (more than four weeks away)!

First, we had to investigate what had caused an overheat shutdown.

On removing the insulating box around the engine, we found the belts driving the alternator, turbocharger, water pumps etc. had disintegrated and the bilge was awash with coolant, water and a small mix of diesel, probably spilt when the bug was dealt with in Ramsgate. So started a major day of cleaning with Janet reaching into parts that I could not access.

Discussing the disintegration of the drive belts with French Marine, they recommended replacing the guide rollers and tensioners and making sure the pumps, alternator, and turbo charger etc revolved freely. We ordered the necessary parts and in view of the overheat decided to do an oil change and change the seawater impellor.

Meanwhile our son arranged for one of his employees at Knight Marine to travel from Southampton to help with the repair. However, whilst awaiting arrival of the parts a local Volvo engineer took pity on us and got permission from his boss to give up his Saturday afternoon to carry out the repair.

Whilst starting to fit the new belts and tensioners he noticed some diesel on the port hand side of the engine where the air filter was dripping diesel. This required investigation, so removing the cover plate on top of the engine he discovered a reservoir of diesel between the injectors. The injector return fuel pipe had come adrift and he secured the pipes with tying wire to stop it happening again.

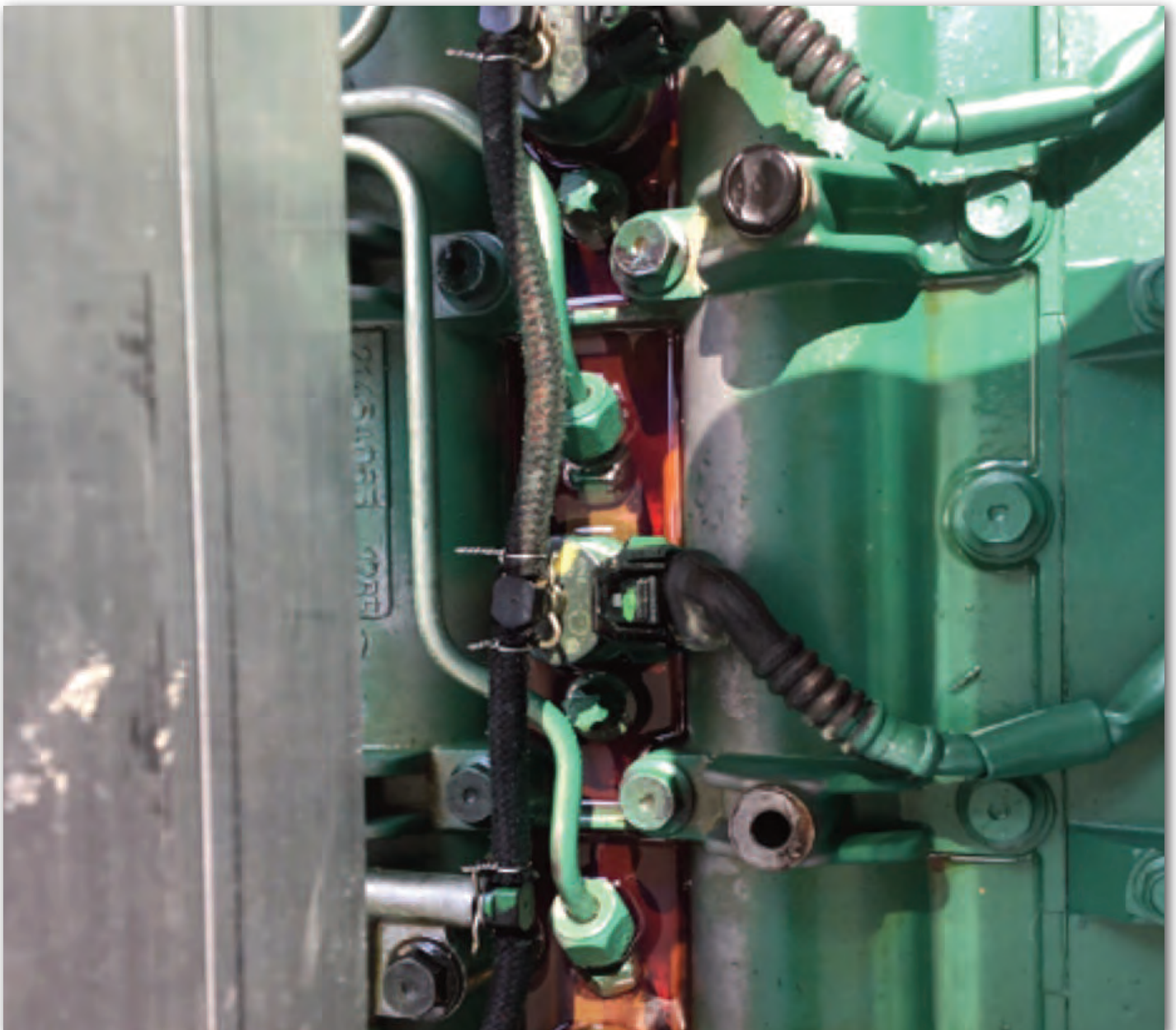
Confident that the problem had been resolved we continued our summer east coast cruise along with "Aotea". Visiting the river Deben and Woodbridge Tide Mill, then Shotley Point Marina, the Walton Backwaters and finally Titchmarsh Marina before it was time for us to leave John and Freda and head back to the Solent. With perfect weather we crossed the Thames Estuary, again refuelling and staying at Dover overnight, leaving next morning intending to stop at either Eastbourne or Brighton.

Having rounded Dungeness, this time in flat seas, disaster struck again. The overheat alarm went off, again steam and coolant were blowing out when we lifted the engine bay lid.

This time with no friends to assist we put out a PANPAN call. This was answered by the French Coastguard who immediately contacted Solent Coastguard who then responded. We advised them we were not in any immediate danger and had deployed our new anchor and chain but would require a tow into either Eastbourne or Dover. Solent Coastguard put out a call to see if any vessel nearby could assist, they also enquired if we had any commercial assistance cover or arrangements. (We have since joined Sea Start!)

Fortunately, in less than an hour a good Samaritan with a Nelson 38 bound for Eastbourne Marina had us under tow. We were very lucky to be rescued again so quickly but unlucky to have what was obviously a re-occurrence of the same overheating fault.

Safely in Eastbourne, the following day was spent again cleaning the bilges, we found that, despite the return pipes being wired, one had lost that fixing and leaked fuel over the cylinder head, again overflowing, and destroying all the belts.

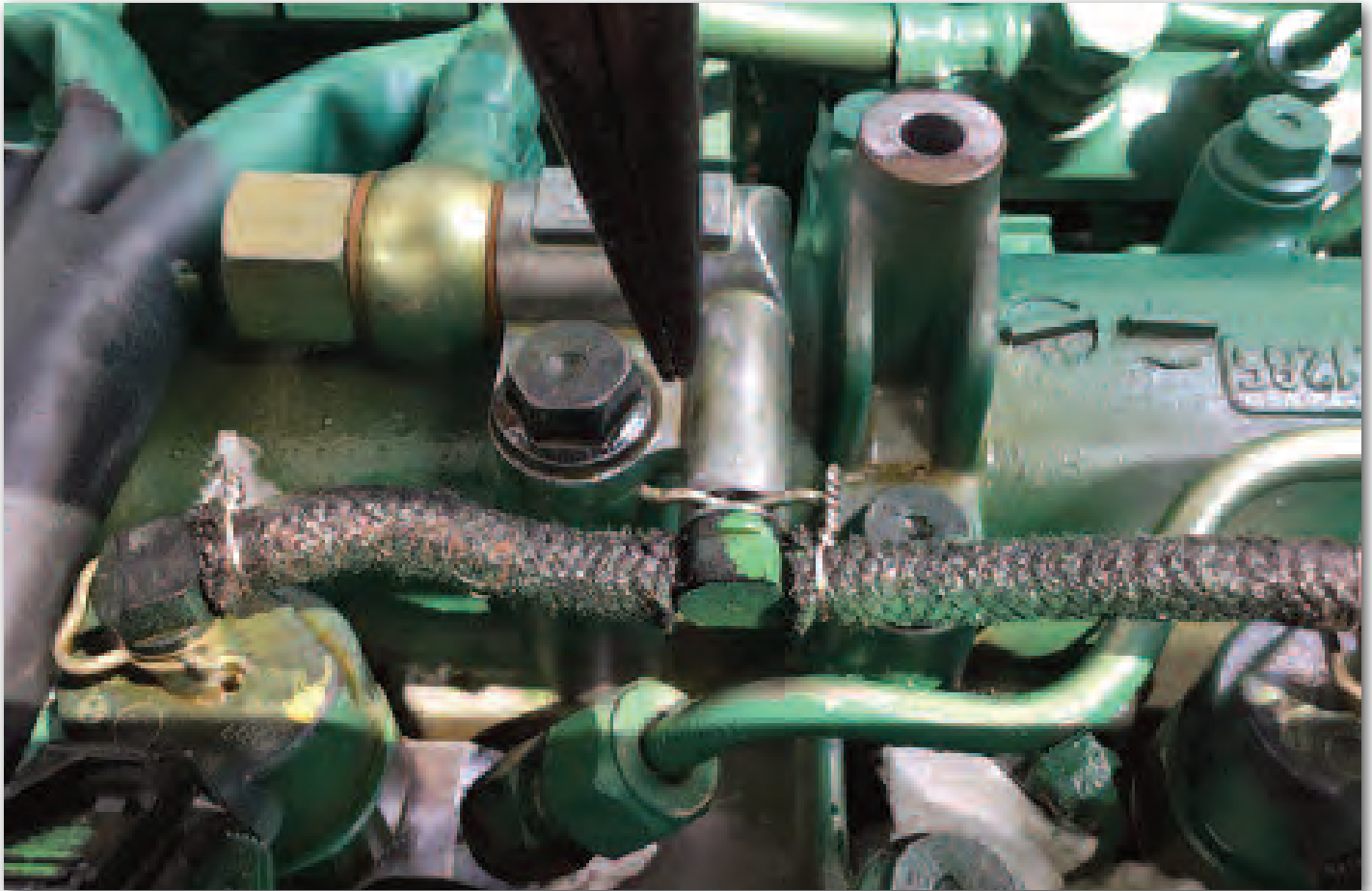


*Did the diesel leak because of one wire tie or from elsewhere?*



We decided to go home by train and returned a few days later with Dan Bentley a trained Volvo Penta engineer, along with the replacement parts in his van. Having replaced the drive belts Dan investigated what was causing the reoccurring fault of fuel causing the return fuel to spray and collect on the cylinder head before spilling out over the back of the engine and destroying the belts.

Checking the pipe from the non-return valve on the side of the engine was not blocked by blowing through it into the tank, he ascertained it was clear. He then decided to disconnect the pipe from the pressure reducing valve by No6 injector (see plier nose as a pointer).



Immediately he put a spanner on the nut the valve broke in two. Later the valve had to be held in a vice to remove the bolt, there were signs of a small fracture in the casting, and he concluded that the nut must have been overtightened during initial engine construction. Once again, he blew through the remaining pipework, this time to no avail. He then removed the non-return valve that connects the rubber pipe to the fuel tank, this seemed to be blocked and was the cause of the problem.

Needing further parts, we went back to Warsash with Dan and returned a few days later by train to Eastbourne. We fitted the replacement parts, checked for no blockages or leaks. We departed next morning, safely returning to Port Solent without problem before the fair weather broke. What a trip and what a "Knightmare"! But, despite all our troubles, we had a really good holiday with John and Freda on "Aotea".

Dennis & Janet Knight (Nimbus 365 "Shilling")



*Broken pressure reducing valve*



*Blocked or seized non-return Valve*

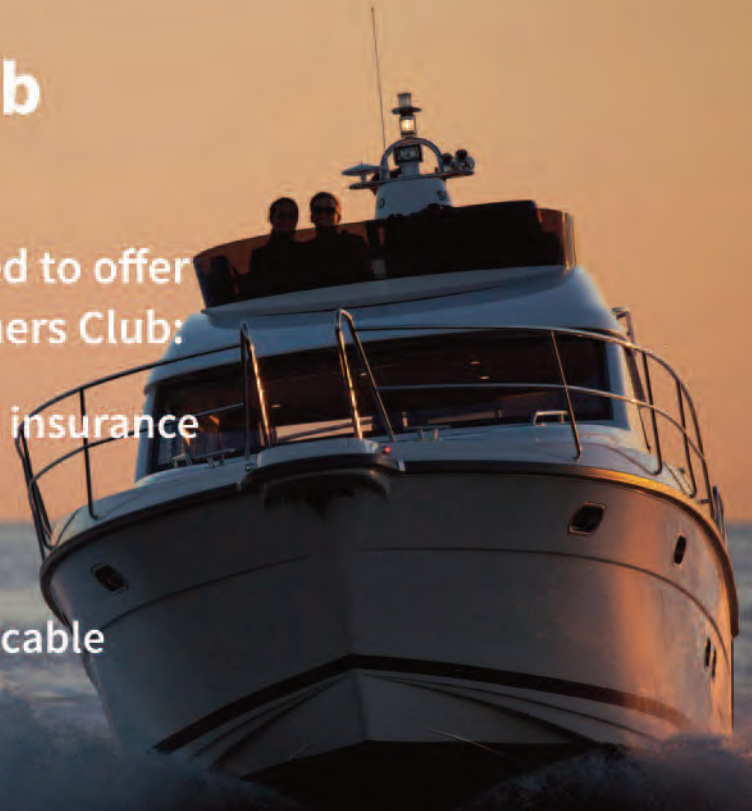


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# Around the Coromandel Peninsula to Whitianga

by Graeme and Barbara Smith

Bean Rock, with its historic hexagonal lighthouse, is an iconic sight out in the Waitemata Harbour. The lighthouse was built in 1871, when maritime traffic increased due to the Gold Rush on the Coromandel Peninsula, and is a landmark we pass whenever we leave Auckland.

Out in the Gulf, we can't resist the Little Blue Penguins, which are difficult to snap as they dive underwater just as we get close enough for a decent shot. They're like little blue bullets and seem to have an irresistible comic appeal.

With Auckland behind us, we could see familiar landmarks, Little Barrier, Great Barrier and the tip of the Coromandel Peninsula more clearly. On this trip, we planned the usual safer course, by rounding Channel Island and altering course east then south to Whitianga. However, as it was a very calm sea we took the shorter route through Colville Channel (around the tip of the peninsula), and found ourselves in glassy conditions for that stretch.



*Bean Rock*



*The ubiquitous Little Blue Penguins in 'The Gulf'.*



*Channels Island and Coleville Channel.*

On every trip, we experience an uncomfortable Pacific swell here so it feels like a long trip. After we'd passed "Hole-in-the-Wall" we could see our destination. Once in the waterways, we passed a Nimbus 305, aptly named "Super Trooper". Since shipping ours from Ireland, there is now a Nimbus agent in Auckland, no doubt we'll see more in future.



*Hole-in-the-Wall.*



*Nordic Blue at Whitianga.*



*A Swedish neighbour.*

Whitianga is an excellent place to explore on foot. After taking the small passenger ferry with my sister, from the town wharf, across to Ferry Landing, we walked to the top of Shakespeare Cliff, with its memorable views out to sea and down to Flaxmill Bay. Being in need of refreshment, we stopped at a café before catching the ferry again. It felt idyllic to be on holiday from retirement!



*Ferry 'cross the harbour mouth.*



*Across the harbour mouth to Whitianga.*



*From the clifftop track.*



*Whitianga wharf.*

The four of us took a day trip on *Nordic Blue*, past Shakespeare Cliff and on to Cathedral Cove. This is only accessible by taking a 1¼ hour walk or by boat but that day it was thronging with people. We anchored in the lee of Goat Island for a cup of tea and a bite, before heading back. Our beaming passengers loved the expansive view from the flybridge, commenting that it felt like a small ship!



*Shakespeare Cliff, Whitianga.*



*Cathedral Cove, Coromandel.*

After another great trip it was time to head home to our Hobsonville berth.

*(Eds – Small world: my cousin worked in the marina office at Hobsonville for many years. Jean C).*

# Fitting a Lewmar V2 Windlass from scratch to Blue Mist 320c

by Ray Harney

As a reminder: we bought Blue Mist in the Netherlands where many craft do not have “sea going” anchor installations forward. In the previous Nimbus News I described fitting the windlass on deck, this is about fitting the motor & electrics.



Picture 1.



Picture 2.



Picture 3.

In Picture 1) you'll see the switching cables to be found behind the forward cabin mirror in 320 & 310c models. These cables are already connected to power and the dashboard switches.

Picture 2) shows the connector mounted behind the left side of the forward cabin timber panel. This made it easier to run 35mm cables to the motor through the Lewmar treble wire gland.

Picture 3) shows the switching cables in conduit running across the back of the anchor chain locker to the connector.



Picture 4) shows the windlass motor removed from the gear box and stripped to its components. The 2 long bolts are all that holds the motor to the gear box. They are soft metal and could stretch under pressure from the high torque motor. This could lead to water ingress as there is no rubber seal between motor and gearbox. I replaced these long bolts with high tensile full threaded rod.

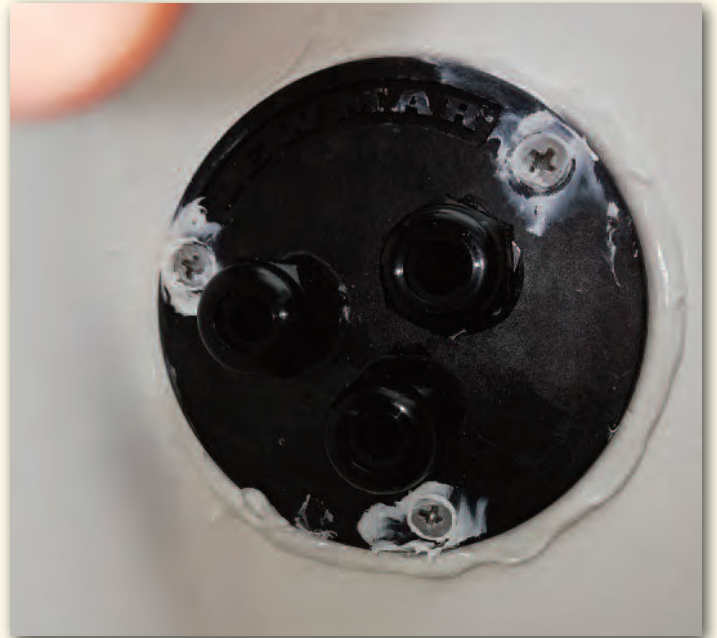
At the other end of the motor there is a metal cap with the centre bolt holding it. This is also vulnerable to water ingress and I believe needs a sealant. There is a fine O ring seal where the cap meets the motor body. By wrapping tape around the cap where the body meets the motor, it was better sealed but I finished off by coating both gear box and motor with water-proof wax.

The motor is mounted length ways in the chain locker thanks to the new v-type drive where the motor can be mounted in any direction around its mounting.





Picture 5.



Picture 6.

Pictures 5 & 6 show the fuse set up, positive power coming from the bow thruster & the Lewmar wire gland going through the chain locker.



Picture 7.



Picture 8.

Pictures 7 & 8 show the motor in place with a jacket made to help keep the Motor a little dryer.

# Nerissa - TV star for a day!

by Craig Porter

Some of you may have seen that, our now former 320c, *Nerissa* appeared briefly in an episode of the current crime drama "Shetland". The house used for filming had a pier which the director thought looked a bit bare so *Nerissa* was hired to jazz things up a bit! A bit of a blink and you'll miss the moment but it was good to see her again.

I recently sold her to new owners Steve and Jayne Lee and she has relocated to Falmouth now.

*(Eds: That's right, Shetland to South West Cornwall -Wow! Over the past 5 years Nimbus News has reported some long and interesting deliveries. Our last edition – Summer 2021 - published Dennis Nunn's story of his delivery contractor having a very difficult sea passage from France to Holland. Our Kiwi Members Barbara and Graeme Smith bought in Ireland. That's the world record but Steve and Jayne must now have the UK record; not that there's a prize!)*

There was quite a logistical challenge before she was successfully on her way. The transporter from Ayr-based John Shepard, made its way to Shetland on the 12 hour overnight ferry journey and then to Scalloway on the west side of Shetland. Unfortunately we don't have many boat hoists in Shetland so a lorry-mounted crane was hired to pluck *Nerissa* out of the water. She was then strapped down and off on the ferry for 12 hours before setting off for a road journey of 670 or so miles from Aberdeen to Falmouth.



We found *Nerissa* to be a great sea boat for the waters around Shetland. This year we did a 75 mile trip across to Orkney and spent a week exploring those islands. This made us realise that we needed more space for longer trips and it was time to start looking for something slightly bigger.



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# Club Autumn Lunch – Hornet Services Sailing Club, Gosport

On 13th October, 46 club members met again for lunch at Hornet Services Sailing Club where we as usual, enjoyed great food and friendship.

It was two years since Roger Nicholas first hosted a mid-week lunch at this his home club. A great deal has happened since then, but the quality (and quantity!) of the food was again excellent and bar prices still very reasonable. As a bonus, it was also one of those perfect autumn days, ideal for motor boating, high pressure, very light winds.



“Hornet” Club House is the UK’s largest listed hut, maintained because of its importance in WW2 as Coastal Forces HQ. there’s much more in Roger’s brief history in the Autumn 2019 Nimbus News – (back copies always worth reading or checking! - Eds.). Around Hornet are acres of MOD property which has not had the Portsmouth or Chatham Dockyard treatment. Much of the area, and it’s Georgian and Victorian buildings, is sadly neglected. Some is very well used by defence-related clubs and charities, but there is little development. Overall, it is not a good reflection on over 300 years of service to the country. There remains however the polite, calm, efficient human bit: the staff preparing and serving our meal and, the workers outside lifting and trailing boats to layup, the security all are ex-service personnel.



Hornet SSC and RNSA provide serving and ex-service personnel with moorings and berths all round Portsmouth Harbour. The Army Sailing Association and the Joint Services Sail Training Association also make extensive use of the Hornet facilities. It was therefore a pleasure and a coincidence that we were able to welcome new members who are also members at Hornet. Phil Warwick and his wife Catherine are experienced sailors who recently acquired a Nimbus 320 called ‘Silver Blaise’. Phil is also the full time CEO of the RNSA and looks after its 5,000 members around the world. The other ex-RN member to join us were Alan Dawson and his wife Franzl who had very recently bought ‘Ciel Bleu’ a Nimbus 280C. We were also very pleased to be joined by Nigel Hawkes and Ric De Cristofano from our associated insurance company Topsail.



After the meal, Chairman David welcomed people, thanked Roger Nicholas for acting as host and for decorating the room and the tables. Roger's flag signal masts on each table were much admired, 'though not read quickly - only a few really geeky members properly understood his use of flag letter substitutes.

Then it was time to surprise David and Janet and thank them for more than ten years' service as Chairman and Membership Secretary. They were presented with an engraved decanter and properly sewn 'Chairman's' pennants to fly on 'NIO'. During their time in office the club has grown in numbers and now has approximately 180 registered boats. It has developed into a highly supportive organisation for technical advice as well as social contacts. Long may it continue.





Is your pride and joy up to standard?

**BUT:**

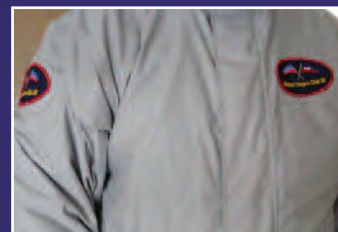
Is it let down by your scruffy, faded or worn Nimbus Owners Club burgee?



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**ALSO:**

Are you proud of your membership of the Nimbus Owners Club UK?  
Why not buy a washable, woven badge to stick or sew onto your sailing jacket (or jumper)  
- also ideal for covering up unwanted advertising by clothing manufacturers!



NIMBUS OWNERS CLUB

# ON-LINE TECHNICAL FORUM –

## 20th November 2021

*by Peter Coles, with David and Roger riding shotgun*

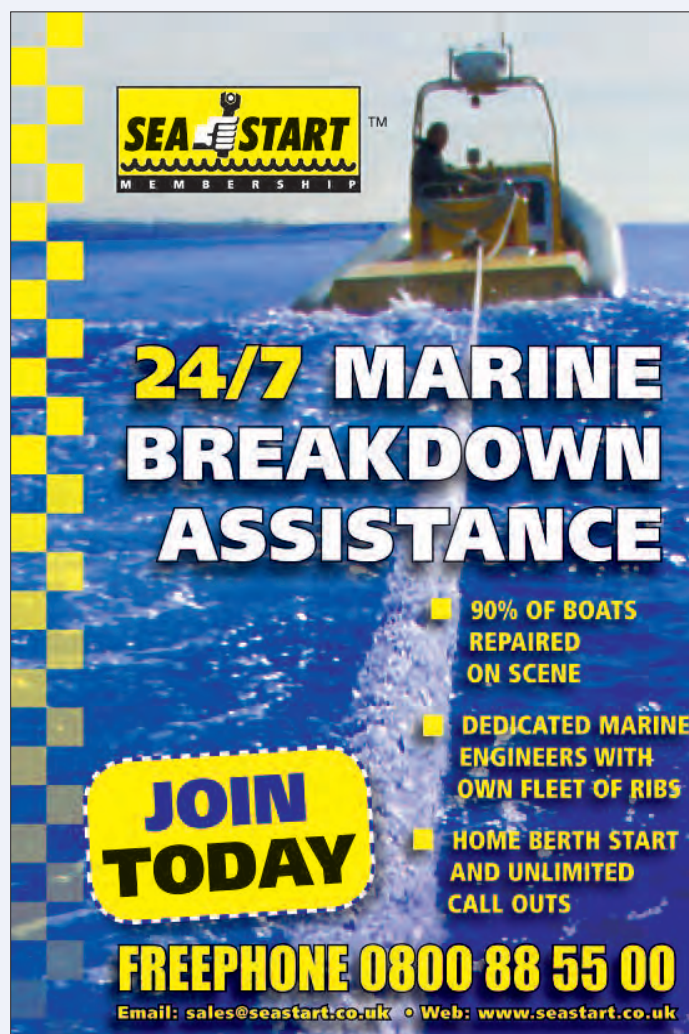
Around 20 members zoomed in to ask questions and to discuss different approaches to the maintenance and repair of their boats. Chairman David led us, helped by Roger Nicholas and Martin Willard. Members had emailed questions and comments in advance but throughout, questions, answers and debate ranged all-over our boats.

### DRIVE BELTS

Martin Willard drew attention to the success of changes made for his Yanmar 4LH engine which are described in this and previous editions. Members added that belt tensioners fitted to newer boats may not last long and further warned that poor batteries overload the alternator fitted to 310s and 320s. David warned that “these alternators are the largest that could be fitted into the plan and are having to work at the upper end of their capacity”.

### COCKPIT SHOWERS

Peter Freeborn from Ligea recalled discussions about showers at Island Harbour – on the hottest day! He sent his question and own solution in advance. Explanations of his and Roger Nicholas’ approaches are at the end of this report.



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## DECORATIVE STRIPES

These wear and peel off and go quickly with pressure washing! Nigel Barfoot ordered replacement stripes from Nimbus Sweden, had a very quick response and found the cost less than listed. Nimbus advertise prices using Swedish currency and taxes – some things are cheaper here! The hard part for DIYers is applying the stripes and getting them straight. They must be Vinyl and vinyl decoration of boats and cars is a well-developed industry, why not ask a professional?

## INSURANCE

Everyone agreed shopping around is essential as is being clear about the kind of cover you require for your boating needs. If the crunch comes the small print matters, especially if others are involved. Topsail supports the Owners' club and in our Spring 2021 edition Topsail's Nigel Hawkes outlined the state of the marine insurance market stressing these points. David again emphasised that this is a personal matter and that their support is not a club recommendation to use Topsail's services.

## FRIDGES

Wanting to replace his fresh water tank sender, Tony Robards needs access behind and below the fridge. It looks easy but his won't move. Other members have had no difficulty but a previous owner might have used glue or padding or tightened the wiring. This discussion moved on to transducer and tank suppliers and Wema and Tec-tanks were praised for quality and service.

## GAUGES

The majority of fuel and water gauges on Nimbus dashboards are not sealed and condensation is always possible. We boat in a wet environment and frequently have to cope with temperature differences!

## ENGINE OIL

Dennis Nunn from Holland (remember his report in our Summer edition about Manoka's trouble-full delivery!) asked about avoiding Volvo's high oil prices. David warned that if anything goes wrong it is too easy for engine manufacturers or their agents to blame the wrong oil.

## ANODES

Dennis also asked about appropriate anodes for the mainly brackish water in the rivers and canals of the low countries. Currently there are problems about availability of some shapes and sizes of all materials but aluminium/zinc alloy is best for such waters. Attention to anodes is vital to avoid damage to our costly props. Anodes must be checked carefully not just looked at. Loss of mass may be disguised under the surface.

## PROTECTING PROPS

A long debate ensued about how to 'anti-foul' our props and tabs. Manufacturers claims made for coatings are exaggerated and often disguise the difficulties of application, especially in colder conditions. Members are trying different coatings and the right kind of marine grease, others prefer clean bare metal and more frequent boat lifts/washes. In the Autumn 2019 edition of Nimbus News, Roger Nicholas wrote about how "at last" he made Propspeed work for Ardea. That article is very honest about the difficulties of doing the job properly and this year's lift showed Roger that his approach still works!

## FUEL FILTERS

Moving to single-screw boats for the first time Simon Doggett wanted to be sure how to ensure his diesel is healthy. Various member comments reminded us of the essentials: keep the tank filled in the winter, be conscious of greater risk as bio diesels become more common, use an additive properly (is it a dispersant or a biocide?) - Marine 16 and Fuel Set were recommended. Simon wants a see-through primary filter, many Nimbus boats already have these. David confirmed 30 micron gauge for the primary filter and 10 micron for the secondary. He also stressed the value of using the bottom drain to draw off any water, ideally by fitting a small tap. Members reported their experience of having their tanks and fuel cleaned after rough water stirred long-settled sludge.



## OLDER BOATS

Julia Hartley asked questions arising from her and Nigel's 'restoration' project with a 30 year old 35DC. Sadly, freeing the pilot chair on the fly bridge will probably require removing the cabin deckhead lining. They are berthed in Brixham and Kevin Hughes praised the Nimbus expertise at Darthaven Boat Yard also stressing the helpfulness of Nimbus owners in the Dartmouth, Brixham and Torquay area.

## ON BOARD TVs

Members have routed Glomex aerial cables to the radar arch in various ways. Nimbus boats had standard wiring when built. Extras were fitted before delivery, mostly by MEI in Port Solent, but over time boats have 'benefitted' from professional and DIY additions. In this and other discussions, members offered to post advice and 'solutions' on the club website – always worth checking. The TV debate moved to "why bother with aerials" when digital signals and systems are improving all the time. Which might be a case for larger ipads, but we mustn't advertise!

## COCKPIT SHOWER COVERS

*(Two different approaches were reported. These very simple fittings deteriorate in the sun and will need replacement. Here and on the club website, members' technical advice is often about simple not just complex questions! The Members' "Forum" and "Suppliers" sections are always worth checking and the club is investing to improve the search processes. Eds.)*

Before the session Peter Freeborn of Ligea wrote: "This was raised during conversations at the Island Harbour rally in August and concerns the plastic plug covers of the cockpit shower. I recently replaced these using 2 white rubber sink stoppers from Robert Dyas costing less than £4 each. I carefully cut from the existing Nimbus stoppers, both insertion rings that go into the housing of the shower stopcock and unit. The old stoppers were now flat. Ensuring that all parts (old and new) were thoroughly clean, I glued the smaller ring to the new plug using good quality rubber/plastic glue. I used an old light bulb holder to hold the plug in place until the glue had set. Remember to ensure glue is completely dry before putting the plugs over the fittings. The new stoppers fit well and look good. Leave chain attachment on for ease of removal. Job done!"

Roger Nicholas also had this problem and managed to get what he thought were replacements from Nick Cox at Lymington (these were also seen in Richardson's at Island Harbour). Unfortunately, when fitted the insertion rims were slightly too small to grip. Using a soldering iron, he distorted the rim in three places which made it stay in place. Roger also found that the safety tag which is normally bent back under one of the retaining screws was tending to pull the cover out of its housing. He simply cut off about half and used a screw and washer to fix it flat against the rim. The cover now pulls out and swings left or right to clear the opening.



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**Closing date for the next, the Spring 2022 edition will be Friday 15 April 2022**