

# CO 26

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The magazine of the Contessa 26 Association



**Belphebe wins the 2023  
Jeremy Rogers Trophy**

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Front cover photo: David Harding/SailingScenes.com

## Welcome to our new members 2024

### Full Members:

**Jack Page**  
**Neil Williams**  
**Peter Lochery**  
**Brian Day**  
**Paul Lees**  
**Matt Kynaston**

### Associate Members:

**Mark Berry**  
**Teodoro Maler**  
**Jazz Turner**  
**Margaret Witherington**  
**Andy Wootton**

## Events for the 2024 season

**31st May to 2nd June**  
**National Championships,**  
**Yarmouth**

**15th June 2024**  
**Round the Island Race**

## 2023 Workshops and Rallies

### 22nd April – Engine Workshop

20 members attended this workshop representing 14 boats. The workshop was held at the Lymington Town Sailing Club and was led by Mark Arnold; it comprised theory and practical sessions as well as a Q&A session after a very pleasant lunch. Three boats were on display on the Club's pontoon with different engine types for practical sessions and for members to inspect.

### 29th April – Sails/Rig Workshop

24 members attended this workshop representing 17 boats. The workshop was held at Lymington Town Sailing Club and led by accomplished yacht racer (RS21 National Champion) and race officer Keith Willis; it comprised theory sessions, sail measuring demonstrations and a walk around High Potential the 2022 National Championship winner and previous Gold Roman Bowl winner.

### 3rd/4th June - Bosham Rally and Bosham Sailing Club NAB Tower Race

4 boats and 5 owners attended this great rally organised by Simon Jollands at one of the most scenic harbours on the south coast. Three boats entered BSC's very challenging Nab Tower Race, made even harder by the fast-running spring tide. The top Contessa 26 was Rooie Rakker owned and helmed by Jonathan Bailey with Chris Charlesworth crewing.

### 18th/20th August – North Sea and Benelux Rally

One brave Contessa 26 owned by Geoff Pickard ventured across the North Sea to attend Rob Kolster's amazing Benelux gathering. *See page 14 for Rob's full report of the rally.*







# Introducing your new Honorary Secretary

Several years ago, I'm skiing in the Swiss Alps, and one of my fellow skiers asks if I've ever been sailing. Well, yes, I said, I once did a dinghy course on a small lake in Stevenage. Spent a lot of time in the water, I recalled, although if you got it right, you could stand on the top of a bus someone had sunk into the lake several years previously...

Perfect, he said, you can come sailing with us on my boat when we get back. That didn't happen, but the following year, I'm on a similar holiday and the same guy comes up to me and says you can come sailing with us on my boat when we get back.

Call me superstitious, but I'm beginning to think someone is telling me something, so I agree, and four months later we are in the Round the Island Race. It's only my second time out in this (or any) Yacht and it was one of those years where the conditions were quite lively. We are heeled over hard at St Catherine's and I'm hooked.

Roll forward a few years and I've done a few RYA courses, moved to the Isle of Wight and bought my own boat, *Alboran*, a JJ Taylor Contessa 26 (more about this in a future article) Now that's commitment...

Now, I'm not the best sailor on the Solent (or even on my street) but I am prepared to put in the work, so after a few seasons the Royal Solent Yacht Club asked me to set up a Cruiser Racing section. That

group has a variety of mono hulled cruisers and mixed ability sailors, and compete in a lively series of club races throughout the year.

I am very pleased to have been asked to represent the Association as Honorary Secretary. I hope to continue the good work of the outgoing Hon Sec. Chris Charlesworth who did so much to enhance the image and presence of the Association. I am also indebted to the members of our committee for their help and continued commitment during this transition.

Alboran (and some other boat)

## Review of the Year

A full report of events during the year is within these pages, so I shan't repeat all the details here.

Suffice to say that the All Contessa Regatta held on 9-11 June 2023 at the RSYC was well attended by 26's, 28's, 32's and a singular 36! In the Contessa 26 races: congratulations to Chris Charlesworth in *Meow*, Ross Appleby in *High Potential*, and Didi Nicholson and Susannah Seely in *Samphire of Hurst*.

Congratulations also to Paul Lees in *Belphebe* on winning the Jeremy Rogers Trophy in the 2023 Round the Island Race in July.

**Bob Lombardelli**  
**Honorary Secretary**  
**Contessa 26 Association**





# ROUND THE ISLAND RACE 2023

## *Belphebe upsets the apple cart!*

**The 2023 Round the Island Race was held on Saturday 1st July in testing conditions that led to a number of capsize and breakages keeping the RNLI and coastguard busy through the day.**

The strong weather conditions set out to challenge the 1,100 boat fleet which started from the Royal Yacht Squadron line in Cowes. First to start at 0800 were the Open 60s, IRC Group 0, Group 1 and Class 40s in Fleet 1, all tearing off in spectacular fashion towards the Needles. They were followed in 10 minute intervals by the remaining 9 fleets.

There were 11 Contessa 26s taking part split into two groups, IRC rated (International Rating Certificate managed by RORC) and ISCRS (the Island Sailing Club Rating System). The two groups started at different times as usual, with the three IRC boats in IRC Group 3 starting at 0850 and the rest of us starting at the back of the fleet in ISC Group 8 at 0930.

There wasn't a moment which didn't test the fleet on the exhilarating racecourse around the Isle Of Wight. The Contessa 26s were in their element, loving the breeze all the way round. This was the first RTIR for Saso, owned by my good friends John and Jo Wotton. The *Sulali* and *Saso* crews stayed in the same B&B in Cowes, so there was a certain amount of partying both before and after the race.

We had an excellent start in *Sulali* and went like the clappers down to the Needles, getting soaked in the process. We were soon racing past much bigger boats ahead of us, while keeping a keen lookout for the other Contessa 26s. We witnessed several broaches and boats in difficulty along the back of the Island, including a large catamaran that was being attended by rescue helicopters. Rounding Bembridge Ledge proved fairly chaotic as two 40 footers collided right in front of us and we missed them by inches. Quite a lot of shouting ensued as we got away scot-free.

It was very distressing to see Kurt Brewee's *Bijou* in trouble when her goose neck broke, such bad luck after Kurt's win in the ISCRS in 2022 and being on track to do well again in this race.

### **Belphebe triumphs - First IRC Contessa 26 on their first outing**

There was big excitement up ahead of us. Contessa 26 supremos *High Potential* and *Meow* were being outclassed by the newly restored *Belphebe* owned and skippered by Paul Lees, the highly experienced inshore and offshore racer, and founder of Crusader Sails. Paul had only just finished renovating *Belphebe* a few days before the race and here he was out in front coming first in Class, winning the Jeremy Rogers Trophy ahead of Ross Appleby's *High Potential* and Chris Charlesworth's *Meow* in third place. Many congratulations to Paul!

### **Quincy wins the David Sadler Trophy - First ISCRS Contessa 26**

This was also a truly fabulous race for Bob Coates, owner and skipper of *Quincy*. Following Bob's success helming and crewing *Bijou* in 2022, this year he was winning again on his own boat. Chris Moore's *Galadriel* was only two minutes behind Bob in second place, with Simon Jollands's *Sulali* managing third ahead of *Musketeer*, *Saso* and *Nimue of Openheath*.

There were a lot of smiling faces in the Duke of York on the Saturday evening in Cowes, a great place for Contessa 26 sailors to gather and talk nonsense. If you are lucky you might bump into the legend Mike Harrison there, but remember it gets so loud in there it becomes impossible to have a sensible conversation!

**Simon Jollands**



# How we won the Gold Roman Bowl

From the  
Contessa 26  
Association  
Archives

**However competitive you are the Round-the-Island Race is really enjoyable. Wherever you are in the race you have your own race within a race, and that's great fun. It's also a perfect course, which you can never get completely right. There are too many variables.**

Having done it a good many times, several times quite successfully, one thing of which I am convinced is that it is usually a small boat's race. So the Contessa 26 certainly fits the bill!

The race usually starts with a beat, and the 26 is competitive upwind in moderate to strong winds.

With hundreds of boats all going for the obvious pole position the smallest boat shouldn't try to be doing the same! Not only is there a danger of collision but one can never hope for a clear wind. So I go for the middle of the line to clear Egypt Point on the first tack, then I tack down the channel and try to keep a clear wind as much as possible.

Being the smallest boat in the fleet it's not always a good idea to expect people to tack under one's stern. It's often more prudent to wave then ahead and dip under their stern, because a large boat tacking under one's lee has a far more damaging effect on boat speed. Clear wind is all important.

Tacking into Yarmouth is usually a mistake because there is a back-eddy off Black Rock. I would tack from Sconce buoy out to Hurst, ideally not quite making Hurst Point and allowing the tide pushing strongly out of Keyhaven to take me round the Point. I'd then tack close to the Point as I dare (to avoid being sucked into the Trap), then on starboard tack I would be carried with the tide towards the Shingle Bank. I prefer to short tack down the edge of the Shingle Bank, but the big decision to make is when to leave for the Needles, which must not be over-stood - as more than half the fleet will do! The odd one or two will get stuck on the wreck by being too cautious! The best thing to do here is to be brave!

Having rounded the Needles safely the spinnaker goes up. The tide is now against us, and it has to be plugged as far as St Catherine's. I take the straightest line, tending towards the shore under these circumstances; the shortest route is always best. I go as close as I can to St Catherine's and to Ventnor, by which time the tide may well be starting to turn favourably. I tend to stay inshore off Sandown, but it all depends on wind strength: if the tide has turned it will be stronger inshore, where it turns first, but it's the wind-shadow which may force me further out.

Round Bembridge Ledge it's usually close-hauled, but the flood tide is now against us; however there is a back-eddy inshore, so it's disastrous to be tempted to drop off into the

main channel here. The next critical point is getting round the Fort: for a small boat one needs to be well to weather off the Fort and then to bear away for it as one goes out, thus getting the maximum speed to cross the flood tide. When approaching the Fort the problem is that the big boats will be coming in on a higher angle, and it is essential not to force a passage here. When rounding the Fort one needs to be almost at touching distance, because there is no tide until one reaches the far side again, when hopefully there will be wind to lift the boat. The sails will have gone completely slack at the back of the Fort, but it is essential to have them properly sheeted ready for the first puff of wind on the other side.

After clearing the Fort it is important to tack as soon as possible towards Ryde Sands, but it's essential to stay within the channel. By going too far one finds oneself inside Ryde Sands and unable to tack back out. I short tack down the edge of the bank here until I can tack directly into Ryde Pier. It's a question of trying to keep out of the tide as much as possible without getting stuck on the mud!

The race is usually won or lost on the last leg between Ryde Sands and the finish. Osborne Bay is always a toss-up for a small boat: the further out you go the more wind you get, but there's also considerably more tide against you, whereas in the Bay there's less tide but also less wind. We won by 17 seconds by getting this bit right this year, but it could easily have been very different.

Having said all this, wind direction and strength can completely change everything, but essentially it's got to be right to sail the shortest route even if it means dropping the anchor for two hours off the Needles, which is what I had to do one year!

**Jeremy Rogers**





# A Brief History of Contessa 26 Belphebe GBR6456 (formerly K6456)

**I first met *Belphebe* and her owner, Peter Morgan, in September 1968. She had broken her mooring during a classic equinoctial gale and had fetched up and was now perched a good way up the old Fisherman's Dock bund wall in Poole with substantial holes starboard side. Peter had already arranged to buy the wreck back from her insurers.**

*Belphebe* started life as one of the earliest Contessa 26s as a bare set of mouldings and bulkheads at Jeremy Rogers'. I was always told that she was hull number 6. Since she left the mould she has led a very eventful life, shipped to a Scottish boat yard who had contracted to complete the boat whilst Peter was away on a long stint on the Antarctic survey. She was to be completed and fitted with legs to live in Aberystwyth where he was at university. Imagine his surprise on his return to find that the yard in question was accustomed to finishing North Sea fishing boats and she was resplendent with galvanised 36 inch stanchions, pushpit, pulpit and deck hardware, not fitted with an engine but just with a sweep and sculling rowlock.

She and he eventually found their way to Poole where I met them both. I ended up crewing on *Belphebe* in JOG races including one very notable St Malo Race, sculling in and out of the lock. The third man appointed himself chef and, discovering that there was no can opener on board, proceeded to open a tin of baked beans with the most intimidating knife that I had ever seen. Being a member of the SBS he set about opening the can with considerable gusto. Needless to say, this manoeuvre ended with almost the entire saloon blood splattered, interspersed with baked beans, and a virtually severed thumb. Fortunately for us Peter was a fluent French speaker and having staunched the bleeding left Simon, the fourth crew member and later to become my brother-in-law, and myself to get the now very pale crew man over 3 boats moored inside us ashore. Needless to say, we were chastised by the owner of one of the boats for leaving blood on his teak deck.

The following season Peter suggested to me as I was newly employed at Hoods Sailmakers in Lymington to recut the number 1 and 2 genoas to convert their wire luffs (which were suitable for North Sea fishing boats) to the then fashionable stretchy luff, which with the permission of Bunty King I did out of hours and earned the princely sum of £5. This I invested in purchasing my first sewing machine which was a prewar Singer 107 which I bought from Jim Laphorn when they were closing their Gosport Loft. The rest as they say is history. I still have the machine and the beautiful cast iron table to this day.

Peter and *Belphebe* continued their adventures together including winning the JOG offshore series twice mainly because of Peter's immaculate navigational skills. (He did give up racing when Decca navigators arrived as it seemed to him to be cheating.) She also served as the ideal honeymoon destination when he married Sue, picking the happy couple up direct from the wedding reception at the Sandbanks Hotel.



By the mid 1970s I was busy racing my Quarter Tonner, Nervous Tension, and deeply in discussion with Peter regarding computer designed spinnakers. Peter by then was a very high ranking computer scientist designing things which he couldn't talk about, but he did manage to squeeze in a computer design for a star cut reaching spinnaker for *Belphebe* and for my Quarter Tonner.

*Belphebe* continued in Peter's ownership based at Poole Yacht Club into the early 2000s after which she went through a variety of ownerships (I kept in contact with her through the sailmaking connection for some of this time) when she suffered a further sinking and was twice written off, finally fetching up at Ridge Wharf boat yard where she experienced further humiliation and was gradually dismantled by a succession of owners hell bent on creating their dream of a cruising yacht, including fitting an engine, removing almost everything, a fire in the lazarette, and being seized multiple times by the yard for non payment of bills. The sixth owner moved her to Davis's Boatyard in Poole and she was again seized by the yard where she laid half full of water, no rudder, rig, deck fittings, drop boards or cabin windows, some of which had been converted in the manner of the wrap around type seen on the Philippe Starck styled Beneteau 35s5. In 2017 a transfer of ownership was made to myself, the bill of sale showing the price of 1 penny is now framed and mounted on the main bulkhead.

From the boat yard to my workshop was a short and uneventful trip and there I commenced a very slow motion rebuild which included removing what was left of the internal lining, reconstructing the coach roof and cabin sides, strengthening the coach roof with deck beams, strengthening the structure to bring the shrouds inboard - Peter had started to move the shrouds and genoa tracks inboard in the early 1970s and his strengthening brackets were incorporated in the new structure - keel stepping the mast and completely rebuilding the cockpit, taking the cockpit as far aft as possible, much the same as the Canadian built boats - apart from the extra space, this makes an outboard motor much easier to use - new cabin windows and frames, new rudder and tiller, stanchions, pushpit and pulpit, new mast and boom, rigging, instruments etc.. In short, it was like building a new boat.

Finally launch day arrived a week before the 2023 Round the Island Race. Having decided to have an IRC endorsed rating, being *Belphebe* things turned out a little more exciting than necessary. The measurer had arrived and afloat measurements taken and sails measured, then it came time to weigh her. Unfortunately, the yard crane that was arranged to lift her suddenly found themselves unable to do it. The measurer, who was on a tight time schedule to get on an aeroplane to Dublin that afternoon, was keen to get on with it. Davis's Boatyard stepped into the breach but there was a further time constraint due to the disappearing tide. Simple, move the boat from Hamworthy, negotiate the two lifting bridges between *Belphebe* and the crane requiring consecutive lifts outside the scheduled time. This





situation was rescued by a commercial transit requesting a non scheduled opening. As it turned out, the old lady had put on a bit of weight and came out quite a bit heavier, possibly due to all the repairs, than was expected.

We managed a quick 45 minutes sail inside Poole Harbour before setting off to Cowes with my long term crew man Martin Boobyer, on a friskier than ideal day for a shake down sail and a perfect opportunity for testing our new heavy weather spinnaker to the limit of control.

We were joined in Cowes for the Round the Island Race by my youngest son Mark Lees who is more accustomed to zooming around at 20 knots in 40 and 50 foot race boats and always seems very happy doing a bit of charity work for the old man and is an absolute delight to sail with. The

start of the race as ever amongst the small IRC boats was moderately dramatic particularly as it was the first time we'd gone to windward with the new set up. We had a reasonable first leg down to the Needles apart from the starboard genoa car disassembling itself in a tack. Martin miraculously caught all the bits and was able to reassemble it very quickly. We had a good spinnaker leg down the back of the Island with the big spinnaker and a less than perfect leg back up to Cowes, cooking and sleeping on board Saturday night. We were pleased to get round without mishap and delighted to receive an invitation to the Island Sailing Club on Sunday.

**Paul Lees**



### **The 2023 Contessa 26 Association Annual General Meeting was held on 18th November at the Lymington Town Sailing Club.**

- The accounts were presented as filed by the Treasurer, Deborah Arnold.
- The Membership secretary, Martin Dixon, gave a brief update on membership, reminding members that subs are due on the 1st February each year. We have about 100 members.
- The new Honorary Secretary Robert Lombardelli was voted in, taking over from Chris Charlesworth.
- Fiona Rogers, Deborah Arnold and Martin Dixon remain as Committee members.
- Retiring Committee members: Chris Charlesworth, Honorary Secretary; Simon Jollands, Cruising Captain and Magazine Editor; Peter Saxton, Racing Captain; Nick Stevens, Webmaster.

The AGM was followed by the Annual Dinner and prize giving. Mike and Barbara Harrison were thanked for all of their services to the Association and were presented with a half model of the boat Jiminy Cricket.



Comments from the outgoing Secretary, Chris Charlesworth: "It is a pleasure to have been able to get this Association through a period of uncertainty following Mike and Barbara Harrison who stood down in February 2023. They left the Association in really good order and I took it over with the intention of finding their replacement and holding the fort in the interim.

"I would like to offer the Association's thanks to its Committee this year and to Bob for helping organise the amazing Nationals in the summer which we will be repeating in 2024. We have had some great workshops this year on sail trimming and on engines and have had a couple of small rallies to enable our members to get together share stories and support each other. Thank you to both Mark Arnold and Keith Willis for supporting those two events.

"Thank you to Simon Jollands who has served as Sailing Secretary and Magazine editor for the last 5 years but is now standing down. I invite any members interested in taking either of these roles to contact the Association."



# All-Contessa Regatta

## 9th-11th June 2023



**The first ever all-Contessa Regatta took place at Yarmouth's Royal Solent Yacht Club over the weekend of 9th-11th June 2023. Title sponsors for the all-Contessa Regatta were Jeremy Rogers Ltd, home of the Contessa and prizes were presented by Jeremy's widow Fiona. The event was well attended with over 40 boats entered.**

The largest ever gathering of Racing Contessa 26s has taken place celebrating the life work of Jeremy Rogers in the sphere of Yacht Racing. Brilliantly hosted at the Royal Solent Yacht Club, bathed in glorious sunshine and with a vista to rival the Voile de St. Tropez Regatta. A total of 41 Contessa boats had entered and of these 22 were Contessa 26s from 15 different Yacht Clubs, a few entrants were unfortunately unable to attend the event at the last minute but we still had a record number of 16 Contessa 26 boats in attendance and 14 on the start line. The event commenced with competitors registering and receiving their welcome packs, a lovely commemorative ceramic mug commissioned by the Club, a J.Rogers Ltd t-shirt and key ring and an event pennant from the Class Association.

All the social events were well attended and our sponsor Louis Jadot provided the finest white wine from Burgundy at the Welcome Reception. Our host was Jeremy Willcock who conceived and ran the Event and is the Chief Race Officer at the Royal Solent Yacht Club. The Reception was held on the lawn of the club with spectacular views across the Western Solent and was followed by a lovely club supper upstairs in the

dinning room which has large picture windows giving a great view of a spectacular sunset across the Solent.

Many competitors awoke the following morning with sore heads (me included) and we set off around 0900 for the start boat on the Lymington Bank out of the tides that were running fast in the deep water channel. The wind was unstable and the Race Officer did well to give us 2 races when the other classes only managed one and many race officers would not have got any races in that day. The race conditions were challenging and the start line saw some competitors pushing their luck too far and infringing the rules but all got away safely thanks to the skill and patience of the more experienced competitors. All but one boat finished the first race and It was great to see



***Saturday night saw the Contessa fleet hit the dance floor with characteristic enthusiasm, waking to a downpour and more light winds on Sunday morning. The winning boat in each class was presented with a magnum of Louis Jadot Moulin-a-Vent Chateau des Jacques with the overall winner, Contessa 32 Merak II receiving a Jeroboam.***





close racing across the fleet with strong performances from the current Champion as well as the newly tweaked *Alboran* and *Quincy*.

The second race was more difficult for those less experienced or not set up for very light wind racing and we are grateful to the race management team who showed great judgement by not waiting for the wind to build. The day's racing ended with *Meow* in first place with two bullets, followed by *High Potential* and *Samphire of Hurst*.

The evening was a lively and enjoyable roller coaster of social activity starting with the Pontoon Party organised and hosted on behalf of the Association by our outgoing Secretaries Mike and Barbara Harrison by their lovely motor cruiser *Misty Blue*. During the party Mike and Barbara were presented with framed certificates of Honorary Membership of the Association in gratitude for all of their work and endeavours and it was also announced a half model of their former Contessa 26 (*Jiminy Cricket*) has been commissioned and will be presented at the AGM/Gala Dinner later in the year.

The formal dinner then took place at the Club during which Kit Rogers made a speech as the main sponsor J. Rogers Ltd thanking the club and all those present for supporting the event and this was followed by dancing to a great band called the Accelerators. After this a number of competitors were witnessed dancing on the tables in Salties Restaurant into the wee hours - one of which may have been me.

Sunday dawned with more sore heads and some liquid sunshine as competitors headed over to the plateau once more. The first race saw close racing at the front, middle and tail end of the fleet. Some big holes in the wind brought much drama as *Meow's* commanding lead at the final leg was overhauled by *Quincy* who took their first ever National's race win followed in second place jointly by *Meow* and *Samphire*

of *Hurst*. The final race was a short drag race where the best starters won the day with honours going to *High Potential* followed by *Samphire* and *Meow* with a fine performance by *Applejack* in fourth.



Competitors then gathered at the Club for a lovely hog roast followed by the prize giving hosted by the Clubs Commodore with prizes presented by Fiona Rogers. Fiona was delighted to present the newly repurposed Rogers Silver wine coaster and Magnum of the finest Beaujolais wine for the Concours d'Elegance to Judy and Bob McConnell the owners of *Grayling* - judged by yours truly as the best example

of a J. Rogers built Contessa 26 in attendance. *Grayling* was personally restored and raced by Jeremy prior to his passing and she personifies everything that is so wonderful, prestigious and admired about these classic yachts.



Finally the trophies for the first three places in the 2023 Contessa 26 National's were awarded and the prizes were presented by Fiona Rogers. A well-deserved third place and the David Houlton Coaster went to *Samphire of Hurst* owned by Susannah Seely and Didi Nicholson whose new boat showed great pace with her hot-shot young crew getting better in each race. Runner up and winner of the Association Trophy was the reigning National Champion *High Potential* owned

by Sarah and Ross Appleby who had top professional boat tuner and RYA Paralympic Coach Simon Rosier onboard. The winner of the 2023 National Championship, the new Harrison Trophy (named after the founder of our National's), Magnum of Louis Jadot Beaujolais and an unprecedented fourth National's

title went to the *Mighty Meow* owned by yours truly and rather fittingly with Mike Harrison on the stick. *Meow* has a new sail wardrobe from One Sails (South) whose sails were also used by the winning Contessa 32 at the Festival.

The Association is delighted with how well run and successful this inaugural Contessa Festival has been and the



*Continued on page 10*

**Despite challenging sailing conditions, a great time was had by all. The racing incorporated the Contessa 26 and 28 Nationals whilst the Contessa 32s used the event as part of their inshore series.**

**The Royal Solent YC put on a fantastic programme off the water, with sponsors Louis Jadot, teaming up with island fruit growers Halls Hunter to provide sustenance for the sailors over the weekend.**



consensus among those attending is that we should support this event by holding our Nationals here for the foreseeable future. Also the consensus among competitors is that we do not need any rating system at future events as the overall results would be unchanged if we just use finish position over the water and have true one design class racing as the Contessa 28 and 32s do. We may need to introduce some simple class rules in future to ensure fairness but currently all those entered this year would comply.

Finally, the date for this year's event at The Royal Solent Yacht Club in Yarmouth is 31st May-2nd June 2024. We look forward to another fantastic weekend and are confident we will see even more entrants this year.

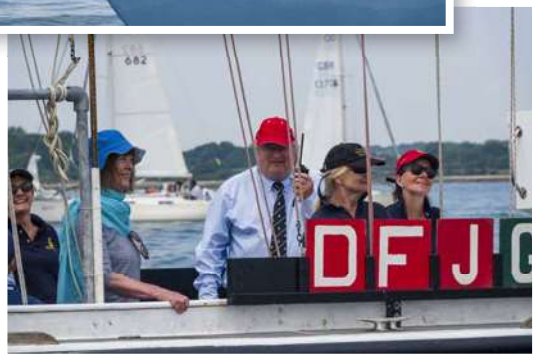
**Chris Charlesworth**  
Honorary Secretary

### Contessa 26 Results - All-Contessa Regatta 2023, Royal Solent Yacht Club

Pos	Name	Sail No	Owner	R1	R3	R4	R5	Pts
1	Meow	CO 1	Chris Charlesworth	1	1	2.5	3	7.5
2	High Potential	CO2	Ross Appleby	2	2	4	1	9
3	Samphire of Hurst	1251	Didi Nicholson and Susannah Seely	3	4	2.5	2	11.5
4	Quincy	CO 299	Bob Coates	5	3	1	5	14
5	Applejack	CO 8	Chris Dixon	6	DNC	6	4	31
6	Whisper	315	Graeme Bowen	8	DNC	5	6	34
7	Sulali	CO 305	Simon Jollands	9	DNC	8	7	39
8	Alboran	CO 192	Robert Lombardelli	7	DNC	7	DNC	44
9	Elinor	36Y	Rupert Houlton	4	DNC	DNC	DNC	49
10	Vivanaut	259	Piers Thomas	10	DNC	DNC	DNC	55
11	Galadriel of Lothlorian	204	Christopher Moore	11	DNC	DNC	DNC	56
12	Contessa Julia	CO1234	Nicholas Stevens	12	DNC	DNC	DNC	57
13	Grayling	105	Robert Marshal McConnell	13	DNC	DNC	DNC	58
14	Nimue of Open Heath	CO 3396C	Tom Dobinson	RET	DNC	DNC	DNC	60









*This article first appeared in the Contessa 26 Association 1997 Newsletter. Kylie's previous owner Peter Hancock went on several long distance voyages and wrote a book about his adventures in 1995 "Sailing out of Silence - 30,000 miles in a small boat" with illustrations by David Wright. The present whereabouts of Kylie is unknown.*

# Kylie vs. the North Atlantic

**We had been out three weeks when the barometer began to drop. I say we, but I suppose I am using the 'royal plural' for I was alone with my little Contessa 26 Kylie.**

Big ugly clouds were building up in the west, the wind was increasing steadily, and the barometer continued its plunge. It did not require the services of a meteorologist to predict that we were in for some 'weather'. I did not feel too concerned. We had weathered gales before, *Kylie* and me. I had no reason to suspect this impending gale was going to be any worse than the others..

We had left the West Indies towards the end of April and even now there was more than a month before the start of the hurricane season. We had plenty of sea room,; the nearest land was in the Azores, almost 400 miles away. I changed the genoa for the staysail and checked that the mainsail was securely stowed. Then I settled down to make the best of it, resigned to a few days of unpleasant weather, but confident that we would come through together yet again.

As the day progressed, the weather continued to deteriorate. By mid-afternoon it was blowing a full gale and I changed down to the tiny storm jib. The seas had built up and *Kylie* was surfing furiously down the face of the waves. The self-steering was finding it increasingly difficult to cope, so I stayed in the cockpit for a while to help steer.

I could say it was exhilarating as we surfed down these waves, the tiller bending and the rudder humming as I strained to stop her broaching. In fact it was getting a little scary. The tops of the waves were beginning to tumble. One broke close astern and the top fell into the cockpit. I was more surprised than alarmed, as there was no great force behind it.

My confidence was just beginning to return when we got properly pooped. I didn't see it coming, but suddenly I was up to my waist in water. The cockpit was full to the brim. *Kylie* gave a lurch, and slopped a lot of water out over the coamings. The pair of two-inch cockpit drains were woefully inadequate. I bailed more water out of the cockpit with a bucket than had time to seep out of those miserable little drains. By far the greatest amount of water, though, had left the cockpit by way of the non-watertight locker lids. That water was now sloshing around in the bilge.

Pumping with one hand, steering with the other, I started wondering what to do next. I was evaluating the various alternatives when it started to rain. That may not sound like a big deal, but rain such as this I have never experienced before or since. To describe how hard it was raining I would have used similes such as, it was like standing under a fire hose. Such words have little meaning. I huddled at the forward end of the cockpit, numbed in mind and body by the lash of the icy torrent of rain. It was impossible to look to windward, and downwind I could see little beyond the bow. The rain was so heavy that it beat the seas down to little more than an oily swell.

It rained perhaps for five or even maybe ten minutes, before it finally began to slacken. As the rain passed the wind eased. I left the storm jib set as I scrambled below to get dry and warm. We were only about 35°N, but after a couple of years in the Tropics, I was feeling the cold badly.



*A drawing by David Wright of Kylie from "Sailing Out of Silence"*

I took the opportunity to heat up a can of sausages and beans. I was glad I did, for that was to be my last meal for a couple of days.

By the time I had eaten, the wind had increased again. Once more the self-steering was finding it hard to cope, and I was getting too tired to think of steering by hand for all or even most of the night. Just before dusk, I lowered the storm jib and let the boat lie a'hull. With the tiller lashed down, *Kylie* lay broad side on to the wind and waves. The windage on the mast kept her heeling over around 45 degrees and she bobbed up and down in the waves like a plastic duck.

I unshipped the steering vane and stowed it below. The with a last check to make sure everything was lashed down, I went below. after the buffeting of the wind on deck, things below were comparatively peaceful.

The motion of the boat was quite comfortable but the noise was terrible. There was a continual howl from the wind which was well over gale force by now. From time to time I would hear the roar of a wave over the noise of the wind. Each time I tensed every muscle, waiting for the wave to smash into us but usually *Kylie* bobbed up and the wave would pass harmlessly beneath us. Just occasionally there was a nerve-jarring, adrenalin producing crash as a wave broke over us. I cowered in my bunk listening to the water running off the deck, and longed for the morning. Things never seem quite so bad in the daylight.

I had decided not to keep a lookout for ships. The visibility was very poor; there was so much spray flying about. If I did see a



ship, it would be too late to do anything about it, so I put my trust in luck and the radar reflector.

I lay in my bunk and lashed the lee cloth down tight so I didn't roll about as *Kylie* lurched about with the waves. As each hour passed and nothing dreadful happened, I began to relax. My confidence returned. We would get through it all right, *Kylie* and me.

I slept. Surprisingly enough, I fell into a deep sleep. I was aware of a few crashes and bangs and the howl of the wind, but I slept.

Dawn never really happened; the night just became less dark. I did not need to get out of my bunk to tell that things were no better. Had I looked out, I would have seen that, in fact the weather was worse. A very big sea was running, but by now I felt secure bobbing up and down inside the little plastic duck. I dozed off again.

I was woken by a tremendous crash. I could not work out where I was. It was dark again. I could not find my way out of the bunk. I was tangled in the lee cloth and my bunk didn't feel like my bunk at all. Then I heard the sound of rushing water. Light appeared once more in the windows and stuff was flying everywhere. We had been rolled over.

I clambered out of my bunk, easy now it was the right way up. I stepped into about 18 inches of water. The water was sloshing to and fro. floating in it was a jumble of books and clothes, food and tools. I trampled everything underfoot in my haste to get out into the cockpit. If a second wave hit her while there was still so much water inside, that could be the end. I had to run her off downwind.

I paused only to grab a foul weather jacket before climbing out into the cockpit. On deck I was horrified by the size of the waves. They were enormous, grey and menacing. I became very frightened as I realised we were really in trouble, *Kylie* me.

I ran her off downwind. She began to do about five or six knots just under the windage of her mast. As she ran down the face of each wave, I could feel the water run forward and I could see the bow go down. If we pitchpoled now, that would be it. Running up the back of the waves, the water ran aft and I pumped like there was no tomorrow. Maybe there would be no tomorrow.

I steered dead downwind and as I pumped the water out and she became lighter, *Kylie* began to surf. We had surfed before on the waves, but now she surfed for a minute at a time. As each wave broke, we were surrounded by dirty grey foam as far as I could see in every direction. Whole sheets of foam and spray were being blown off the top of the waves; it was impossible to look directly to windward.

If *Kylie* was on top of a wave as it started to break, the force just threw her forward. She seemed to fly through the air for a little way, crash down, then surf off at a terrifying speed. The whole thing felt decidedly unsafe and it was obvious that I would have to try something else.

I decided to stream some warps. Perhaps that would stop her from being thrown out of the waves as they broke. I had two lengths of heavy warp, each about 200 feet long and these I streamed astern with a tangle of fenders and fuel cans tied on the end to increase drag.

Things felt a lot safer. No longer was she being thrown out of the waves, nor was she surfing so wildly. I could even convince myself that the warps were smoothing the sea astern. Now I had time to put on my jacket and secure the built-in harness. Luckily I had gone to sleep wearing my nylon fur Polar suit, which was doing its best to keep me warm. I began to relax a little and look round. If the waves were not so frightening they would have been majestic. They were certainly higher than the masthead which stood at 29ft above the water. I had never seen such enormous waves. For about an hour we ran this way, relatively

under control and not taking any heavy water on deck. Again my confidence rose, but once more it was premature. I became aware of a dark shape looming astern through the spray. Not an ordinary 30 foot wave, but a real monster.

In a few seconds it took to approach, I remembered attending a lecture on wave formation. In a discussion on so-called freak waves, the lecturer quite glibly stated that in a typical wave pattern, every six hundred thousandth waves will be four times the mean height of the other waves. Without a doubt, this was my six hundred thousandth wave. It was not four times the height of the 'normal' 30 footers, but I would bet money it was a good 60 feet, perhaps considerably more. There was nothing to compare it with. As it reared up behind us, I knew we were in trouble, perhaps this was the end of the voyage. How could any vessel survive such a wave.

I kept *Kylie* pointing downwind, As the wave curled over, I let go of the tiller and locked my arms around the mainsheet horse. The wave broke right over the boat. The first thing I became aware of was that I was swimming. By chance I surfaced facing downwind and all I could see was *Kylie's* mast. My thoughts raced. It looked as if the mast had been washed overboard and was being tumbled in the waves. Then incredibly *Kylie* reappeared. She was still attached to the mast and she was surfacing like a submarine. I could barely believe my eyes.

I do not remember climbing aboard but I do remember pumping. She was very low in the water and I thought she would sink. I pumped for ages before the pump eventually sucked air. After that, things looked up a bit. There were no more monster waves, just a regular procession of 30 footers. I had to steer for the rest of that day and all night. I did not dare leave her to lie a'hull and I could not get her to steer herself downwind.

By dawn the next day I was able to reset the storm jib and engage the self-steering. I was exhausted. I flopped down among the debris on the cabin sole and slept for almost 10 hours. By the time I awoke, conditions had improved and I was able to put up more sail and to set a course once more for the Azores. It was to be another four days before we could rest in Horta Harbour, *Kylie* and me.

When I got back to England, I went to the met office and studied the weather maps for the duration of the voyage. I had been running along the line of an intense frontal system. Had I been a little farther north or south, I would have missed the extreme weather. Because of my course, I had stayed with the bad weather and had four days when the wind was over gale force. A ship close to my position at the time of the knockdown measured a consistent hurricane force wind, with gusts to 90 knots, so the weather was extreme.

I have crossed the Atlantic four more times since then and have not experienced anything near as bad, but it is as well to be prepared to meet extreme conditions.

*Kylie* was fitted with guard rails set on stainless steel stanchions about 30 inches long. The force of the water in the knockdown bent all the stanchions and the guardrails, there was nothing attached to them. This gives some small indication of the forces involved.

For any vessel in bad weather, it is of paramount importance to keep water out of the boat. Each and every opening into a boat must be watertight and be capable of being securely fastened closed.

Freak waves are not freaks. They happen with predictable regularity. Be prepared, if ocean cruising, to meet such a wave. Mathematically, one probably never will and I hope the odds are even longer that I will meet a second one, but as always with the sea, one never knows.

**John Campbell**



# 2023 North Sea Rally



**In 2023, the honour of organising the Contessa 26 North Sea rally was on the “continent” side of the North Sea. This was to be the 3rd time the event took place; the first time on Texel and the IJsselmeer (2017) and the second time on the Owen and Deben (2019). The 3rd was postponed due to the 55 anniversary gathering in Lymington and Covid.**

Knowing that for the overseas visitors the North Sea Rally is always a bit of a challenge, and also knowing that the 26 fleet in the Benelux is not exactly an armada, I decided after ample consultation with the fellow organisers of the North Sea Rally and the management of the Benelux Contessa association to combine the North Sea Rally and the summer gathering of the Benelux Contessa Association. This would mean that there would be not only 26's. The more the merrier was the thought, and for sure that proved to be true.

Directly after the announcement of the event, a reassuring number of reactions came in from the UK as well as from the Benelux, so it was a “GO”. Zierikzee (zeeland), in the south of the Netherlands was chosen as the venue. The date of the event (18 - 20 August) was picked to enable the most adventurous sailors to be in time on the IJsselmeer to participate in the 24 hour race, a big sailing event in the Netherlands.

Unfortunately that date proved to be an issue for some of the UK participants. Peter and Caroline Hooper (Trinco) nevertheless decided to come over to the Netherlands, but then in July. It was very nice to meet up with them in Sneek.

## KLEINE JOHANNA'S TRIP TO THE GATHERING

Kleine Johanna's homeport is Medemblik and when one is dependent on weekends only, the trip to Zeeland can be lengthy. The idea was to get early in Zeeland, and explore the area a bit more. Zeeland is a very nice sailing area with loads of pleasant harbours.

So, the trip started already on July 22, and the original idea was to leave the IJsselmeer through Den Oever, go past Den Helder and then sail south to IJmuiden. Unfortunately, the weather prevented this plan; wind force 7, South West made me change my mind and I decided to sail south on the IJsselmeer and head for IJmuiden through Amsterdam and the Northsea channel. The first leg was quite challenging and after







## THE RALLY

*(The account of the gathering has been written by Hugh Burnham, CO 26 Graefin)*

The **2023 Benelux Contessa Rally** took place in Zierikzee the 18-20 August amid blazing sunshine and 15-20 knot winds. We had Contessa 32s *Dolphyn* with the Barbara and Winfried Donkers, *Osprey* with Klaas van Everdingen, *Ondine* with Izaak Versluis, *Mary Blue* with Tom and Els van Holsbeke and *Skylark* with Bas and Christine from Hellevoetsluis. We had Contessa 28 *CO-Tachtig* with Rico Potter and Loes van der Pluijm. We had Contessa 26s *Kleine Johanna* with Rob Kolster, *Graefin* with Hugh Burnham and *La Mouette* with Geoff Pickard and James, sailed over from Walton on the Naze Essex/UK especially for the event.

Now this last – having a UK entrant in a Benelux affair – made it a very special event. Not only was it the summer meeting of the Benelux Contessa Club, but also one of the two-yearly **Contessa 26 North Sea Rally**, where boats from both the UK and Netherlands meet, race and discuss. And such a special event was marked by a solemn handing out of medals for the proud participants, to be stuck ceremoniously to bulkheads and cherished.

And discuss we did, and cherish we did. Friday evening we met for an anchor beer in Zierikzee and before going out for a

a long day tacking I reached Muiden. The fact that it had been raining cats and dogs all day was irrelevant; I would have been as wet as I was because of the spray only. I found a wonderful spot in the harbour, close to the Muider slot.

Next day, from Muiden to IJmuiden was far less challenging; most of this was on the motor, as tacking on the Northsea channel is not allowed. After passing the sealock at IJmuiden, the leg to the marina (0.5 mile max, within the seaport) took quite some time; even at full throttle *Kleine Johanna* hardly made headway because of the 35 knots of wind on the nose.

The next two weekends I had to stay in IJmuiden, because of very unfavourable winds. Finally on Friday there was a small weather window. I took a day off work and sailed early in the morning, heading for Stellendam and Hellevoetsluis. There was a fresh 25 knot wind, but a favourable direction so the trip was super pleasant. Several other yachts had been waiting for this opportunity as well, so we all participated in an unofficial race. *Kleine Johanna* defeated all “realistic” opponents, all others (the faster boats) were considered “Out of league”.

By the end of the day, after a long wait for the lock at Stellendam, I reached Hellevoetsluis. The wind had died down and it was a very calm evening. Next day, I headed for St. Annaland, which is close to Zierikzee. After a pleasant trip on the Haringvliet (one of the sea arms though Zeeland), I passed the Volkerak lock, after which I was surprised by considerable wind. After some nice sailing I made it to the Krammerlock, and after that I continued to St. Annaland. Here I was back on tidal water. At the entrance of the harbour I managed to run aground. Fortunately the tide was rising.

On the Friday before the weekend of the Contessa gathering, I sailed together with Izaak Versluis, one of the leaders of the “Contessa Zeilers Benelux” and co-organizer of the event to Zierikzee. He in his CO32 “*Ondine*” and myself in *Kleine Johanna*. After we arrived, we set up our camp for the weekend, with some party tents on the dock. One by one the participants arrived; Geoff Pickard of *La Mouette*, who was the only remaining participant from the UK was scheduled to arrive on Saturday.







tight, with *Ondine*, with Loes at the helm, taking line honours, just a few seconds ahead of *Dolphyn* and *Kleine Johanna*, with Hugh at the helm taking the trophy on handicap. The more adventurous raced up to the Roompot to welcome *La Mouette* into the Oosterschelde and into the fold in Zierikzee. Just in time for the pontoon party followed by a very nice meeting dinner, prize giving and speeches.

Sunday after a late breakfast, bacon and eggs again, well prepared by Rob Kolster, we went our separate ways, some home, some forming a flotilla to the IJsselmeer via St. Annaland, Willemstad, Dordrecht and Amsterdam.



## THE FLOTILLA HOME

For the first leg, which led CO80, *La Mouette* and *Kleine Johanna* to St Annaland, the fleet had light winds, but made good progress because of the tide. The following day Rico and his daughter Roos led the way to Willemstad; *La Mouette* and *Kleine Johanna* chose to start a bit later, but also made it to Willemstad.

Next port for us was the Wijnhaven in Dordrecht and again CO80 beat *Kleine Johanna* and *La Mouette* in getting there. After Dord, CO80 headed for Drimmelen; *La Mouette* and *Kleine Johanna* set off for Haarlem.

Geoff proved his mechanic's skills as well as iron nerves, by solving the problem of a failing engine at allegedly the busiest inland waterway intersection in Europe. He managed to replace his impeller almost faster than a Formula 1 crew executes a pitstop. After this small delay, we motored through Capelle aan de IJssel, Moordrecht, Gouda and Alphen, where we decided that Haarlem was too much motoring for one day.

We anchored off Kaag Island, close to the next railroad bridge. The next morning we were on time for the bridge, but unfortunately it appeared to be broken, with no reliable estimate for when it would be fixed. This made us change tack and headed for Amsterdam.

This worked out well and Geoff and James enjoyed the experience of sailing through Amsterdam in the middle of the night. Next day we had an early morning stroll through Amsterdam. After that *La Mouette* headed for IJmuiden and straight for Walton-on-the-Naze; *Kleine Johanna* sailed via Hoorn back to her home port Medemblik. A good time was had by all.

meal we toured the boats – arguably the most interesting part of the weekend – looking around the dozen or so boats getting inspiration of a thousand improvement projects: How did you do this? How did you do that? Does yours leak here? Why isn't mine like that? (and occasionally, very quietly under my breath, ooh, I wouldn't have done it like that!). They were all beautiful boats, all proudly curated by enthusiastic owners.

Saturday was race day. Izaak Versluis had courses planned for all weather conditions and we fell on an eight-mile option for a fresh westerly breeze. We had helm and crew on every boat, and every boat chose to have a different sail plan. Racing was







## REFLECTIONS AND PLANS

So what of 2024 and 2025? The 2024 Benelux Contessa Sailors Rally will be held at the end of August, early September and details will be confirmed in spring 2024 at [contessazeilers.com](http://contessazeilers.com).

But we're aiming for 2025, the 20th anniversary of the Benelux Contessa Club, as the big one.

**25, 26, 27, 28, 32, 33, 34, 38, 39 and 43...**

***Can we get all Jeremy's ducks in a row?***

Few names and fewer brands inspire such confidence as Jeremy Rogers and Contessa, so it's the dream of Benelux Contessa club's Isaak Versluis to get one of each model to the 2025 annual rally. You've got one? You want your part in history? Read on...

"They're such fantastic boats, we've got to get them all together!" says organiser Izaak Versluis. "I have a dream, to have one of every production Rogers' boat in a row. It'll be a historic gathering!" So, if you have a Contessa, come along! And if you know someone who has a Contessa, get them along! And if you don't know someone, but know their Contessa boat, get them along as well! We're especially looking for the rarer models: "The Contessa 27s and 33s are

rare as hens' teeth," says Izaak, "But their such great little boats, with a wonderful pedigree, which makes people turn their heads and stop and chat wherever you go, and so well loved by their owners!"

**Rob Kolster**





# Re-wiring *Sulali*



**When I bought *Sulali* in 2014, the wiring was in pretty poor condition. Although she had two nearly new batteries the wiring itself had many exposed and corroded connections. It was also in a disorganised tangle made worse by the fact that a succession of instruments and electronics had been added, replaced or removed over the past 35 years.**

I made some temporary repairs to get the nav lights working when I bought the boat, but knew that the re-wiring was a top priority and that this would need to be done when she was hauled out ashore in a boatyard.

I was in a bit of a dilemma as I had limited electrical knowledge and hiring a marine electrician to do the job was going to be costly. I needed to learn more about boat electrics. I bought a copy of Pat Manley's *Essential Boat Electrics* which proved very useful and helped to demystify the subject. Even so, reading this book made me realise that doing the whole job by myself



was going to be challenging, if not foolhardy. Luckily I have a friend called Mark who is much more knowledgeable about boat electrics than I am and he very kindly offered to help me out, teaching me a great deal in the process. Here's how we went about the task:

## Step 1

We made a thorough inspection of the existing system, labelling each wire and checking what it was connected to. At the same time we tested connections using a multimeter, making notes as we went. There were signs of overheated wiring in places, which could have resulted in a serious fire and many of the connections were corroded. Corroded electrical connections have high resistance which causes voltage loss. It soon became clear that doing this job was an absolute necessity.



The assessment took some time but it was worth doing as it made things much easier later on when we came to replace the wiring.



## Step 2

We made a wiring diagram plan for the new system, showing instruments, location of new equipment, including LED lights plus a new circuit breaker switch panel, busbars, voltmeter and an inverter. The two batteries were in good condition and did not need replacing - they are still going strong. We then calculated approximately how much cabling we would need.



## Step 3

Next we removed the dead and redundant wiring, filling a large bin bag in the process. This left the wiring that was still serving a purpose, to be replaced later on. Getting access to some of the wiring was a major challenge, for instance the wiring to the navigation light at the bow had been glassed in beneath the stainless steel pulpit and then threaded through it. We had to grind the old wire out and then unbolt the pulpit in order to replace with new, which proved a major job in itself.

## Step 4

We made a list of all the materials we would need and then bought most of the items from marine electrical specialists Furneaux Riddall based in Portsmouth, (see [www.furneauxriddall.com](http://www.furneauxriddall.com)). It was definitely worth making the effort and travelling to their shop in Portsmouth. They proved very helpful and I highly recommend them.

We bought a 30 metre reel of 21 amp tinned marine grade 2 core wire which would be used mainly for the lighting and instruments. Also, shorter lengths of higher capacity 50 amp and 70 amp cable for the starter and battery cables. Tinned marine grade wire is essential as it is resistant to corrosion and vibration, which can cause chafe and damage. Other purchases included a circuit breaker switch panel, busbars, an inverter, LED navigation lights, specialist tools, terminals, gauges and some new instruments.

## Step 5

With everything planned and the replacement parts purchased we ordered a perspex instrument panel with specially cut holes for the circuit breaker, instruments and gauges to fit above the chart table. Now began the long task of running and labelling the wires and making the connections. We used a cable threader to run wires through some awkward places. Wire cables should be supported in order not to come under strain, which could pull the connections apart. We used corrugated trunking and cable ties to protect the cables.

Eventually, everything came together and after testing all the circuits and tidying up we declared the job done. It is hard to estimate exactly how long it took us as we spread the work over two or three weeks, when other commitments and the weather allowed, but I would say approximately three to four days in total. I certainly learned a lot in the process and am glad to say that the electrics have behaved well since the work was done.

## Tips:

- Doing a re-wire afloat would definitely not be advisable, as it is best to empty the boat completely to gain access to all the nooks and crannies. We did the job with the boat hauled out in a boatyard where we had access to shore power and a local chandlery.
- Aside from standard power tools, screwdrivers, spanners, saws, knives and torches, you will need specialist electrical tools including a multimeter, wire cutters, long-nosed pliers, wire strippers, crimping tool, soldering iron and a cable threader.
- Do not skimp on the materials. Only use electrical gear designed for the marine environment. The cabling should be tinned copper multi-strand wiring which it is less susceptible to the corrosion, vibration and movement that a boat is subjected to at sea.
- Choosing the correct size, or grade, of wiring is important as undersized wiring is likely to overheat and will become a fire risk. To be on the safe side, it is better to fit high grade all round.
- Remember to use colour-coded wire with red for positive and black for negative.
- Make a wiring diagram and keep notes of the work you have done. Having a record for any future updates or repairs will be very useful.

Item	power draw	hours used	daily amp hours
Nav/anchor lights	1A	8	8Ah / day
LED interior lights	1A	4	4Ah / day
Fridge	1.5A	14	36Ah / day
Instruments	1A	15	15Ah / day
MFD / chartplotter	2.2A	15	16.5Ah / day
Water pumps	8A	1.5	12Ah / day
Laptop charger	5A	3	15Ah / day
Smartphone charger	0.7A	12	8.4Ah / day
Total daily use			115 Ah

- It is definitely worth installing a circuit breaker switch panel, as these are easily re-set if one of the circuits is tripped as opposed to having to replace fuses.
- Crimp type connections are better than soldered connections, which have a tendency to break due to vibration caused by engines and a boat's motion through waves.
- It helps to make a list of all your boat's electrical equipment and the current draw of each item. You can then calculate your boat's electrical requirements over a given period of time by adding up the total number of amp hours all of the equipment will consume (see diagram).
- We sent the alternator away to be serviced, cleaned and tested to ensure that the batteries are charged as quickly and as efficiently as possible.

## Simon Jollands







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Rainbow hold the Contessa 26 logo and are happy to embroider it onto a wide variety of clothing and accessories. All their printing and embroidery services are carried out in house ensuring perfect results every time.

## AND FINALLY...

A big thank you to all the contributors to this year's magazine. Please send through any text or pictures throughout the year for our next issue.

