



FITTING OUT

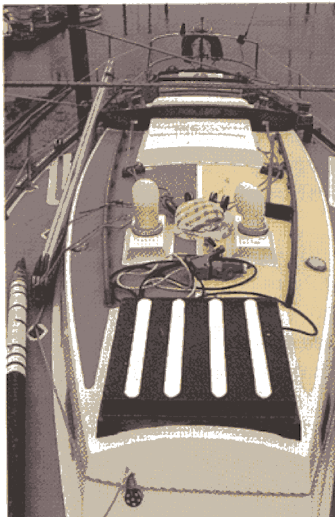
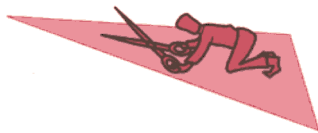


Pegasus of Arne, an Ohlson 38, well on her way to enjoying a new lease of life courtesy of Moody (Service and Construction) Ltd



'A very fine Swan indeed . . .' this 36, *Bramble*, has been beautifully restored at the Elephant Boatyard in Bursledon

Photos: Malcolm White - Main photo: David Glenn



Forehatches and crazed, split coachroof ports are among the first items to replace. A Swan 36 (left) about to undergo a refit and (right) *Bramble's* reconditioned coachroof with new forehatch ports and varnished brightwork

Cockpits before and after. *Bramble* (left) had her decks laid with teak, all other surfaces painted and brightwork brought up to tip-top condition. Right, a tired Swan 36 cockpit about to be refurbished



Far left, accommodation details aboard *Bramble*. The Elephant did a commendable job matching Nautor's original joiner work. Left, the *Baby Blake* was completely overhauled and is now as good as new

suits well past their sail by date," Tom admonished. A 10 to 15 per cent improvement in performance can be achieved with new sails.

In *Bramble's* case, the rig was scrapped in favour of a Proctor spar, and new sails were supplied by Williams & Lankester (now Diamond) who have a well established relationship with the Swan marque.

Cost: £5,000-£6,000 for the new rig.

ACCOMMODATION

The Elephant yard made big changes in the main accommodation by moving the galley from amidships to a position to starboard of the main companionway. This has opened up the sitting area of the saloon and at the same time made the galley more seamanlike.

Elephant have done a good job in matching Nautor's original joiner work. They could have taken things further by applying a special wood veneer technique to the bulkheads. The treatment can completely transform an interior; although it is expensive, it can really give new life and value to a tired cabin.

Cost: On application

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Will your instruments interface ?

CONSTANTLY advancing technology has provided plenty of scope for instrument upgrades, but there are many pitfalls in the tangled world of interfacing and installation.

As long as buyers are absolutely sure that they have bought equipment with the correct NMEA interface number, they should link successfully with other instruments, like GPS and log. The current NMEA number is 0183 (shortly to be changed), but instrumentation carrying this will not interface with equipment with old numbers like 0180 and 0182.

There are black boxes which facilitate interfacing, but they can be expensive and more wiring introduces a greater chance of interference. Mick Fell,



Mick Fell, electronics expert

Moody's sales and service engineer, says that it is too easy to buy equipment which looks OK from the outside but, because of manufacturers' interpretation of NMEA protocol, won't interface with some other equipment.

He told us that work is near completion on a labelling system which will make it much more obvious what will and will not interface. His advice is to talk to an experienced electronics engineer before purchasing.

While a layman would find it quite easy to hook up a new

piece of equipment and interface it, he is unlikely to be able to unravel some of the problems in poor wiring runs, and gremlins like 'standing waves and electromagnetic radiation,' both of which can have the effect of sending equipment out of control.

Interference caused by a build-up of pulsed DC current in wiring can be so severe that, by turning on the engine, an autopilot can swing wildly off course. Mick Fell even came across a handheld VHF which, when transmitting, could alter the autopilot heading by 10°.

Using properly screened, twin-cored cable, which must be grounded at the transmitter end only, making sure that equipment has the correct NMEA interface protocol, and having wiring runs designed to avoid interference, are among things to look out for.





Mike Little

BRAMBLE'S REFIT

THERE COULD, perhaps, be no better place to start one's search for a classic yacht, ripe for revival, than Tom Richardson's wonderful Bursledon yard, brim full of what one might

call 'proper yachts' waiting for an owner. There are, of course, yachts already introduced to saviours who have recognised pedigree.

One such is *Bramble*, a 1968 Swan 36, owned by Mike Little. She is a classic Sparkman & Stephens design, a development of a string of famous sisterships including *Clari-onet*, *Roundabout* and *Summaid*. They were unbeatable in their day and there are few modern yachts capable of providing such a powerful, comfortable ride to weather in a blow.

Owner Mike Little, 44, who runs a stock exchange investment firm, fell in love with the Swan 46 at the Southampton Boat Show a couple of years ago, but could only dream about owning her. "John Irving (of Nautor UK) told me there was a 36 at Berthon in bits – without even seeing her I said I would buy her on the spot if she could be ready to start the Round the Island race in ten days' time," said Mike Little. He hasn't looked back after paying less than £25,000 for her.

Tom Richardson has some firm beliefs about the wisdom of spending good money on a 25-year-old yacht: "Well used boats don't lose their value, and neither do pretty boats," he claims.

He clearly wouldn't delude a client into approaching a major refit with anything less than an open wallet, because small projects usually mushroom alarmingly. The key is not to panic and to keep thinking of the end result.

ENGINE

Like most boats of her era, *Bramble* was hopelessly underpowered with her original Volvo, so that made way for a Yanmar 3GM – in Tom Richardson's experience one of the most popular replacement engines on the market. Compared with the old Volvo, the new engine is smaller, lighter and yet much more powerful.

It had to be squeezed into a pretty small space under seating in the main saloon, and some surgery was required to accommodate the engine's greater width. Installation was further complicated because connections for inlets, engine beds, exhaust and controls all had to be altered to link up with the Yanmar – not a cheap operation.

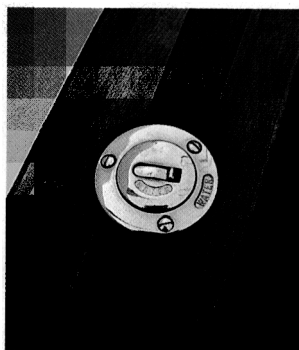
Nonetheless, *Bramble*'s speed under power has been transformed. "She can reach seven knots with ease – it's the sort of improvement that transforms cruising itineraries in the Channel," said Tom.

Cost: About £4,500 for the engine, but another £2,500 for installation.



Photo: Malcolm White

Above, Tom Richardson's team at the Elephant has done a fine job laying *Bramble*'s teak deck and refurbishing all fittings. Winches are new and most fittings are original. Where applicable, fittings have been re-chromed, a process which is cheap, but effective. *Bramble*'s brightwork will be touched up before the season



Far left, great care was taken to work the new teak deck around all the original fittings. **Left**, fitting the new Yanmar was a bit of a squeeze, but performance has

DECKS

Bramble's side decks were originally non-slip finished glassfibre, but her predecessors were built with teak decks so the design could quite easily cope with the extra weight. The look of the yacht has been dramatically enhanced, and the Elephant's careful working of the teak round moulded track mounts and other items has been cleverly done.

The coachroof has been left as before, apart from being painted. The Swan 36 has a distinctive varnished wooden coaming over the coachroof which acts as a wave breaker. This was replaced and other brightwork brought up to A1 condition.

Mike Little replaced all his winches, the originals having been single speed with no self-tailing. Most other fittings are original and,

where required, they have been removed for re-chroming. "This costs pence and really improves the look of the yacht," said Tom Richardson.



Tom Richardson, who runs the Elephant Boatyard at Bursledon

Cost: Between £11,000 and £12,000 for the teak deck.

TOPSIDES

Bramble was osmosis-free, but her topsides needed treatment. This was time-consuming because there was some star crazing to deal with. "No matter which paint system you use, crazing will always break through if it's not treated properly," warned Tom. Each area of crazing has to be ground back, epoxy filled and faired before painting can begin.

Other problems will be found where bulkheads butt up against the hull, especially forward where pounding is greatest. "Occasionally yachts will be victims of Cowes Week traffic jams and dark colours are more susceptible to cosmetic damage," Tom explained.

He strongly recommends the use of fender socks to prevent scuffing. *Bramble* was Awl-gripped. The finish is like a mirror and Mr Little can expect a harder wearing finish than his original gelcoat.

Cost: Between £1,500 and £1,800

RIG AND SAILS

"People don't realise how a new rig and particularly new sails can transform a yacht's performance – too many people sail around with