



Miura

'BULL' SHEET

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Ahoy there !

It was with great sadness that we learned of the passing away of Oswald Berckemeyer. Our deepest sympathies go to his family and friends. He was corresponding with us just before he died so his death came as a surprise to us all.



The South Easter has continued to blow out much of the sailing in False Bay this past month and all down here are looking forward to the onset of quieter Autumn weather. However, there has been plenty of Miura action elsewhere.

News from the Vaal.

Wilhelm Herbst, Adrien Pule and fellow Miura owners on the Vaal Dam seem to be getting organized and we hope to hear from them regularly in future. Their report on "*The first ever Vaal Miura gathering and cruise*" which took place on the week-end of 7th/8th February is attached. It sounds like a great time was had by all. Well done Adrien, Vitor and Wilhelm for putting this together. Strange, that continued attraction of red wine and Miura sailors....

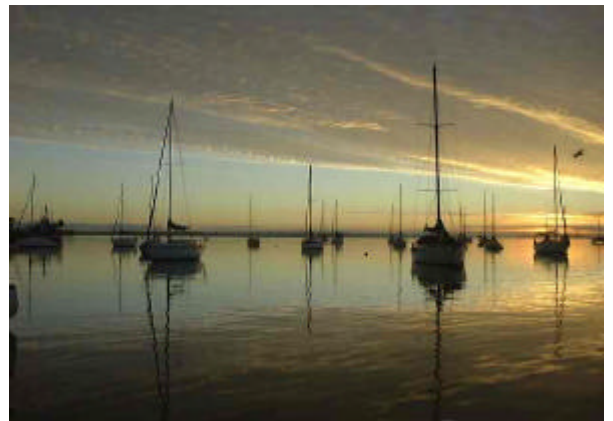
News from Cape Town.

Tom Connell reports on the recent Mykonos race: "*I believe (though I didn't participate) that the Friday race up from Cape Town resulted in many DNFs because of light winds. Class 2 on Friday was won by FTI Flyer. It was a great day on Saturday - the winds were mainly moderate south west and in class 2 the first three places all went to Miuras - Phantom, Apricot and Julie III - overall though, FTI flyer won class 2 on the basis of its Friday result.*"
Well done the RCYC Miura drivers!

News from the West Coast.

Tom Brown writes "*Having left Inca up at Port Owen after the West Coast Cruise we managed to get up there some three weeks ago to sail her to Saldanha. On the day the tides obliged us to leave early in the morning and we were almost immediately enveloped in heavy fog. However, the GPS (set up with well tested waypoints from the*

reverse trip up) and the autopilot supported by the radar reflector and friend Mary regularly blowing the fish horn saw us safely through to break into sunshine at Cape Columbine. We have since spent some days sailing in the sheltered waters of the Bay. During this time Inca has been moored at the Saldanha Bay Yacht Club facilities - what a delightful and hospitable club that is - and we have made contact with local some Miura owners, Dave Murray-Nobbs (Umoya) and Dave Renshaw (Keg, which is currently at Club Mykonos)".



Sunrise at Saldanha Bay Yacht Club

Word from afar.

Buddy Hulscher in Vancouver writes: "*What a shock (to hear about Oswald's death)! I have sent an email note of condolences to his email address, in the hope that his family will read it..... We last saw him on our last visit to Cape Town, in January 2002. Dieter Mielke, one of the original group of 11 had a braai and invited a number of the old group. Most now have other yachts, including Dieter, but it was so nice to get together with several of that band.*

In our bi-weekly winter Snowflake race today, we had perfect Miura conditions, 20 to 25 knots of breeze, a bit rainy, but flat seas. We won our division handily, by nearly 4 minutes. Fantastic sailing and such a pleasure to see Poudre d'Or at her very best.....

I recently received correspondence from Tony van Vugt and his Miura Bojangles (what a great name!). I remember her in the very early RCYC Miura days.

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It really is great to get mail from around the world, indeed from anyone who gives encouragement to those of us who put this newsletter together; not to mention fresh ideas and questions.

Miura-type sailing events

Planning for the 2004 St Helena Governor's Cup race continues. Eight Miuras have indicated interest in possibly participating. If any more of you are interested please drop Tom Brown an email so that your potential participation in a Miura class may be registered early by the organisers and that you may be included in the event communications.

The FBYC Easter regatta is just over one month away (10th/11th April). As this usually comprises a series of medium distance races, it is ideal for Miuras. Tom Brown tells me that *Patches* will be ready and Tom Connell confirms that he will be bringing *Phantom* around to give *Patches* a 'klap'. We also look forward to seeing *Opskud* and others out there racing. So get those bulgy boats ready all of you and make this a strong Miura occasion.

Miura Monthly Talks at FBYC

I gave my second technical talk on engines a month or so ago and I am very happy to report that it was very well attended (even by several non-Miura owners).

Technical Sessions: dates to diarise

- 5th April 2004 Batteries, chargers and starters
- by Gerry Bailey of FBYC
- 3rd May 2004 Boat instruments
- speaker to be advised
- 7th June 2004 Boat electrics
- by Gerry Bailey of FBYC
- 5th July 2004 Quiz- lights and collregs
- to be adjudicated by Paul Dennett

Ideas on other subjects and speakers are welcome.

Technical forum.

The question this month comes from Tony van Vugt (sadly, Tony and *Bojangles* presently reside in a part of the world that has not moved on from imperial measurements to metric. However, one must learn to live with these little inconveniences).

Tony, you need to fit a 1-inch shaft to replace your 25mm shaft. Therefore, the inside diameter of the cutless bearing will be 1-inch whereas its outside diameter needs to match the inside diameter of the 'P' bracket (the strut into which the bearing fits). As you quite rightly point out, your 'P' bracket diameter will probably be in metric. The trick will be to find a cutless bearing that fits the new shaft and which is also suitable to being machined down to the existing dimensions of the 'P' bearing while still leaving enough "meat" on it to be pressed into the aforesaid 'P' bracket. Remember, what the 'P' bracket does is support the aft end of the shaft for alignment with the engine. Unfortunately you will not find much information regarding cutless bearings except from the manufacturers like Vetus. Their email address is: sales@vetus.nl and their website is www.vetus.nl

Whilst we are on the subject of cutless bearings, the most common cause of these bearings wearing out is overheating. I can just hear many of you saying 'how can it overheat – it is under water'; and so it is! But if you paint the two ends liberally with antifouling you will block the flow of water between shaft and bearing causing overheating. Therefore, people, be sure to keep the flues clean and open.

A final word

I have mentioned before that to help keep this association afloat, so to speak, it is very important that the social side is also built up. We are looking for someone who can organise this, particularly as we move into the winter months. I for one will give it my full support.

I wish you all well in sailing,

Chris Ray

For sale: Yanmar YSE12 motor and gearbox complete with important spares and in good running order. Available April.
Call Tom Brown on 0824564206.



NEWS FROM VAALDAM - FROM SMALL BEGINNINGS

The first ever Miura gathering and cruise took place on the week-end of 7th and 8th February.

Five boats met at Manten Marina on Saturday and set off in a typical Highveld thunderstorm, otherwise locally known as a buster. With winds gusting up to 35 knots we were all set to have great Miura sailing conditions and when the storm moved on, the wind settled to an ideal 15 to 20 knots for the rest of the day. Pity we did not have this on the previous week-end when the Round the Island regatta took place and several hundred boats wallowed around from zero wind to a maximum of 5 knots at sporadic intervals. But that's the Vaaldam for you.

Kinetics	-	Wilhelm Herbst
Wilitia	-	Chris Versveld
Waciu	-	Boguslaw Wakerman
Hurakan	-	Justin Wolmarans
Elwing	-	Adrien Pulé

made up the Miura fleet of February 2004.

After a pleasant cruise around the island (just to remind ourselves of what we missed the previous week) we put into Port O'Call at Sandy Bay where guest Marinas were made available to the fleet, followed by a braai at the Club's excellent facilities. The Port O'Call Manager, Anton van der Merwe, ensured that all arrangements ran smoothly and the facilities provided made for a comfortable overnight stay.

While the red wine was still flowing after the braai - funny how this always seems to happen with Miura sailors around, Vitor Medina, an old Miura hand, gave us a talk on his Cape to Rio experiences. This was really fascinating stuff and it goes to show how versatile and sturdy our ships are and that with proper planning and the necessary skills they can be sailed anywhere in the world.

The following morning, during our breakfast, Dick Manten came over to address the team on the new regulations pertaining to the registration of boats, as well as conversion and upgrading of tickets. He brought along Brian Sutherland, Chairman of S.A.S., who gave us a detailed talk on the implications of the new Government regulations and what has to be done between now and the end of the amnesty period in April. Other than the registration of boats with S.A.S., these new regulations do not yet apply to inland waters, but it is anticipated that they will do so shortly and Brian's advice is to make sure one is prepared well in advance.

With that programme completed, the fleet set off on a cruise to the confluence where the Vaal and Wilgers rivers meet to form the Dam and then on to Rose Bay where it split after which the boats went on to their home ports flying their new Miura pennants.

This was altogether a very good initial Miura get-together and everyone was unanimous in that we must continue with more at two-monthly intervals. The Gauteng Committee is aiming to get at least seven participants before setting up an inland chapter of the Association. It is clear that there is a need for the group to get to know each other and also to build up sufficient confidence to eventually put together a racing class for regattas at the Vaaldam.

This is our objective for the rest of this year in time for the Big Boat Race and, who knows, maybe you will get to see some of the inland guys joining in at the Miura Nationals later this year!

ADRIEN PULÉ



Important engine care and maintenance points made by Chris Ray in his talk.

(reproduced with kind permission of Chris Ray, March 2004)

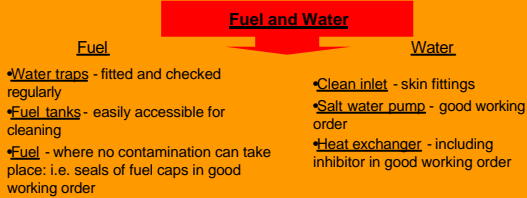
Engine Care

For a long and efficient life from your engine, remember the following four points:

- Ensure a clean, cool and adequate supply of air;
- Ensure an adequate supply of clean oil;
- Ensure an adequate supply of clean fuel, with no water in it;
- Ensure your engine is serviced regularly

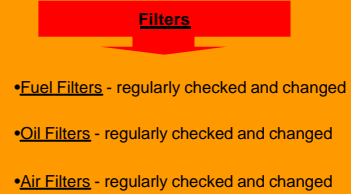
Engine Care

Preventative Maintenance



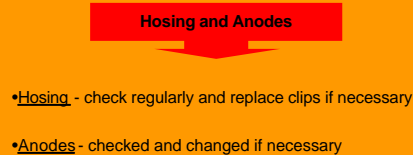
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