

GARDNER

Engine Forum



Spring 2015

www.gardnerengineforum.co.uk

No. 27



*Engine
Forum*

Membership

Application

Title	Mr / Mrs / Miss / Dr / Other		
Forename(s)			
Surname			
Address			
	Post Code		
Telephone Number		Ex Directory	Yes / No
Mobile			
Email Address			
Engine Model			
Engine Serial Number			
Engine Application	Stationary	Road	Marine
Year of Manufacture			
Name Vehicle /Vessel			
Signed		Dated	
Any Other Info			

This information will be held on a computer database

Membership fee £10.00 per annum (UK) £18.00 per Annum (Overseas)

Renewable on the anniversary of joining,

Payable by cheque electronic funds transfer or standing order.

Standing order mandate is available at www.gardnerengineforum.co.uk/subscribe

Please complete the above and send to

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Artasooley,

Benburb

Dungannon

N Ireland

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Email:-tangent.gardner@gmail.com

Gardner Engine Forum Philosophy

“The aims of the Forum are to promote and foster interest in all Gardner engines”

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Advertising Rates:
Free for Members Personnel Ads
Trade ½ page
£25 per 2 editions

Cover Picture

3LW powered compressors
At Nash Point Lighthouse
South Wales
See page 9 for
More Information

Photo by Bill Barrington

Mike Johnson R.I.P

Many members will probably not have known or had any contact with Mike who became chairman of the forum in 2009. In his own introduction he gave us a run down of a somewhat varied career

About myself, I joined the Merchant Navy as a boy of 16, drifted into the truck driving game by the age of 30 and lock keeping on the Llangollen Canal by 60. I currently own a 47ft tug with a 2LW fitted and also posses a couple of 6L2's as a future restoration project!



Mike's funeral took place on Monday the 5th of January at Crewe Crematorium which was packed out through the doors, fourteen members of the forum were in attendance, although we had many a conversation with Mike and knew of his other interests, it became clear that he followed them with the same passion that he applied to the Inland waterway scene and his narrow boat Luckimuklebacit with its 2LW

Having been very into cycling from his teenage years, a passion he acquired from his father, he continued to be an active member of the Pickwick Bicycle Club and the Weaver Valley Cycling Club. Mike was also a keen supporter of Warrington Wolves Rugby League Club, he was also happy to be a thorn in the side of anyone in authority who he considered was not doing the job properly. As his long time cycling buddy put it, we disagreed on many things but still came out friends. Mike commanded a presence and stood firmly for what he believed in.

During the last year Mike was so courageous when facing a battle that he knew could not be won.

Mike knew he was going to step down as our chairman, but in his own way was hoping to hold on long enough to hand over to someone else Sadly this was not to be and we had to say goodbye much sooner than we hoped for . Mike led from the front as our chairman ably assisted by his partner Yvonne, it is their dearest

wish that the forum continues and you can be sure that somewhere in the great unknown he will be looking down on us and saying you should do it this way. Mike would have enjoyed his funeral ! It very much portrayed the man he was, it celebrated all that he had achieved and was supported by people from all of his interests.

We said our final goodbyes to Mike with the sounds of “I am The Urban Spaceman” by the Bonzo Dog Do Dah Band playing in the background.

A somewhat appropriate choice of music.

Steven & Judith Gray

Notice to all members of the Gardner Engine Forum The Annual General Meeting of the Forum

**Will be held at
Bugsworth Interchange Basin
Nr Whaley Bridge in the Peak District SK23 7NE
On Sunday 7th June at 11.00am**

**Items for the Agenda to be with Mrs Linda Kemp
Korna Cottage, Barnstone, Notts , NG13 9JJ**

Or by email to gardnerengineforum@blueyonder.co.uk

By May 24th

Following the loss of Mike as our chairman, Mikes partner Yvonne has decided to step down from her post as secretary. This leaves us with two vacant committee positions, which need to be filled to enable the Forum to continue in the future. If you are interested or would like more information on either post please contact any committee member whose names are listed on the inside of the newsletter cover.

Please Note, This notification is final, no further communication will be sent out prior to the AGM

GARDNER ENGINE FORUM

MINUTES. OF ANNUAL GENERAL MEETING SATURDAY 26 APRIL 2014 2.00PM..

ANSON ENGINE MUSEUM ANSON ROAD, POYNTON, CHESHIRE SK12 1TD

PRESENT: COMMITTEE

Mike Johnson (MJ) - Chairman Steve Gray (SG) - Editor-Website Manager
Judith Gray (JG) - Treasurer-Yvonne Crane (YC) - Secretary-Joe McCool (JM) -
Membership Secretary Linda Kemp (LK) - Committee Member Andrew Kemp
(AK) - Committee Member

PRESENT: MEMBERS:

Geoff Challinor Ian Gilbody Peter Freakley
Garry Hill, Mike Hodgkinson, Charles Mills, David Leary, John Naylor, Richard
Peregrine, Terry Olds , Paul Syms, Jack Sandilands.

APOLOGIES:

Neil Ecclestone, Penny Heath, Colin Paillin, Jimmy Turnbull,
Ian Thompson, Edwin Fasham Alan Imrie.

WELCOME

The Chairman welcomed everyone and opened the meeting at 2.00

MINUTES OF LAST MEETING

The Chairman read out the minutes of the last AGM and these were signed as
being a true and accurate statement. -

MATTERS ARISING

The only item of significance arising from the minutes of the last meeting was
regarding Gardner Enthusiasts, at Oxford; a member had dealt with them and
had encountered no problems at all.

The Chairman said there was nothing significant to report, other than to say he
had been seriously ill since Christmas and had been in and out of hospital on two
occasions. He said he hoped to carry on with the Chairman's post. It was men-

tioned it had been a fairly quiet year and a lot of things had had to be put on one side but he had been concentrating on obtaining Gardner regalia and Gardner filters suitable for 2LW's and other engines in the LW range.

Copies of the accounts for the year were passed to the floor.

The Treasurer said there was not a lot to report and income and expenditure depends on if there was an AGM at the Anson engine Museum or at a rally. There were rally costs and we had the AGM at the last rally. We also purchased some Gardner merchandise.

MEMBERSHIP SECRETARY'S REPORT

The Membership Secretary said it was good to be at the AGM and he had travelled from Ireland to be here. He said there were 160 members on the database. Some have renewed just recently as the day before.

ELECTION OF OFFICERS

The Chairman stated he understood everyone on the Committee was willing to stand again. It was proposed that the current members of the Committee were elected en bloc. This was agreed unanimously.

Proposed by Paul Syms, Seconded by Terry Olds.

FUTURE RALLY VENUES

The next rally is being organised by Paul Syms and will be held at Bugsworth Basin, with a new Visitor Centre, hopefully, being in place. Paul thanked Steve Gray for producing next years flyer. The Chairman passed the documentation related to rally insurance over to Paul Syms for his action closer to the time of the rally. Paul Syms said he will revise the risk assessment in respect of the next rally. Paul Syms stated he will be asking for a donation not a registration fee, in respect of the rally being held at Bugsworth Basin. It was stated that, hopefully, we will have the co-operation of the pub for the duration of the weekend of the rally.

Stoke Works was again mentioned regarding being a possibility for a future rally.

Wrenbury was also mentioned as a possible future rally site but it was stated that, currently, there is talk of a new marina being built.

The Chairman stated that if we have not something in place for two years hence we may have a problem. It takes two years to organise. We are open to other ideas and have to look "outside the box".

Huddlesford Junction was another venue mentioned and has a good pub. Neil Ecclestone was said to have mentioned about this as being a possible venue as well.

MEMBERSHIP & RAISING PROFILE OF GARDNER ENGINE FORUM

It was mentioned about flyers being made available to give out to people. Also, the Anson Engine Museum could possibly have flyers available to hand out.

The question was asked whether did we want to increase membership?

Regarding the flyer it could have the Anson Engine Museum on one side and the Gardner Engine Forum on the other side, and could be loose in the magazine.

ANY OTHER BUSINESS

Geoff Challinor mentioned that in 2018 it was the 150th anniversary of Gardner Engines. The Anson engine Museum is doing something to commemorate this event.

The Chairman mentioned we could have a boat rally together with a road vehicle rally to also commemorate this occasion, and said that this needs serious consideration, but would this be an additional rally to the one due in 2017, ie 2 years after the rally at Bugsworth Basin in 2015.

The Chairman thanked everyone for attending, and closed the meeting at 2.35 pm.

Gardner transplant ensures a better life for early Nationals

FREQUENT unreliability and a record of low durability are the main misgivings about the Leyland 510 engines when it is laid on its side to do work in the rear of a National Bus.

Worse still is the general pattern of the drivers reaction to the delay in power they experienced with early versions of this now obsolete engine .To the detriment of fuel consumption and excessive black smoke they drive with the pedal flat to the boards.

Poor cold start and fast rev up from cold wears oil, starved turbocharger impeller shafts cause more premature engine damage.

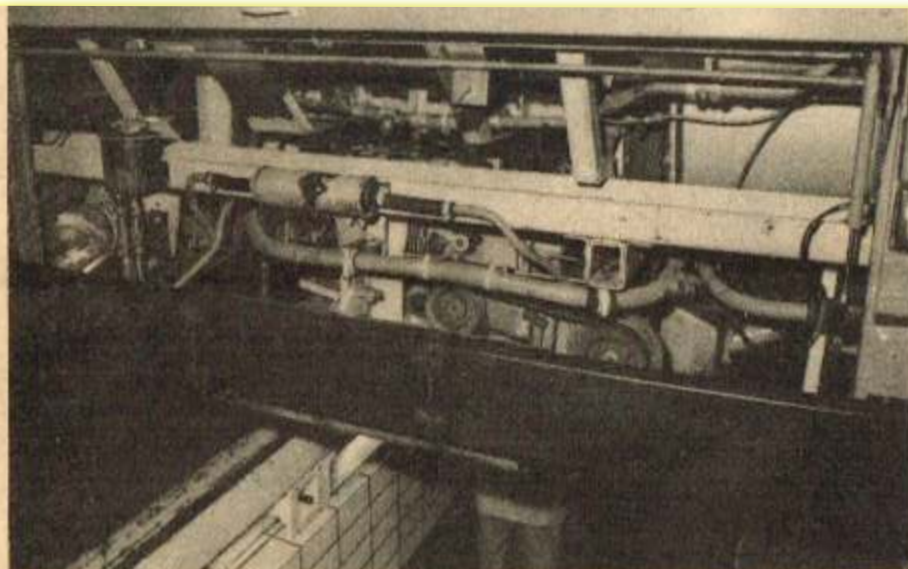
One National Bus subsidiary-Eastern Counties- is determined to oust these 510 engines as fast as it can and replace them with reusable Gardner's



FEW-who operate Leyland Nationals are sorry to see the "headless wonder" the 500 series" fixed-head Leyland engines become obsolete. But thousands will remain in operation for years to come.

Operators are stuck with the early Mark 1 marriage of convenience, where placing a horizontal 500 in the rear of a single deck integral produced an idle over aged delinquent that drinks, smokes and is generally rowdy

The prospect of living with more than 80 of these troublemakers for the next eight or so years is all too much for Eastern Counties chief engineer Ken Polson



With the rear inspection flap raised it is apparent from the light-painted transverse channel, of which there are three, how much surgery took place and how the longer Gardner engine located by the existing gearbox took up space occupied by the Leyland 510 radiator.

He spent the last year proving that it was feasible to mount a Gardner 6 HLXB in the space at the rear of a National One, designed to take the much shorter and narrower, if not deeper, Leyland 510, horizontally.

The work called for major surgery on the integral frame engine bay. Apart from which some fundamental changes to the auxiliaries were needed before the transplant could be signed off as sound by the Department of Transport, traffic area and EC's own depot traffic staff. The story of the engineering problems needed to be overcome is a complicated one.

Investment

It took time and a good deal of effort to get the first one right. Now other conversions could follow; the economics are soundly based provided there remains a good supply of Bristol RE's with reusable Gardner HLXB horizontal engines.

Even with a free-issue second-life Gardner the estimate for a limited batch of four is £4,600 apiece. That sum includes a direct labour cost of 1,077 man-hours plus £1,700 for reconditioning materials

I asked Ken Polson if the lowest budget price of £4,600 could be a justified extra investment on a bus that was well on its way to reaching the half way mark in its life

That was the whole purpose of the exercise, he replied. The horsepower derived from a given quantity of fuel puts the Gardner ahead of the field and the evidence that double the 510's mileage between major engine overhauls is obtainable should see a reasonable return on the investment even before savings on unscheduled repair and downtime costs were included he said.

Mr Polson's hunch seems to have been proved right. A fuel consumption test conducted over a 2,450-mile period in service at the Norwich Vulcan depot showed an improvement of 1.08 mpg or 15 per cent for the Gardner over the Leyland 510, which did 7.18 mpg With a direct engine overhaul cost of £1,600 required at 90,000 miles for the Leyland

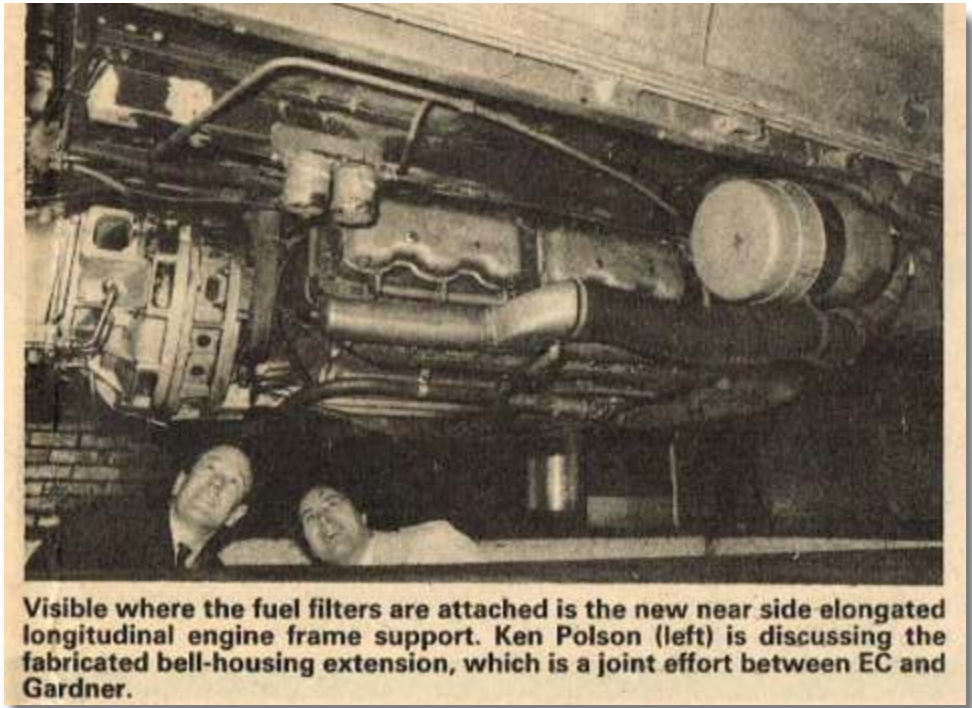
and at 180,000 for the Gardner, and an annual fuel saving of £796, at a price held to £1.25 a gallon, there would be a discounted cash flow repayment with a factor of 10 percent taken

out at the end of a five-year period.

Payback.

Similarly if the same cost factors were to include an annual mileage of 45,000, miles instead of 35,000, as operated by National Bus Company's Eastern Counties, the pay-back period could be shortened to four years.

All this, remember, takes no account of overheads and unscheduled downtime. So on regular service operating from the Vulcan bus depot, one of 16 bases operated by EC is a National with a strange snub-nosed square grille at the front and a fleet number changed from LN 781 to LO 181 to signify the change to Gardner and sporting the name Eastern Counties.



Though the Gardner engine is lighter the installation has made the bus heavier by 460kg. I drove it briefly and found it had a good responsible feel in the transmission of power as it pulls away.

Using the same semi-automatic Leyland transmission as before the conversion, the Gardner can be made to lug down to 1060rpm, where a torque of 5361b ft is developed, compared to 485 higher up the engine speed range at 1200rpm with the old Leyland.

The top speed is reduced by 3mph to 54mph, still above the legal Limit of 50mph. This is because the Gardner is rated to produce 160hp at 1,900rpm instead of at 2,000 as with the Leyland 510.

I noticed that the National had that familiar Gardner "growl", less ferocious than the "snarl" of the Leyland. It is subdued by as much as 3d8(A) with the extra sound deadening material placed on the underside of the much enlarged engine floor inspection panel which gives improved access for maintenance

This panel quilted on the underside with Coustilarn to reduce saloon noise. This raises the part of a raised floor section running from the rear wheels-box which is 3" higher at the rear seat and reduces the emergency exit similarly

The final choice of a front-mounted cooling system has increased the overall vehicle length by about 10". But unlike the National Two, which is similarly

mounted, there is no automatic radiator shutter and the Gardner took its time to warm the demister.

Cooling circuit

After overcoming the physical problems of fitting the larger Gardner in the rear, Ken Poulson and his workshop team were left with a complete re-design of the cooling circuit.

At first they had to move the radiator from the facing rear end position to facing the offside behind the rear wheel. This was to make room at the rear for the new transverse fabricated front engine support channel.

The longer and deeper Gardener needed three new engine support points. To do this and to make space the rear floor underframe was discarded and the nearside engine longitudinal chopped off short and replaced with an out-triggered elongated substitute.

However the offside longitudinal engine support member was extended to the rear. After this a cross bracing was achieved with three new overlaid transverse channel section movers that locate with the internal body panel supports and tie in to form the engine land floor support.

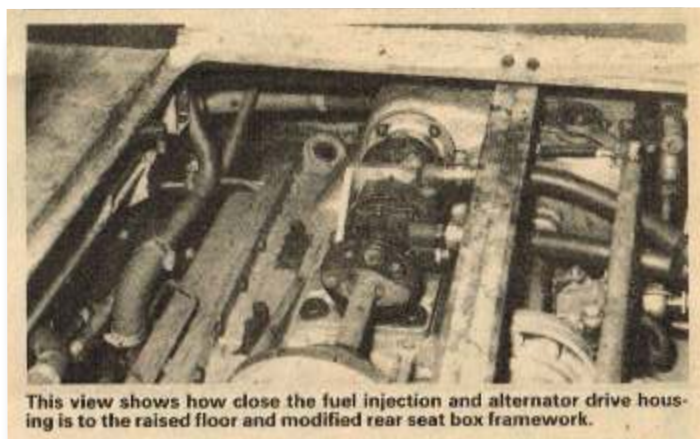
Even then the bulge of the injection pump drive only just clears the raised floor and the much modified rear seat box. Despite this the ground clearance is reduced and so is the angle of departure, though fully laden trials

Have not revealed any grounding of the water pump, which is most vulnerable.

Important thing to note is that this engine replant has now involved any changes to the transmission or its location. Unlike the Gardener/Bristol RE the gearbox of the National remains unchanged behind the axle.

It does, although, have an extra flexible gearbox vertical support mounting which is adjustable in height.

A thorough set of trials proved that even with the radiator inclined in the rear off side position.



So at far greater cost than what was originally anticipated a fresh start was made with a front of vehicle radiator position, as specified with the National 2 and the Leyland 680 engine. The installation of a 1 ½" diameter pipe run is probable cruder on this first pro-type because a change had to be made late in the day. The cooling fan is a thermostatic cooling drive similar to the Bristol VRT in EC's service and its housing protrudes into the platform entry area by about 4". Gardener recommendations to raise the air-cleaner and header tank position have been followed.

Item such as the bell-housing were "a joint Patricroft and Norwich fabrication," said Ken Poulson.

The power steering pump drive is driven now with the Butec 100A alternator, in a similar fashion to the VRT.

Eastern counties now have a clear commitment to convert at least some of it's 80 or so National ones. At the rate of conversion of one every five weeks many would become overage or even redundant before the surgery transplant operation could be made available.

In theory it would be fine for EC to have an all Gardener fleet of about 600 buses. The fitters, particularly in outlying districts, would welcome both the engine and the greatly improved access to it. Drivers say the bus performs better and passengers say it is quieter too.

The economics for doing the transplant are sound, particularly as the new "interim" Leyland 680 seems to be 0.5 mpg down on even the smoky 510, says Ken Poulson.

If NBC has been pushing its partner Leyland Bus for a Gardener/National Two as an alternative to the 680, at least Mr. Poulson and his team have shown that, even with the more difficult National One, theirs is the path many will want to tread.

Moreover he has one or two enquiries from other NBC companies needing help. But they have to agree to share some of the £8000 development cost. Even Scottish Bus is interested.

This article appeared in the January 20 1982 edition of Motor Transport, Bus and Coach section

Report by Mike Cunningham, Photographs Alan Woodcock

Thanks to Member Colin Meadows of Great Yarmouth who provided his copy which has survived in good condition despite being on newsprint quality paper

Correspondence

Hi I found your website and thought I could send you something that your members might be interested in. This past few months I have been volunteering as a guide to show people around a lighthouse, part of the lighthouse complex is a fog horn that we sound a couple of times a month.

I have been shown how to use the engines and horns but any knowledge of the engines themselves is very limited.

I believe they were installed in 1964.

I will attach a few photos and should any of your members be willing to give me any information, at all, about the engines I would happily learn and share the info with the visitors that we have. hope this sparks some interest to your group

Thanks Bill Barrington



Following a reply with some info on the engines and Gardner history this further info was furnished.

Steven,

Thanks for your reply, any info is good info. the lighthouse is in South Wales at Nash Point, well worth a visit just for the beauty of the coast line as well as the interest of the lighthouse and the fog horn, should you have any members in the area



that would be interested in a visit they could get in touch with me and I will do my best to give them some extra time at the fog station than the public would normally have.

feel free to use the pictures in any way that could be of interest to your members. Regards Bill

If you would like to visit and meet up with Bill his email address is billbarrington@btinternet.com or maybe turn up on an open day and make contact

Gardner Supplied Spares and Tool Box

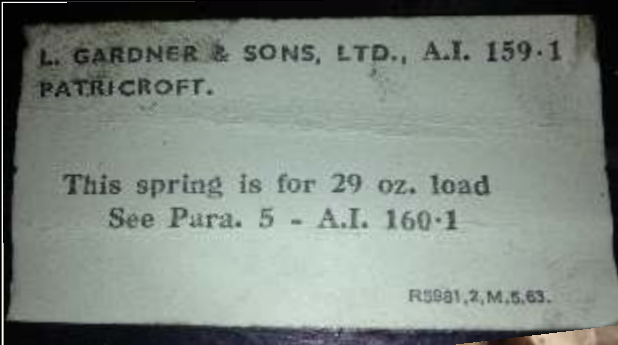


As supplied
with
Foden
Trucks

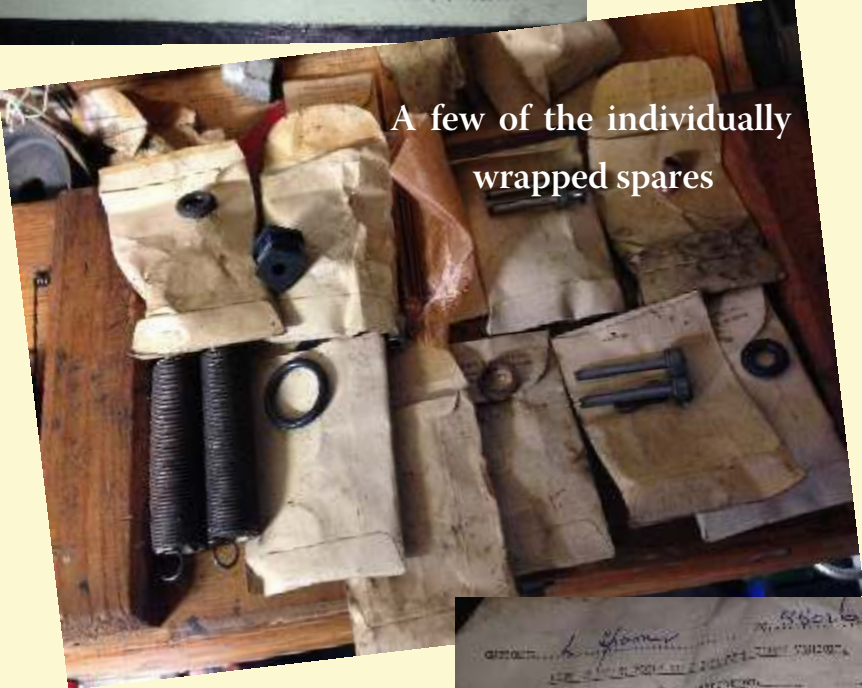
Spanners
Lifting Lugs
& Springs



Injector Syringe
Lapping Tool
Nozzle Pricker's
All in its own Box



Alternative
rack return
spring label



A few of the individually wrapped spares

A list of Foden spares
To complement the
Gardner set



Photographs by Colin Paillin

Pelican Brief, Kangaroo Island, March 2014

The following email was received via the website in November of last year seeking help, it was duly posted on the Google Group seeking opinion as to the cause of the problem, non was forthcoming other than my own opinion that after 11,000 hrs there is most probably some piston blow by causing crankcase pressurization, John was certain that this was not the cause of the problem though.

I suggested that he might modify the seal arrangement of the crankshaft pulley by replacing the felt seal arrangement with a lip seal similar to the way that I had modified my 3LW some 20 years ago. This involves machining off the outer ring which retains the felt then making a holder for the seal which runs on the remaining spigot of the front pulley, photographs and a sketch were emailed and John carried out the modification which seems to have been successful. John sent the following account of his trip out after making the mods. Coincidentally Our Enery article by Grumps in the last edition also contains details of a similar mod carried out by Charles Mills on the 2L2 rebuild. (Ed)

Good morning (in Australia). Please publish my question for consideration by your experienced members.

I have exhausted all sources for answers here. I am happy to join the Forum, please advise if this is pre requisite.

I have a 6LXB in a trawler boat, (pic attached). 11000 hours after full overhaul, starts and runs well. Last year it started to throw a fine mist of oil from the front main. I stripped the area, and cleared out a channel under the outer

race of the roller bearing, also drilled a hole to help the oil to return to the sump. Also a new felt washer in the front flange.



The slinger is in place. I had high hopes that this was the solution, but after warm up the problem persists. Oil pressure is 38 cold, and 32 hot . Therefore not main bearing??.

I am desperate to solve, please page the forum members for me. John Marks, Werribee, Melbourne. 03 9742 7031. info@marksbros.com.au

After a couple of successful trips to Hobart, Pelican and crew felt qualified to try something a little more adventurous. Kangaroo Island in South Australia looked like a good option. A few more miles than Hobart, with a little more real ocean running, particularly considering prevailing westerly winds. The harbors along the way made for interesting cruising, and entry could be a challenge for us rookies, particularly at night.

The wild sea and landscapes, and the wildlife appealed. I had been to KI many years ago, with family, on a land based trip, just enough to whet the appetite. Those days, the smaller ferry was still expensive, and your (new?) car got covered with salt spray.

This year's crew consisted of skipper John, and 2IC Ron Ellis, with many sea miles on most oceans to his credit. Ron recently sailed his Roberts Norfolk to Fiji. As last year, Peter Tantau was aboard, a retired pharmacist with a bent for adventure, and the time to do it. Our new young adventurer is Blake Jobson, who pinched a few days from a busy work schedule as a carpenter and joiner. Blake had to be back after 12 days, so he was picked up at Cape Jervis, on the mainland, for a quick ride home to Wyndhamvale. Blake brought along the keenness of youth, and a very handy back up navigation system on his Apple Ipad. He is a wiz with the barbecue, and a keen fisherman.

Preparing an old boat for a long cruise has its moments. Will it or won't it? Will I or won't I? The major work entailed a modification to the front main oil seal on the Gardner 6LX. Oil pressure is normal, with very little oil burnt, but a persistent leak was eventually solved, using a lip seal mounted in a new holder, after a mod to the pulley flange. I received advice and a drawing from the Gardner forum in the UK. A nice little JRC radar appeared on ebay, and I had a stainless bracket welded up for the antenna on the mast. New rod holders and a bit of paint and deck oil, and Blake's new cedar head lining in the cabin nearly completed the picture. I had recently added a 12v water supply to the sink and basin. Frank kindly loaned the relevant charts, and some spare fuel drums. We refueled at Ann Street, using a handy mini tanker. Fuel was only 3 cents over pump price, but I had to pay wharfage to Parks for the pleasure.

Pelican departed the marina at 2 pm, Saturday 1st of March. The trip down the bay was a little sloppy, but we were lucky, we had a good weather window still to come. We made Queenscliff before dark, and strolled around the marina, before hopping into Linda's chicken stir fry and fruit salad.

A lazy late start next am, combined with a useful ebb tide, got us away through the Rip, and soon we were in a school of Yellowtail Kingfish. They grabbed at the lures, but most got a sensible reprieve, we kept only a couple for the table. Apollo Bay was raised after 8 or 9 hours at a leisurely 6.5-7 knots, and burning about 8 litres per hour. The harbor master advised the "Itinerant wharf", which was soon found and secured. We needed a good spring to beat the surge.

Exiting Apollo Bay at night (4.20 am EDST) requires a little concentration. Keep a good distance from Henty Reef if proceeding west, and watch out for craypot lines and buoys. The season is near ended, but a few were sighted. You only need one around the prop to cause major problems. Generally we found none over the 50 metre line, which can be up to 5 miles offshore. The combination of new belts and a new 24v alternator was causing a few headaches. New belts stretch, and pulley width was also an issue. We didn't get this really sorted for a few days, and a bit of shore based charging, later. The weather was just beautiful, we were a few days at KI before any adverse stuff. Cape Otway, Moonlight Head, and Port Campbell rolled by in due course. At 3.30 pm we phoned Max, the Harbor Master at Port Fairy. The tide was ebbing, but Max said OK for a 2 metre draught. Just keep close to the red buoy, and line up the entrance with the boat ramp, was his advice. We docked at 5.00 pm, and Max soon appeared in his blue LHD Ford hottie, with the key for the showers. What a man! A quiet guy in overalls was hovering. He introduced himself as Garry Stewart, who built Renaissance in his nearby shed. We arranged to visit the shed next am, where Garry has a beautiful little 22 footer in progress. (See Pic.). He still has the frames for Renaissance, if you need one. The Moyne waterfront is picture postcard stuff. It seemed like we could stay for the duration, but the brilliant weather would not last forever. We departed at 10.00 am next morning, for the short run to Portland. Pelican raised quite a bit of interest wherever we arrived.

The picturesque Lady Julia Percy Island intervened, and we had hopes of a fish, but to no avail, I think the seals got there first. The entrance to Portland is a no brainer, and we docked at the visitor's wharf on the yacht club marina. We were blessed with a sensational sunset display. The next leg was an overnighter to Beachport, so we delayed our departure until 2.00pm next day.

This was too late in retrospect, as we took a long time to reach the continental slope off Port Macdonnell, in search of a blue fin tuna. A 15 knot sou'wester with 3 metre swells knocked a knot or two off Pelican's SOG. We originally planned for Beachport as the next stop, but a night entry looked a bit shaky, so we ran on to Robe, and docked at 3.00 am. (central daylight saving time, subtract 30 minutes.) Robe has a modern floating marina, which is controlled by the Council as the consortium went broke. About 9.00 am, the ranger Michael arrived to supervise our arrangements. For a few dollars, we shifted to a genuine vacancy next door, and received the key to a nearby shower and toilet block, and the security gate.

Robe is another Port Fairy, with sandstone buildings and lots of history. The marina is built on a lake, originally land locked, but the enterprising locals soon organized a channel to Guichen Bay, with a suitable breakwater wall. Outlying reefs and shallow water nearby tend to break up the big swells, and the entrance is safe in all weather except strong north winds. Robe hosts about 30 big cray boats, but Michael told us that soon, there would be less, with each boat carrying more pots. All the crews seemed to be on the wharf when we refueled, cheeking us for being Victorians. They were a lot of fun. Fuel here cost no more than in Melbourne, courtesy of the fishing co-op. I foolishly overfilled the sump on the Gardner, and suffered oil leaks on the next leg.

After fueling, we departed Robe at 12.30 pm. We put out a couple of lures, still with the hope of a tuna. Around 6.00pm, a hungry gannet attacked, and was soon on the end of a line, with the hook through his blue webbed foot. Ron rigged a towel over it, while I reversed the hook. Not happy, Jan, but not too much damage. We were running before a 20kt sou'easter, with a bit of help from the tide, and getting to KI too quickly to fish Backstairs Passage in daylight. It was a bit rough to hang about, so we ran on, passing Cape Willoughby at 6.30 am. American River is located at the head of a huge shallow estuary, reputed to be the home of huge hungry whiting. A channel up to the small wharf and swing mooring area is marked with red posts. We docked at the loading wharf, which is a little dilapidated, next to a sign threatening a \$1250 fine if a vessel is left unattended. The locals scoffed at this, and soon the harbor master appeared with no comment. We even found 240v power nearby, but no water. There was quite a rise and fall of tide, so we were kept busy with the fenders. So, here we were, at the fabled island destination. Watch the next edition of Propeller, for the time spent at KI, and the return cruise.

Story, John Marks; photos, Peter Tantau.

For Sale

47ft Tug Style Narrow Boat Luckie Mucklebacit
Built by Pinder and Sons of Stoke Prior Nr Bromsgrove
Powered By Gardner 2LW with Hydraulic Drive.
Only two owners from new
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