

# **CAT - A - LOG**

A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS



*Nauticat 321 'Westering Home' off Lismore in Argyll*



Nauticat Association Newsletter

Issue Number 29

Autumn 03

# MERCHANDISE

## **SWEATSHIRTS** (50% Cotton 50% polyester)

S to XL £19.99 XXL £21.99 White, Black, Bottle Green, Grey, Jade Green, Kelly Green, Maroon, Navy Blue, Sky Blue, Beige, Yellow.

## **POLO SHIRTS** (65% Cotton 35% Polyester)

S to XL £16.99. White, Black, Bottle Green, Maroon, Emerald Green, Navy, Royal Blue, Sky Blue, Yellow Grey.

## **POLO SHIRTS** (100% Cotton)

S to XL £16.99 XXL £18.99. White, Grey, Black, Yellow, Dark Navy, Salmon, Maroon Bottle Green, Lake Blue, Sky Blue, Orange, Persian Blue.

## **ROUND NECK T-SHIRTS** (Cotton Polyester)

S to XL £12.99. White, Black, Bottle Green, Grey, Maroon, Navy Blue, Royal Blue, Beige, Yellow

## **V NECK JUMPERS** (Acrylic)

Raglan Sleeve 36" to 44" £19.99, 46" to 48" £20.99, 50" & 52" £21.99, 54" & 56" £22.99. Colours as above plus Light Blue, Beige, Brown, Yellow.

Sleeveless 36" to 48" £17.99 colours as above.

## **NEW RUGBY SHIRTS**

Navy, Black, White, Royal Blue, Bottle Green, Burgundy, Kelly Green, and Gold. All with white collar.

Small to XL £28.99. XXL £29.99

## **WOOLLY HATS**

Two layer black or navy blue knitted acrylic with Association Logo and boat name £6.99

The above prices include the garment, embroidered with the Association logo and personalised with your boats name and inclusive of VAT.

They may be ordered through the Secretary.

# CAT-A-LOG

Issue No. 29 Autumn 2003

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## Letter From the Chairman

Dear Members,

While rubbing down the topsides of Honfleur our Mk1 Nauticat 33, which is at present on the hard at Southsea undergoing her end of season refit, I have been contemplating the season that is just about coming to an end. Looking back over the last few months, during which Sophie and I thought that we might not be partaking in activities on the water in the future, it made us both realise what we would be missing if we gave up boats and went into motorhoming.

After a very successful rally in Weymouth, where we had old and new members enjoying themselves together in the usual Nauticat manner, followed by a super trip across to Cherbourg and St. Peter Port in company with Pelagos and a lovely smooth trip back, we decided we would stick to the sea for our immediate future leisure activities.

Very many thanks are due to Roger Cass for organising the rally. Bob Higgins successfully resurrected the East Coast meet which was enjoyed by all who attended. A report follows in this issue. Thank you so much, Bob.

The final Social event for the year will be the lay-up dinner at the Royal Armouries, Portsmouth, which is being organised by Colvin & Sue Rae. I look forward to meeting old and new friends there.

The Web Site is up and running again now and thanks must go to Clive Cole who, apart from doing this, has also had a traumatic house move to contend with.

The web address is [and Clive's new phone number is \*\*01798 815261\*\*](#)

The AGM will once again take place at the Holiday Inn, Bristol, over the weekend 6-8th February, 2004. Enclosed with this Cat-a-log is a booking form for this event and it would be appreciated if it could be returned to me a.s.a.p. so that arrangements can be made with the Hotel. I will try and organise a theatre visit for the Friday evening as soon as I get details of the programme.

In conclusion I must thank all of those on the committee who spend their time working on our behalf.

Wishing you all the best for the remainder of the season.

Stewart.

## Spanish Adventure (Part 2)

This is the letter that lets you know that we have achieved our goal. Yes we have had heat –lots of it. Yes we have sat to anchor in clear, not blue but almost peridot seas. Yes I have been swimming in the clear waters. Yes we have sat in a beach side bar sipping chilled beer as the sun sets on another testing day. Yes there is another Nauticat here. Yes life doesn't get much better than this. Yes this is what we have dreamed of. BUT I still think I am going to wake up and be sitting at my desk in Greenhithe doing the VAT return. Where are we? The Mar Menor.

I am not feeling on top of the world as I am writing this as we were up until after 0300 as a gale came through. Our wonderful satellite radio (nicknamed the talking box) told us of the impending weather and we hot tailed it back into the marina Tomas Maestre at the entrance to the Mar. It blew a good 8 and there was a chance that Neridos would dip under the high quay we are moored alongside and it might cause damage as she popped back out again. We rigged the fender board along the stanchions and she was OK. At 0200 this morning we were on board a catamaran with another chap called Andy trying to tame a flogging jib. We managed eventually but not before it ripped a seam. This morning it turns out the bloke was on board all the time. I'll have two of what he had!

So what's happened since the last letter? - Spanish fishermen work a 5 day week so Castellon was very nice and settled on Saturday night BUT Sunday night as the fishing boats went out by the hundred the wash was unbelievable. I'm sure some of them do it on purpose. Sleep was not an option. We set off towards Valencia. The marina there is on the South of the city and apparently isolated so we decided to stop at Pobla Marina in a holiday town called Puerto Farnals. Next day we caught the bus into Valencia to have a look round.

We set off for Gandia next. The forecast was W 3-5 and we ended up with a W7 but Neridos was going like a train. I have never ever let this boat lean over so far, but she was really happy and so was I, so much so I sat and read my book! Skipper was amazed, he kept waiting for the instruction to 'sail this boat upright'! The scenery south of Valencia

was a lot nicer; the rugged mountains are a back drop to the coast, so the high-rises don't seem so obvious. Gandia was a real kitsch town, and the most expensive marina so far €23.10.

We left quite early the next morning to go the few miles to Denia. We had forgotten that the Spanish celebrate May Day on May Day so it was really busy. Denia is lovely, even though the Brits and Germans must outnumber the locals. I went to the market and there were several German stalls and then I found one English one. They must have only just started as there was not a lot of stock but Ray was really surprised when I came back with a Peter's Cornish Pasty for his lunch. The weather changed and it rained and it rained and it rained and it thundered and it lightened and it rained. The folks in Northern Spain were flooded out and crops ruined. Made news on CNN.

We took the narrow gauge railway to Calpe. We were intending to call in there next, but the marina is closed for renovation. The setting at Calpe is beautiful, there is a mini Gibraltar rock called the Penon d'Ifach which towers above the marina. So we had a look round, had a 7€ lunch and then caught a luxury coach back to Denia. It is very much ex-pat country along this stretch of Spain. It is very pretty.

The rain finally stopped and we had a beautiful sail to Alicante. The sun was shining, it was warm and the sea was reasonably calm. The scenery is stunning as the mountains come down to the sea. Then we got to Benidorm after that it gets all high-rise again. We arrived at Alicante just before Oriana set sail, she dwarfed the harbour but made a good transit mark. We quite liked Alicante, not quite as obviously holiday as I had expected. After Alicante we were heading for Torre Vieja, but as it was so nice we carried on to the Mar Menor. There was some strong winds forecast so we headed into the marina Tomas Maestre. It's a bit like Legoland here, with high-rises being built everywhere. We had a berth alongside the quay which is rare here it's normally bows to, so I got the sewing machine out and modified our all-over dinghy cover to one that just covers the tubes. This protects it from the UV and hopefully it will last a bit longer.

After the winds subsided we went out into the Mar Menor. This is an inland sea, with a few islands in it. It is absolutely perfect for playing with sails and practicing anchoring. Both of which we did over the next 8 days. We are a lot more confident now about being on the hook in

strong winds and we know that there is no way we could contemplate making reasonable passages under sail alone. Day sails and coast hopping ok but passages – no. When we dropped the hook behind the Isla Perdiguera, Nauticat 43 Elizabeth of York came in. We knew the boat straight away and saw John and Sandra Greenwood, some of our original members. We moved anchorage as there was an expected wind shift but caught up with John again later, Sandra having returned to the UK for a week.

We have spent a wonderful week here. The weather has been good with a breeze, so not stiflingly hot. The water is clear and warm, only spoilt by the huge amount of jelly fish. Apparently this was one of the few places where sea horses proliferated, but they have been fished almost to extinction. The sea horses used to eat the jelly fish eggs but now they have no natural predator. We did have to get up at 0600 and move the boat one morning, as the wind had shifted and increased. Then it gets a bit boring as you can't sit out on deck as it is too windy but daren't leave the boat as it is too windy. So had to do inside jobs, like clean the oven.

I don't know whether it was reported in the UK, but after the earthquake in Algeria, there was a 1.5 – 2m tidal wave that swept up the Med. It caused a lot of problems in the Balearics and up the coast. In the marina here the boats were being lifted up higher than the quays and then dropped down again. This apparently went on for about 12 hours. Other marinas were drained of all water as the wave came through. We didn't know a thing about it sitting in our little bay, other than the water level had gone up. We have stocked up with stores whilst we have been here as we are off to the Balearics next. Prices are supposed to be higher and of course there are the logistics of it. We will be spending most of our time on the hook as the marinas are exorbitant- some of them €90 a night!!!! We are looking forward to the Islands as we have friends to catch up with and are assured the scenery is beautiful.

So a fond farewell from sunny Spain, we are not sure which way we will go when we leave the Balearics, so it might be our farewell to the mainland too!

Jan and Ray

©Jan Dennett

## Weymouth Ditty

Alan and I would like to thank,  
Everyone of you,  
Who helped us celebrate  
Our anniversary – 42!!!!  
The cards, gifts and wishes  
Really made our day,  
You gave us so much pleasure,  
What more is there to say?  
As for my maiden voyage,  
So smooth I'll not forget,  
And if they're all as calm as that,  
I'll make a sailor yet.  
One small p.s. for Bernard,  
The varnishing has begun  
So when lounging on our handrail,  
No scratches on your bum!!



Alan and June Langmead  
*Trashy Woman*

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### WELCOME TO NEW MEMBERS

Since the last issue we are delighted to welcome:-

Clarke & Julie Cunningham  
Nicholas & Carol Day  
Dermot & Libby Driscoll  
Harry & Janet Grainger  
Derek & Anne Hilton  
Hugh Levins  
Brendan & Sheila Powell  
Christopher & Moyia Stow  
Gavin & Mary Watson

Aga II – N. Ireland  
Lewarne – East Coast  
Serendipity – South Coast  
Seamere – N.Ireland  
Bold Bendigo – South Coast  
Skyler – S. Ireland  
My Way – S. Ireland  
Nil Desperandum – East Coast  
Cassiopea – Scotland

A very warm welcome to you all and we look forward to meeting as many of you as possible in the not too distant future.

## Spanish Adventure (Part 3)

Hello from Mallorca. We have been here in a heat wave. It has been the hottest June since records began 138 years ago. It has reached 40 degrees most days and still 36 degrees at 6pm.

We left the Mar Menor on 29th May; we had had to wait as the authorities dismantled the old road bridge over the narrow canal accessing the Mar. We had a good trip back to Alicante and did the last shopping before setting out for the Islands. On our passage back up the coast we were plagued by moths. There were millions (no exaggeration) they were just lying on the water looking like wood shavings then as we approached they flew up and hitched a ride. I don't know whether they fly there or emerge from pupae there. The only thing I do know is that they were a pain as they reached swarm proportions. We dropped the hook in a little bay called El Rinconet, next to the town of Moraira. Early night ready for an early start the following day.

We had a very easy trip across to the Island of Espalmador, we were again plagued by moths, and I sat on deck in an attempt to get a bronzy. Ray has gone a lovely coffee colour, me I'm more like Horlicks! We dropped the anchor in 6m of the most beautiful turquoise water and I went in to check the anchor. It was wonderful, the sand was white which gave the water a different hue, and I could see the anchor clearly on the bottom. Espalmador has a sulphur lake, with black mud. It is de rigeur to strip off and cover oneself in mud, then walk back to the beach and wash it off. Of course I was all game for this. So off we set with the directions that the pool was by the only palm tree on this small island, we found it. YEUCH!! We were met by the sight of bright orange water and black smelly mud. The smell was awful in the heat and I really didn't like the look of it, so we returned back to the beach and went for a walk round the island instead.

We weighed anchor and sailed down to Formentera to do some shopping. We dropped the hook outside the town of La Sabina, again in lovely clear water. We bought a snorkel and some good swimming goggles for me, necessary equipment over here. I tried them out and it is like swimming in an aquarium. The fish take no notice and happily go about their business. Don't know if they are edible or not.

We were going to go to Cala Sahona where the water is supposed to be clearer than Espalmador, but the swell was coming from the wrong direction which would have meant an uncomfortable night. We went back to Espalmador

We stayed another couple of days and then decided to move on. The trip over to Ibiza was interesting. I didn't realise that the Island was as rugged as it is. Huge cliffs, which of course create strong katabatic winds, we went between the Isla Vedra and the mainland and the wind went from about 8 knots to 29 without blinking. Then we had a rain squall, and the sea was whipped up into a nasty chop. But within 10 minutes the rain had gone through. There is the Isla Conejera (Rabbit Island) just off the mainland by San Antonio and there is a passage between the two that is very shallow, and dangerous if a sea is running. We went to have a look at it and decided to go for it. It was shallow and quite scary as the sea floor came up to meet us, through clear water but we had about 3m clearance. When we popped out the other side the sea was foul; yet more Mediterranean swell and a lumpy  $\frac{3}{4}$  hour into the safety of San An. We stayed several days here and explored Ibiza by bus.

We decided to cala hop up the north coast and then make the trip to Mallorca. We booked our slot in the marina to get fresh water, and had good showers whilst the tank was filling, instead of our usual 2 litres, then set off. We went first to Cala San Miguel and had a wonderful night, clear water, quiet and only 3 boats. We sat on the deck in the evening sun sipping chilled white wine and realised this is what we came for. Following day we left early to head off for Mallorca. When we got up to the corner of the island the sea was awful. There was a good 3m swell with breaking crests but only 4.5 knots of wind. It was very strange. The sea was like a good 5-6 mid English Channel wind over tide. It was very uncomfortable and I didn't think I would be able to put up with it for the 8-9 hour passage to Mallorca. So we turned tail and went into Portinatx. We had a doze but then the sea had turned and the swell was coming into the cala making it rolly polly. So we left and went to Cala Binirras, there was a bit of movement but not too bad so again we dropped the hook in clear water and settled down.

We set off the next morning and the sea was a bit better so we decided to go for it. It was lumpy most of the way and as we closed Mallorca the afternoon breezes set in and we had about 19 knots. We arrived in Andratx and headed for the public pontoon and slipped into an empty space. We took the bus to Palma to try and find Colin and Pauline Johnson on their Nauticat Nautonier. This we did and spent the afternoon with them, catching up on news, before they left for the UK. We did so much catching up we nearly missed our last bus.

We stayed in Andratx for a week and on the longest day we decided to leave. Again we planned to cala hop but this being a Saturday we knew it would be busy. We managed to find space in pretty Cala Portals and Ray finally went in for a swim. He said he just never felt inclined before. The water was still turquoise and clear but not as clear as Ibiza. We had a pleasant night as most of the boats went home. Next morning we explored the Phoenician burial caves cut in the cliffs on one side of the cala. They were fascinating but badly defaced by graffiti, such a pity that people feel the need to do such things. We thought that we would explore another anchorage so set off and found a space at Illetes. Pauline had recommended it and it was nice, again very crowded BUT the swell was beam on all day. There are loads of Germans here, and they all seem very keen on getting an all over tan! Particularly the men. We have called it the German 1,2,3.

1-DROP the anchor

2-DROP the drawers( if wearing any)

3-DROP into the sea.

The record at the moment is less than 5 minutes!

We were glad to leave Illetes the next morning, even though the swell had calmed a little during the night. We went round the Bay of Palma and were heading round Cabo Blanco to Cala Pi. The sea again was quite rough and the wind had come round so both were now coming Southerly, we were a little concerned that the cala would be exposed and being on the South Coast give us nowhere to run to if the wind increased. So we turned tail and dropped the hook in the shelter of Cabo Enderrocat, again in clear blue sea. I went in and checked the anchor and it was laid on its back on the sand, so Ray started the engine and gave Neridos a bit more of a tug backwards.

. I watched as the anchor flipped and dug itself hard into the white sand, well home; fascinating. We had a lovely day and night here. The bar on the shore had impressive views across the bay and lager served in glasses out of the freezer.

Having had no running water or electricity since Alicante we decided to treat ourselves to a couple of days in Palma. The best deal we found was €32 a night at Real Club Nautico. There are some real sharks in Palma and we nearly got stitched up for €35 a night with no facilities. We thought we would try to get to the island of Cabrera, for which we needed a permit. So we caught a bus and went to get it- no problem. Then we walked back to the boat, getting loads of things we needed on the way. We had only one set of swimwear and realised we needed a lot more, not being German! So good old C&A sorted us out. We dumped our stuff on the boat and went off in search of a meal. When we got back we had new neighbours and a bent stanchion, we were not impressed.

Following morning the chap next door apologised profusely and said that he would pay for repairs. In the end Ray mended everything and the chap paid for extra berthing fees as we had had to stay to affect the repairs. Whilst here we met again Xavier from Torredembarra. He was so impressed with the ideals of our Nauticat Association that he has written to the Spanish agent about starting one in Spain. We have offered to help all we can. He is very impressed with Ray's knowledge of the boats as Ray was again able to help him out, here in Palma.

Next stop Menorca.

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### **Top Tips from UNDA**

Try any of the proprietary motoring "rain repellent" screen coatings(e.g. Rain-ex, Screen-Clear etc) on your wheelhouse windows.

Absolutely brilliant, sheds the spray like a dream and doubles the efficiency of the wipers.

Particularly effective in hot weather when you still have salty spray that normally dries and smears.

Two applications per season usually suffices

## Sophie's Scribblings

Hi folks

As I sit and write this, the wind is blowing, the rain is lashing down and it looks as if our wonderful golden summer has finally come to an end. And a golden summer it has been for us. We were not able to do a large amount of sailing due to the state of my knee, but what we did manage was super. We did the Summer Rally in Weymouth, which I won't cover it in detail here as it is covered elsewhere in this issue, save only to say that thanks to all Roger's hard work, we had a wonderful time as usual. We then sailed away along with Wally and Allene Scrimshaw and Pelagos, and in two weeks of glorious weather visited Cherbourg and St. Peter Port. Pelagos carried on her voyaging, but commitments at home brought us back across an English Channel as flat as a millpond in the most wonderful weather imaginable.

Our next excursion was up to the East Coast, sadly without Honfleur, where Bob Higgins had organised a wonderful get-together. The Barbecue on the first night was a d.i.y. affair – interesting to note which of our skippers can cook!!! A Dinner on the second night, with various generous hospitality on various boats in-between times, made for a wonderful and typically Nauticat weekend. We thoroughly enjoyed the weekend, meeting up with old friends and meeting some new ones, and are already looking forward to the next one if Bob is brave enough to repeat the experience.

Our next Nauticat outing will be to the Dinner at the Royal Armouries, in October. It is a change for us ladies to cast aside our sailing togs and get the posh frocks out of mothballs, and show just how glamorous we can look, and it will surely be a really memorable evening thanks to the efforts of Colvin and Sue Rae.

As Stewart has mentioned elsewhere, plans for the AGM are well in hand. We have, as always, a number of new members who have never been to an AGM weekend. Please don't be put off by the idea that the weekend will be all business and therefore boring, or that everybody else will know each other and you might feel left out. We try to make everybody feel at home and it is a wonderful chance to put names to faces, instead of just names on a page in the members list.

We also welcome the opportunity to hear your input on how the Association is going and any suggestions to improve its future. We therefore look forward to seeing as many of you as possible in Bristol.

All the best for the winter season.

Sophie.



## DSC RADIOS

Very few pleasure boats have declared the fitting of DSC radios and the MCA is worried that we will go the same way as the Convention Ships in 1999 when there was a sudden shortage of both equipment and people to fit it. The case for changing the radios is based on the following:

- 1 It is almost certain that channel 16 will not be monitored within the UK from February 2005 onwards.
- 2 Digital transmissions have much greater useful range than voice.
- 3 Digital distress calls are precise and will automatically alert the coastguard and any Convention Ship within reception range.
- 4 MCA will produce an MSSSI ‘telephone directory’ within eighteen months.

Michael Fraser-Hopewell suggested that we group purchased specific items of high value. I took his idea to the Southampton Boat Show to see if any manufacturer was interested in our custom. Simrad UK has subsequently offered both manufacturer and main dealer financial support in exchange for being able to add the UK Nautical Association’s name to its advertising material before the next London Boat Show. They are offering us substantial discounts in order to promote their new RS86 range. ICOM are equally prepared offer their new 601 series on the same terms.

Association members order their radios from the same designated supplier on the same day. Do you think this is a good idea? What product would you choose? Email me with your thoughts and I’ll negotiate the lowest possible unit price! **Richard Bartlett**

**NAUTICAT ASSOCIATION  
SOUTH COAST SUMMER RALLY  
WEYMOUTH**

**24th-25th June, 2003**

The weather was lovely as 16 Nauticats came together in Weymouth Marina, the mid-week venue chosen so as to help make the trip possible for our West Country, and possibly East Coast members as well as those based on the South Coast. Two boats, Lene Marie and Old Possum were kind enough to provide accommodation for two other members, which was very kind of them, I suspect to the benefit of all the parties involved, as I gather both the guests thoroughly enjoyed themselves, as did their hosts. Unfortunately two of the expected members were unable to make it – John Claisse when his engine let him down, and Rob Hutchinson when his health did the same to him. Following their arrival on the Tuesday, the members gathered, in lovely weather, at the Royal Dorset Yacht Club for a Barbecue, supplied as last year by David Subtil, and this year also cooked by him.

On Wednesday morning, another one of the beautiful days with which we became familiar during this golden-coloured summer, most of us joined the pre-arranged coach trip. A very competent driver, accompanied by a lovely guide called Anne, took us around the local area of Dorset. We learned that Weymouth is one side of the River Wey, and the fishing village of Malcolm Regis was on the other side. The Romans landed in AD 60, marched to Dorchester, and there fought a Battle. The river Wey is seven miles long – it's source is at Upwey and the river features in the novels of Thomas Hardy, who was born in 1840. However there was a prehistoric settlement, which even predated the Romans. We visited Poundbury, which is built on land owned by the Prince of Wales. I believe I am not alone in feeling that although it was very picture postcard, with lots of the houses being painted in pretty pastel colours and being artistically landscaped, it seemed absolutely soulless and not an interesting place to live, with no sign of community spirit evident. We went on past Bridport, which was established by King Alfred. Hemp and flax were grown there for use in rope making, and is now used for cargo nets for planes

and pockets for snooker tables. We left Bridport and drove along the coast road, passing Chesil Beach, which was beautiful, and owned by the National Trust. We were informed that the Isle of Portland is ten degrees colder than the mainland. The area is, of course, well-known for Portland Stone and the bottom layer of the stone, (the best,) is 350 million years old. Mind boggling!!!!

After all this journeying, on our return we all donned our glad rags, and after being suitably refreshed as the sun dropped over the yard arm, gathered once again in the Royal Dorset Clubhouse for a Dinner, during which we were splendidly looked after by the staff.

Luckily we were blessed with very good weather, which enabled those who wished to do so, to sail away on the Thursday morning.

Thanks are due to so many people – our South Coast Secretary, Roger Cass who put so much effort into ensuring all his arrangements worked like clockwork, to our wonderful hosts, Maurice Norman and Maurice Owens who made their respective guests, John Hinton and Bob Dale, so welcome on board their boats, to everybody for coming, to the respective staffs of the Yacht club and the Marina for their contribution to the success of the proceedings and to David Subtil for his efforts at the Barbecue.

Finally, I must make a brief mention of my dearly beloved, who does so much behind the scenes to try and ensure the success of our various events, and also tries his best to keep me up to scratch.

We look forward to seeing as many of you as possible at the Royal Armouries Dinner in October, and/or the AGM in February.

Sophie Turnbull

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## **Quinte do Lorde Marina Madeira.**

There is a new 250 berth marina in Madeira opened in November 2002 called Quinta do Lorde

It is situated in the east of the island . Lat N 32 44.47

Long. W 16 42.81

About 13 nm east of Funchal by sea.

There is a small church on the cliff directly above the marina which is well lit at night.

Funchal is about 30km or 30 mins drive by motorway and the marina is about 20mins drive from the Airport.



The Marina can accommodate boats from 6m to 25m.

There are no hauling facilities.

There is electricity, water and diesel.

Showers and toilets.

There is a small Hotel at the Marina with a good restaurant but for provisions you have to go to Canical about 3km away where there are some restaurants.

There is a larger selection of restaurants and supermarkets in Maghico about 15 mins drive away.

Phone +351 291 960 200. Fax + 351 291 960 202 .

[www.quintadorde.com](http://www.quintadorde.com)

Email : [info@quintadorde.com](mailto:info@quintadorde.com)

## **Landfall in Burnham-on-Crouch**

Bob and Yvonne Higgins were set the challenge of 2003 by the Nauticat Association's committee at this year's AGM in Bristol. As new members purchasing their first Nauticat, a 33 named 'Landfall' they were welcomed into the bosom of the Association. Plied with wine and then, when sufficiently mellow it was suggested that they might like to organise and host a revival of the East Coast Meet. The following morning Bob had little recollection but Yvonne remembered only too well!

Discussions followed and resulted in the weekend of 15/16 August being decided as the optimum time to arrange a meet back in the delightful East Coast town of Burnham-on-Crouch where the marina now boasts a large and well run restaurant which excels at catering for parties of 'Yachties'. Bob and Yvonne then reviewed options for the Friday evening and arranged for a BBQ at West Wick marina's clubhouse further up the Crouch on the basis that people could have a two centre weekend.

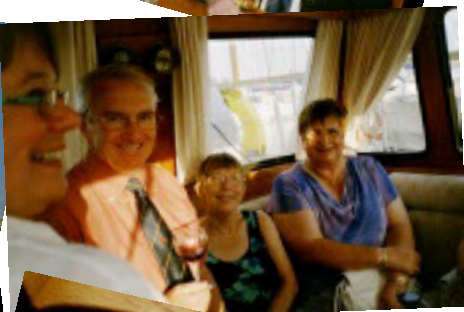
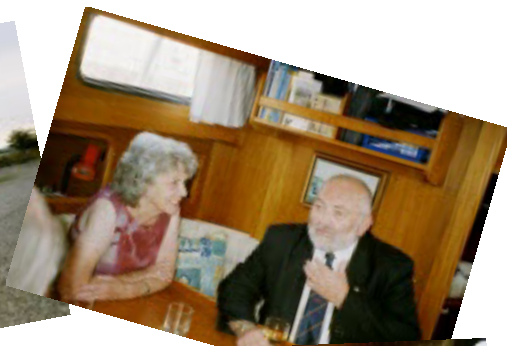
Friday evening saw us made very welcome at West Wick. A super choice of Barbie food freshly cooked then enjoyed indoors. We were made very welcome and a Nauticat who was visiting from Tollesbury joined us for the evening. They have spent many hours carefully restoring their purchase. We look forward to meeting up with Moya and Chris Stowe again soon.

The sun shone and Saturday saw six boats tied up in the in the marina. Sophie and Stewart had surprised everybody by not turning up in a large campervan but instead in a Smart car navigated by furry bears! They announced that it is still to be 'the boating life for them' and were joined by Ray and Maureen Grimwood who had also travelled long distance for the event staying at the White Harte Hotel. There were eighteen people both evenings. The Swallow Tail was an excellent choice. Service and food could not be faulted. Bob and Yvonne hosted drinks on Landfall, Bob said a few words of welcome and Stuart confirmed that Bob and Yvonne were willing to organise the East Coast meet next year. Stuart went on to encourage everyone to join the South Coast meet next June (planned for the last week of the month in Weymouth) Brian and Pat Arnold who had arrived very

discreetly in their new purchase, a twin engine Broom, were very kind and invited us all back after the dinner where we found a saloon large enough for fourteen of us to sit around in comfort and enjoy after dinner drinks; a great finale to the event.

Sunday once again dawned bright and with a reasonable forecast for those setting sail, so farewells were made with promises to keep in touch and attend more Nauticat events. The remaining people started planning a get together for later in the day! With heartfelt thanks from all present to Bob and Yvonne for 'volunteering' the organisation of another East Coast success; no mean undertaking but certainly appreciated!

### August 2003



## So was Southern Ireland a good idea?

The purchase of “Unda” (Nauticat 44) in 1994 coincided with a move from London to Cheshire. The first couple of years were exciting as we based ourselves in the Manchester Ship Canal in the winter, and had very satisfying cruises to N. Ireland and the West Coast of Scotland. However constantly moving the boat, paying visiting rather than annual berthing fees and trying to run a business took their toll and we decided to base ourselves back in our old cruising ground of

We had berthed our last boat there for six years when we lived in London and enjoyed the “Left for Salcombe...Right for Fowey” weekend decision. The Helford was easy for a long weekend, and the Isle of Scillies easily manageable in a quick week cruise. It seemed to make some sort of sense. According to the map our home in Cheshire was **only** fifteen more miles to drive than when we were in London so it didn't seem a problem.

We reckoned without the M6 **BIRMINGHAM** being in between. What should have been a sub-three hour drive on Friday evening turned out to be a nightmare? It regularly took over five hours, and I started to dread the Sunday evening trip back home. One memorable Sunday evening, after what was supposed to be a “relaxing” week-end I pulled off the M6 North of Birmingham having sat in a jam for six hours and said “That's it... there has to be a better way than this.....if I cannot fly to the boat I'm not bl\*\*dy interested.”

We lived within twenty minutes of Manchester airport and due to considerable business International travel I had air miles coming out of my ears, surely there was somewhere? It was too soon to even consider the Med' (our long term goal) and somehow Brittany wasn't an option. It was then that Helen suggested Cork. Gradually the idea took root, and I mentioned the idea to Jan Dennett in one of our “isn't life Hell” ‘phone calls. “If that's the plan” she said, “you must contact Joe Fitzgerald”. Joe lives in Cork, has a Nauticat “Mandalay” and is a member of the Association.

Winter was upon us, and the boat languished at Mayflower Marina. A letter from the Marina arrived announcing swingeing increases for larger boats. “That's it” I said “‘phone Joe”. Mid February saw us

boarding a plane for the forty minute flight to Cork. Twenty minutes after landing we sat in the Royal Cork Yacht Club in Crosshaven to meet Joe for the first time. Now Joe is a member of the Association, and will no doubt read this, so you will perhaps appreciate my reluctance to dwell too deeply on the detail of our meeting. Joe is certainly of “pensionable age, “lepracaunish” in stature and came prepared with a meticulous and detailed list of all available moorings and Marinas with personal introductions to the owners. We were anxious to check these out, but Joe was even more anxious to introduce us to the legendary hospitality of the Royal Cork. Joe is an aficionado of Pink Gins (only Beefeater will do) and several hours later with a numb tongue and lower lip I was converted. “What was the rush?...tomorrow will do”

Three most enjoyable days were spent visiting Joe’s contacts, but we eventually settled for Salve Marine, a Marina stroke Boatyard, slap bang next to the Royal Cork Yacht Club, run by a large charming Dutchman called Wietse Boulvada. We arm wrestled the price (a quarter of UK charges) over a pint of the black stuff and left with a cheery “see you at Easter”.

A wet and Blustery Good Friday saw us preparing to leave Mayflower. “You’re not actually leaving?” said a disbelieving Manager. “Too Bloody right mate” we replied, “and you can stuff your big boat surcharge where the monkey put his nuts!”. A fast passage to Newlyn for farewell drinks with good friends, an early lunch the next day to catch the tide round Lands End and nineteen hours from Newlyn saw us anchoring in Kinsale in bright spring sunshine (with a force 8 forecast for the next two days).

Our first introduction to the peculiar Irish logic came in the shape of Captain Phil Devitt, the Kinsale harbourmaster. Phil is a master mariner who quit big ships when he got to the stage that none of his crew, including the officers of the watch, spoke English. After the customary refreshment and polite probing of our intentions Phil (who is **very** yacht friendly) apologised and said that although we laying to our own tackle a small fee was due. The minimum charge was seven Irish punts (£5.00) but this did allow us to stay for seven nights. As we

would probably be leaving tomorrow, and would most likely be coming back as we were berthing down the coast at Crosshaven, Phil thought it quite reasonable we could return another seven times without further charge. In fact we visited Kinsale at least a dozen times that season and were never asked to contribute another penny. The following year we made Kinsale our first port of call, paid Phil double (£10) and got a season ticket!

However, back to our first day in Kinsale. The wind piped up all day and by evening a steady 7 was blowing. Round the headland appeared “Mandalay”, ashore for vital supplies having spent the night round the corner in Courtmacherry. Luckily I had procured a bottle of Joe’s Beefeater so we were able to breach the supply gap for a short period. Despite the forecast 8 the following day, Joe said he would be off after lunch and we would be welcome to follow him down to Cork where he could escort us into our new berth.

We set off the next day in what was a very lumpy 6/7 with only the occasional gust of 8. Irishmen will sail in a puddle and Joe certainly took the quickest route. Exiting Kinsale the VHF crackled “ that bit of breaking water to port is only Bulman Rock, you’re plenty clear”. Next came the Sovereigns, two Islands I would have left well to port. “We just go straight between them, follow me and you’ll be OK” crackled Joe. And we were. Two hours later after an exhilarating sail we tied up in our new home at Salve Marine.

Ship tidied, a quick drink at the Royal Cork, fifteen minute taxi ride to Cork Airport, forty minute flight to Manchester, and having collected our baggage we were back home an hour later. Two and half hours from boat to home and a Guinness in between.....can’t be bad!!

This became the pattern for the next three years. Easter and May Day holidays were stretched to have at least a week on board, and sometimes longer. A minimum of three weeks cruising in the summer meant we covered a lot of some of the best cruising grounds in the Republic. We changed from dashing to and fro to Plymouth to **planning** and **enjoying** our time on board, a process that will be very familiar to all you association members who keep their yachts

overseas. All in all we spent on average of six weeks per year cruising, and more important this was quality time without the UK travel nightmares. Yes there were times when flights were delayed, but funnily enough we looked on that as someone else's problem. We just sat in the lounge and had another drink!

A Bank Holiday or long week-end was a delight. A quick 'phone call to Kevin of Crosshaven cabs saw him meeting us at the airport. It had taken us several trips to tune into the distinctive Cork accent, but once we had we could sit back and relax to Kevin's latest addition to the ongoing fairy tale he was constructing for our benefit and amusement. He would stop off in Carrigaline whilst we did some brief shopping at the Supermarket. Ten minutes after that we onboard, having arranged a pick-up time with Kevin for the return trip. (*Local info' – Regular airport Taxi to Crosshaven IR£40+ Locals via Kevin IR£18 !*). A leisurely start the next day for a two odd hour sail to Kinsale: anchor in our usual slot and a quick trip ashore for lunch at one of the town's many excellent restaurants. Stock up with a lobster or Scallops (or that rare beast Wild Salmon), and we could be in the Castletownshend Anchorage twenty miles further on for supper.

***A Little Kinsale Story....** During a visit in our second year Phil Devitt told us it was the custom on "Ships Day" for all vessels to dress overall and muster at the quay to be blessed, please could we attend. The main blessing was to given by the Anglican Bishop of all Ireland who wouldn't arrive until later on the Saturday as he was marrying Posh and Becks that morning (honestly).*

*Sunday morning saw us duly dressed overall (much ribaldry about our name. "Unda", dressed over all in our "Undawear" etc. We lay alongside the Courtmacherry Lifeboat for the ceremony were the other local denominations were represented. Talking the Phil afterwards I said that we felt well protected with the blessings of Anglican, Catholic, Methodist etc priests. "Your just lucky the Rabbi wasn't here" he retorted, "He comes on board and cuts two inches off your boom".*

Longer summer cruises meant you just went further, and once we torn ourselves away from the beauties of Glengarif and Bantry Bay we could easily make Dingle and back. However a word of warning...in cruising in Southern Ireland the weather can change very quickly, and you have to allow to be Gale-bound for several days per trip. Also your ground tackle has to be good, there are no marinas to pop into from Kinsale to Dingle (apart from the delightful Lawrence Cove on Bear Island). However the Irish Tourist board does have a programme to lay visitors moorings, but I have to say the locals see them as theirs by right. Indeed, the ex-prime minister Charles Haughey's yacht seems to be permanently moored to the visitor bouy at Sneem.

Laying up and fitting out became fun rather than a trial. The first time we hauled out we took the ferry to Dublin and drove down to Co. Cork. We had been welcomed as members of the Royal Cork Yacht Club (thanks Joe), the oldest yacht club in the world founded in 1720. Our final week-end coincided with their end of season dinner so our lay-ups do tend to fade into a slight haze. Fitting out was the same. Ferry and drive and some pleasant days cleaning the boat. One of the downsides of Cork is that the climate is so mild (and wet) that the boat is covered in green algae after a winter ashore.

### **So was Southern Ireland a good idea?**

In "quality of life and cruising terms", an unqualified YES. Ireland is a superb cruising ground, specifically designed for Nauticats! We were welcomed wherever we went and have made many good friends. In "use of the boat and stress free travel", again a definite YES. Because we had to plan ahead, we actually did plan. Boat time was set-aside in concrete and we did away with the "shall we go to the boat or garden" decisions.

In "Financial" terms a resounding YES. When we first went it was pre-euro days. The Irish tried to price most goods as UK£ and IR£(punt) equal. The strength of the pound against the punt meant a twenty percent discount on virtually everything we purchased.

Berthing was approximately half of UK prices. For a 44 we paid IR£600 for six months summer marina berth (including casual electricity). Six months winter ashore included

haul out/pressure wash/ and re-launch was IR£800. Admittedly I was using accumulated Airmiles, but I calculated that even paying **full BA airfares for Easter, May and summer cruise**, Ferry charges for layup and commissioning I saved 30% on UK prices, and this didn't factor in the saving of wear and tear and mileage depreciation on the car.

It worked for us, and I can only but recommend that if you want a break from "Hamble Factor" and live near to a national or regional airport with similar connections you give it a whirl.

What's more, I am sure we're not alone in Association members who have based their yachts outside the UK. For those of you that have.....why not share the experience and pen a few words of your experience to our Cat-a-Log?

### **Michael and Helen Fraser-Hopewell. Yacht"Unda"**

*"Unda" is currently ashore at Portishead (Bristol) undergoing a re-fit before some extended cruising in the Med'. An Invitation is extended to any Association member attending the 2004 AGM at Bristol to come and have a "snoop".*

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### **Message from your Editor.**



Deadline for next issue is 1st December 2003.

Copy can be sent by e-mail or to: 44 Hill Avenue, Hazlemere, Bucks

### **Disclaimer**

Neither the Organisers of any event, nor the Nauticat Association shall be held liable for any loss, damage or personal injury, howsoever caused, arising from or in connection with any event

## What's in a Name?

I have long been disenchanted with my name and felt that, had I been given a more *chap* name, I might have done even better at times during my career. My Christian name (Trevor) was given because it was my mother's surname. This must have seemed a logical enough derivation for my parents at the time, but when the TV sitcoms came to using the name *Trevor* to portray every conceivable type of idiot, I became even more disenchanted. At the same time, it always seemed *over the top* to change it, on even an unofficial basis. Now that I have retired and it is far too late to gain any benefit, my chance has finally come! I have actually found one that would be more apt!

We kept our boat in Greece and I had one year returned home on a stretcher, following a particularly spectacular swallow dive from the side of the boat. This had necessitated the crew (Sally) putting the boat to bed on her own, whilst I was otherwise engaged – propped up with a glass of whisky in the wheelhouse and occupying my time watching the young ladies walking down the road behind the boat (just in case they tripped and I could help). This necessitated a detailed string of shouted instructions, including finally, how to turn off the gas supply. “What do I do asked the crew?” with her head in the gas locker. To which I replied “Simply screw it clockwise”, confident in the knowledge that even my crew could not get this wrong. I went back to my cultural thoughts with renewed vigour and the comfort of knowing that this year, we had actually remembered.

We returned the following year on a late night flight, tumbled straight in to bed, to sleep the sleep that always came with being back home again. Next morning, feeling possibly a little over generous, for being allowed back again so early in the season, I got up early to make my wife a cup of tea in bed. I say got up advisedly - this was Greece; it is both hot and deserted. Getting up means only opening your eyes and getting vaguely vertical. Putting clothes on seems quite unnecessary at times like this.

With no one about, I ventured discretely to the outside gas locker, intending to turn on the gas, only to find it was already on. I couldn't understand this, as my wife had many times and almost sharply, confirmed that she **had turned it hard off**, each of the frequent times I had quizzed her and when we had got safely back to the UK. Clearly, the crew had let me down, or and more charitably, the yard had been most thoughtful.

Still puzzling over this, I went sleepily back below, to complete the task in hand. I filled the kettle and turned on the gas, with lighter in hand. On applying the light, there was a flash and a bang, accompanied by the unmistakable awful smell of burning hair.

It turned out that my wife had followed my instructions to the letter, but had mistaken the pressure regulator on the top of the regulator for the on/off valve on the side; She had indeed obediently screwed it down very hard. The effect was dramatic, to say the least and successfully modified our cooker to become a most impressive flamethrower. I had smelled burning hair!

The upside to this is that at least I could perhaps now feel slightly more justified in changing my name, without it looking too pretentious. I feel **St. John (Singen) Pubes** could perhaps now be more appropriate.

Trevor Doran

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### **For Sale**

Two propeller shaft gland spanner heads with 75mm flats. Made from 6mm steel plate they require handles to be welded on as all Nauticat types have different access areas. £22 pair inc p&p.

*rgbartlett@aol.com*

## TECHNICAL NOTES

First and foremost I must apologise for not contributing to the last issue of the CAT-A-LOG. No excuse is offered as I failed to add the attachment to an email so this missive has to be slightly longer than planned.

The Technical Section contains information passed to me by members but the boat and owner concerned will never be identified. It's a confidential reporting system for the benefit of all our members. Please feel free to ask advice and I will try and find a solution to your problem. If we need specific technical information from Siltala it is probably easier to route the request through a single source. Your boat model and hull number is very important when accessing technical records.

The CAT-A-LOG is sent to many Nauticat Associations overseas and technical information is continually being exchanged between us. The Americans had a problem with obtaining Gustavson marinisation spare parts. We have now been able to help them.

Like all quality yachts Nauticats are well built but still have those little problems that can spoil a day out. The following list represents a sample of your technical problems and suggested modifications sent to me over the last five months. The total volume of feedback is relatively small when one considers that I am correlating information from at least 136 boats!

All NCs except 331s – A German Nauticat Association member emailed me from Portugal with a sorry tale. 'We had the unfortunate experience with seawater contaminating the fuel tanks of our NC33 whilst sailing 5 miles offshore in heavy seas. The engine stopped due to seawater entering the fuel system and although the filters were changed and water separator/fuel lines purged, the engine ran for only 10 minutes and finally stopped again. We had to sail all night in increasing gale force winds in order to make any port. On further inspection both tanks have seawater in them. Is there a valve which lets the air come out but closes when water tries to come in?' This account has been paraphrased but you can imagine their plight whilst working in the engine room in heavy seas!

At the time of this incident their boat was motor sailing and heeling heavily in very rough seas.

My reply was as follows: ‘Seawater entering the fuel tanks via the air vent has been a problem which was not corrected until the introduction of the NC331s. Siltala have now routed the air vents for both fuel tanks to a point beside the aft helm position. This modification can easily be incorporated into the older boats using rubber (neoprene) fuel vent pipes of approximately 5mm internal diameter. The original fuel tank vents are removed and the holes fitted with blanking plates’.

Unfortunately, installing a one way valve will prevent equalising air pressure as the fuel tank level falls during engine operation – not a good idea!

All NCs - A member has brought to our attention another very effective fuel additive called Fuel Set. It is reported that the exhaust is much cleaner with this treatment.

All NCs - A member reports that he has identified an internal hull leak in the area of the external anode mounting. Main hull anode bolts are not long enough and the distance between them is shorter than the UK anode manufacturers’ standard. In this particular case the bolts had been progressively forced apart and the entire bonded structure required replacing. File one hole on the new anode mounting bar so as to provide a clean fit onto the hull bolts.

All pre 1987 NCs - Anodes for Gustavson and early Lehman engines are no longer available from the Nauticat Association. They were specially produced because the center bored female thread of the Gustavsen/Lehman brass anode holders could not accept commercially available anodes of the correct size. Gustavson have taper (no washers needed) threaded brass anode holders, early Lehman use parallel (fitted with washers) threads and just to complicate matters, later Lehman and Sabre also use taper threads

The Association decided to manufacture replacement parallel (early Lehman) and taper (Gustavsen) threaded brass anode holders that are bored and threaded to accept any 3/8 Whitworth (international standard) male threaded anodes. This allows us to standardise anodes

across the entire Gustavsen/Lehman/Sabre fleet. Price £8.50 per pair including copper washers (Lehman) and p&p excluding the new anodes. M G Duff anode part numbers will be P500/1-1/2 (small – used for Gustavsen/Lehman/Sabre) and P625/2 (large – Gustavsen/early Lehman only). Please note that the anode type 625/2 seems to be more like one and a half inches long. Recommendation is to remove, clean or replace the anodes at least every four months. It has been reported that debris from previously used anodes can partially block the heat exchanger chamber and prevent the insertion of a new anode. Engine overheating can result from failure to clean out the heat exchanger tubes (using a length of welding rod).

NC331 keel - lead surface corrosion has again been identified on UK delivered boats. The lead is coated to prevent contamination with seawater and encapsulated for further protection. Identification of this problem – white spots appear on the outer surface after pressure washing the antifouling. Problem rectified by exposing the lead and re-sealing according to manufacturers recommendations.

All NCs - Replacement 40mm propeller shaft glands are being fitted and I will pass on operational reports to you. Siltala fit bronze gland ‘shaft carriers’ with either 2” BSP or M60 threads and gearbox couplings that could be either local make, Vetus ‘Bullflex’ or Centraflex. I mention the coupling types as the shaft has to be pulled back to allow the exchange of the gland nut.

All NCs - There has been a problem with obtaining propeller shaft gland nut spanners (75mm across the flats). A limited number of sets of open ended spanner heads machined from 6mm thick steel plate are in stock. You have to weld on handles according to your individual requirements as the space is different for every Nauticat type. See ‘For Sale’ section.

NC43 - Neoprene greaser hose attached to the propeller shaft bronze seal carrier. Mild steel threaded section on the lower greaser hose end rusted away. Boat about to leave Penzance for NW Spain. This is a common but potentially serious fault and requires careful cleaning of steel lower hose end and treatment with automotive product called ‘Waxol’ or similar water resistance product. These hoses can be

replaced by any hydraulic equipment firm using stainless steel fittings (1/8th BSP thread).

NC43 – Rudder post stainless steel tube separating from the fibreglass hull and allowing seawater ingestion into the aft steering well. This has occurred on an older boat and the problem can be corrected by careful re-bonding of the horizontal support brackets that are welded onto the tube. Suggest all owners of earlier NC40-43 carry out an NC33 – Two more cases of stiff steering have been reported. This is caused by the steering ram polythene centre seal-carrier swelling and becoming jammed in the tube. I can provide information on rectification work as this problem has occurred so many times.

All NCs - We have found it difficult to obtain replacement deck light sealed beam units. This has been rectified by identifying Elta Lighting Ltd as the UK trade supplier of American 4 inch diameter GE 4411 (Elta code SB 4411) units. Price £6.90 + VAT and p&p to Nauticat Association members. More details in the Suppliers List

All late model NCs - Ceiling mounted white 12-240v push on/off single pole switch. Made by Arcoswitch Ltd, UK, and supplied to Siltala via unknown source. Product also identified as switch used in Belling cookers and other Stoves products. See our latest NC Association Parts Supplier List.

NC331 Alternator – a member has fitted a larger alternator to the Yanmar engine in order to provide better battery charging and domestic power whilst cruising abroad. This looks a very nice job indeed and the extra power for water-makers etc will be invaluable. Details on request.

NC38 – Pilothouse red toggle switches/magnetic circuit breakers. The supplier has just been identified as US Airpax Inc. Will identify a UK supplier shortly.

NC44 Standby generator – Aluminium seawater heat exchanger on the exhaust has corroded and needs replacing. Siltala trying to trace original unit manufacturer or failing this, copper replacement can be made by Bowman, Birmingham.

*Richard Bartlett (Technical Secretary). Email: [rgbartlett@aol.com](mailto:rgbartlett@aol.com)*

# AN ISLAND ODDYSEY

## or should that be

### ISLANDS' ODDITIES

Confession time – we ‘collect’ islands – with the help of *Sea Forge* of course.

It started with cruising the Inner Hebrides (1989), the Outer Hebrides (2000) and, following a cruise to the Orkneys via the Caledonian Canal returning round Cape Wrath (2002), the idea of circumnavigating Britain seemed a fairly logical progression. 2003 was the summer to head southwest from our base in the Clyde. What follows are extracts from the journal I kept.

\* \* \*

The pier at Helensburgh on May 26 was a tad busy. My arrival on foot (having parked our car at home for some 6 weeks) coincided with that of the *Second Snark*, the passenger ferry to Kilcreggan & Gourock. John circled off hopefully in *Sea Forge*. ‘Might he come alongside to pick me up?’ ‘Shouldn’t think so for one minute’, the pier attendant responded witheringly. Undaunted, I smiled sweetly at the skipper of the *Snark* who agreed. ‘I’ll only be 3 seconds’, I assured him. I was. Over the *Snark* and onboard our Nauticat 33. No doubt the watchers on the pier found disappointment in ‘nothing to laugh at all’

A naval ‘escort’, 2 vessels from the Gareloch, then appeared, vying with us for space down the channel, going nowhere in particular but on manoeuvres in their own back pool. Rounding Clock Point, further challenges awaited: an imminently advancing submarine and a plague of steep waves on the nose for several hours....

\* \* \*

From Portpatrick on May 28 another passage plan evolved, departing around 1500hrs to be in a position to pick up the S going tide inshore. Thus we headed out of the narrow harbour, leading marks astern, with **Ailsa Craig** on the stern quarter, topped by a neat serving of cloud and looking for all the world like a Christmas pud. minus the holly. A rather lumpy confused sea confronted us and to S/B a small vessel with a large barge on a long tow converged upon us. A further few revs took us clear ahead of her passage into the Solway Firth and we had the seascape to ourselves. In fact, as time went by, it seemed as

the **Isle of Man** had run off on its three legs until eventually through the poor visibility we picked out its backbone with Snaefell modestly veiled in cloud. Landfall at Peel was 21.22hrs with an unoccupied mooring in the outer harbour. Sailing is not always shedding £50 notes overboard. Thanks to the anonymous owner for the overnight loan!

The mass departure of the fishing fleet from its quay below Peel Castle meant waking even before the 05.30 forecast. When it came it signalled fair weather for a couple of days so further time around the IOM was scheduled. We never tracked down the Harbour Master in our foray ashore but returned on board armed with plumbers tape, perishable rations and Manx kippers, cured on but not caught off the IOM. We set off. It wasn't that Peel had lost its appeal – we hadn't even scheduled time for the splendid looking riverside museum – but the town exuded time warp ambience. The hardware shop seemed 'Open All Hours' and I had to resist requesting four candles/fork 'andles rather than the frying pan I had neglected to stow on board.

Arrival at Port Erin became a race, the winner capturing the one free mooring buoy. We could not outpace the large yacht converging on the harbour but very gratifyingly we did outmanoeuvre her as she overshot the buoy and had to turn back. Her defeat as she hovered a few feet away was gracious – 'You have it; we'll drop anchor'. We sampled the town, incomplete as early closing was Thursday, felt the tension and presence of the build-up to the TT race the next week and took a walk to Bradda Head and Milner's Tower, from which vantage point our hoped for basking sharks were not to be seen. Tickets were still available that evening at the Erin Arts Centre for The Ghost Train, Arnold Ridley's wry drama. Here, the prompt did sterling service for the Rushden Players but some creditable performances made for an enjoyable evening's shore leave.

Setting sail for **Anglesey** saw us in warm sunshine but fog threatened, quickly obscuring the IOM astern but not the sun which glowed eerily above. The sea became a frosted glassy calm. A sharp lookout was kept following a close encounter with a north-bound fishing vessel. An east-bound container ship in the TSS signalled the proximity of Mona's Isle, confirmed by sighting the Skerries light. Even a wide

berth of the Skerries met with turbulent currents before the Holyhead harbour breakwater became discernable. The marina was not responding to our radio call on Ch 80 but we made our way to one of the many empty berths and secured. Ashore the marina appeared embryonic, portacabins a la building site. In the Office a Julie Walters look-alike, and even more so, sound-alike indicated we could stay put and showers were inclusive.

With departure at 11.00 for the notorious Bardsey Sound, a fairly leisurely start encompassed refilling diesel and water tanks. This protracted business – just where had the water hose disappeared to? – afforded the opportunity to learn from the guy at the fuel pump that he was also part owner and project architect of the marina. I'd met him before outside the Ladies (Portacabin, hand-held shower) when he'd enquired if all was well therein after which he'd shown me the model of the properties proposed for the development. Despite his frustration with the slow progress (ex 1989) he still enthused with proprietorial pride while 'Jack of all trades'

\* \* \*

At 04.30 on 7th June in Fishguard Harbour the alarm rang. 05.00 departure meant slack water at Ramsey Sound and on to **Skomer** where landing from the dinghy in N. Haven proved an interesting exercise with a wet foot to prove it. This did not detract from an excellent exploration with the highlight of a puffin with half a dozen sand eels strutting his stuff at the Wick. We watched the tide race round the W and SW of the island – the 'Wild Goose' – in some awe, the rocky cliffs drenched by Atlantic swell. Back on board the choice was to confront this challenge, timed at slack water or wait for a late passage through the tricky Jack Sound, 1 cable wide. By a narrow margin the hard place won over the rock(s) and we departed by 16.00 on the western passage. A hairy experience but, eventually negotiating Broad Sound and its overfalls, we emerged into the less turbulent waters leading to St Ann's Head and Milford Haven.

\* \* \*

The 12th June saw us up with the 05.30 forecast, still in Milford Haven. Was it to be the third time lucky in our attempts to cross the Bristol Channel? We left and despite a rough ride out we gritted our

teeth and stuck with it on course for Padstow. The seas on the S/B bow were unforgiving and losing the war of attrition we altered course for what we hoped would be the shelter of **Lundy Island**. Anchor down, first time on this cruise, shortly after 13.30. Apart from the ferry alongside Lundy matched my stereotype of St Kilda: high, steep-sided, shattered rock cliffs and almost treeless. Its location felt almost as exposed – not a place to linger except in settled conditions. Somehow we didn't mobilise ourselves to go shorewards. John dozed and I read and wished I could be (just a little) more like Ellen Macarthur. And then we fished over the stern, surprising ourselves in soon catching our supper with mackerel gear whilst at anchor. The whiting-type fish (pollack?) was duly despatched, headed and filleted, a pretty fresh fried supper, preceded by drinks on the foredeck in beautiful evening sun. \* \* \*

Friday the 13th of June made itself felt right from the start with uncomfortable rolling in St Ives Bay and shuffling about of the anchor. Not a lot could be done until we were up at dawn to prepare for the passage west. Many rites of passage exist on a lengthy cruise. We had now passed from the area covered by Milford Haven CG to that briefly of Swansea CG. Progress again! It was satisfying too to be located at the focal point of the shipping forecast area even if we didn't set foot on Lundy. Our next objective lay at the cusp of three areas: Sole, Fastnet and Plymouth, and the Isles of Scilly definitely fell within the watching brief of Falmouth CG. The past 24 hours had seen a drama unfold at sea. We first heard a helicopter pilot report to Swansea CG that they'd picked up the pilot of a crashed plane off the N Devon coast. This was followed by CG reports of dangerous debris and later the Secretary of State's designation of an exclusion zone near Bull. The motion under way was preferable by far and soon I was cat-napping in the wheelhouse, waking to the sound of John registering our passage with Falmouth CG. We'd already passed Land's End and the Longships Lighthouse hove in sight rising eerily from the water like the elongated neck of a serpent beyond its undulating jagged body of rocks. A pleasant northerly breeze established itself and under full sail *Sea Forge* slid silently on past a pod (?) of nearby basking sharks.

It was not until St Mary's Sound that the engine was required and micronavigation became a major preoccupation. The **Isles of Scilly** with its reefs and rocks was no place for errors. So it was to be the harbour of **St Mary's** with its clearly buoyed and charted access. We did the decent thing and held back while the '*Scillonian*' Ferry came past describing a huge arc into the quay. The yellow visitors buoys were packed close together with barely space to slip an oar between one yacht's tender and the mooring astern of it. There was definitely an art in picking up the heavy chain attached to the top but sinking immediately off the buoy, providing good spectator sport of the antics of arriving yachts. These bore French ensigns by the douze, as well as German, Irish and British.

Showers and shopping were priorities, with the TIC pointing us towards the quay for the former. There a building proclaimed WCs and showers, 'douche' even, but inspection revealed no trace of showers. We called on the HM who was more concerned to relieve us of our £13 dues (a hike from the £10 in the 03 Almanac) than to be apologetic let alone helpful over the shower issue. How well would the Duke feel his Duchy was being run? We left feeling a bit cheated to enquire at the Harbour Hotel. Yes. Magic! Thus we felt safe to mix with Jo Public and after an early meal ashore went to an excellent slide show on wildlife in the Scillies.

Fathers' Day offered the rare chance of a lie in but we woke unnecessarily by internal body clock for 05.30. Exploration of St Mary's beckoned, helped by some pointers the previous evening re coastal tracks and nature trails. So, drawn inexorably to the coast we covered some 7 or so miles in brilliant sunshine, picnicking, resisting cream teas but learning about the flower industry on St Mary's and techniques (heating, smoke even) for engineering just when and for how long narcissi – a favoured subtropical variety – could be produced for a market vying with that of the Channel Isles. We even had a reprise with an evening walk around the Garrison. Perfick!

June 16th was a crack of dawn job – before, really – alarm for 04.30; time & tide, and all that! With winds light (sea likewise) but perversely on the nose we motor sailed for most of the 68 nautical miles to

Falmouth. The joy of this proved unexpectedly unbounded with the escort of 4 dolphins for over half an hour. Their aquabatics were exceptional as they weaved and jumped, playing dare with *Sea Forge* and outpacing her 6kn with ease. Sad to say, it appeared their antics coincided with the demise of our echo sounder. So simultaneous was this we felt they must have damaged the transducer and rendered its transmission on the blink.

A slight change of course and easing of the sea meant the engine was superfluous and we sailed, and fished and caught, effortlessly, 3 mackerel – supper at a stroke! With the echo sounder non-operational ease of access was imperative so Pendennis Marina, Falmouth seemed a suitable destination. What’s more it came with benefit of laundry facilities.

### A Nesting of Nauticats

Our arrival at Weymouth to meet family coincided quite by chance with the Nauticat Rally on 24 June. We appeared to be expected, having been spotted by Karvinen in Dartmouth. Before long Sophie was booking us in to the evening BBQ at the Royal Dorset YC, with drinks beforehand courtesy of Trashy Woman whose owners were celebrating their 42nd wedding anniversary that day. We were much relieved to learn their boat was named after a line dance (another hobby) and wasn’t a disparaging reference to the state of the boat or to Ann. It was nice to meet other owners but time to press on.....

\* \* \*

An uneventful passage to Poole Harbour where negotiating the myriads of mud banks, boats, the chain ferry and towering Brittany Ferry served as a wake-up call. First priority was to seek out the fuel barge but this proved elusive having itself gone to refuel! So we made our way to Pottery Pier anchoring off **Brownsea Island** not far from a yacht ‘St George’ - not far enough in the view of those on board who were intending a second night at anchor (deux nuits St Georges!). So we shifted to a cosy spot nearer the pier and went to prospect ashore for our expected visit with family arriving on the morrow. We certainly found the pottery – shards of broken pipes along the beach – not good news for the tender tender.

Our Saturday foray ashore saw blissful sunshine. Peacocks, wood ants and nests, red squirrels, views and the old church were duly admired and leafy, pine needle clad tracks walked before returning to *Sea Forge* for tea.

\* \* \*

We left early on Sunday (29th) in still airs for the **Isle of Wight** taking the favourable tide to Yarmouth and picking up a visitor mooring to await the onward tide. A relaxing afternoon contrasted with the head wind and increasing seas we met in the W Solent. Chichester became a pipe dream as we bottled out and into Cowes. Plenty of empty V moorings off the mouth of the Medina R. We chose one and precipitated a little drama and angst where the other chief character was a boathook overboard and bobbing up and down mockingly. Eventually recovered and mooring secured we sat and rolled – the victim of sea direction and phenomenally frequent ferry wash. Once the dinner was cooking we reviewed our potential plight for the night and went up river to Thetis pontoon. No sooner had we finished our sweet & sour pork than a v. nice HM man arrived suggesting that if we had no ambitions shorewards, then it would be much cheaper up river. He would show us where. We went, as did he. We moored up, ate our pud and he was back again to intimate that an early start would pre-empt any collection of our mooring fee from his colleague at 07.00! ‘Have a nice night’. He was a very, very nice man!

Postscript: *Sea Forge* is now at Pin Mill on the R. Orwell from where we spent some 10 days in August exploring Arthur Ransom’s ‘Secret Water’ with our grandchildren.

*Chris Harvey*

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# CLASSIFIEDS

## 1989 NAUTICAT 38 FOR SALE – GENTRICE

Ready and equipped to go anywhere and even to live-aboard. Only back from Greece late last year.



### General details

*White hull - epoxied*

*Ketch - mast steps, in mast furling to mizzen and main.*

*Two toilets - with Raritan treatment tanks.*

*B layout to after cabin and wheelhouse.*

*Hot water and central heating.*

*Refrigerator and deep freeze*

*(separate water cooled)*

*Teak interior with energy efficient lighting.*

*Water maker and in-built generator.*

*Ring main for Shore power/generator and inverter.*

*Teak warp lockers/seat to after deck..*

*Electric anchor winch.*

*3 large sun awnings to aft, foredeck and wheel house.*

*Very comprehensive inventory.*

*Davits with Tinker Tramp.*

Lying afloat in Lymington Yacht Haven. Berth possible, by arrangement.

Price £145,000 – Sally and Trevor Doran 01590 689151  
(tandsdoran@onetel.net.uk)

# CLASSIFIEDS

## **Kadore**

Nauticat 33 1989 Hull No. 1062. Ketch rig, SABRE 90hp engine, 6-7 Berth, Roller reefing Headsail, In Boom fully battened Furling Main Sail, Bowthruster, Electric windlass, Hydraulic Auto Pilot, Furuno Radar, Fishfinder, Garmin 120XL GPS, VHF Radio, S/W M/W L/W Radio, 240 v Shorepower, Battery Charger, 2 Anchors, both with chain and warp, Eberspracher heating.

Surveyed and anti fouled April 2003. This comes with a spare new mainsail a spare headsail, and a spare boom complete with all ropes pullys and cleats, and also a spare rod kicker.

Contact Bob Hutchinson Phone 01675 464779.

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NAUTICAT 44 1980 BELEZA Schooner rigged, epoxied hull, new rigging, New chain plates angled and stainless steel to bulkheads. Structural design improvements. Coming to the end of a very extensive refit. Usual high standard Nauticat inventory. Lying South East. £110,000 VAT paid.

Contact Peter & Jo Jackett on 07711 413990

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# CLASSIFIEDS

**For Sale**

**Nauticat 38 Lene Marie 1986**

Bow sprit, Rigged for inner foresail, Fully battened Main,  
Lazy Jacks,

Electric anchor winch, 90hp Ford Lehman engine,

Nice condition throughout following general refit,

Comprehensive inventory including:

Ratheon Radar, Fishfinder, B&G Auto pilot, GPS, Navtex,  
VHF, Inverter, Battery Charger, Webasto Heater, Viking  
liferaft, Nauticat GRP deck seats, with added storage,  
Dinghy, Mariner Outboard,

Duplicate Instrumentation to outside steering position

Lying Plymouth

**Maurice Norman Tel:01386 881651**



**FOR SALE**

**LIFE RAFT**

**Beaufort Offshore**

**6 person Clipper Raft**

**£500 Contact Paul Dawson Tel: 01282 693953**

# CLASSIFIEDS

## NAUTONIER

Nauticat 40, 1988, Sparkman & Stephens designed Cutter Ketch.

Fitted with fully battened mainsail, bowthruster, electric winch for hoisting the main, davits, 2.8m rib with outboard, Large bimini and covers and flyscreens for all windows and hatches.

Huge owners' suite with queen size double berth, shower and heads. 90hp engine and 6kva generator. All the navigation equipment you could possibly need including radar - most renewed in the last three years. The boat comes complete and ready to cruise anywhere. She is currently lying in Palma, Majorca.

The owners have lived aboard for the last couple of years and she is only for sale as the time they allotted for permanent cruising is coming to an

Price on application

For further details, please contact the owners by E-mail at:  
colinandpaulinejohnson@hotmail.com

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## NAUTICAT 331

Hull no 1206

My **IMMACULATE 331** for sale due to unexpected personal circumstances.

Built in year **2001** includes bow-thruster, electric windlass & all 'extras' down to the last item of cutlery .

1.65m draught , 75 hp Yanmar engine approx 250 hrs ,  
inmast furling on main , lazy jacks on mizzen.

Full Ratheon navigation instrumentation including radar.

Any inspection invited

Price on application

**Phone 01625 427742**

# CLASSIFIEDS

**NAUTICAT 33 ROWLEY 1973** Perkins 4326 72hp diesel. For sale due to ill health. Rowley has been lovingly restored over the last 7 years. The cabin and wheelhouse roofs have been replaced and then sheathed in fibreglass (photographic record). A new high quality stainless steel prop shaft was fitted in 97/98 A new cooker that has both grill and oven was fitted this year. The log and sounder are both new. Rowley has a new boat safety certificate and was surveyed in 2001  
**£39500**

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**NAUTICAT 33 COLENTA STAR 1972** In immaculate condition lying Levkas Greece and fully equipped for the Mediterranean. She has standard rigging plus roller reefing and sun canopies. The Superstructure has been re-laminated for durability. Both forward and aft cabin roofs have been replaced and the decks have been replaced with non slip TBS. Electronics include Decca Radar, Autopilot, GPS, VHF, RDF, Sounder, 240v/12v Generator, 240v wiring, and other numerous items. Additional equipment includes built in engine driven fridge, plus standard fridge, electric remote controlled winch, extra 150ltr bow water tank, bathing platform, retractable gang plank, new Zodiac dinghy, 3.5 Yamaha outboard, Liferaft. Colenta Star is in excellent condition and ideally berthed near an airport for anyone who wishes to explore the Mediterranean. **£45,000**  
**Contact Steve Leopold on 020 8441 4310**

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NAUTICAT 33 1972 Fully updated very good condition recent survey £39,500. Tel. Keith Jolly on 01624 365658

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# FUTURE EVENTS

## Lay Up Dinner

The Royal Armouries Portsmouth

18th October 2003

## AGM

Holiday in Bristol

6th - 8th February 2004

# TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
Junkers water heater manual English	£1.00
Door roller wheels per set of 4	£10.00
Door roller wheels each	£3.00
Engine Anode Holders set of 2	£8.50