

# **CAT - A - LOG**

**A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS**



*Goose moored where ?*



Nauticat Association Newsletter

Issue Number 31

Spring 2004

# 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)

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

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## **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 boat's name and inclusive of VAT. They may be ordered*

# CAT-A-LOG

Issue No. 31 Spring 2004

## **PRESIDENT**

Ray Dennett

## **CHAIRMAN**

Stewart Turnbull

01329 663160

Fax: 01329 661435

E-mail:

Stewart.Turnbull@btinternet.com

## **SECRETARY**

Sophie Turnbull

Phone/fax as for Chairman

E-mail: honfleur3@aol.com

## **TREASURER**

Sally Doran

Tel: 01950 689151

E-mail: tandsdoran@onetel.net.uk

## **TECHNICAL SECRETARY**

Richard Bartlett

Tel: 01823 674155

E-mail: rgbartlett@aol.com

## **EDITOR**

Robin O'Donoghue

Tel: 01494 713569

E-mail: robidonoghue@aol.com

## **WEBSITE MANAGER**

Clive Cole

Tel: 01606 888622

E-mail: ccole@classicfm.net

## **SOCIAL SECRETARY SOUTH**

Colvin Rae

Tel: 023 9234 8885

E-mail: colvinrae@aol.com

## **SOCIAL SECRETARY EAST**

Robert Higgins

Tel: 01787 222712

E-mail: oyster@onetel.net.uk

## **SOCIAL SECRETARY SCOTLAND**

Michael Low

Tel: 01436 820671

E-mail: ardgare@aol.com

## **Web Site**

[www.nauticatassociation.co.uk](http://www.nauticatassociation.co.uk)

## **Nauticat Association Group**

MMSI number is 011223344

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## Letter from the Chairman

As I sit down and write these notes, we have not long returned from our AGM weekend in Bristol. The venue certainly proved that the fact that we had chosen it initially for the ease of communication by various forms of transport as a wise one. Members attended by means of car, plane, train and coach, arriving from all points of the UK from the far South West, all the way up to Scotland. It was good to see the meeting so well attended and also to meet a number of members who have either never come before, or not for many years. We even had one couple with us who have literally only just joined. We hope they felt welcome, enjoyed themselves and have discovered the benefits of the knowledge and friendliness in the Association.

I will not go into the actual contents of the meeting as the minutes are being circulated under separate cover. However, when referring to the knowledge in the Association, one person stands out among all the others – our Technical Secretary, Richard. No problem or wrinkle is too much trouble for him, and if he doesn't personally know the answer, he knows a man who does. We are very much indebted to him for all his hard work, totally voluntary, on our behalf and I would like to express the heartfelt thanks of us all for the large amount he contributes to the success of the Association. We are also extremely grateful for the efforts of all the other Committee members, without whom all the essential functions of the Association would not happen – the books would not be kept, the letters written, the Cat-a-Log published, the rallies organised or the web site kept up to date and informative. Thanks so much to you all.

We now look forward to the sailing season which is almost upon us, with two rallies fast approaching – the East Coast at Ipswich in May and the South Coast in June at Weymouth. If you can't make either of them by boat, please feel free to come by land. We ourselves are going up to the East Coast by car, as we did last year, and were made as welcome as if we had sailed. There are plenty of reasonably priced places to stay in both venues, and we look forward to welcoming as many of you as possible.

We hope to meet as many of you as we can during the year.  
In the meantime, fair winds, tight lines and have fun!!

*Stewart.*



**Since the last edition of the Cat-a-Log, we are delighted to welcome**

Norman and Jenny Aplin

Alan and Elaine Brown

Michael Byrne

Stephen and Valerie Evans

Leon Kasel

Gerard Killarney

Barry and Sue Stean

John and Primrose Taylor

Lee and Jane Woods

**ZURITA**

**DULCIA**

**(seeking a Nauticat)**

**MISTRESS MARINER**

**JEEPERS**

**LADY BARBARA**

**BRIGHT VENTURE**

**SIRENA**

**WHEELER DEALER**

**Greetings to all of you. We're happy to have you with us.**

# Sophie's Scribblings

Hi folks,

What a fun weekend we had at Bristol. We certainly enjoyed it and hope that all of you who came, did as well. We met so many lovely new people as well as lots of old friends. It was particularly special that Ray and Jan could be with us for the meeting, and we are so glad that the members voted unanimously for them to be made honorary Life Members – if anyone deserves it, those two do. After all, they are the “dad” and “mum” of the Association, and I hope they agree that their offspring is still thriving.

For those who arrived on Friday afternoon, an extra treat was in store. We found a super little bistro-type restaurant called “Over the Moon” round the corner from the hotel. Twenty of us went there for an evening meal after gathering in the bar for a little gentle lubrication. The restaurant had set up two long tables for us, along with exclusive use of their upstairs section. The food was excellent and it turned into a really great evening. Stewart and I agreed afterwards that these impromptu evenings often turn out to be winners. On our return to the hotel we were sad to learn that Wally and Allene Scrimshaw would be unable to join us the next day due to a bit of a health problem. We understand all is now fine, but we missed them.

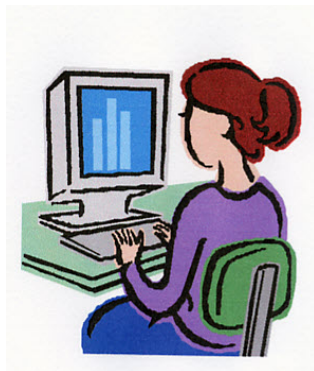
The meeting itself passed in a flash as far as I was concerned. When you don't do shorthand, trying to record accurately everything that has been said can be a bit of a nightmare. However, I am so lucky to have wonderful assistance from Steph Cole, and between us I think we get most of it. Thanks a million Steph – I hope you know how much I treasure your efforts! The meeting was followed by some technical talk, which I wasn't able to attend as I was outside the meeting room, collecting membership renewals. The evening was great – getting dressed up in our glad rags (lady sailors can be very glamorous,) and enjoying an excellent dinner. At the end of the meal, Jennie Hinton was kind enough, on behalf of the membership, to make

presentations to Richard, Stewart and myself. I was quite overcome as it was such a wonderful surprise, and we would like to thank you all from the bottom of our hearts. The evening carried on well into the night – I am happy to announce a Nauticat triumph in a pint of Guinness speed-drinking contest, versus Driffield Rugby Club, who were also staying in the hotel. Congratulations to the **lady** member concerned. I understand that the last Nauticat bedroom door clicked shut at 3.58am on Sunday morning, but everybody looked bright-eyed and bushy-tailed at Sunday breakfast. Tut! Tut! Such goings on!

Since the AGM, the membership renewals have been coming in thick and fast. A gratifying number of you now have MMSI numbers, so there will be folks to talk to out there. For those of you who crossed out MMSI Nos. and put in SSR Nos. instead, there is an article elsewhere explaining what the MMSI number is all about. Having been prodded firmly in the right direction by Richard, we now have one. The Association also has its own, so it will be possible, if you want to, to find out if any other members are in your vicinity while you are out sailing – a sort of “group hug” over the airwaves. I predict plenty more lovely impromptu get-together's as a result. Thanks so much, Richard!

That's all for now folks! See you soon.

Love, Sophie.



## Sardinia and on to Corsica

Our enforced stop in Olbia, Sardinia was very entertaining. We were there 11 days all told, most of it sheltering from weather but we also delayed ourselves to enjoy the concerts taking place on the quay side. Some of the expected winds came through and they were red hot. Very strange.

We finally escaped from Olbia on 5<sup>th</sup> September and headed for Palau. As we approached Porto Cervo there were hundreds of classic yachts of all sizes, sailing up and down. They were very impressive and we had a Solent moment trying to weave amongst them.

We had intended to spend a few days exploring the Maddalenas, hoping that out of season it would be quieter and cheaper. But the weather forecast told us that we were in for some more strong winds so we decided to do the few miles to Bonifacio on Corsica. So we crossed the notorious Bonifacio Straights and half way across I put up the French flag. Approaching Bonifacio is stunning. The entrance is cut into huge chalk cliffs and apart from the lighthouse, totally hidden from sea until right there. We moored up and then climbed the cliffs to the citadel on top. Typical French haute-ville. Back down at sea level I went into the little supermarket on the quay. Lunch next day consisted of ripe camembert, fresh baguette and French wine. Comfort food !

We left Bonifacio on 12<sup>th</sup> September and went back out into the ferocious Straights. The sea was not too bad, just a bit lumpy but as we approached Capo de Fenò, our first headland to the west, the sea gradually built until we had 3-4m waves ! The forecast was for a NE6 which on top of these waves was not a nice prospect but we were out there and the wind was only a mid4 so we carried on. There is a dangerous reef off the coast called Les Moines. There is an inner passage but as the sea was so big and we weren't in familiar waters we chose to go seaward. Quite a long detour, but the wind wasn't increasing so we were reasonably comfortable.

We chose to go to Propriano for the night and the big sea followed us all the way into Golfe de Valinco, until we were about ½ mile from the

port. About the same time Ray suddenly knocked the throttle into neutral. I wondered what on earth was wrong, he had read the depth sounder and it was showing 4m. Then we realised it was flashing which means that it is so deep the sounder can't read anymore. 200m of water about 400m from the shore!!! After quite a stressful passage, we chose to go into the marina. When we got there it was pontoons and fingers, I'd forgotten what they looked like! Out came my trusty hook on a line, specially created for typical short French fingers and we moored up beautifully.

We set off for Golfe d'Ajaccio, hoping to find a nice anchorage for the night. The sun was shining but it gradually clouded over and the wind increased as we approached Ajaccio, so we went into the town and a berth in the old marina, now called Tino Rossi. We went off round the town, Napoleonville!

On the way back to the boat we saw another Nauticat 33, Viaghju, on the town quay. It was quite an old one (1976) but beautifully maintained so we bundled along and said hello. We were greeted like long lost friends, invited on board and given a drink of Cap Corse, a lovely local aperitif. Jean Luc and Christine live on board their boat mainly in Corsica, he being a native. They stay in the islands for the summer and in winter go to Antibes where Jean Luc is in demand for boat repairs. Having seen his handiwork I can see why. The boat is immaculate. We reciprocated their hospitality with a good malt that evening. They asked us lots of questions and were eager to see anything we had to do with Nauticats.

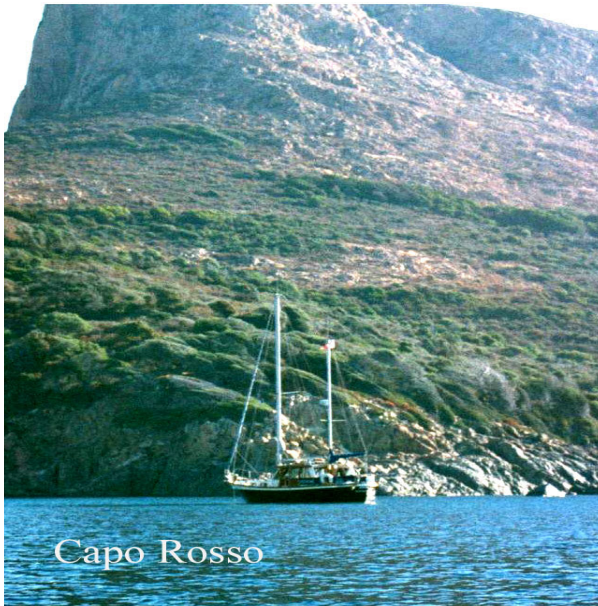
Following day (Sunday) we were invited for lunch, a wonderful Corsican menu. Also having lunch was Jean Luc's friend Francis who had just bought a Nauticat 33 (1980) in the South of France, which they were bringing back to Corsica later that week. Boy did we all talk. They all came back to Neridos so Francis could compare notes. It was a wonderful way to spend the day.

Next day, Tuesday as we had been told, was lovely. So we went to say goodbye to Christine and Jean Luc. They have decided, with

Francis, that they want to start a French Nauticat Association. We will keep in touch. Their telephone number is: 06 15 77 09 98 if anyone wants to contact them.

Our next port of call was Cargese, a very pretty little village with two churches, one Latin Catholic and one Greek Catholic. We walked up the very steep hill to the village and had a look round. The Greek church is very pretty with lovely frescos, recently restored.

By now summer had re-established itself and we were in glorious sunshine and hardly any wind. We left Cargese and set off northwards.



When we rounded the next headland of Punta D'Omigna we met an awful sea and strong winds. It was a lumpy, wet passage but beautiful sunshine. We headed for the red rocks of the Golfe de Porto and the Scandola Nature Reserve. We got into the shelter of the Capo Rosso and found a pretty anchorage that was very conveniently vacated as we ap-

proached. We dropped the anchor in 7m of beautiful clear water and I went in for a swim to check the anchor. We could see the boats offshore a bit bashing and crashing but we were very comfortable in the lee of the cape. We explored in the dinghy and realised we were in the best spot. We were joined by 4 other boats by dusk. There were no lights about at all, pitch black until the moon arrived in the early hours. We sat on deck looking up to the starry night; absolutely wonderful.

We toyed with the idea of staying in heaven for another day but decided we might find something better round the corner. (We didn't). We trickled along the coast staring in amazement at the very tall weird shaped red rocks. We stopped for lunch at Ficajola but the expected breeze and swell would not make for a comfortable night so we carried on around the bay to Girolata. This is a VERY popular and pretty anchorage. Luckily a large cruiser had just vacated a nice spot so we glided in and dropped the anchor, again in lovely clear water.

Next morning we weighed anchor and entered the Scandola Reserve. This is a stunning stretch of coast. Anchoring was allowed, but to preserve things it no longer is. The big red cliffs stretch up to heaven, the water is turquoise, just wonderful. We then went through the Gargalu passage. This is a passage between the mainland and an off lying island. It is only about 4m wide and 3m deep. Hold your breath as you can see the rocks come up to meet you.

We decided on the Baie de Crovani for the night and took three attempts to get the anchor where we were happy with it. It was quite rocky so we took the kedge anchor out. This kept us bows to the swell and made for a much more comfortable night. We were in the bay all on our own and sat on deck to watch a beautiful sunset. The nights are drawing in now though.

Next day saw us rounding the NW corner of the Island and arriving at Calvi. This is where Nelson lost his eye. Try as I might I couldn't find it!! We were moored right under the citadel, in front of the quayside cafes and restaurants. We were hoping to see the inland part of the island by the narrow gauge railway that runs between Bastia, Calvi and Ajaccio but we just couldn't co-ordinate it. So that is left for another day.

We went to L'Isle Rousse next and dropped the hook. After lunch I listened to the forecast and yet another front was heading our way, so we weighed anchor and headed to the Baie of St. Florent. Here we saw the original Martello tower, unfortunately only a portion of it left. Admiral Hood was so impressed with its defensive qualities that he

had the plans drawn up and sent to England. In light of the forecast we went into the marina, we would have been OK on the anchor, but you can't take a chance. The weather was set for a few days, so we explored St. Florent not a lot of it to explore. Next day we caught the bus to Bastia, another citadel town. We weren't very impressed by Bastia but the bus journey up over the mountains was wonderful.



We left St. Florent the following lunchtime, and promptly got a rope round the prop. The rope cutter did its job and cut up the 20mm rope easily. We headed

up to the notorious Cap Corse. It was a lovely sunny passage, the wind increased as we approached the NW corner and the sea built up. There is an inshore passage between the Isle Giraglia and the Cap, but we weren't sure if it would be safe if the sea built. As it turned out it was only on the corner it was choppy, it had calmed down to a swell across the top. We arrived in the Baie de Macinaggio and dropped the hook.

Next morning we set off for the little island of Capraia, it was a lovely passage, changing back to the Italian flag half way across, and we arrived at the only harbour on this former penal colony. They have put pontoons in and now charge a lot of money to stay overnight, so we dropped the hook outside the

entrance in white sand and turquoise water and tied our stern to the rocks behind. We set off in the dinghy and explored both the port and the village. The girl in the tourist office said that there are only 70 inhabitants in the winter but 2000 in the summer (excluding visitors). A very pretty, very clean island.

When we got up next morning, after storms in the night, we could see the sea outside was lumpy. We decided that we would head off for Elba as it would not be safe to stay if the wind and sea changed direction. It was a foul sea, not very big but short, so Neridos was bouncing about. It was much worse than the huge sea we had had leaving Bonifacio. We only had 25miles to go but I said you could add 15miles going up and down. We changed our minds about going to Portoferraio and headed for Marciana Marina a bit closer. We tied up on the quay wall. And this is where we are now. The wall is free, my kind of arrangement, no water and electric but we are supposed to be self sufficient in these things. We will stay here a few days as more weather comes through. We are looking forward to spending a bit of time here in the Tuscan Islands and then dawdle down to Rome for 1<sup>st</sup> November.

I hope you have made the most of the Indian Summer I think you have had, it is consistently more settled than we have.

If you find some of the places I've written about are spelt differently when you look them up, it's not my spelling. In Corsica there are at least two variations on everything; it does get confusing, you head off for one place and end up somewhere else, or is that the wine?

© *Jan Dennett*

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# Technical Support

## **Parts Suppliers List - Version 6 (February 2004) is current.**

This is the time of year when the summer sailing season is fast approaching and thoughts drift towards new gadgets and the latest pieces of electronic wizardry. You never know our new trade purchasing facility may just help to convince your wife that your new idea is really worthwhile!

The UK Government will have to decide on its response to the European Fuel Tax Harmonisation Policy due for implementation in 2006. The Yanmar 75 Bhp engine uses about 4 litres per hour at about 6.5 knots cruising speed (NC331) and so I have asked Siltala for an engine re-fit appraisal for all types. The Yanmar importers, Barrus, have been requested to provide some idea of the unit price. Would the value of a re-engined boat increase in proportion to the cost?

Five items to report in this issue:

- 1) Radios: I am pleased to confirm that the Autumn DSC radio offer has been extended until the end of April and we also have a group MMSI number that allows you to check who's in your local area.
- 2) Lighting: Did you know that you can buy normal 230v type light bulbs (BC/SBC fittings) that are made to run on 12V? They are widely used on cruise ships and readily available from wholesale electrical factors such as City Electrical Ltd. 25w is quite sufficient and every domestic table lamp will work perfectly on your boat. Those slim office table lamps with a heavy transformer in the base are really good. They are fitted with 12v halogen bulbs so when the transformer in the base is bypassed you have a most stable reading light. In both cases do change the plug!

- 3) Engine Mounts: Siltala fitted round engine mounts made by Metalastik to their early boats. These didn't have a centre screw height adjustment which made good alignment almost impossible. The Americans have sent us complete working drawings for a modification to the existing type of mounts, and copies are available on request. They have a 'hardness' code which is Pn 17/482-60 (white spot) on the rear and Pn 17/482-20 (orange spot) on the front.
- 4) Fuel Tanks: An NC33 has required both fuel tanks being changed whilst overseas. Corrosion had caused leaks and they were replaced with mild steel copies. We have some excellent diagrams to show an easy way to remove them and re-install their replacements. Stainless steel is not an obvious choice because the welding material (316 grade) changes its properties when heated, and in the presence of any salt water, creates an electrolytic reaction between the weld and the stainless steel walls of the tank. This is particularly prevalent with holding tanks.
- 5) Fuel Additive: We have received another strong recommendation for the use of Fuel Set ([www.liquideng.co.uk](http://www.liquideng.co.uk)) which seems to significantly reduce smoke emissions from some models of the Yanmar engine.

Sod's Law says that the real technical problems will surface in the next three months!

Best regards and happy sailing.

Richard Bartlett

*rgbartlett@aol.com*

## **Feedback from the Coastguard – Initial radio contact by DSC**

Problems are being experienced with the introduction of DSC in leisure boats. The training has failed to emphasise two important points:

1. Following the ACK (acknowledgement) from the Coastguard, your set will not change to the Coastguard's working channel until the ENT (or similar labeling) button is pressed.
2. The person who initiates the call is always the first to speak. European Coastguard procedures require the caller to come up on the working channel before any dialog commences. This is standard practice with all commercial shipping.

The Coastguard's system logs calls in time sequence and can accept up to 500 initial calls an hour. He doesn't know the name of the caller's boat until either you call or he accesses another database.

**You must speak first with your SHIP'S NAME and MMSI number – Over.**

*(MMSI numbers are rather long – most operators are content with the last 4 digits).* Please note that the coastguard can access two data bases:

1. ITU (International Telecommunications Union) MMSI data base to find the ship's name.
2. Form CG66 data base to see your details but it is still accessed by the ship's name rather than MMSI number. This anomaly is the direct result of so many leisure owners delaying the installation of DSC radios and therefore not being identified by a number.

Your Form CG 66 details can be updated online via [www.mcga.gov.uk](http://www.mcga.gov.uk) and your details will be available to every coast-guard station in the UK.

**MMSI numbers.** These numbers are allocated to the boat rather than the licence holder. Please apply to The Radio Licensing Centre, PO Box 885, Bristol BS99 5LG. You do not have to pass an exam for your boat to be allocated a number.

*rgbartlett@aol.com*

## **Our Nauticat Association Group MMSI number is 011223344.**

You have to programme your DSC radio to recognise its own boat number and any additional group numbers to which you belong. The first can be entered only once (without special equipment) but Group MMSIs can be changed at will.

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## **Wanted**

VDO Modis Depth Sounder and other similar style VDO wind and log instruments.

Please call Oscar King-Davies 01446 760753

## **Message from your Editor.**

Deadline for next issue is 10th June 2004.

Copy can be sent by e-mail or to:

44 Hill Avenue, Hazlemere, Bucks HP15 7JU

Photographs, including digital, very welcome



## **A Navigational Aid to Beat ‘Em All’**

It was to be our last summer in Scotland and Lee and I were hoping to sail to many of those places we’d been unable to reach in the last few years. Acharsaid Mhor on the North side of Gometra was one such legendary anchorage that proved to be memorable in a way we could never have imagined.

We had anchored at Buessan on the South West side of Mull and taken a gloriously sunny walk around the headland, and yet again, enjoyed another huge and tasty Scottish meal at the local restaurant that evening. Pleasantly tired we both went to bed looking forward to the forecasted vigorous easterly the following morning.

The wind was indeed blowing hard when we awoke and I reefed the foresail but risked our full main (in mast, not so big) as we ventured out beyond the headland. Immediately Lee was shouting at me to reef some more but the with the boat screaming along and the gunnels in the water I reckoned we’d cover the next eight miles in no time, despite Lee pointing to our huge-leeway towards the rocks off Staffa! We thrashed along with a little push from the prevailing current at over eight knots and arrived at Gometra within the hour. I took advantage of the lea shore to furl the sails and then motor into the northern channel to locate the tiny passageway into Acharsaid Mhor.

The channel ran in a East / West direction and as we rounded the Western tip of Gometra we were rocking and rolling wildly as I scanned the rocky shoreline with the binoculars searching for the very narrow entrance (20 metres) into what the pilot guide said would be a still pool! It was now cold and Lee went below whilst I checked out, for the third time, my intended approach. I could see the entrance now with lots of rocks either side of it and with a force 5 gusting 6 on the port beam was anxiously trying to work out how much drift to allow. Suddenly a huge black shape loomed up a few feet to my starboard side, my heart skipped more than one beat before I realised it wasn’t an uncharted rock but a huge ten-foot long dolphin. He’d jumped almost his full length out of the water before smashing down and

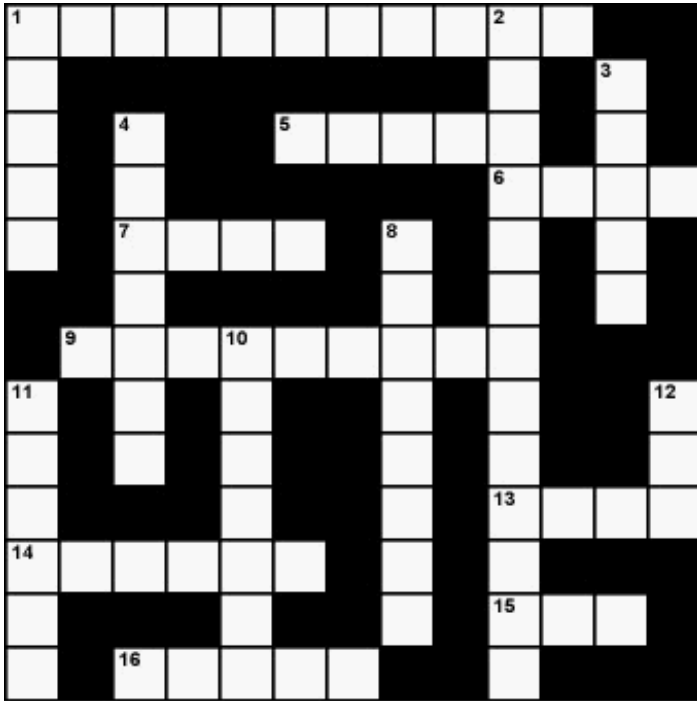
vanishing into what was now a very rough three-metre chop. Seconds later he appeared again but this time accompanied by ten other dolphins of assorted sizes, two of them obviously youngsters. They paraded around Taiva in a tight formation for two minutes, carving graceful shallow arcs through the waves in an effortless display, before lining up either side of the boat, obviously ready to pilot us in.

Lee and I were astounded, as I motored slowly along my chosen path the dolphins must have concurred as they stayed precisely on station as we passed through the centre of the channel to suddenly enter a calm and shallow pool with barely four feet under the keel. The people on the one other boat anchored there were equally transfixed as we watched for twenty minutes whilst our happy “friends” danced around us. The other couple later commented they had never seen anything like this in thirty-five years of visiting this anchorage, for all of us it had been, a truly magical moment.

Strangely enough it was not the first time in Scotland we had been assisted by dolphins, the year before we were piloted into Gometra harbour by two large dolphins to the South of this island and the following the year the experience was repeated in the rocky Sounds of Barra and Harris. Perhaps it's the shape of the Nauticat hull or the fact that we had ours anti-fouled with Copper Coat which makes for a “cuddly bottom”, we don't know, one thing's for certain though, dolphins have always been there when we really needed them.

*Jeff and Lee Bracey.*  
*TAIVA*

## Crossword 2



### Across

- 1 See in the dark (11)
- 5 The top ten listing (5)
- 6 A young male (4)
- 7 Reduce. A rough place to run aground (4)
- 9 Top of the tide (9)
- 13 Sounds like, Ladies of ill repute (4)
- 14 Frying for two (6)
- 15 Pour on troubled waters (3)
- 16 Electronic eye (5)

### Down

- 1 Opposite of springs (5)
- 2 Exterior propulsion (13)
- 3 Noah built for it (5)
- 4 A smooth finish (7)
- 8 Also known as George (8)
- 10 Hauling line (7)
- 11 A place for a sermon (6)
- 12 Many family doctors (3)

## The Bristol AGM

I am still kicking myself for not re-delegating our Chairman's request early Sunday morning for "a few words" about the weekend, onto Mike Fraser-Hopewell as he did it so well in 2001. I must have been my usual noisy and eloquent?! self during the AGM for Stewart to think about it.

My first comment has to be where were all the teddy bears this year? I only realised today we didn't have any attending (and no apologies either).

We had spent the previous 2 weeks down in Seville (Puerto Gelves to be precise) working on Chatelaine and enjoying a bit of warm sunshine. Mike has taken to beating the boat a bit like John Cleese I thought. Seriously we had decided to change the engine mountings and hopefully extract the cutlass bearing and replace that too. Not the most pleasant of jobs whilst living aboard as the wheelhouse floor seemed to be up and spread about all over the boat for most of the fortnight. Mick and a friend spent two days trying to extract the cutlass bearing (that 's where the beating comes in) but I am going to leave Mick to write a few lines about that for those of you technically minded.

Talking of which I must say that Richard and Anne Bartlett have done a brilliant job at technical things (I include Ann because she had to put up with him while he spent hours looking for information for us all)

We arrived home on the Wednesday, just had time to unpack, check post and repack again on the Friday ready to leave North Wales for Bristol early Saturday morning. We arrived in time for drinks and I soon spotted some new members, so new in fact they received their welcome pack when they arrived in Bristol. Being my usual self, i.e. nosy, I left Mick nattering away at the bar and went over to introduce myself to Jane and Lee from Devon who have just bought an old 33' with a long list of work to be done on her. It turned out Lee was just finishing off a lot of work on a Macwester 26' which was a coincidence as our first yacht was a Macwester 27' closely followed by a Macwester 32'. We were able to swap stories of mild steel elbows

in cockpit drains etc, we also sat with them for dinner so were able to natter on about both makes of boats. They have some major work ahead so I have told them to ring up any members they need to and will get lots of support from us all. Its nice to see some younger members buying older boats and restoring them to glory as that's how we started with Sea Forge, who by the way is now round in Pin Mill.

Another lovely surprise was to see Jan and Ray as we had last heard they would not be home. Sorry it had to be for a funeral but everyone was pleased to see them. I found Mick and Ray deep in conversation in the bar around 6 o'clock Saturday evening!

Later in the evening before Helen dragged Mike back off to Unda, we had a good chat with them and they are on the move south to warmer climes this summer.

We had breakfast with the Tony and Derry Fox and realised that there is a whole stream of Nauticats spread over most of Western Europe this year. They are in Portimao with Paul, we are ahead in Seville and heading for the Balearics which Jan and Ray have already visited and since gone onto Rome for winter. It could be work trying to arrange a Mediterranean club meet this summer at this rate!

Colvin and Sue also kept us entertained at breakfast with tales of their house buying in Florida. (it won't float though Colvin!)

I'm probably teaching granny to suck eggs but we have found it much cheaper to buy Portuguese and Spanish SIM cards for our mobile phone whilst out there. Some of the older mobiles cannot be unlocked but if they can it costs around 30 Euros to unlock and join in with Vodafone in Portugal and the first system we found in Spain was Amena. My English mobile phone bill has dropped enormously.

If anyone is interested, I have a Portuguese SIM card, which we will not be using this year. First one to ring us can have it for the price of a drink at the next meet or AGM.

By Sunday morning several of the females of the Group (including me!) were fairly hoarse from all the talking. We had met old and new members, the noise level was buzzing and everyone enjoyed themselves. I have to also say that the quality of the hotel appears to have very much improved since it became a Novotel. The thing I couldn't get over was the apparent pride of all the staff we spoke to – I think it will only get better with their attitude.

Yes I know – verbal diarrhoea again – always a problem once I start scribbling.

Let me just say many thanks to Stewart and Sophie and the rest of the committee for all their hard work. Apologies to all the people we did not get a chance to have a talk with!

If anyone is around Lagos, Manfred and Anja's penthouse apartment overlooks the entrance to the marina and you will be "clocked". Give them a ring – you will be made very welcome – we were!!

Finally, keep in touch all those on the move. Swapping information is extremely useful to us all. We can be contacted by e-mail [chatelaine60@hotmail.com](mailto:chatelaine60@hotmail.com) or text/phone Spanish mobile at **0034 645485296**. We plan to leave Seville around 3<sup>rd</sup> week in April to head east through Gib and over to the Mar Menor to see some friends before heading offshore to the Balearics. See you all out there!!

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## **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

# Bristol AGM Snaps





*Answer to cover photograph:  
Goose anchored in Totland Bay - Isle of Wight*

## South Coast Rally

Tuesday 29th - Wednesday 30th June 2004

### Weymouth Marina

Pub Skittles evening with finger buffet on Tuesday.

Mystery Tour on Wednesday followed by drinks on 'Aquagem' then dinner at a restaurant location to be decided.

# East Coast Meet

**Friday 14th and Saturday 15th May 2004**

**Venue:** Ipswich's historic Wet Dock, adjacent to the town centre offering good shopping and a wealth of interesting buildings. For those arriving by water, the Ipswich Haven Marina provides pontoon berthing, modern facilities and electricity to all berths as well as on-shore car parking. The Novotel is adjacent to the Wet Dock and offers comfortable accommodation for those arriving by road or rail. Special rates have been negotiated for berthing and rooms; the hotel rooms are £75 per per couple for bed and breakfast.

## **Agenda:**

- **Friday evening:** Welcome drinks on Tringa at 18.00 before departing at 19.20 for supper at the Lord Nelson, a historic dockside inn just ten minutes stroll from the marina.
- **Saturday morning:** At 10.00 hours a coach will collect us from the marina and take us to Sutton Hoo, the National Trust site and visitor's centre for one of the most spectacular finds of a historical burial ship filled with treasures. There will be time to take in the museum, have a tour of the burial mounds, take a walk and enjoy lunch. We will depart a 14.00
- **Saturday evening:** At 18.00 hours drinks at Landfall then at 18.45 hours a stroll around the edge of the dock to The Bistro on the Quay where we will spend evening over dinner, a three course meal with wine; menu selections to be made on the night.

For further information and booking reservations please contact Bob and Yvonne Higgins.

A booking form will be forwarded.

*Tel: 01787 222 712*

*e-mail: [Rjh27@aol.com](mailto:Rjh27@aol.com)*

# Classified

## 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 pulleys and cleats, and also a spare rod kicker.

Price £80,000

Contact Bob Hutchinson Phone 01675 464779.

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## NAUTICAT 32 – 1998

### “Rustycat”

In-mast furling, tall rig, deep keel, bow thruster, electric windlass, 38 hp Yanmar, Autopilot, Radar, GPS, DSC VHF, Shore Power, Charger/Inverter, Liferaft,  
Excellent condition, lying Solent.  
£90,000.

Contact Peter Thom on 01590 641385 or  
email: [peter.m.thom@btinternet.com](mailto:peter.m.thom@btinternet.com)

# Classified

## 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 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**

# Classified

## 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 fly screens for all windows and hatches.

Huge owners' suite with queen size double berth, shower and heads. 90 hp engine and 6 kva 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 end.

Price on application

For further details, please contact the owners by E-mail at:  
[colinandpaulinejohnson@hotmail.co](mailto:colinandpaulinejohnson@hotmail.co)

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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. £109,000 VAT paid.

Contact Peter & Jo Jackett on 07711 413990

# Classified

## GENTRICE

### 1989 NAUTICAT 38 FOR SALE

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 (tandsdor@onetel.net.uk)

# Classified

## 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, in mast furling on main ,lazy jacks on mizzen.

Full Ratheon navigation instrumentation including radar.

Any inspection invited

Price on application

**Phone 01625 427742**

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## NAUTICAT 33 ROWLEY 1973

Perkins 4326 72 hp 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**

**Call Alan Bennett for full details on 0121 6242605**

# **FUTURE EVENTS**

## **East Coast Meet Ipswich Wet Dock**

**Friday 14th and Saturday 15th May 2004.**

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## **South Coast Rally Wemouth Marina**

**Tuesday 29th & Wednesday 30th June 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
Modified Gustavson/early Lehman engine anode holders that allow use of international standard anodes. Set of 2	£8.50