

# **CAT - A - LOG**

**A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS**



*Full Circle departing Weymouth*



Nauticat Association Newsletter

Issue Number 33

Autumn 2004

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## **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.

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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 through the Secretary.*

# CAT-A-LOG

Issue No. 33 Autumn 2004

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## Letter from the Chairman

As I sit and write this letter, the current season is slowly drawing to its end. We look back to a most successful summer rally in Weymouth, which is covered in more detail elsewhere in this issue. It was very well attended and a great success thanks to the great efforts of Colvin and Sue Rae, although the weather wasn't very kind over the intended period of the sail-away. We in fact stayed in Weymouth for a week before venturing out to head towards home as we had to be back to pick up our canine shipmates!

In addition to thanking Colvin for the rally, I must mention his efforts in researching the possibility of a group insurance scheme for the Association. There is an article elsewhere in this magazine about his progress so far, and we are very appreciative of his hard work.

We are also extremely grateful to our Technical Secretary, Richard for all his efforts on our behalf – his continuing research and his readiness to help any members in any way he can. As an Association, we are supremely lucky to have such members as Richard, Colvin and others, who labour away so diligently on our behalf and do so much to make the Association what it is. We are so lucky to have them all, and would like to ensure that they know how very much they are appreciated. Heaven forbid that we should ever take their efforts, kindness and generosity for granted!

Our hearts go out to Ray and Jan Dennett for the problems they have had this year. Instead of spending the season on their idyllic sailing trip as they expected, they have had to spend most of the summer in this country following the death of Ray's mother, dealing with all the administration that inevitably crops up at these sad times. We hope they are feeling a bit better now and wish them good luck for the future.

The weather has not been too kind for us this season – we could have done with it being a little better for the period immediately after the rally; however when summer finally came, it did so with a vengeance and the temperatures were some of the highest we can remember. The nights are now starting to draw in and there is a slightly



autumnal feel in the air. The next event we are looking forward to is the Laying-up Dinner in the Quarterdeck Restaurant at the Spinnaker in Swanwick of Saturday 30<sup>th</sup> October, where we look forward to seeing as many of you as possible.

Wishing you all the best for the rest of the season,

Stewart.

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## **Sophie's Scribblings**

Hi there folks,

It's Cat-a-Log time again so the boss has asked me to sit down and produce my scribblings. I notice that lots of the things I would have talked about are already covered in other parts of the magazine, so I'll try not to bore you with too much repetition. We had great fun at the rally and it was wonderful to be able to welcome Tony and Julia Hughes in Full Circle, new members who were with us for the first time. We have been able to say hello to lots of new members this year – sadly we have also had to say goodbye to some old friends as they have unfortunately had to part with their lovely boats for various reasons. However new members are the life-blood of any Association, and we look forward to meeting as many of you as possible, either at the Laying-up Supper at the end of October or at the AGM in February.

When Stewart was composing his notes, and thanking some of the wonderful folks who contribute so much to the Association, one person I know he was referring to is Clive Cole, our website manager. Clive is doing a wonderful job with contacts, boats for sale etc. and has even been taking the trouble to study, so he can improve the service on our behalf. Like me, he is not of the generation that is now born into this world, clutching a mouse in one hand and a mobile

phone in the other – it all takes rather more time and effort, and we do appreciate this. While on the subject of Clive and the website, we would be most grateful if any members who have boats, equipment etc. advertised in either the Cat-a-Log or on the website, would kindly let us know as soon as they are sold, thus enabling us to keep totally up to date and to avoid upsetting or wasting the time of prospective buyers.

Just to show the advantages of belonging to a lovely Association like ours, we were in Aquagem recently, having a three-night break in Lymington. On the second day, we steamed over to Yarmouth intending to tie up on Hayle’s pontoon for lunch. While in there we came across two other Association members in their boats, and the lunch stop suddenly became an overnight stay as we were invited out for a meal in a local restaurant that night. The meal was fabulous and the company even better – very many thanks to Roger, Janet and Rodney. That’s the lovely sort of thing that can happen when you belong to the Nauticat Association!

That’s all for now, folks. Hope to see you soon.

Love, Sophie

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## **Welcome to New Members**

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

J.Q. Ballardie	REBECCA
John and Margaret Higgins	TUTTIFRUTTI
Andrew and Wendy Robertson	MOG
Andrew, Cate and Oliver Russell	PATIENCE

Greetings to all of you. We are happy to have you with us and look forward to meeting as many of you as possible in the not too distant future.

# Senitoa's 60<sup>th</sup> D Day Celebrations

6<sup>th</sup> June 2004

I was eight and a half years old when the actual event took place and, through the years my memory has probably been somewhat distorted I can remember well the planes towing gliders, Typhoons and Spitfires with their black and white markings. Soldiers everywhere and army vehicles were commonplace on our roads.

So when the Royal Naval Sailing Association suggested that we form a group to sail over and attend the celebrations it seemed an ideal event to attend and also an ideal opportunity to give our brand new Nauticat her first channel crossing.

On 1<sup>st</sup> June a number of us were fortunate enough to be invited to attend a dinner at HMS Dryad in Portsmouth. During the war HMS Dryad was Eisenhower's Headquarters where he made the actual decision to go for it on 5<sup>th</sup> June 1944 having previously postponed it for twenty four hours. Dryad is the home of the map room where all the planning was done for that now historic day in our history. After the invasion had taken place it was no longer required and so it remains to this day preserved as it was.

The most significant thing as far as I am concerned, is that the actual map was constructed by the toy manufactures Chad Valley. For security reasons a complete map of England was ordered but only the Southern area was used and the two men who installed it were, on completion of their work, not allowed to go home until after the invasion. One wonders what their families must have thought.

We decided that the 2<sup>nd</sup> June was to be the day we would set out for Oustreham with our little convoy consisting of five boats. We had a pre sailing conference aboard Senitoa and because we had the Sea Pro they all decided we should lead. We left Portsmouth on a beautiful day and at first there was enough wind to sail. At this stage I have to admit that having been in the water since the previous September with

a fairly dirty bottom we were tail end charlie's. That's my excuse anyway. However towards evening the wind dropped, engines were switched on and we were able to catch up and overtake.

It was a beautiful moon lit night and quite often our thoughts wandered to those poor youngsters who all those years ago were on a one-way trip. Dawn soon arrived (we didn't see any E-boats) and on a millpond of a sea we stopped and waited for our little flotilla to catch up. At about 0830 all five of us entered Ouistreham and moored along side the waiting pontoons for the lock, finally entering the marina at 1030. In the marina we met up with about fifty other boats from the RNSA

After Spending the next day recuperating from the crossing, on the 4<sup>th</sup> June a number of us decided to the walk the two and half miles to Pegasus Bridge. On our walk along the canal various vessels passed us on their way to Caen for the celebrations, including the Norwegian Royal Yacht, a square-rigger and the odd warship. Needless to say a number of us felt let down that we no longer had a Royal Yacht to represent us. Are we the most famous maritime nation in the world? I don't think our President Blair thinks so.

On arrival at Pegasus Bridge, it was like stepping back in time. The whole place was a mass of people dressed in forties gear. Army vehicles of that era were continually driving by and of course there were the veterans; those lovely wonderful people who as mere boys and girls risked their lives to enable people like ourselves to have a better future and be able to swan around in our Nauticats.

Whilst queuing for a drink in the famous Pegasus Bridge café, Barbara and I engaged in conversation with a veteran who at the age of nineteen jumped out of a plane with a parachute and landed in that area and at the end of the war he was still not old enough to vote.

Afterwards we visited the local church where one of our members father is buried. He lost his life on D Day about a hundred yards from

the bridge. It was a highly emotional moment. There was a photo placed on the tombstone from his wife (who still survives) of their wedding day. Beneath it was written, "The love is as strong as ever" There were a lot of tears around that grave I can tell you. At the end of that day we were all feeling pretty sad but most of all very proud to be able to meet and talk to such heroes.

On the 5<sup>th</sup> June we visited Sword Beach to see a parachute display followed by an inspection of the veterans by the Prince of Wales. Barbara and I picked a spot to witness all this, which happened to be next to the Royal Marine Band. When they opened up with "We'll meet again" and the "White Cliffs of Dover" we could not stop ourselves singing along. Surrounded by French people we wondered whether they were impressed with our singing or touched with emotion because our singing was not without the odd tear or two. By lunchtime we were having a wonderful time mainly listening to all the stories the veterans had to tell. I must say the French were wonderful most veterans did not have to pay for their drinks and in some cases got a free meal

At 2300 it was time to go down to the beach again for a firework display, which was to symbolise the bombardment sixty years ago. I read somewhere later that somebody who viewed it out at sea counted seventeen separate displays along the whole front and all were exactly the same as the other. The French are renowned for their firework displays but on this occasion they excelled.

Sunday 6<sup>th</sup> June was the actual anniversary day and a more somber day when we were reminded of those immortal words "They shall not grow old as we shall grow old". Our RNSA Padre carried out a communal service on the marina pontoon. Then later in the morning a more formal service was carried out at the local church in Ouistreham. The RNSA presented a Stole to the Parish of Ouistreham which was received by the priest who immediately took it down to the beach and wore it to celebrate a mass there. At this time the celebrations were officially over but as we wanted to prolong the moment as long

as possible it was decided after lunch to all meet at the picnic area with our bottles of cheap French plonk and climax what had been a brilliant weekend. It just so happened that we found a lone veteran buying his wife and himself a drink at an adjacent mobile type taverna. This we could not allow. Thus we persuaded them to join us and to share our booze. We all felt that we gave them a good time by way of a thank you and eventually took them back aboard Senitoea for a few tots there. He regaled us all with tales of that day and how he had to bale out of the plane with a twenty-man life raft, which he could hardly drag along the fuselage to get to the opening. When he eventually got out of the plane and looked down he could see these beautiful lights flashing around. It took him a while to realise they were tracer bullets being fired at him! After what seemed like a very long time, he landed safely and was not ashamed to admit that he cried for his Mum.



*Maurice & Barbara Matthews*

## Neridos's Italian Adventure

Well we left Fiumicino as planned on the 29<sup>th</sup> May and set off for Ponza. Unforecasted wind arrived from astern as well as a fair sized swell, Neridos hates that. We had an exhaust water leak so decided to divert to Anzio. We dropped the hook in thick gloopy mud in the harbour. Ray fixed the water leak easily, but whilst mending a steering fluid leak a larger problem arose. The threads had sheared on the steering ram so the pipe would not tighten. Suffice it to say we got it sorted but it took a few days. Do you ever feel that fate gives a hand? We went into the tiny and only car parts place in Anzio and hanging on his peg board looking like it had been there for years was the exact size banjo bolt we needed, and it's imperial thread.

We took advantage of our enforced stay to do a few more jobs that we had forgotten about during the winter, like rigging a new anchor light. Needless to say it didn't go smoothly and I had to put in a new deck fitting as well. Anzio is a very pleasant town and we were glad that we hadn't gone to Ponza as we would have had real problems trying to get parts on an island.

We set off again on 2<sup>nd</sup> June and headed for Gaeta. On the way I decided to follow the advice of my fishing tutor and I caught a lovely tuna, big enough for 4 of us for dinner and some left over.

Our next port of call was the Island of Procida at the top of the Bay of Naples. It was mid afternoon on Saturday when we arrived at the anchorage and it was chock-a-block. We found a square inch and waited until about 6pm and they all went back to Naples. There were only about 5 boats that stayed overnight but by 11am the following morning it was full again.

We set off south again on Monday morning, sailed past the Island of Capri and out of the Bay. The water in this bay is permanently roily from the hundreds of ferries that fly around it, and it is dirty too.

Our next stop was Acciaroli, a very picturesque little village. And for the first time we had had a lovely sunny day. We dropped the hook in the sandy bay outside, as the quay was quite busy.

The coast South from Capo Palinuro is beautiful. The mountains come down to the sea but unlike Spain, there are very few holiday

resorts just pretty little villages. This coast is very quiet; we only saw the few boats that were cruising in the same direction as us. We went to the Bay of Sapri as our next stop and the following day to Cetraro. This is a huge harbour which has big concrete quays to moor up to.

As we were getting further South the weather has improved a great deal and it was HOT. I had been sitting on the foredeck most of the way down the coast trying to finish my flags embroidery but this morning by 1130 I had to go inside it was too much outside. I did finish my flags on this trip, it looks lovely so all I have to do now is clean it, block it and frame it. THEN find a home for it.

We stayed in Vibo for the weekend in our first marina since Rome. We have not had a spring this year we have gone straight from winter to summer, so in Vibo we put up our scaffolding for our bimini across the stern. Our next stop was to be Scilla at the top of the Messina Straits ready for the legendary voyage. The sea had got quite a lot of swell, as a result we thought of the active weather in the North. The wind got stronger and it was getting a bit rough, by the time we got to Scilla it had made the anchorage untenable so we headed back up the coast a couple of miles to Bagnara Calabria. This is a fishing harbour but a small corner had been taken over by a flotilla of French yachts so we bundled in amongst them. As we had just lost 2-1 to the French I sincerely hoped they didn't mention the football.

A group of people arrived on the quay and were obviously bemused by us. They didn't seem to be worried that we had taken some fishing boat moorings so we assumed we were ok. Almost at 5pm on the dot a fishing boat arrived, disgorged it's cargo onto a table on the quay which was promptly snapped up by the waiting crowd. I scrambled ashore and had a look but nothing took my fancy. The French were very impressed by all this but less impressed by the tourist rates they paid for it! They all set off for the 15 minute walk into town and were amused to find that when they got there the whole town knew they were coming. Talk about jungle drums. It was here that I first saw the famous swordfish boats. If you can imagine a standard fishing boat with a 50 odd foot metal frame mast with a couple of seats at the top, then a bowsprit of similar length with a seat at the end. Apparently the swordfish bask on the surface of a calm sea, so the man at the top spots it, tells the man at the front who can spear it before the boat

disturbs it. The bowsprits are not marked or lit, so it would be wise to very cautiously entering these harbours at night.

Early next morning we set off to face the legendary Scylla and Charybdis. I must admit to being a tad apprehensive. The Straits have a good run of tide, so we had to check tide tables, something not done since we left Atlantic France. The wind can also funnel through between the hills either side and of course there are the whirlpools. As it turned out, it was glassy smooth, no wind and not a whiff of a whirlpool. I felt quite cheated.

We carried on to the Bay of Taormina on Sicily. There is a dearth of moorings at the foot of the Straits so this is one of only a couple of options. It was a nice mooring under the gaze of puffing Etna. It is spooky to see this mountain emit a little puff of smoke every now and again. It is also a lot bigger than I expected.

We next headed for Roccella Ionica on the sole of Italy. We had a wonderful passage. We saw swordfish jumping up out of the water, and loads of dolphins. I was laid on the bowsprit with my camera, waiting for them to come and play. I only had one shot left on the film so I wanted to make sure it was a good one, well needless to say I waited so long I missed it!! I was left wondering what it is about dolphins that make us feel so happy. You feel positively elated when they are around. Why don't snakes have the same effect?

At Roccella Ionica there are finger pontoons, a rarity in these parts, so we tied ourselves up nice and snug. The wind was very strong the next day and we twitched about a bit, we also had a big thunderstorm with torrential rain, but that very kindly saved itself until the evening. Ray and I walked the 3km into the town and found the people very friendly and welcoming. We were presented with a cake each in the coffee house as a welcome to Roccella.

Only a couple of boats arrived that day, one of which was a Norwegian Nauticat 38, which joined the Norwegian Nauticat 43 already here. There wasn't much coming and going until Saturday and as boats arrived we started to hear horror stories about the 'storm' that had passed through. We had been totally oblivious to all this, all we had suffered was a bit of rocking. We definitely made the right move there.

We had a wonderful beach BBQ last night, and swam in the crystal clear waters here. The sand is full of gold - no kidding. It glistens. If you kick up sand in the water, the sand sinks and leaves these gold specks floating in the water. No idea what it is, but very pretty. We are off tomorrow straight to Corfu a 24hr passage.

© *Jan Dennett*

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## **Forecast Not Good**

Forecast not good! Wind 5 to 6 increasing towards the end of the week, exactly when we would be making our return trip from the Weymouth Rally. From our Hamble mooring Oisín motored into a SW 5 towards Yarmouth IOW, a good starting point for a one tide passage to Weymouth. In Yarmouth we meet up with fellow passage makers: Clive & Stephanie Cole, Stewart & Sophie Turnbull in their new, dare I say, motor boats Tara and Aquagem, Maurice Owens in Old Possum, Maurice and Barbara Matthews in Senitoa and Alan and June's new acquisition Gentrice crewed by Mick and Ann Eaves, all getting ready for the early morning tide the next day. I was still very undecided as the forecast for the return trip at the end of the week was still not good, so much so that I had made up my mind, as it was just Lyn and I, not to go.

Monday morning dawned sunny and on hearing some of other boats leaving with the tide we decided not to be left out, soon we were motoring straight into a F4 – this is why I have a Nauticat, motoring again.

Stewart and Clive sped away in their motor boats; I elected to go through the North Channel around Hurst, Senitoa and Old Possum through the Needles Channel, an uneventful journey if a bit lumpy around St Albans Head. It was nice keeping in touch with the others on the radio although Senotoa and I were concerned when having

been chatting regularly to Old Possum on our agreed frequency, we suddenly couldn't raise him. Old Possum was being skippered single handed by Maurice (a sprightly octogenarian) so we were both concerned and started closing to visually see if everything was alright. Suddenly Maurice was back on air admitting he had inadvertently knocked the radio of our channel - worry over.

Arriving at Weymouth our little convoy rafted on the waiting pontoon ready to move into the marina on the 14.00 bridge. The Harbour Master kindly came round on foot to welcome us and give our berthing instruction. "You will be reversing in and mooring stern too, rafted to the main walkway". This will be fun we thought! As you can see from the panoramic photograph it was a fine display of yachts.

The Rally was great fun as always with two great dinners and a coach trip but there was an underlying concern about the forecast for the return trip and for those cruising further a field.

All the time we were in Weymouth in blew fours and fives with the promised sixes and sevens by the end of the week and a possibly eight by Sunday. I'm not at all keen in setting out in bad weather and the general consensus was that Friday was the day to go, some going on the 08.00 bridge us on the 10.00. The time to go really for the tide was midday but I wasn't keen to hang around till then, I like to get going; I find waiting before a long passage makes me start to imagine worse case scenarios which doesn't do me any good.

Gentrice, Old Possum, Senitoa and Oisín all set off together with a F5 SW on the starboard quarter, fine across Weymouth Bay but on rounding St Albans it came bang on the stern and with wind over tide, very, very lively. I just had the Genoa and Mizzen up electing not to use the main as I suspected this would happen and I would need to drop the main when we went on a dead run at St Albans – not the best place to go head to wind and mess around on deck. In any event I needed to get the Mizzen off as it kept gybing with a tremendous bang threatening to break something; in fact when we later reached

Yarmouth I discovered the whipping of the Mizzen had broken the Navtex Aerial fitting at the mast head.

St Albans to the Needles was a dead run with quite big following seas and gusts of 34 knots, I decided to drop all sail, motor and retire to the safest place the wheelhouse. We motored quite happily, the auto helm coping quite well although with the seas as they were we were yawing plus and minus 20 degrees; at no point was I concerned that Oisin would be unable to cope.

At last the tide turned as we entered the North Channel at the Needles and we were swept into Yarmouth. I had booked a berth on Hayle's pontoon which we approached positively, the wind now a good 7, Lyn stepped off and secured. What a good trip and as always I learned a lot, about the boat and our capabilities; and how pleasant it is traveling in company.

On the way back Old Possum had engine trouble and could only make around 4 knots, Senitoa stayed with him all the way back just in case it developed into something more serious, true Nauticat camaraderie.

*Robin & Lyn O'Donoghue*  
*Oisin*

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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

# **Nauticat Association Summer Rally**

**29<sup>th</sup>-30<sup>th</sup> June, 2004 at Weymouth.**

The weather dawned fairly reasonably on those Nauticats who attended the Association's Annual Summer Rally, in Weymouth Marina. The boats arrived in a steady stream, spaced out between the two-hourly bridge lifting's, so we were able to get each group snugly berthed before the next lift. The marina staff very kindly, thanks to our South Coast Secretary's splendid arrangements, allotted us the whole of the visitors berthing area, so we were able to get all the Nauticats moored stern-to in a long row except Ayjay II, which had arrived a couple of days earlier and had a pontoon berth to herself. The honorary Nauticats, Tara, Aquagem and Victoria Plum were berthed just round the corner nearby, near enough to join in the party, but not so near as to spoil the many photos taken of a lovely looking row of Nauticats.

The first actual event in the rally programme was a welcoming Pimms party on and around Aquagem on the Tuesday evening. Fortunately the weather was kind so we were able to spill over on to the pontoon to enjoy the company, drink and nibbles. We were also very happy to be able to extend a warm welcome to Arnold and Wendy Giles from the North American Nauticat Association and to new members, Tony and Julia Hughes.

Following the above get-together, we enjoyed a gentle stroll down to the Weymouth Sailing Club, where we enjoyed a sausage and mash supper and a hilarious table quiz, brilliantly organised by Colvin and Sue Rae. The closely fought evening was won by the Weakest Link team, largely composed of the Alsop family. Our team, the Auld Reekies (as in motorised honorary Nauticats), was joint second with others in what was a great fun competition, with a navigational section which only served to remind us that if we meet each other out on the water, some of us would be sensible to allow each other a friendly but slightly respectful area of uncertainty!

Wednesday morning saw most of the members joining the coach trip to Sherborne, through some lovely Dorset countryside. In the absence of Stewart, who remained on board Aquagem with a few important jobs to carry out, I was squired by John Claisse on a lovely

visit to the museum, a snack lunch in a picturesque and atmospheric old pub and a quick look round Sherborne Abbey, before meeting up with the bus once again for the return journey. The other members had used their time in Sherborne in various ways and all had tales to tell of an enjoyable visit on the journey back to Weymouth.



Our return to the marina just about gave the ladies time to put on their glad rags and the gents their Nauticat ties before we repaired to the Regent Hotel for a dinner, which was followed by a successful raffle. Following a lovely little unexpected impromptu cabaret provided by the singing of Maurice Owens, the Chairman, on behalf of the members, proposed a grateful vote of thanks to our South Coast Secretary, Colvin Rae, ably assisted by his wife Sue, and presented him with a small memento in appreciation of their absolutely splendid efforts in organising such a successful and enjoyable rally! An amble

back to the marina was followed by a nightcap aboard Ayjay II for some of us before, certainly for me, a very good night's sleep.

The next morning saw the departure of a few hardy souls for pastures new, but the change in the weather prompted us to remain in Weymouth for the next week. However, as we were not alone, with



a number of other members also making the decision that being inside the marina was rather more comfortable than being outside, the partying continued, which proves that when you have a Nauticat you are never short of company or friends.

Well done Colvin and Sue – a super rally!

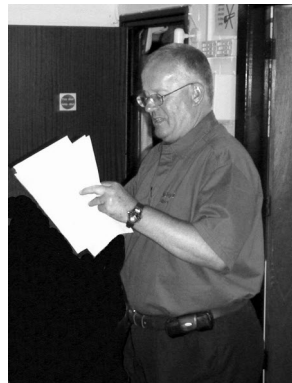
*Sophie Turnbull.*

# Colvin Rae's Splendid Weymouth Rally Quiz

- 1 In which country did gin originate
- 2 Which country's flag flies over the Canary Islands
- 3 Which famous Greek took up British nationality in 1947
- 4 What fictional resort is terrorised by a great white shark in the film "Jaws"
- 5 Which stone is also the name given to a small round ball of glass
- 6 What event was the first to be seen in colour on BBC
- 7 What is the capital of Morocco
- 8 What is a dactyl gram
- 9 From seaward if you saw two red lights over one green light on the end of Weymouth South pier what would that mean
- 10 What sport takes place on a 2 foot high mound of clay called a dohjo
- 11 Cabbage, Tea and Moss are all types of what
- 12 In the film "Gremlins" what caused the little fellows to reproduce
- 13 Name the only two pieces that may be used to make the first move in chess
- 14 What is the cube root of one eighth
- 15 Which female artist had a hit with "What's Love got to do with it".
- 16 Who was the Prime Minister on New Year's day 1960
- 17 What is the only stringed instrument in an orchestra not played with a bow
- 18 In which sea would you find the Great Barrier Reef
- 19 What sort of animals go around in troops
- 20 Which race of invaders brought the leek to Britain
- 21 Spindle back, wheel back, comb and splat are all terms used to describe what
- 22 Name a TV drama series created by Jimmy McGovern
- 23 How many different letters are used in Roman numerals
- 24 Name three types of owl which reside in Britain
- 25 Which word can be added to "side, oil and ear" to produce another word
- 26 What must a frog close when it swallows
- 27 Name the woman who has had the most statues erected after her

- 28 Name the last king of Egypt
- 29 Who played Sally Bowes in the film Cabaret
- 30 Name all four tournaments which go to make up a golfing grand slam
- 31 What on average takes eight minutes to reach earth
- 32 What part of a highlanders dress is known as a filibeg
- 33 What does the letter "F " (foxtrot) stand for on a Plimsoll Line
- 34 Which Bond film theme tune was a hit for Paul Mc Cartney and Wings
- 35 What is Pratt ware a type of
- 36 In the RAF who holds the higher rank – Group Captain or Wing Commander
- 37 In which sport is Steven Redgrave an Olympic medallist
- 38 What is the sum of the interior angles of a triangle
- 39 What gives the Greek spirit Ouzo it's flavour
- 40 What bird has species called King, Emperor and Rockhoppe
- 41 Which sign of the zodiac is represented by twins
- 42 With which football club did George Best end his career
- 43 Where would you find fiddles on a boat
- 44 What does the archer fish shoot at it's prey
- 45 On which river does Baghdad stand.
- 46 Which salad vegetable belongs to the same family as the poisonous deadly nightshade.
- 47 What term can be used to describe one tenth of a nautical mile.
- 48 How many points is the outer bulls eye worth in darts.
- 49 Which flowers were the subject of several famous paintings by Vincent Van Gogh
- 50 Which letter in Morse code is represented by a single dot.

*Answers on page 27*



## Letters to the Editor

Dear Robin

We joined the Nauticat Association a few years ago with the intention of eventually buying a Nauticat. However we had the usual problem of already having one boat and needing to sell one before buying the next. We have now sold our Nelson 38 and are already thinking towards the next boat.

I enjoyed reading the article in the summer edition of Cat - a - Log of your experience with the 331. However I feel that in our case I would probably be more interested in a 38 (as we are thinking of a summer-time live aboard situation) if we could get one in good condition and at the right price. We envisage doing coastal cruising around Ireland and the UK and in the longer term taking her down around Spain & Portugal and we are also considering doing the French Waterways at some stage.

Could you include an ad. to that effect in the next edition of Cat-a-Log? I would also welcome any comments from your choice of 38 as against the 33

Brian Cronin (Kinsale, County Cork)

*I'm sure Brian would love any offers or comments from the membership.  
Ed.*

### South Coast Rally Portsmouth

12th & 13th July 2005

#### Message from your Editor.

Deadline for next issue is 5th December 2004.  
Copy can be sent by e-mail or to:  
44 Hill Avenue, Hazlemere, Bucks HP15 7JU.  
Photographs, including digital, very welcome



# Technical support

Increased use of the boats during the summer months has thrown up several interesting problems. However, the overall situation has been very satisfactory considering that the total sea time of the fleet this summer has probably exceeded 3000 hours.

Both Siltala Yachts and our trade suppliers have provided excellent backup and it's hoped that we can continue to reduce operating costs whilst enjoying maximum trouble free cruising time.

Engine noise in a pilothouse cruising boat can be very wearing at times. Two owners have removed all the original sound insulation and replaced it with the latest products from suppliers such as Halyard and 3M. Considering the engine hatches are only filled with fibreglass, there is considerable scope for reducing noise through this and adjacent areas. Definitely on my list of simple projects for this winter.

We still have a number of non DSC equipped boats. The automatic distress/position function provides vital information in an emergency situation. Most modern navigation plotters can receive information from a DSC Mayday message and will automatically display the position.

## **Three items to report in this issue:**

**1) All NCs.** Another case of severe corrosion of the engine seacock hull fitting has been reported. Since the latest case is on an eight year old boat it would be wise to remove the hull strainer and examine this fitting during the next haul out.

**2) All post 1990 NCs.** Pilothouse door lock internal failure. The later boats are fitted with slimmer pilothouse doors that incorporate less substantial Mobella locks. When the door is closed the latch 'hooks' over the door pillar plate and it is possible for this latch to carry the weight of the door in the following circumstances: a) Badly worn front

door wheel. b) Door plate fixed too high. *Key numbers are stamped on the lock.*

**3) All NCs.** Noisy cutlass bearing at low rpm. Caused by antifouling being applied to the end of the rubber bearing and blocking the seawater lubrication/cooling grooves.

### **General information:**

Following requests for battery charger replacements we now have trade facilities for Victron and Mastervolt units.

Following requests for EPIRBS we now have trade facilities for ACR, Jotron and McMurdo units. American ACR are particularly good.

Replacement 12v 10w internal ‘festoon’ light bulbs identified as Lucas part number LLB272 (75p inc VAT). Deck lamps as Lucas part number SB4411

Replacement plastic deck filler caps available from Siltala at Eur 9.50 + VAT and postage. Credit card payment accepted.

New Vetus trade supplier in the latest Parts Suppliers List. Parts Suppliers List – Version 10 (September 2004) is current.

Richard Bartlett [rgbartlett@aol.com](mailto:rgbartlett@aol.com)  
01395 232789 07831 647105

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## **News from UNDA**

We had a good crossing of Biscay but ran into a blow off Finnessterre which blew out the Main and Genoa! All character building stuff. However we enjoyed exploring the Spanish Rias albeit with reduced sail, and made our way down the Portuguese coast against unseasonable southerly’s (it normally blows NE all summer!)

The Portuguese Northerly trades have kicked in at last, and after an enjoyable week in Lisbon whilst we had the sails mended we set off for the last hop to round Cabo St Vincente and into the Algarve.

We arrived safely in Lagos two days ago (Wed) with 1200 on the clock since leaving Bristol six weeks ago, and will potter about for another six weeks day sailing along the coast looking for a winter berth. Aim to return to the UK November time for Christmas, and more importantly, the AGM!

I Have a question please:-

We were unlucky enough to take on bad fuel (in Falmouth we think) which has contaminated one tank. Richard's amazing bio stuff dealt with the bug, but there is now so much crud in one tank that I have decided to put inspection hatches in each one and to clean them out properly.

I seem to remember that at the second or third AGM a member gave a presentation about retrofitting small round inspection hatches, and produced a sample one for us to look at. To my disgrace I cannot even remember his name, only that he was going though a total refit, and had the boat taken by road to his house.

Is there any information about this in past minutes that could give a clue of where to start looking? I have tried Richard's (*Tech. Secretary*) idea of hoovering up the crud with an oil change pump but it is so bad it clogged and burnt out in five minutes.

Meanwhile, a little piece heard on the VHF whilst crossing Biscay (*which I don't think you can publish Robin, but who knows*)

A VERY thick Spanish accent calling Falmouth Coast guard, so thick Falmouth sounded like Foulmouth! "Foulmouth Coastguard, Foulmouth Coastguard, Foulmouth Coastguard, this Container ship XYZ. etc"

This was said several times with no response from Falmouth (we were about 100 miles out) After the third attempt to raise the "Foulmouth" Coast guard, some wag inevitably responded with "This is the Foulmouth Coastguard, what do you want you motherf\*\*\*er!"

Well we thought it was funny.

Look forward to seeing you all at the AGM

Michael Yacht "Unda"

# Weymouth Rally Pics



## Weymouth Sailing Club Sausage and Mash and Quiz Night



## Posh Dinner

## May Rally 2005

Once more you are invited to come along to where the shines first in the East. **IPSWICH** Of course on the 20th and 21st of May 2005 With a noggin and natter, the bar food at the LORD NELSON and that very nice Restaurant Bistro On The Quay for a first class Saturday Dinner, So please make a date now.

Please let me know if you are even slightly interested.  
01787 222712 or Rjh27@aol.com.

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## Fenders

An inexpensive way to store Fenders on the 33 'Rebecca'



I have a water heater in good condition FOC if anyone would like it.

*J Q Ballardie*  
07900 400 115

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## Quiz Answers

- |    |                                                 |    |                                                             |
|----|-------------------------------------------------|----|-------------------------------------------------------------|
| 1  | Holland                                         | 27 | The Virgin Mary                                             |
| 2  | Spain                                           | 28 | King Farouk                                                 |
| 3  | Prince Philip                                   | 29 | Lisa Minelli                                                |
| 4  | Amity Island                                    | 30 | The Masters, The PGA<br>The US Open and the<br>British Open |
| 5  | Marble                                          | 31 | Sunlight                                                    |
| 6  | Coronation of Elizabeth II                      | 32 | Kilt                                                        |
| 7  | Rabat                                           | 33 | Fresh (depth to<br>load to in fresh water)                  |
| 8  | Fingerprint                                     | 34 | Live and let die                                            |
| 9  | No entrance and no departures                   | 35 | Pottery                                                     |
| 10 | Sumo wrestling                                  | 36 | Group Captain                                               |
| 11 | Rose                                            | 37 | Rowing                                                      |
| 12 | Water                                           | 38 | 180 degrees                                                 |
| 13 | Pawn and Knight                                 | 39 | Aniseed                                                     |
| 14 | One half                                        | 40 | Penguin                                                     |
| 15 | Tina Turner                                     | 41 | Gemini                                                      |
| 16 | Harold Mc Millan                                | 42 | Bournemouth                                                 |
| 17 | Harp                                            | 43 | Around the edges<br>of a tabletop                           |
| 18 | Coral Sea                                       | 44 | A jet of water                                              |
| 19 | Monkeys                                         | 45 | Tigris                                                      |
| 20 | Romans                                          | 46 | Tomato                                                      |
| 21 | Chairs                                          | 47 | Cable                                                       |
| 22 | Cracker or the Lakes                            | 48 | 25                                                          |
| 23 | Seven (I V X L D C M)                           | 49 | Sunflowers                                                  |
| 24 | Tawny, Barn, Little,<br>Long Eared, Short Eared | 50 | E (echo)                                                    |
| 25 | Drum                                            |    |                                                             |
| 26 | Its eyes                                        |    |                                                             |

# Classified

## NAUTICAT 331 - "AYJAY II"



**£155,000**

An immaculately maintained 331, launched in December 1998, AYJAY II was fully refurbished in 2002 for the London Boat Show.

The interior live aboard layout provides two very comfortable double cabins with larger than normal berths, a light and open galley and a pilothouse with clear all round visibility has a table to seat six and a comfortable inside steering position.

A generous toilet compartment and large separate shower adds to the comfort on board.

The extensive inventory includes full instrumentation both in the cockpit and the inside steering position and connections for a laptop PC to operate navigation software including Seapro.

Furling genoa and fully battened main with lazy jacks facilitate sail handling.

**AyJay II is berthed in Port Solent Marina Portsmouth Harbour**

**For detailed specification or to view contact :**

**Colvin Rae - Telephone: 07811 217 633**

**- E mail: [colvinrae@aol.com](mailto:colvinrae@aol.com)**

# Classified

## Nauticat 33

1972



Fully Refurbished and in very good condition.

Includes:

New Cooker, Fridge, Cushions and Carpets. Radio  
Radar, VHF, GPS, Auto Pilot, Shower, Mains Battery Charger  
Central Heating, 72HP Perkins Diesel, Roller Reefing, Sail Covers  
New Mast Ladder, 6 Man Lifteraft

Seats six in three cabins.

Asking South Devon £45,000

Tel: 01373 832 401

Email: [clive-michael@beeb.net](mailto:clive-michael@beeb.net)

# Classified

## 1988 Nauticat 33

Ready and equipped to go anywhere

### General Details

7 Berths, 2 Toilets

White Hull – Epoxied 8 years ago as a precaution only.

Hot Water, Central Heating, Refrigeration etc.

### Engine

90hp Ford Lehman

4kva Generator

Centrek Battery Charger

### Navigation Equipment

Autohelm 6000

Furuno Radar

Simrad DSC Radio

Proser Barometer

Cetalk Chart Plotter

Furona GPS GP30

Echo Pilot Sonar

Fishfinder, Navtex



### Rig and Sails

Ketch Rig with Lazy Jacks

Roller Furling Genoa and Cruising Chute, Dual Steering Position

### Deck Equipment

Teak Deck, Dan Buoy, Blue Dodgers, Jon Buoy System

Ring Main for shore power and generator, Electric Anchor Winch

Offers in the region of £75,000

Alan and June Langmead

Phone – 01883 623527

Email – [alan@langmeadAL6.freeserve.co.uk](mailto:alan@langmeadAL6.freeserve.co.uk)

# 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 £65,000

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. £80,000 VAT paid.

Contact Peter & Jo Jackett on 07711 413990

# 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 Raytheon 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

**£39,500**

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

# FUTURE EVENTS

## Laying up Supper

30th October  
Drinks from 18.45  
Quarterdeck Resturant  
Bridge Road  
Swanick  
Southampton

## AGM

Weekend 18th 19th & 20th February 2005  
Bristol

# 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