

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Gentrice under full sail during the 'Unofficial' South Coast rally



Nauticat Association Newsletter

Issue Number 49

Autumn 2008

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, Sky Blue, Orange, Persian Blue.

ROUND NECK T-SHIRTS (Cotton Polyester)

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

V NECK JUMPERS (Acrylic)

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

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

NEW RUGBY SHIRTS

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

Small to XL £28.99. XXL £29.99

WOOLLY HATS

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

The above prices include the garment, embroidered with the Association logo and personalised with your boat's name and inclusive of VAT. They may be ordered through the Secretary.

The Nauticat Association Burgee can be ordered through
The Chairman

Cat-a-Log

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Chairman's Notes

As I sit down to write my penultimate Chairman's notes, I have just had a quick look back to see what I wrote about last time. I see that as I started to write, I made a note that the rain was absolutely lashing down. Oh well, plus ça change, plus ça change, as they say. The rain is falling from the sky by the bucketful in a way that now seems to be typical of the British weather and there are awful stories on the television news about dreadful floods all over the country. Unfortunately sailing is a sport that is very dependant on the weather, as we know to our cost when trying to arrange rallies.

The two main events that have taken place since the last issue are the Celtic and South Coast Rallies, both of which were great fun in their very different ways. For the Celtic Rally, we drove up to the West Coast of Scotland as we were going on to visit my daughter on the East Coast. However we were able to time our arrival so we could pick Maurice Owens and his delightful friend Elsie from Edinburgh Airport as we passed by. The first part of the Rally was a most enjoyable visit to the Burrell Collection, full of absolutely beautiful works of art of all sorts. Patricia and Michael Low came out and joined us for lunch before we returned to our various hotels for some well-earned rest. In the evening Patricia and Michael extended their usual hospitable welcome with a lovely mixed Chinese meal, the variety, quantity and deliciousness of which was enjoyed by all of us present.

On Saturday the weather dawned fair (for a change) and we enjoyed a lovely boat trip on Loch Lomond. The water was nice and smooth and the visibility excellent, and the scenery around the Loch absolutely beautiful. Sophie was a little disappointed not to see any of the wallabies which inhabit one of the islands in the loch, but as the island is a mile and a half long, and a mile wide, and covered in trees, there are plenty of places for them to hide from inquisitive tourists! In the evening we had a super Dinner at the Royal Northern and Clyde Corinthian Yacht Club, who made us as welcome as in previous years and looked after us splendidly. Our "cabaret" was provided by the eight-year-old daughter of Hugh Levins' lovely partner, Aliona, who

sang us a couple of songs, and also by Maurice Owens, in what has now become a bit of a Nauticat tradition. The Rally was completed at lunchtime on Sunday when Patricia and Michael once again so generously hosted drinks, and we are most grateful to them, as always, for all their hard work and their generosity. We would also like to give a mention to all those who attended, particularly from a long distance – it was very nice to see Stephen and Julie Wylde from the East Coast. We hope they enjoyed themselves and hope to see them again at the AGM in February.

The South Coast Rally at the end of June, in Weymouth, was almost totally blighted by the weather, even more than last year. My mobile almost caught fire coping with the constant communications from those members who were hoping to come and join us, but were stranded in various harbours. We took our caravan down to the same place as last year – a lovely site overlooking Chesil Beach and the Fleet. Inshore was very nice and sheltered but we could see how very rough it was further out, and our hearts went out to all our sailing friends. The opening event of the Rally was the Quiz night at Weymouth Sailing Club – our special congratulations went to the staff and members there who, despite constant calls about changing numbers due to the weather, never batted an eyelid the entire time and laid on a wonderful meal for us. Those who merited a very special mention for gallantry and seamanship in the face of appalling weather were the skeleton crew on Betsy, who arrived looking an interesting shade of pale green, but were able to get the boat into Weymouth to meet up with the rest of the Alsop family, and even more so to Rod Cotton and his son-in-law, Kevin, who only just arrived in time for the quiz, with hardly even enough time to take a breath and change into dry clothes. However their persistence and tenacity was richly rewarded by being on the winning quiz team – in fact I believe Kevin is a local pub quiz champion, and is one to have on your team anytime!!! Saturday was left to members to enjoy the delights of Weymouth. (I wouldn't let Sophie set another Treasure Hunt walk round the town as we were worn out by the last one,) and we all got together at the New Vic on the seafront, for a first class buffet lunch. The New Vic management, in spite of not being sailing people, never turned a hair as I kept

ringing them as the numbers went up and down, and did us proud with their catering.

After a quiet afternoon on my mobile, we got together around Colvin and Sue's boat, where Colvin very kindly acted as host boat for Sophie and I to lay on drinks and nibbles. Many thanks, once again, to both of them, and lovely to see Sue looking so well after her recent problems. We then walked down to the Rex Hotel, where once again a non-sailing establishment, who had coped calmly as I contacted them each time the numbers changed, laid on a splendid dinner for us, well up to the high standard of last year. It was so unfortunate that the weather had such an effect after all our efforts, but that is the one circumstance that you cannot help, however hard you try. We have heard since that a number of boats got to Yarmouth, but of course being away from home had no way of getting to us by other means. We understand that they held an alternative rally and, as usual with Nauticats, had a fantastic time and thoroughly enjoyed themselves. I hope that a member who was there has been able to set aside a few minutes to write a few words to let us all know what they got up to, in spite of their understandable disappointment!

We are already looking forward to the Lay-Up Supper, which is, once again, in the capable hands of Colvin. We look forward to seeing as many of you as possible, and wish you better wind and weather for what is left of this year's sailing season.

All the best from Sophie and I,

Stewart.



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.

The 'ALTERNATIVE' South Coast Rally

Yarmouth, Isle of Wight

27th - 29th June 2008

We started out with high hopes and much anticipation for the South coast Rally, but the vagaries of the British summer disrupted all our hopes and plans. After a rough passage to Yarmouth on Wednesday 25th, we met up with Rodney Pratt and the crew of Baltic Spirit, Bernard and Vera Clack and Jan and Paul Wharton aboard 'Capricorn', and new members Bryan Moulds and his partner aboard their new Nauticat 'Tuuli'.

Thursday dawned with the same forecast S W 5-7, the crew of Capricorn decided (after the 2007 experience of wind against tide conditions) not to sail to Weymouth and returned to their home port, as did Bryan Moulds on 'Tuuli'. Friday morning as also Saturday, the forecast was the same, and it was with regret that we aboard Tara decided to abandon the project, as did the crew of Baltic Spirit, and Alan and June Langmead aboard 'Gentrice', who are based in Yarmouth. Sophie and Stewart were duly informed. This was the first rally since 1996 that we had not been able to get to the rally venue.



However in true Nauticat tradition we decided to stay and enjoy ourselves and have a good time for the next three days, we had drinks together each evening, and on Saturday night enjoyed an excellent meal at the Forresters Bistro in Yarmouth. By day we went out and about making the most of the island's attractions.

At last on Sunday the weather moderated, and Baltic Spirit returned to Chichester, and we departed for Poole, and were joined the following day by Alan and June Langmead aboard Gentrice, with whom we dined that night. Much to our relief the fair weather held and both boats sailed for Weymouth and enjoyed two nights there, together with the crew of 'Betsy' (who had stayed on after the rally). I suppose



Tara underway

‘better late than never’ but it does show that even in mid summer there are no guarantees with British weather! However all good things come to an end, and another depression threatened, which prompted our departure on Thursday,, We sailed in convoy for part of the way, and Gentrice looked lovely under full sail (*front cover picture*). Gentrice returned to Yarmouth, and we on Tara, after a short lunch break at Newtown creek, had a short but rough passage back to Southampton.



We were pleased to hear that a number of boats reached Weymouth for the rally itself, and the remainder managed to come by car, and therefore inspite of all the setbacks the rally was well attended and a great success. Thank you Sophie and Stewart. We wish we could have been with you, and hope for better weather next year, maybe at an ‘alternative’ destination!

Stepanie Cole
Tara



Logs from Ocean Blue

A new member, George Chadwick is singlehanding his Nauticat 35 to the West Indies. George has kindly sent his log for publishing which I believe could be of great interest; I will be serialising George's adventure as it unfolds.

Part Four - 7th - 14th November 2007 – Quinto do Lorde

If I had any luck at the moment, you can bet it would be bad luck! I had the electronic technician down to the boat yesterday to look at my secondary electronic chart plotter which also puts the position into the VHF, its more important function as far as I'm concerned. Luckily, this proved not to be a major problem, there is a little battery which keeps the memory ticking over, this had died the death, but is apparently an easy thing to fix; the unit is away in Funchal being sorted.

I then asked him to look at the masthead wind indicator, which has never worked, in the end he asked me to get the unit down from the masthead to be checked over, he informs me that it is knackered and will need to be replaced, he thinks there isn't a spare in Portugal, it will have to come from UK. He is getting me a price for a new unit, I suspect I won't have the desire to come up with the readies; it's something I would like to have, but not quite a necessity.

The bad news is that as I was getting set up for one of my neighbours (in a Nauticat 40) to go up the mast, I noticed to my horror that the after port shroud had started to unravel at its fitting just below the first mast spreader; this effectively traps me here in Quinto do Lorde until a new one and its partner on the opposite side can be fabricated, and they are not made here on Madeira. My electronics guy apparently has had to source shrouds in the past, so he went off with the damaged one and its mate, he reckons the best I can hope for is supply in a week. ***** , I thought to myself.

On the plus side, my friendly mechanics returned with a beautifully rebuilt brake mechanism for my Autohelm, they replaced the air vent covers I wiped out at Waterford, and supplied me with a new and supposedly better radar reflector, at a total cost of 59 Euros.

The sailmaker also arrived at last, boasting how his team was going to wipe Celtic off the face of the Earth, we had a look at the Genoa, he reckons it'll be good as new for about 80 Euros, which seems a very fair price to me. I got the cruising chute out again to try and find the little rent I had seen, I was able to spot it at last, so I sat on the quayside for a half hour applying spinnaker repair tape, and then because I'm a suspicious sod, I sewed it all round with some No. 2 sail twine, not quite to plastic surgeon standard, but at least if it decides to rip, I know the one place it won't happen!

Now it is just a waiting game, I like it here, I may even hire a car for a better look around the island, but basically I've effectively stopped being a bold brain-dead single handed sailor and am a tourist on Madeira until I get some new shrouds. I've still got a couple of Canary Islands I want to call at before I cross the pond, time and marina fees are marching on.

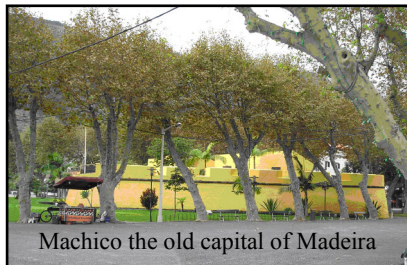
There isn't a lot happening at the moment, but I like to keep up with what I have been doing, even if it isn't the most interesting section of my travels,

No sign of my new shrouds yet, and I received an e-mail from FedEx to let me know that they won't be shipping the parts from California until tomorrow, I haven't a clue how long it will take them to be delivered here to Quinto do Lorde. I've also decided to bite the bullet and have ordered a new wind indicator for the masthead, I know it's a bit of a luxury, but for the singlehander, accurate information on wind speed and strength makes setting up the sails and Autohelm a much easier business, especially at night, when the wind direction can be hard to estimate. My mum, bless her cotton socks, gave me a rather nice present of money which means that I can to an extent ignore the cost of the indicator, it will also cover the cost of the shrouds and should leave a reasonable amount of loose change for fripperies like marina fees and food.

The staff here at the marina is unvaryingly helpful, Catia, the lass who is the administrator, was unable to verify for sure that I am a member of Sail the World which qualifies me for a 20% discount on the marina fee, but she's giving it to me anyway. The marina also provides a free

minibus from Monday to Friday to take us into Machico for an hour or so for shopping, Sergio the driver always goes the extra bit to be helpful, he was going into Funchal a couple of days ago, so we got a couple of hours to roam Funchal, a nice bonus.

I've been continuing my unprovoked assault on the French language by lending a French yacht which is going to Martinique my Atlantic Pilot Atlas so that they can get a better idea of the average wind circulation in the North Atlantic, month by month, then discussing with them how to use



the information, with which they appear delighted. They had me over to their boat for a drink last night and returned the Atlas today, having got Catia to photocopy the bits they need, vowing to buy a copy for themselves. It is one of my more expensive publications, having cost a tear-inducing £65, but it is a lot less than buying the individual charts for each month at £17 each.

I also had an invitation to dinner last night in Machico by the crew of a British yacht which sailed off this morning for the Bahamas via the Cape Verde Islands, this was really pleasant for me, they were great company, and the grilled sardine starter followed by a main course of black scabbard fish with a banana and passion fruit sauce did no harm either.

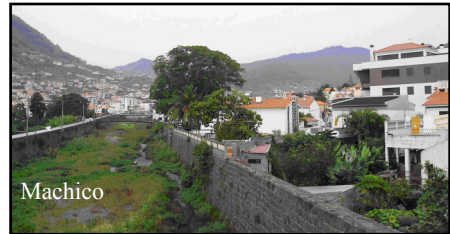
There is a French rally going through here just now, it set off from Marseille on Oct 28th and I believe is heading for Martinique, there are some fantastic yachts among the fleet, with a large proportion of big catamarans. There is one so large that it is a schooner, it has two masts, and seems to take up about three normal berths, it must be 70 ft. long by 50 ft. wide, with a really cool dude as skipper - long hair, tattoos, and tan, just what you imagine France turns out in droves to beat the rest of the world at long distance sailing.

They've set up a free Wi-Fi point for the participants just near my pontoon, so I'm waiting until it is free to get on the Net instead of

having to go along to the marina café and pay 3euros per hour for a very slow connection.

My Belgian friends with the three wee ones have hired a car for the week, they offered me free use of it today, but I declined as I'm not really feeling like driving, even though Madeiran road manners seem excellent. I hadn't been driving much when I was at Tarbert and I seem to have lost the taste for it, I know I should have accepted such a kind offer and expanded my experience of Madeira, but there you go!

I have found that everybody is friendly and cooperative, no matter what nationality, if you need a bit of help they form a queue, and there is a lot of helpful advice available. I think there is also a bit of a mystique about single hand-



ing, and people are always asking what it's like out there on your own, you hear the French "O La La" a lot when you describe it as being bruising but essentially just a little bit boring, as though you were indulging in what they imagine to be typical British sangfroid.

Anyway, enough unstructured maundering for one day, time to go and have lunch. I've discovered a fruit I've never come across before, the local name is anona, an Australian lass I met tells me they call it a custard apple, it's got soft yellow flesh filled with large black seeds, absolutely delicious, it will make a great starter before I get onto the cheese, bread and salami. You have to remember I need to build myself up before the next bit of ocean wipes out my appetite again!

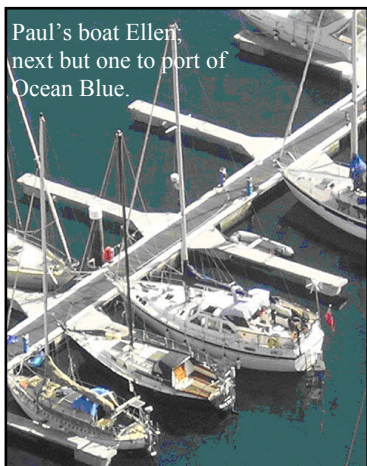
Nothing much really happening, but lots of wee things to put down which I have found interesting. .

David and Sue, the newly arrived Canadian couple who are bow-to-bow with me pointed out that there are three single handers in the marina, and that the obvious fourth one is missing. I'm George, as you all know; next to me is 77 year old Paul from Finland who has just completed a single handed round the world via Panama and Suez, then

three spaces away is John from the Black Country, he's in his seventies. Where in the name of goodness has Ringo got to?

David and Sue had a real struggle to get here, they left the St. Lawrence Seaway in spring and headed for the Azores, suffering a succession of depressions with big gales, then when they got to the Portuguese coast they hit a drifting fishing net which pulled out their prop and prop shaft, destroying the engine in the process. They had to spend 2 month in Lagos getting a new engine, plus other repairs, they're here now with at least a week to wait while their VHF gets sent to Portugal for repair: they're still enjoying their adventure!

Steve from the other bigger Nauticat here, John and myself were giving Paul a hand yesterday to replace a spreader which had rotted out when he found an even bigger problem, the houndsband which holds all his lower shrouds was found to have developed a serious crack, Paul thought he'd need to get the mast down to sort it, a major problem here in Quinta Do Lorde where there is no lift out or craneage. In the way things happen in marinas, we all got together and decided we could remove the houndsband in situ, poor Steve is the youngest and lightest, so he got the pleasure of dangling in a bosun's chair for an hour and a half of fun removing lots of screws and bolts, but we got it off, it's now repaired and we'll be putting it back up again tomorrow.



To cheer Paul up, I made him his tea last night, the fresh tuna steaks in sesame seeds and black pepper with avocado starter and anona as sweet went down well, then John came over for a sample of Lochranza single malt, which also seemed to hit the spot. Nice night, after what could have been a very expensive day for Paul.

This end of Madeira is really arid, and there is quite a bit of dust in the air, Ocean Blue was starting to look a bit unkempt, so it was up on deck at 0730 to

swab down and refill the water tanks while I was at it. I followed my breakfast with a spot of mooring rope splicing for John, then I spent the next three hours hanging off the stern replacing one of the cables on the Autohelm and putting the whole thing back together in operational condition. Just as I finished that, a FedEx delivery arrived from Scanmar in California, the replacements for the worn-out parts. The most important piece, the brake screw, had a fractured knob when I opened the package, so it was a photograph of the offended bit, then an e-mail with snap to California, followed by a Skype phone call when California woke up. They were as nice about it as could be, but reckon they will need to send it to La Gomera for me, as there is little chance of getting it here before the end of the week, when surely I'll get away from this awful comfort!

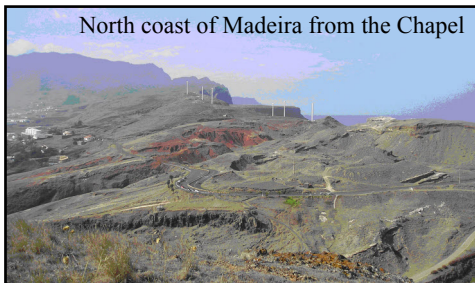
The marina here at Quinta is built into the foot of a cliff, with a little chapel at the top which is used once a year for a ceremony of blessing the local boats. While still running with sweat and covered in dirt, I thought I'd walk up before I took a shower, as I wanted to get an aerial view of Ocean Blue and the marina to add to the diary. What a fool!

In hot weather like we're having today, this was not a good decision for a plonker with a slightly wonky heart, I was blowing like I'd run the marathon by the time I reached the Chapel, although in my defence, I have to point out that the views were wonderful.

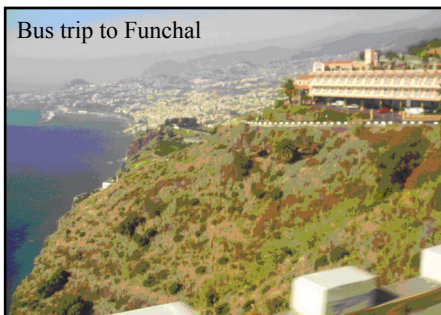
Ocean Blue was not quite at its best when I took the photos, I was imitating the badger today, I had all my nesting material (duvet, pillows, mattresses and anything else I could think of) out airing in the sun, it had to be the warmest day yet in Madeira since I arrived. I'm still using my 15 tog double duvet which is spread over the sprayhood, it proves you can take the boy out of Scotland, but you can't take Scotland out of the boy!



A busy satisfying day today, in spite of FedEx, I believe I have now earned myself a visit to the marina bar for a bit of conversation and a glass of fizzy water. Sorry to have bored you all with a couple of days of the minutiae of yours truly, but I like to keep the diary to remind me of what I did at times, and the nice people I meet; I'm hoping to get off on Friday 16th, whether I do or not will depend on for what happens next.



people I meet; I'm hoping to get off on Friday 16th, whether I do or not will depend on for what happens next.



Took the bus into Funchal yesterday, somewhat hair raising when you see the bends in the coastal parts of the road. Went to the market for fish and fruit (avocados the size of mangos, guavas, anonas, passion fruit, pawpaw, satsumas and pears), which I bought far too

early in the day, I nearly broke my back toting them around Funchal for three hours before I got the bus back. I also went to the chandler for some split pins and bulldog grips for any emergency standing rigging repairs after my fright with the broken shroud.

Of course, by swanning off to Funchal I dodged the column and didn't assist in replacing the houndsband on Paul's boat, this being done by Steve, John and Paul, but when I got back, I still got an invitation from Paul to go with them to the smart restaurant in the Marina as thanks for the help. I resisted for all of 15 milliseconds before reluctantly agreeing to having my arm twisted up my back. Great meal, great company.

This morning is my Mum's 87th birthday, so I gave her ears permanent damage by Skyping her and singing Happy Birthday. She was in good form; in fact she guessed my name first time, everybody who knows

the three brothers will be aware that she usually uses the names of the other two brothers before she gets to yours!

The electronics guy who is arranging the new shrouds came by in mid-morning with the shrouds, I put one up, but the pin on the bottle screw on the other side was a slightly larger diameter and wouldn't pass through the eye at the bottom of the shroud, so he took the pin away with him to get it turned down so it will fit. I had been dreading what the bill might be, in the end it was 200 euros, say £70 each, which wasn't unbearable. I'd also ordered the replacement masthead wind indicator, it has arrived in Lisbon, he reckons it will be here tomorrow afternoon, so departure Friday seems possible, as long as the winds are set fair.

I had a very lazy day, apart from housekeeping and shinning up the mast to the lower spreaders I spent the day lolling about on the quay, trying to catch hold of all the people I haven't yet spoken to by Skype, and eating fruit. Oh, for the life of the lotus eater!

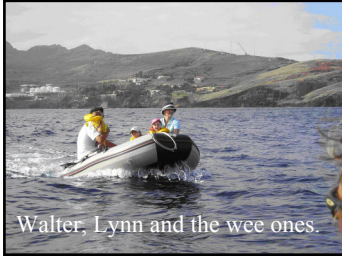


All the French boats on the Transat des Passionees leave for Martinique tomorrow, so

tonight they are having a leaving dinner in the big open room in the marina, being entertained by the local folk dancers from Canical. I went up to watch from outside, and was invited to come inside and sit down and have a drink to watch in comfort, which I greatly enjoyed. The dancers appeared to be enjoying themselves as much as the French crews, who were coerced into taking part in a Madeiran version of the conga, not that they took much coercion. The marina will be much quieter when they move on, so it will make it easier for me to tear myself away from a place I have thoroughly enjoyed. La Gomera had better be good!

17th. November 2007.

The fourteen boats of the Transat des Passionees got away across the line at 1500 on Thursday 15th, although the big catamaran schooner had to come back into the marina and got away half an hour late because of some sort of fault. I went out in the dinghy of the young Dutch couple in the Halberg-Rassy next to me to see them off; they made a splendid sight as they set out.



Walter, Lynn and the wee ones.

Lyn and Walter, the young Belgian couple with the three wee ones also went out, we had a race back to the marina which we had to lose, as the two oldest were steering their dinghy, determined to win.

They were in for a very rough time in their first seventy-two hours, as a large depression is heading this way, with forecast winds of 50kts. Even the marina staff is a bit worried because the marina entrance is exposed to big swells from the SW, yesterday two or three of the boats nearer the entrance moved in to the inner fingers, bows out, I should have moved round to the other side of my own pontoon to keep bows on to the weather, but by the time I thought about it the wind was already up enough to make it an unwise move.

The shrouds and the wind indicator were delivered yesterday and with the help of Steve from the other Nauticat they were quickly put in place; I then had to go into Funchal with the electronics guy to pay the eye-watering 800euros it cost, but it has certainly set my mind at rest about the rigging, and working out the wind, particularly at night, will be much simpler, as will the sail setting. After I'd done the bit with the credit card, he brought me back to the marina where I had a go at playing with my new toy; it's true what they say about men and boys, the only difference in their toys is the cost!

It was a rough night on the pontoon, I already have the problem of being unable to stay asleep for more than 50 minutes because my normal sleep pattern hasn't yet reasserted itself; added to that was the jerking as the boat surged in the heavy swells entering the marina and pulled up short on the mooring springs plus the noise of the heavy rain showers every now and then. It was a relief to get up when it was light

enough, it looks like it will be a miserable day, best spent battened below decks.

As to my itinerary, the wind will be contrary until at least Tuesday, I'm going to have to give some thought to whether I will be able to get across the pond before Xmas now, and if not, whether I should then consider spending slightly more time in the Canaries, perhaps visiting more than just one island. I won't be doing anything until Tuesday at the earliest, so I'm going to continue to enjoy Quinta do Lorde, once the rain stops, that is.

Sunday night (18th), I'd been invited with Steve and his new French crew member Melanie to go up for a drive into the mountains by Steve's Madeiran neighbour Merlin and his wife Manoel, it was wild and the roads were covered with fallen rocks and debris, there wasn't much to see in the clouds and rain, but it turned out to be a nice night, We visited a couple of bars, then went for a meal although Merlin had to have a long argument with the restaurant owner to be allowed to bring their little dog in with us! We had Spitadas (I think that's the right spelling), which are large chunks of beef on a skewer the size of a sword, barbecued in a wood oven, then served dangling vertically from a gantry above the table to an accompaniment of garlic bread, salad, chips and delicious little chunks of maize fritter, something I hadn't come across before, I'm ashamed to say I definitely had more than my fair share of them. You have to remember that I'm trying to put some weight back on, so I have an excuse other than pure gluttony, and if you believe that, you believe that the moon is made from a product derived from milk! Merlin, Manoel and the dog were great company, I even got to give the dog the odd cuddle, and it seemed to be doing quite well on the odd chunk of spitada, there being a good bit more to eat than even five healthy appetites could manage. Coming back was a bit of an experience, the Madeiran attitude to drinking and driving apparently being a good bit laxer than we're used to in UK, the roads steep, winding and very very slippery

Yesterday I managed to exchange a few books with the delivery skipper of a big catamaran being shipped from Les Sables d'Olonne to Fort Lauderdale via Madeira and Tortola, I also had a drink with him

in the evening at the marina café, doing a bit of brain picking about conditions in the Caribbean. Like all the rest of us, he is weather bound, and it looks like there is going to be a big exodus from here on Wednesday when the wind is predicted to go round to the North, and all of us with the Canaries as next destination try to get there before the next lump of inauspicious weather which is due by Sunday. I'm beginning to see that Xmas in the Caribbean isn't going to happen, so am coming round a bit more to the idea of visiting Graciosa, Tenerife and La Gomera before setting off across the pond.

The weather has been the dominant topic in the marina over the last couple of days, with quite severe wind and rain storms passing through, the worst being during last night, when Ocean Blue was lunging about in a very heavy swell, the rain was coming down like stair rods and the thunder and lightning made for a great son et lumiere in the background. I was up and down a few times to check the moorings as the boat would suddenly surge then check on the moorings, while rolling about three or four degrees a side, a bit unusual in harbour. I had turned on the echo sounder yesterday, it showed the boat's depth changing by 1.2 m as the swells rolled in, although it didn't feel as much as that on board it is quite a substantial movement up and down.

I took the sock off the bottom of the mast where it goes through the deck yesterday to try to seal it a bit better, there being a quite substantial drip from the deckhead to the galley deck in breaking seas and heavy rain. I seem to have greatly reduced the ingress of water, although there is still a drip. Now I'll have to see if the sealant holds once we get to sea and the mast starts working a bit, if it doesn't, I think I'm just going to have to learn to live with it.

[21st. November 2007 – Quinta do Lorde to Isla Graciosa](#)

A slightly frustrating morning, I was up and ready to go by 0830, but Catia who runs the marina didn't come in until after 0930, I had to wait to pay my fees and get the boat registration document back. It then started to pour with rain, I kept getting ready to cast off as the showers passed, then it would begin again, it wasn't worth getting a soaking just to get off, so in the end I took an early lunch, it dried up, and I cleared the berth at 1300. I was sorry to leave Quinta, it was a nice place with



really helpful staff that couldn't do enough for you, the other sailors that I met were extremely congenial, and I'll miss their company. However, quite a few of them are leaving tomorrow or the next day for Graciosa, so it'll be old home week when they turn up.

As soon as I got the mainsail up, I noticed that the two speed logs, water temperature indicator and most importantly the echosounder weren't working, and nothing I could do would rouse them out of their lethargy. As this was probably a result of the installation of the new wind indicator, I was sorely tempted to return to port to get the electronics guy to sort it out, but in the end decided to carry on, hoping to get a clue from my various service manuals. As it happened, I didn't need to bother, as they all slowly returned to consciousness overnight, the full suite were back on line at dawn, without any intervention from me.

At Porto Santo, I'd put the old radar reflector up on the mast just below the radar scanner, where it swung rather freely. I now found to my horror that it was swinging so freely that it was starting to abrade the starboard lazyjack where it attaches to the mast, and the only way to stop it was to take down the mainsail until I get into port. Added to that the mainsail and sailbag had slid forward along the boom so that the mainsail had developed a bag at the luff (front end), this was causing abrasion on the lower shrouds, so definitely no more mainsail until time for repair in port.

It would have been fine to have gone along on Genoa alone with the help of the Autohelm, but it too developed a problem, one of the control cables started to slip from its clamp, and although I got the safety harness on and went over the stern to have a look, it wasn't a job I fancied on a heavily rolling boat, so I just decided to go with the electronic autopilot, even though it will mean running the engine in the morning to recharge the batteries.

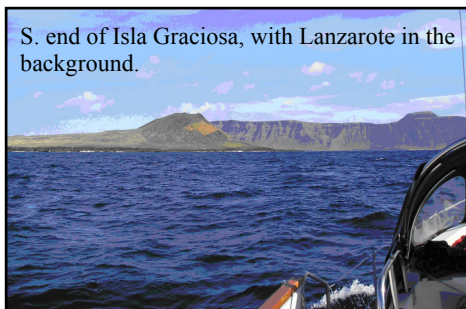
After that, nothing else went wrong apart from my appetite suddenly vanishing again, Ocean Blue and I carried on regardless and rounded the southern end of the Islas Desertas just before nightfall.

Up and down all night to watch out for shipping and check the state of the autopilot and batteries (both fine), then engine on for recharging at 0730. The wind had eased back a bit, at dusk we were doing 5kts under the Genoa, it had now dropped to a bit under 4kts, so I decided to motorsail during daylight, this would give around 7kts, and allow us to arrive off Graciosa in the early afternoon tomorrow, possibly with another wee bit of motorsailing tomorrow as well, otherwise it would be a late night arrival, which would necessitate lying off until the morning. I can't really say I enjoy the noise, but it will be nice to get in at a civilised time. All the instruments are working fine, although the echosounder doesn't give a reading when the depth under the keel is 4000metres! There is a large swell from the NNE; I hadn't been expecting this after the long period of more westerly winds, so it's back to rolling and surfing as before.

There hasn't been much of interest, no ships and some shearwaters, nothing else. The weather has turned very warm, I'm just about cooking in the cabin as I write this, it gives some idea of what it will be like in the lower latitudes in this design of boat, where the pilot-house can be a bit like a greenhouse, the heat being augmented by the engine thumping away below deck.

Distance, departure to noon 122m

A little bit more to see today, a Maersk container ship passed round my stern at breakfast time, and a tanker actually altered course in mid-morning to go round my stern, instead of ploughing over my insignificance as they're supposed to do. I also had some cavorting from a small pod of dolphins, but I was eating my breakfast, so didn't feel like interrupting a meal to go and get the camera.



As yesterday, I motorsailed with the Genoa from early morning, having to dispense with the genoa when about 12 miles off Graciosa, as the wind turned light and variable, changing from quarter to quarter so that the sail refused to set.

Isla Graciosa had something of the look of Porto Santo about it, being very arid, at least from the seaward side, although when we got round to the channel between Graciosa and Lanzarote, some scrubby vegetation could be seen.



On entry into the harbour, there were plenty of available berths on the pontoon, this is a very popular harbour with cruising sailors, and I had been afraid that I wouldn't find a berth and might have

to anchor in on of the very good anchorages outside. (I'm really reluctant to anchor on this side of the pond, because I don't want the bother of getting the dinghy out of its storage, then to have to deflate and restow it).

I just had to turn sharp left as I came in the harbour, then straight ahead and voila! I was tied up. After snuggling down I went all the way round the harbour, a 15 minute walk to register with the Harbourmaster, only to find that he stops doing business at 1400 on Fridays it was then 1515. He told me not to bother, I should wander over sometime on Monday, which was OK with me; I asked him what the berthing fee is, he said 5euros a day, no wonder it's popular with the cruising set. Suddenly I was in love with Caleta del Sebo, although there are one or two drawbacks: no water or power on the pontoon, although later on at night the wind was so strong that my wind generator switched to idle mode because the batteries were fully topped up.

I had a much needed bottle of water at the harbour restaurant and sat to watch the world go by, then when I walked back to the boat I found my appetite was back with a vengeance, so I devoured everything in the fridge that could go off, the fridge using too many amps to be

usable without shore power. Just as I was finishing my impromptu meal, an American lady from one of the other yachts came over to tell me that everybody meets on the end of the mole for a drink and talk on Friday evenings, why didn't I join them. I couldn't believe my luck, because I'd be able to get all the information I needed about the place in one quick go instead of the usual piecemeal dribs and drabs. It proved most helpful; I found that the local internet cafe is closed because the owner has gone off on holiday, but there is some chance of connection at the local community centre; I found where I can get a shower, and where are the interesting walks (or cycle rides if you're feeling energetic), most importantly of all when I was talking to Patrick, the English husband of Lisa, the American lady, about ripping the sprayhood on the way over here, he said he had a sewing machine on his yacht, if I took the sprayhood over to him tomorrow morning, he'd repair it for me! Guess who landed on his feet when he arrived at Isla Graciosa. I did my bit for the general good, Margaret on an Australian boat was complaining that her husband had spilt diesel on their cockpit cushions and she couldn't get rid of the smell, I had some Bilgex which I was able to offer, it's supposed to get rid of the awful lingering diesel aroma.

The get together finished at 2000, by which time I'd also been offered a free download of a worldwide set of C-Map electronic charts for free (worth a fortune), and a paperback exchange, something I've been trying to finagle since Porto Santo with no great luck, I'm down to reading the wrappers on the toilet rolls and a book by Libby Purves, who isn't quite up to the murders and mysteries I normally anaesthetize my mind with.

Deadline for next issue is
6th December 2008.
Copy can be sent by e-mail or to:
44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.
Photographs, including digital,
very welcome



Technical Support

We've had a general review of Technical Support over the last eight months and come to the following conclusions. Firstly the majority of members clearly like to be able to phone or email someone for technical information, particularly when away from their home port. Secondly the provision of contact details on our website attracts new members, especially other Europeans who would like to use our technical information service. Thirdly our extensive trade purchasing facilities save money but are somewhat under used in the current economic climate, possibly due to a lack of awareness of the excellent warranty and after sales support provided by our suppliers. These are the three elements that make up your Technical Support.

An NC331 entering port experienced a total loss of power in a difficult situation. After recovery to a marina pontoon berth the flexible coupling between the gearbox and the propeller shaft was found to have fallen apart. The bolts holding the coupling together were not inserted with 'thread lock' solution and possibly not tightened to the correct torque. This is the second occurrence in a boat less than five years old and members are advised to have this component checked if any unusual vibration is noticed.

In our last issue we included an account of engine starting difficulties with an NC331. This is a timely reminder of a problem that goes back at least twenty years. Nauticat have long used a starter switch made by Telemecanique that comprises a knob, frame and two plug in contact modules. Part numbers ZB4 BG08 - keyswitch – ignition, ZB4 BD8 - non keyswitch – ignition, ZB4 BG2 - keyswitch – 2 position ON/OFF used for hidden master, ZB4 BZ101 frame for switch modules, ZBE 101 - engine start module (green spot) and ZBE 102 - ignition ON module (red spot). It's the cheap little engine start module that gives us the problems. Easy to change and worth carrying a spare but do check the code on the side of your existing start module as there was a slight redesign in the late nineties. Parts are obtainable from industrial switchgear suppliers located in most large towns.

Older NCs with Gustavson engines. The front water hose cannot be renewed without removing the alternator belt and it would seem that

these pre-shaped hoses are no longer available - each end is a different size! Ray Dennett, our President, produced an excellent modification and his diagram and instructions are available on request.

Stainless steel exhaust silencers/mufflers fitted to late model Nauticats are corroding around the lower welded seams. We've had two reports affecting boats less than six years old and since the design has little changed in the last twenty five years it's reasonable to assume that there's a problem with quality. It's possible to affect a good repair by cutting off the base just above the original weld, move the drain plug up and weld on a new circular base using 316 grade stainless steel. See Yellow Pages – Sheet Metal Fabricators – Stainless Steel. The lower drain plug should always be removed during winter lay up.

Cookers seem to be giving up the ghost at an alarming rate. The narrow width of the 'slot' in Nauticat galleys (503mm for a 1991 NC33) severely restricts the choice of replacement models, especially if you're looking for three rings. The original cookers were made in Finland and spare parts are no longer available. It's possible to re-make the aluminium burner rings and the oven flame failure sensors are easily obtainable from plumber's merchants. If you have any spare parts, especially burner rings, or an old cooker please let us know.

Have you noticed how many fishing boats are fitting AIS Class B transceivers? Small Brixham boats are finding mid channel trawling much easier as shipping is clearly altering course to avoid them. Our own test equipment in Karvinen gives maximum range of 25 miles from Coastguard aerials, 10 miles between small boats and 20 miles from large container ships. The display screen sometimes doesn't show the complete incoming message but will build up complete data from subsequent transmissions. If the boat's name is not displayed on the data page within 3 minutes (7 minutes for targets travelling at <2kts), your plotter/laptop probably needs a software upgrade for Class B.

If you need to discuss any technical problems please do not hesitate to call Richard on 01395 232789 or email rgbartlett@aol.com

See you at the Laying Up Supper in November.

What about Holland

Tenar is a Nauticat 321 and is just celebrating her 6th anniversary. In those six years she has managed over 1,000 miles per year and is afloat and sailing throughout the year. A recent article in Cat-a-Log reproduced from yachting monthly, highlighted the benefits of a pilot house yacht for those of us who are not so young and no longer nimble. I can no longer contemplate the long passages described in our news letter for reasons of stamina, crewing and time. Outlined below are the attractions of sailing to Holland - a passage which is in comfortable reach for Nauticat Owners from the South Coast and of course the East Coast where Tenar is based.



Early summer 2008

Outward Bound

Once again I made the passage to southern Holland. Crew Tom and I left Walton Backwaters on high water at 04.00. With a nice breeze from the north and the large Genoa fully extended we made good motor sailing time out of the Thames Estuary, over the shipping lanes, across the busy entrance to Zeebrugge and finally screamed along the Belgium / Dutch coast with a good push from a near Spring tide. Fourteen hours and five minutes later we tied in the ideal marina of Breskens (on the south side of the Schelde Estuary)

Return Passage

With the deteriorating weather Tom and I decided to travel along the coast to Ostend and make a direct passage from there back to Harwich. This course is very straightforward, once you have negotiated the TSS, leading to the Antwerp and Zeebrugge approaches (I counted 26 vessels in the anchorage - anchored, arriving or departing: AIS invaluable). The passage took twelve hours and this time the wind was obliging from the south going south west and strengthening as predicted. The following days were storm-tossed and would have meant a long layover in southern Holland waiting for a window.

Setting off for Southern Holland

From the South Coast

Everyone knows the passage along the south coast with its large marinas. Dover seems the best taking off point for Holland. Dover VTS is helpful, very clear instructions and seems to understand the mind of the yachtsman (deduced from two of Tenar's approaches in very poor conditions and big seas). Once the tides have been calculated, the arrival of the French coast should give an ideal east going tide to aid the passage. Calais could be by-passed! Even Dunkirk is not the ideal foreign landfall. But Nieuport is fine: a choice of marinas after the long motor down between the piers.

Ostend is crowded in high summer but easy in less busy times. Avoid going into Mercator (unless you plan to stay for several days in 'Holiday Ostend'), as getting out to catch the tide can be frustratingly slow - unlike locks in Holland. Recent developments have seen the building of large, tall breakwaters (baffles would be a better term) to moderate the heavy swell which generations of sailors have known from tying up behind the North Sea Yacht Club. Busy pilot boats and noisy pushy trawlers come through what is now a restricted entrance at a fair speed; have I put you off yet. You may decide to push on to Blankenberge but you will need the tide with you.

Blankenberge and Zeebrugge are both easy for yachts which are Holland bound. The former has a choice of moorings for the visitor; the town is fun in season and very lively. Poor old Zeebrugge is ever-busy with countless ferries, huge container vessels and now-



days cruise liners! Having said that the passage through the harbour is easy, once you have the fairway to yourself; you go to the extreme southern arm and alongside what was the old fishing harbour. From there it is a short walk round the harbour to eat in one of the many harbourside restaurants or to catch the wonderful trams which glide along the whole of the Belgium coast. Ostend is only thirty minutes

away so if you missed Nieupoort you could always slip back on the tram.

From these parts it is easy to arrive in Breskens (or Vlissingen for locking through to the Walcheren Canal) on a single tide. The coastal passage will take less time than you expect - however much you try and take the tide into account. Whatever you do be aware that once the tide has turned a passage into Breskens will take an inordinate amount of time - and costly diesel.



From the East Coast

Point for Holland, taking into account the various sandbanks in the Thames Estuary, cross the TSS at right angles and arrive! There are several landfalls: Breskens, Vlissingen, Roompot, Haringvliet and the Belgium coast as described if a shorter passage is needed. To make Breskens or Vlissingen aim to arrive off Zeebrugge as the tide sets east into the Schelde.

Southern Holland

Southern Holland is a cruising sailor's paradise. Lovely towns: Middelburg, Veere, Kortgene, Yerseke, Goes, Sint Annaland, Zierikzee, Brouwershaven, Willemstad, Middelharnis and many other smaller ports - most with fine marinas and excellent facilities. Food is wonderful but the exchange rate with the Euro has made it 17% more expensive than last year and diesel is the sort of price we must all get used to paying (ensure you take your receipts for red diesel although by the time you read this the diesel debate will have moved on....).

Highlights of a cruise to Southern Holland

- Sailing along the Walcheren Canal from Vlissingen with the stunning tower of the church in Middelburg getting closer. Mooring in the heart of the town.
- Getting the sails up to sail in the Veerse Meer. Mooring along side one of the small islands in a quiet anchorage within this unspoilt area of great natural beauty.

- Leaving the Zandkreeksluis and going out into the tidal Oosterschelde with its sandbanks, mussel beds and busy barge traffic. Going through the Zeeland Bridge (lifting portion usually opens twice an hour) to the historic town of Zierikzee.
- Eating mussels and oysters in Yerseke and seeing the magnificent mussel boats in the Julianahaven.
- Walking along the dikes around Sint Annaland

Charts and the Inland Seas

Many Nauticat owners have SeaPro on a laptop. All Belgium and Dutch charts come as a bundle, are excellent and cost about a £100 for the lot; updated each year. Dutch paper charts are beautiful and cost £20 per folio*. Make sure you have the current charts - year of publication on the main cover. Old charts are of little use - even in apparently enclosed sailing areas - the buoyage changes and the charts contain essential sailing information. You also need - another £20 - the Watermanak, volume 1. This is in Dutch but it is a sort of tax, you must carry one for the current year.

*2 folios are essential: North Sea Coast 1801 & Oosterschelde 1805

Hints and suggestions

- Current charts are advised for southern North Sea and within Holland (as above).
- SeaPro charts are excellent
- AIS is almost essential for crossing the TSS and feeling safe with lots of commercial shipping moving in a variety of directions. We all know AIS is not foolproof (what is?) but it makes longer busy passages safer and very interesting. I can't see the benefits of having a tiny AIS screen; laptop is best.
- A listening watch on VHF for a particular area. Many marinas in Holland now offer free internet access which has proved useful in gaining access to familiar and trusted weather information. Weather forecasts are given three times a day in impeccable English by the excellent Royal Netherlands Meteorological Service.

- Two excellent books by Brian Navin will be useful and informative: North Sea Passage Pilot and cruising Guide to the Netherlands.
- The Dutch tidal stream atlas is invaluable for coastal passages and tidal Oosterschelde (order from chandlery - £20).

Other parts of Holland to Cruise

The north is readily accessible via IJmuiden or Den Helder. Amsterdam and IJsselmeer becken; wonderful cruising again and fine facilities.

The Waddenzee. Spectacular cruising over this complex area of sandbanks, zeegats and narrow channels; the Wateralmanak is still necessary and no British sailor would arrive in this area without a copy of Riddle in the Sands.

This excellent and informative article by Rod Usher who would be happy to discuss cruising Holland with any Nauticat owner unfamiliar with this area.

Rod Usher
Rodusher@btinternet.com
 01206 751522



Albatross

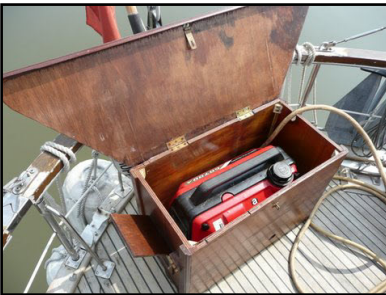
Miscellaneous Modifications to a “33”

It's the late May bank holiday Monday and we are and we are sitting out the rain and gale on a visitors buoy at Dittisham on the River Dart, with nothing better to do than scribble a few lines.

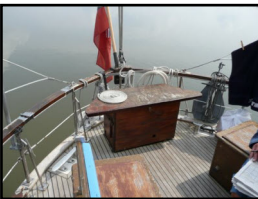
When we bought out “33” a few years ago in the USA, the equipment was fairly sparse, unusual for an American boat, but it gave us the opportunity to refit to our own requirements.

First a Sterling “smart” regulator which is brilliant for rapid battery charging when motoring.

We tend to stay afloat until early January and enjoy quiet autumn/winter evenings in the upper reaches of our home river, the Tamar, when we use quite a few wiggly amps. Thus we rely on a generator if we are to be several days without engine and according to Mr Sterling we can only recharge our batteries efficiently by a portable generator through a “smart” step charger. (preferably one of his) He has proved to be right.



Our little Kawasaki 600 watt, transferred from our last boat, is both reliable and quiet and certainly earns its keep. Our aft deck has two wooden seats/lockers so I made a forward facing box/seat which is mounted aft and accommodates the generator. The seat leaves a useful gap behind it for excess garbage bags and the generator is



connected to the shore power socket with a lead kept stowed in with the generator.

The 230V generated is also useful for a mains powered vacuum cleaner and electric power tools.

This is the first boat that we had owned with a calorifier and we were disappointed with its performance, compared with the instant gas water heater that we had on our last boat. So out it went and in came a Rinai instant water heater. It fits well on the bulkhead by the cooker

and exhausts straight through the roof via a closable “mushroom” vent. The experts will tell you that this does not meet current regulations. Perhaps, but we lived happily with our last one for 17 years and with this one for the last 3 and the boat is not for charter, nor for the carriage of fare paying passengers. We bought it from a Norfolk Broads based company that don’t seem to be governed by the same rule as us sea going types.



When in American ownership, “Albatross” had made a cruise up the St Lawrence Seaway, so perhaps surprisingly, no cabin heater was fitted.

The 4.5 KW Ebersbacher installation was quiet straight forward, once I figured out a suitable route for the ducting and is, of course, highly successful.

Until we sailed “Albatross” we had never experienced helming from a position above the accommodation, and as we now know, the greater distance above the rolling axis, greatly amplifies movement.



Our boat has two additional guard rail wires above the standard wooden rail on the aft deck and gives great security. I guess it was added in the USA as the bolts have American threads, but it looks fairly straightforward and we would recommend it.

If you haven’t already discovered it, the original Robilife cooker is no longer in production and thus spares no longer available. So when the retaining clip came off the main burner, allowing it to become displaced whilst in use, my attempts to reposition it with a spatula resulted in the severe deformation of the ring burner and the subsequent downgrading of the hob to the two ring variety.

A new cooker was going to cost about £500, so as a last resort, I took the misshapen burner to my local engineering company. With an aluminum welding rod, they were able to approximate it’s original



shape and I then drilled a few holes for the gas and with a lot of filing I managed to make it fit. Now secured with some Monel seizing wire, it works perfectly!

Lastly, we have been experimenting with LED cabin lights in an attempt to reduce our electrical load. The current draw of an LED cluster is minuscule compared with the standard 21 W tungsten bulb.

Dr Led, an American company offers a replacement dome light which claims the light output of a standard 40 watt bulb. It doesn't.

A British company, ultra-led.com supply a direct replacement for £15 which is far more powerful and we are very happy with them for reading at night, although you do lose the warmth of the tungsten bulb.

Well, it's still raining, but with luck it will ease off sufficiently for us to run ashore for a pint at the Ferry Boat.

Mike and Frankie Barrett

"ALBATROSS"

Dittisham visitors mooring.

NC33 Davit Structure



Paul Dawson sent us a series of four pictures showing a rather interesting aft structure fitted to an American NC33 MK2. We've only shown one angle but the others are available from Technical Support. Good strong davits and lots of scope for aerials and solar panels. A clever design that is totally clear of the mizzen boom.

Laying Up Supper 2008

At the end of our rather unusual (due to the vagaries of the British summer weather reported elsewhere in this Catalog) but nonetheless extremely enjoyable, South Coast Rally in June, Sophie and Stewart indicated they had too many other commitments and would not have time to organise a Laying Up Supper this year.

Not wishing to miss out on an opportunity to socialise with NA members, and with Sophie and Stewart's blessing, we volunteered to put something together.

Having enjoyed our last two Laying Up Suppers at the Lifeboat College in Poole, and a number of Rallies based in Weymouth, we thought it would be a good idea to come further east on this occasion. We put on our best thinking caps, and have organised something which we believe will be extremely enjoyable and different. The location this year is in West Sussex.

With no apologies for it being on our doorstep, the **Nauticat Association 2008 Laying Up Supper** will take place in **The Lifeboat Inn**, Albion Road, Selsey PO20 0DJ on **Saturday 22nd November** – 7.00 for 7.30 pm. Dress code jacket and tie for the chaps, “new frocks” for the ladies!

The restaurant has limited capacity so get your booking form back quickly to secure your place. The cost is **£27.50 per person for a four course dinner plus a half bottle of wine and coffee.**

Selsey lies 8 miles south of Chichester, from the A27 along either the B2201 or the B2145. It is very much a “Lifeboat village”. The Lifeboat Inn has a long and very close association with the Selsey Lifeboats, and is situated 50 yards from the boat houses and museum. Janet and her team have put together a super menu, with lots of (pre-selected) choices representing extremely good value for money; they are really looking forward to welcoming us for a great Nauticat evening.

There are a number of hotels/bed and breakfast establishments in the immediate area for anyone wishing to stay in Selsey. There is a list with the application form. Please make your own arrangements directly with the hotel/B & B.

For those who will be around on the **Sunday morning**, we hope to arrange a **private visit to the two RNLi boathouses** (for the 47 foot Tyne Class All Weather Lifeboat “Voluntary Worker”, and the new 16 foot D-Class inflatable Inshore Lifeboat, “Betty & Thomas Moore”) and also the **museum showing the long history of the Selsey Lifeboats.**

Please complete the separate application form, indicating your menu choices, and return it as soon as possible to secure your place.

We look forward to seeing you.

Sue & Colvin Rae
“Celtic Voyager”

MENU

Roasted Red Pepper Soup
Mackerel Pate & Toast
Black Pudding & Mushrooms

*Roast Rump of Lamb with Red Wine Jus & Spiced Aubergine
Puree*

Selsey Crab Salad
Coq au Vin

Baked Haddock with Leek Mash & Watercress sauce
Mediterranean Vegetables & Mozzarella Wellington

Crème Brulee
Chocolate Pancakes
Apple Crumble

Cheese & Biscuits
Coffee or Tea

£27.50 per head, to include half bottle of house wine

Dress code Jacket and ties for chaps, “New frocks” for ladies

Laying Up Supper Accommodation Information

St. Andrews Lodge – Welcoming family run guest accommodation with a reputation for excellent service and home cooked food. Wheelchair accessible room. Large car park.” Mr & Mrs Richard Humphrey, Chichester Road, Selsey PO20 0OX. 01243 606899
www.standrewslodge.co.uk info@standrewslodge.co.uk

Vincent Lodge - Luxury Bed and Breakfast 4 Stars plus Silver Award”
Vincent Road Selsey, 01243 602985 www.vincentlodge.co.uk

Keston House – A friendly welcome awaits you. Keston House offers guests quality B&B. Ideally situated to beach, local shops, pubs and restaurants”. Mr Ray Terry, Keston House, 16 Beacon Drive, Selsey PO20 0TW. 01243 604513/07870 823471
mrt@mercedes553.wanadoo.co.uk. www.kestonhouseselsey

Hilda – Pullman Carriage situated on the East Beach in Selsey. Luxury Bed & Breakfast – open all year. Self contained bedroom, lounge & bathroom.” www.bedandbreakfastbythesea.co.uk 01243 601515

The Nauticat Association accepts no responsibility for the quality or availability of accommodation, nor the accuracy of information provided

Please return the enclosed sheet indicating your menu choice to:

Sue & Colvin Rae
Westerlea,
30 Beacon Drive,
Selsey,
W Sussex, PO20 0TW

e-mail susandrae@aol.com
telephone 01243 601822 : mobile 07973 779493

Classified

Catballou of Shortbridge

1995 - Nauticat 44 - (Hull No.146)



A change of plans brings Catballou to the market, she is in excellent condition, available immediately, currently lying at Darthaven Marina.

The aft cabin has a full double berth amidships, owners desk & chair, ladies full length hanging locker, gentleman's locker, starboard heads with shower, separate shower and wet

hanging locker to port. Ample storage for extended cruising.

- In mast reefing mainsail & mizzen
- Genoa on Furler reefing system
- Bowthruster
- Yanmar 115hp diesel (2,200 hrs)
- Fischer Panda 6KVA generator
- Eberspacher heating
- Raytheon R40XX raster scan radar
- Raytheon RX5630 chart plotter
- Yeoman plotter and GPS
- Shipmate RS8300 VHF DSC
- Autohelm ST7000 autopilot
- Autohelm speed/depth/wind
- Autohelm hand bearing compass
- Faruno Fax 207 with Navtex
- Sumito & Plastimo compasses
- Pulstronik battery management gauge
- Atlas Combi - battery charger/inverter
- New batteries
- Guardmaster Sealarm - gas/water/intruder
- Lewmar 48 sheet winches
- Anderson halyard winches
- New running rigging (2007)
- Grundig TV & video with remote
- Pioneer radio/CD & cassette
- 3 sets of switchable speakers
- Brass clock & barometer
- Lofrans electric anchor winch
- Danforth 75lb anchor plus spare
- S/S boarding anchor
- S/S teak bathing platform
- 6 fenders & S/S storage basket
- 2 x horseshoe life bouy with lights
- Radar reflector
- Life raft rack
- Deck Lights
- Overall winter cover
- Adjustable helm seat
- 12v power socket

Fully equipped galley with Eno 3 burner cooker, oven, top loading refrigerator, Whirlpool microwave oven & grill and deep freezer.

For more details contact:

Richard Goodwin

Tel: 07899 794 007

Classified

Afrodita Nauticat 521

Design: Sparkman & Stephens Builder: Siltala Yachts OY, Finland

52' Motor-Sailor, GRP, white hull/blue stripes,

4 x cabins, 2 x heads, sleeps 9 to 11,

Deck-saloon, pilot-house, dinette, all teak interior,

Double steering-station, central cockpit,

Ketch built in 1987, prepared for World-Cruising.

Participant of the ARC 2000.



Yacht is registered in Nassau, Bahamas, Reg.No. 730855

Afrodita is insured by Pantaenius at €430,000.00

Asking Price €385,000.00 incl. Commission and VAT

The owning company can eventually be acquired separately.

Co-ownership Project:

Insured for	€430,000.00 (Pantaenius, HH)
Sale price original	€385,000.00 (Berthon Marine, GB)
Commission 10%	€38,500.00
Net price	€346,500.00 Disagio 13,4 %
Base price/Project	€300,000.00
50%	€150,000.00 (or approx. GBP 120,000.00)

Investment until December 2008 = €40,000.00 (2 x €20,000 max.)

Co-ownership for two years, w/predetermined cruising plan, guaranteed min. of 12 months of exclusive usage.

Total investment €170,000.00

Plus 50% of Maintenance Costs, estimated in p.a.:

Skipper :	€12,000.00
Insurance:	€3,100.00
Moorings	€5,000.00
Running Costs	€1,500.00
Repairs, etc	€2,400.00

Total p.a. €24,000.00

Per Month	€2,000.00
Per Owner	€1,000.00
€67,00 per day of usage	

Prorogation of common usage, by one more year, in case of consent of the partners

Option to buy after 2 years onwards + 50%, fixed at €170,000.00

Option to buy after 3 years onwards + 50%, fixed at €150,000.00

In case both parties wants to buy the dice decides !

Buy Back Guaranty by KPE to co-owner after two years of €170.000,00

The vessel will be offered to the market, also, after two years.

Prorogation of common usage, by one more year, in case of consent of the partners

Option to buy after 2 years onwards + 50%, fixed at €170.000,00

Option to buy after 3 years onwards + 50%, fixed at €150.000,00

In case both parties wants to buy the dice decides !

Buy Back Guaranty by KPE to co-owner after two years of €170.000,00

The vessel will be offered to the market, also, after two years.

The vessel could be chartered in Brazil at €500.00 (min) a day. 60 days of chartering would cover all years maintenance costs!

Sailplan 2008:

1st June GB Lymington - Lisbon (5/6 days– 800 Nm)

2nd Sept Lisbon - Canary Islands Lagos/Madeira/Tenerife

3rd Dec Tenerife - Cape Verde Islands (6/7 days – 900 Nm)

Sailplan 2009:

4th January Cape Verde Islands - Brazil (10/11 days, direct – 1400 Nm)

5th March F. d. Noronha/Recife (1/2 days, direct – 200 sm)

6th April Recife/Coastal Brazil Bahia/Abrolhos

Sailplan 2010:

7th January Bahia/Buzios/Cabo Frio

8th March Buzios/Rio de Janeiro

9th April Rio de Janeiro/Angra dos Reis/Ilha Bela

10th May Coastal Santos/Rio w/base on Ilha Bela

Kim Peter Erichsen

Pfalzburger Str. 5 EG - D 10719 BERLIN/Germany

Tel: + 49 30 3512 9020 Fax: + 49 30 3512 9019

Mobil: 0172/8923128

kimerichsen@msn.com

Classified

‘Honfleur’

1974 Mk1 Nauticat 33



Honfleur is in excellent condition, and has undergone considerable renovation in recent years, including new teak decks, Perkins Sabre 92 engine and gearbox, new fuel tanks, relined deck head, new wheelhouse coach roof, windows and window seals, Rinnai gas water heater and Spinflo ‘Nelson 1500’ cooker.

Inventory includes Vetus bow thruster, Yeoman chart plotter, Navtex GPS, Koden radar, Stowe Dataline log, depth and wind instrumentation,

Icom ic-M56 VHF radio, Mate autopilot, 4-man life-raft, Bombard inflatable with Yamaha F4A outboard, Goodman’s radio/CD player, etc. Sails are all in good order.

Price: **£47,000**

Lying Levington, Suffolk.

For further details and to view - Tel: 01473 725079

Propeller Shaft Glands

Richard Bartlett has a few modified propeller shaft glands that take four packing rings. The original bronze carrier/greaser is retained and a new longer nut is substituted. The incorporated drip control ring prevents salt water being spun off over copper hydraulic steering pipes in this area. Unfortunately only a few metric threaded versions are left from the original batch. Picture and details available on email rgbartlett@aol.com. 01395 232789

Classified

Nauticat 38 - 1980



Engine:	100HP Perkins Diesel
Water:	100 Gallons
Fuel:	140 Gallons
Displacement:	11 Tons
Top Speed:	9 Knots
Cruising:	7.5 Knots
Range:	600 Miles

Additional Specification

- Fully fitted galley
- 2 Sinks
- Oven
- Grill
- Freezer
- Fridge
- Ice box
- Cutlery and crockery
- Gas 2 ring burner
- Saloon 6 ft 1 head room
- Wheel house 6ft 1 head room
- Aft Cabin 6ft 1 head room
- Bow Thruster - Vetus
- Windlass - Electric
- Davits
- Mast (Selden) - Alloy
- Boom - Alloy
- Genoa - Electric
- Stainless steel standing rigging
- 1 Main
- 1 Mizzen
- 2 44.2 Barbarossa
- Fenders
- 1 * No Lewmar 40
- 2 * No Lewmar 8
- Anchor 45Llb CQR
- 50m of Chain
- Warp
- Boat Hook
- Danbouy M.O.B
- Life bouy
- Bathing Ladder
- Dodgers
- Sailor 144 r vhf
- Icom ssb
- GPS
- Echosounder - Navico
- Radar JRC 24 mile range
- Magellan navigator
- Neeco auto pilot
- Auto helm
- Sumlog
- 1 sunto + 1 Plastimo + 1 neeco compass
- R.I.B (Caribe) 4 man 2004
- Fire ext
- Flares
- First aid kit
- Clock and barometer
- Out board motor 5 hp Yamaha

This well known motor sailor is in excellent condition throughout. Fully surveyed (out of water) in June 2007, with no recommendations of any repair remedial or replacement work to be carried out; a copy of the survey is of course available to any interested parties.

Lying - Liverpool Marina **£95,000**

Please contact:

Brian Kewley

Email: brian.kewley01@btinternet.com

Home: 0151.342.3405

Mobile: 07973427405

Classified

'Ida of Brixham'

Nauticat 44 Ketch 1984

Only three owners from new with ongoing upgrades by all three, most recently the aft cabin has been converted (professionally) from lounge to owners state room with walk in wardrobe, en suite heads, shower, bespoke mattress and bedding etc. Wheel house has helmsman's seat with full size chart table and all navigation equipment plus seating for six around two tables. Galley fully equipped with fridge cooker, pressurised hot & cold water system. Dinette will seat six and will convert to a large double berth. Portside cabin with two single berths, forward cabin with double berth or two singles; forward heads. Engine Ford Leeman diesel 135 hp new 1994, professionally serviced. Mobitherm warm air heating plus ducting in place for Ebespacher d5.

- 3 x 120 amp batteries with fitted battery charger
- 240v ring main
- Raytheon navigation equipment including radar
- Chart plotter new 1999
- ST7000 autopilot all repeated at cockpit level
- Avon Rib
- 4hp Mariner
- Plastimo 8 man life raft 2003
- Shipmate vhf and Navico dsc
- Echopilot
- Furuno navtex and radio with cd all new 2003
- Bowthruuster by sneiper 7hp
- Electric anchor winch
- Cqr 35kg
- Davits
- Jack stays
- New cushions and helmsman's seat in cockpit
- Ketch rigged with furling Genoa (2003)
- Inmast reefing Maxiroach main (2003)
- Mizzen in lazy jacks (2003)

She is being fitted with a new shaft seal by Volspec and will be antifouled and anodes replaced where necessary.

Berthed in Tollesbury Marina

£149,000

Tel Nigel Cowell 01621
860551/840418



Classified

Neridos

Nauticat 33 - Commissioned 1981

Hull No. 775 Part 1 Registered

Regretfully Neridos is for sale. Although a 1980 boat she has been continuously updated and maintained with an exhaustive list of gear and equipment less than 10 years old. She has, as well as the usual machinery, instrumentation and sails, a 4kw Zeise generator, a Candy 3.5kg automatic washing machine, 12/240v LCD TV and DVD Player, 2.7m RIB and 8hp outboard and all the essentials for living on board. The BIG jobs have been done - new epoxy coated steel fuel tanks, hull epoxied and Cop-percoated (2006). Not only a unique name but a unique boat.



For more details contact: neridos@hotmail.com or 0030 694 881 5254

Lying: Ionian Islands, Greece (flights to Corfu or Preveza)

Price: **£ 69,995** VAT Paid

Classified

Yacht Carpe Diem

Nauticat 331 - Build year 2000

SSR 123882 Call Sign MPVR2 Hull No. 1200

Health reasons regrettably dictate sale. We purchased Carpe Diem last year in Finland, with kind assistance from Nauticat UK. She was, while in Finland, maintained and stored at Siltala's yard. She was used as showroom and demonstration boat and, on two occasions, also used for the Finnish equivalent of the Boat Show. Not surprisingly she is in immaculate condition. We have undertaken little more than short trips in getting to know the boat.



Accommodation is two double cabins with full size double beds, dressing tables, shelves and lockers. She has the wrap around settee with large table in the deck saloon. There is a separate walk in shower with hot water from engine or immersion heater.

Full electronic navigation with radar and autohelm package, as well as wind, with everything repeated at interior and exterior helming positions. Channel C card included. Engine is a 88hp Yanmar 4JH giving a cruising speed of 7-8 knots under power. Ketch rigged, sails are by Hood with roller reefing main and jib by Seldon. A bow thruster, anchor windless, holding tank and Erberspacher heating are fitted. Otherwise she has everything normally associated with a 331, including teak decks. New dinghy, outboard and fully serviced life raft included. A detailed written spec available by email or post

Offers considered based on **£155,000**

John & Sue Walters Tel: 07967 508563 email: jwdrafts@aol.com

Located Ipswich in a marina berth.

Classified

Taiva

Nauticat 331 build year 1999 - Hull No. 1186



We sailed Taiva from Finland in Spring 1999 and have now finally settled her down at a marvellous marina (£1,300 year) in Santa Theresa di Gallura, Northern Sardinia a short direct flight with Ryanair / Easyjet from all over the UK. This area is sailing heaven, unspoilt, fabulous food and great scenery. Taiva is rigged as a Ketch with a removable staysail, she has a deep keel and traditional galley layout. Twin berths aft for maximum room, she has a fitted TV, six

speaker stereo (*two waterproof on deck*), two thin solar panels on wheel house roof, teak decks (*as new*). In-built steel steps (*very neat*), Copper-coat anti-fouling applied when built (one pressure spray and you're done), in-mast main, lazy jacks Mizzen, extra sails, Maxprop, etc, etc.

Two in-built GPS (*Leica / Furono*), two computerised navigation systems (*Sea-Pro and Maxi charts for all U.K. to most of Med'*), radar, VHF, SSB, Navtex, Fax 4, in-built printer, Raytheon instruments: Masterview, Multi-view, Trim, Wind, Compass, Autopilot 6000 all repeated on deck. Two fitted compasses, deck lights, electric windlass (*three controls*), fog-horn, three heavy-duty domestic batteries / one engine battery, volt / ammeter, water filter, outboard, holding tank, Erberspacher heater, comfort instruments, immersion and engine water heater, bow thruster (*inside/ deck controls*), tools, charts, diving equipment, newly serviced Avon 2.9 metre dinghy, air conditioner, all domestic equipment from tea spoons to pepper grinder, paper charts to Nav' instruments, Taiva has everything, all serviced and ready to go.

Lee has just given a kidney to our daughter so we are going to have to take things a little quieter and are therefore offering Taiva to a Nauticat member at a bargain price for a quick sale. This yacht is fabulous and we've only mentioned some of the huge inventory. The Marina Staff at S. Theresa are wonderful and with the rest of Sardinia, Corsica, Elba, Balearics, Malta and the Italian coast on the doorstep this is a convenient and great place to keep a boat really safe.

Lee and Jeff should be aboard August / September.

Call Jeff on 07970 815 855 anytime, email: jlb@odaban.com

£130,000

Classified

'Cu Two'

Nauticat 40 Ketch 1986/7



Full suite of sails, inmast furling, bow thrusters, DSC, VHF & SSB radios, heating, air conditioning, Raymarine C80 radar/chart plotter, auto pilot, GPS, Navtex, fridge & deep freeze, cooker/oven, microwave, 90hp engine, 7.5kw Westerbeke generator, Inverter, Adverc charging system, davits & dinghy outboard.

(2 Atlantic crossings) Hull 400/42. Same owner since new.

Moored Dun Laoghaire Dublin

Tel: +353 1 285 8088

Mob: +353 868 104 104

Email: cutwoo@gmail.com

Vega

Nauticat 43 Ketch - build no. 75 - year 1989, commissioned 1990

Purchased 1999 from first owner. Sailed in Baltic, Med, Canaries and Ireland.

Now afloat Craobh Marina, Argyll, Scotland

Fully equipped, no bowthruster.

For health reasons I have to sell.

Price: **£138.000**

If interested, please contact me for details:

Thomas Tiedemann

e-mail: ttman@btinternet.com

Classified

'STORNELLA'

Nauticat 33 (Mk 1)

'Stornella' has been lovingly restored over the last couple of years and the result is a beautiful 'go anywhere' motor sailer. Built in 1974 Stornella has huge internal living and storage space. There is a double forecabin, head and a hanging locker ahead of the spacious saloon which will convert to a double sleeping space.

The wheelhouse is a joy to behold giving superb protection and all round visibility. The sliding doors and huge 'sun roof' give plenty of circulating air in the summer. The rear double cabin also houses a sink, vanity unit and hanging locker. There is plenty of storage space throughout. Stornella is fully registered and has a **FORD Lehman 80 HP DIESEL**

When Stornella was last bought she was halfway through a renovation project, which has been lovingly completed by her present owners. She has been restored to a very high standard with an impressive inventory. The hull construction is fibreglass, with a beautiful wooden wheelhouse, which is in very good condition.

- The wooden decks were completely lifted; the deck floor reglued and the decking re-laid all done lovingly by hand!
- Complete re-wiring from the engine through to all equipment .
- New lights in aft cabin
- New control panel
- New Engine, Oil and Water dials
- Steering changed to Hydraulic
- New suit of sails
- Full hull scrape and gel coat
- New exhaust and silencer
- New V.H.F., GPS, Speed and Depth log
- Engine serviced and winterised every year



Currently lying at home port in **Marchwood Yacht Club, Southampton**

Please contact: Paul or Annemarie **017983 700526** evenings
or **0776 9696594** for further information or to view.

OIR of **£45,000**

FUTURE EVENTS

Laying Up Supper

The Lifeboat Inn
Selsey

22ND NOVEMBER 2008

7.00 for 7.30 p.m.

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