

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Santa trying to decide whether to use reindeers or nauticats



Nauticat Association Newsletter

Issue Number 50

Winter 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

Issue No. 50 Winter 2008

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Chairman's Notes

It is with an extremely heavy heart that I sit down to write what will be my last notes as Chairman of our wonderful Nauticat Association. It seems a long time ago that I agreed, somewhat tremulously, to take on the position following, as I did, the founders of the Association, Ray and Jan Dennett. They had set such a high standard in the organisation that I knew was going to be hard to live up to, conferring a great responsibility on anyone brave enough to tackle the task. However I have been extremely blessed in having such wonderful committee members to help me throughout the time. It would probably not be possible to single out anyone in particular, as all have been terrific. However I would just like to mention the wonderful efforts of my dear wife – Sophie was our very efficient Secretary for so many years until the sudden arrival of her epilepsy made this no longer possible and was the cause of our having to come off the water for safety reasons. Also, although I said that it would be difficult to mention anyone in particular, I think the efforts of Richard Bartlett and Robin O'Donoghue should not be underestimated. Richard is one of the best recruiting officers that any Association could ever be lucky enough to find, as well as having the knowledge that has helped more members out of more difficulties than one would think possible. Robin produces our Cat-a-Log to a very high standard and it plays such an important part in keeping the members in touch with one another, spread all over the country, and indeed the world, in the way they are. To the above, as well as all the others who have so willingly and efficiently given up their time for the benefit of others in the Association during my years, may I, once again, thank you all so very much.

Winter, when the days are short and cold, tends to be a quiet time in the sailing calendar. The only event which has taken place since the last Cat-a-Log was the Laying-Up Supper at the end of November at the Lifeboat Inn in Selsey. I will not cover this in any detail as I am sure that will be done elsewhere in this magazine, except to say that Sophie and I thoroughly enjoyed ourselves, and I would like to thank Colvin for his efforts in making this such a lovely evening.

The only other thing I would just like to remind members is that the

AGM takes place at the Novotel in Bristol, on the afternoon of Saturday, 21st February, 2009. I have already sent out the details to all members, and if for any reason you have not received them, please let me know. Please make the effort to attend if you possibly can, as this is your forum for having your voice heard if you want to contribute to the future of your Association, how it runs and who runs it. I look forward to seeing as many old friends as possible at what should be a good weekend.

It only falls to me to wish each and every one of you a Merry Christmas, and a happy, healthy and profitable New Year. We would also like to tell you that we have every intention of keeping in touch with as many of our very dear Nauticat friends as possible in the future, reminding us of so many happy times in the past. Never forget as you pull into a Marina or harbour, 'one Nauticat is a Nauticat, two Nauticats is a party'!!!

All the best,

Stewart.



The Future

In Cat-a-Log 48 our Chairman asked for the membership to think about a replacement for himself and Sophie. They have looked after us brilliantly as Chairman and South Coast Secretary for six years - far to long a term in one role. I am not aware of anyone as yet coming forward so, to aid us all to consider where we go from here I am suggesting, and this is for discussion at the AGM, that the period of time in the role of Chairman should be limited to two years, this I believe will make it a much less onerous undertaking. We will of course also be looking for a South Coast Secretary so I ask you all to put your volunteer caps on and come up with some ideas in February for these positions - the Nauticat Association is far to good an organisation to let slip into obscurity. Editor

The Unseen Lifeboat

Once again it's time to check the liferaft and confirm the obvious - it's well past its service date. Doesn't seem so important if you can't see what's inside and putting a new date on the container is likely to be an expensive exercise. According to the RNLI most leisure liferafts are serviced on an infrequent basis and many not at all!

We're showing you a somewhat embarrassing picture of Karvinen's crew being 'rescued' in the Seaweather maintenance workshop but what a useful experience it proved to be.



This RFD liferaft is 10 years old and has had one previous service. Seaweather offered to unpack and inflate it, after which the function of all the items attached to the raft were to be explained and additional emergency stores checked. **Being a leisure liferaft (not on a charter boat) there's no legal requirement to replace any item** but the raft structure should be in good condition and able to remain fully inflated for 8 hours in the workshop. Check gas bottle condition and weight, replace flares and seasickness tablets.

When taking a liferaft in for service ask for a price for what you want done rather than accept a commercial specification that requires things like gas bottles arbitrarily removed and pressure tested/refilled after 10 years.

Richard Bartlett, Technical Support.

Ref: www.seaweather.co.uk

www.rfdbeaufort.com

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 Five - 24h November 2007 - Caleta de Sebo, Isla Graciosa.

Up and about reasonably early to get the sprayhood unshipped, managing to drop a spacer washer over the side in my own inimitable fashion, straight over to Patrick's boat with the hood before he could withdraw his kind offer. There was a very strong wind all night, it persists this morning, I had a slightly disturbed night from the thrumming of the wind generator, which can make the transom act like the skin of a drum, but who's going to complain when the batteries are fully topped up, allowing me to run the fridge for a while, also the inverter to charge the phone and computer. This will take a big bite out of the batteries, but as the wind seems set for the day, they'll charge soon enough, and my milk for the obligatory social worker's breakfast of muesli won't go off as quick. I've managed the second part of the identifiers for social workers, the sandals, but the most important bit, The Guardian, has eluded me since Waterford, all I've had for crosswords were a Telegraph and the FT, neither of which was much of a challenge to my crossword starved brain, which definitely needs a fix of Guardian.

The wind today is fierce, I'm glad I left on Wednesday rather than Thursday as all of my friends at Quinta planned, they're going to have a hard sail across and be covered in salt when they arrive, one of the nuisances of a waterless port, as all the outside surfaces get a grainy, sticky feel unless there is a chance to get a fresh water shower. They'll also have a job berthing, so I'll be keeping an eye out to help if I can when they arrive.

I think I'll leave the other maintenance tasks until the wind dies a bit, exploring the environs of the town is all I'll do today, there's a bit too much sand in the air for comfortably walking any distance. I suspect I'm going to be here for more than a couple of days, but opportunities

like this to get off the beaten track are to be taken as and when available, I think I'm going to enjoy my sojourn here.

26th November 2007 – Caleta del Sebo.

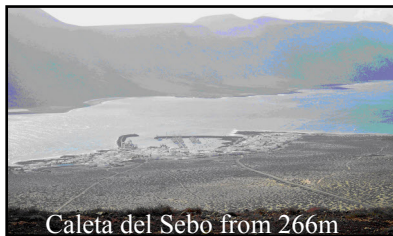
Today is my big brother Andrew's birthday, Happy 61st. Andrew! Had had a lazy day yesterday, it was showery and the wind continued as fiercely as before, (I can run my fridge for a couple of hours each day and keep the computer, phone and toothbrush charged up without depleting the battery because of the large amount of electricity the wind generator is making) there wasn't much point in going exploring in this weather. Went along to the showers on the beach first thing, froze my nether regions to total nothingness, but emerged clean and tidy without having had to use up any of Ocean Blue's precious water supply. My friend Steve in the Nauticat 40 arrived overnight and came on to the pontoons in the morning, he and his new crew member Melanie had a very hard final 6 hours on their way over with the heavy winds and seas, and were very glad to finally reach shelter.

I visited Mike and Eileen, a couple from Helensburgh who are cruising to West Africa, for a tea and a chat, then John and Chris who came here from Exeter came over to Ocean Blue for a coffee and my grateful thanks, Chris having downloaded the full worldwide set of C-Map charts into my computer, plus a worldwide set of Admiralty tidal predictions. (George Henderson and Alan Catney will be getting a present of these when I get back to UK). Apart from that, and intermittently feeding my face, I managed to display all the ambition and drive of a well-fed lizard soaking up the sun.

Today I thought I'd better tidy up my act, so I was off at 0900, after having breakfasted and polished all the rust off the stainless steel railings (it's never really fully stainless in a marine environment), determined to explore the island a bit more, and if possible to climb the highest hill, not usually one of my ambitions with my slight heart condition, but otherwise I can't get decent photographs to stick in the log.

It turned out to be not too hard a day, I went about 2/3 of the way across the island before spotting a dry arroyo that I thought would give me access to the hill, I climbed up, past the remains of the subsidence

farming that just kept the population going and no more before the advent of tourism, found a faint track and was on top of the 266m massif by 1030. (It was really 268m, as the tide was out when I left Ocean Blue). I surprised myself by managing it without stopping, so I must be getting fitter than I was, as I certainly couldn't have managed that in my last couple of years in Banchory. The views were worth the walk, although the wind was really blowing with a vengeance when I reached the top. The sand all the way up was littered with sea shells, showing that either land or sea levels had changed in the not too distant past, but the ground underfoot made for easy walking, being composed of a mixture of sand and volcanic cinder, with the odd slab of bare rock sticking out. I didn't want to have to go all the way back that I'd come, so I slid down the Caleta del Sebo side, it was great fun in the patches of loose volcanic cinder scree, I could run with the cinders coming halfway up my calves, yet with no danger of tripping or falling. I must have looked like a big wean as I scrambled down, a grin like a big cheese splitting my face in half!



Caleta del Sebo from 266m

I was back down in the town by 1130, which gave me time to shop for lunch, everything here closes at 1200 and stays shut until about 1600, and I really wanted some nice bread, salami and olives to give my teeth as much exercise as my legs had just had. I was just tucking in when Melanie came back from exploring, so I invited her to join me, I gave her a glass of the white wine I'd bought two days ago for 90c to cook my warm lemon chicken salad, she even seemed to enjoy it, although I can't say it did much for the chicken. Wine connoisseurs eat your hearts out!

After lunch I remembered that I hadn't yet registered with the harbour-master, so I sauntered over to get that out of the way, only to find that he closes at 1400 every day, and that's it till the next morning at 0800. I went to post some postcards, they only open from 1100 to 1300, and I decided to live with the power of manana, which can look after itself tomorrow, I'm off to contemplate my navel!

30th November 2007 – Caleta del Sebo

The awful seductiveness of this place! I really must get off my fundament and start thinking about moving on, or I'll still be here a year from now. I've decided to move off to Tenerife on Monday 3rd.or Tuesday 4th, as long as the weather is OK, it's about 150 miles, so a morning departure from here should mean an evening arrival, even if Ocean Blue requires a little prod with the diesel.

I spent the 27th and 28th wrestling with the problem of the broken outhaul in the main boom, which proved much harder to sort out than I had originally envisaged. It turned out that there is a block and tackle, rather than a single line running down the middle of the main boom, so my original idea of using on of the reefing lines to run a messenger down the boom went out of the window. In the end, I had to remove the boom from the mast, unscrew the cap from the outboard end, then unrivet the cap at the gooseneck end, re-reeve the block and tackle and put the whole thing back together. I'd never have got it done without the help of Chris, who had the necessary rivets and the big riveter, even the compound you put on to stop the corrosive effects of stainless steel and aluminium in contact. For this exceptional help, I took him and his co-owner John out for dinner last night, help like that requires proper reward, plus it's nice to have company at a meal. I'd also taken Steve out for lunch the day before, he had gone up the mast to get the old radar reflector down, plus sorting out a small electrical problem with the anchor winch, I felt it was time to give proper thanks for the number of times I've hauled him up and down Ocean Blue's mast.

The only job I have left to do is to reposition the cables for the Autohelm, something I'm not doing today because I'm far more interested in making spicy baked chicken for the Friday evening get-together on the end of the mole, and there is still the powerful influence of manana to consider.

It is getting like old home week here at Caleta del Sebo, Steve and Melanie arrived first, followed yesterday by Walter and Lynne, then in the evening Sue and David from Canada arrived, I don't think there is anybody left from Quinto now who had decided that this was their next destination.

I had a nice phone call yesterday from Peter Bates, the harbourmaster at Tarbert, concerned that they hadn't heard from me for some time (*the lack of internet here is a nuisance*), I was touched at their concern, and really appreciated knowing that there is still interest in my travels, even if my progress hasn't been quite as fast as originally intended, this log has become more like a set of postcards from Benidorm than a serious nautical document. Soon, dear readers, very soon, I shall start moving again, and may yet provide the odd snippet of interest. Until then, the spicy baked chicken demands my attention!

2nd December 2007 – Caleta del Sebo

The spicy baked chicken went down very well, I even got asked for the recipe!



I had another lazy day yesterday, I still haven't shifted my lazy backside over the stern ladder to adjust the cables for the Autohelm, so I figure that my subconscious is telling me that we don't really need to leave on Monday (tomorrow), Tuesday will be fine. I did at least go into Caleta with my camera to get a couple of pictures, particularly of the church.



The pilot book said it was worth a visit just for its nautical theme – the lectern is made from a steering wheel and rudder, the candleholders are fish, and of course the boat and fishing net make a suitable backdrop. The whole town has something of the look of a spaghetti western

about it; there are no made-up roads on the islands, no ordinary cars, probably somewhere between 60 and 80 land rovers, for which special permission is needed before being allowed to bring it onto the island. There are bicycles for hire and land rover safaris around the island, otherwise it's shanks' pony to go anywhere, which suits just fine.

Had a nice time yesterday evening at Sue and David's boat with Steve and Melanie, all of us trading stories about our sailing experiences, which was as always both interesting and instructive. We were all supposed to be going to the internet café, which was supposed to be

reopening at 1700, but since we didn't leave David and Sue's until about 2200, that idea was firmly placed on the back burner until manana. This place!

5th December 2007- Isla Graciosa to Tenerife.

The day before yesterday, with my time on Graciosa coming towards an end, I thought it was time I walked out to the bottom end of the island and climb the southern caldera. I can prove that I really did do it, because I was followed by Sue and David, who took this picture of me, on the way back down.



The walk out was quite a distance, but the views from the top were worth the trouble, I would have felt I'd missed an opportunity if I hadn't gone, although the old leggings would much rather have remained in Isla Graciosa manana mode!

That evening, I had Sue, David, Steve and Melanie on board Ocean Blue for dinner, a bit of a cheat, since I only had to boil the potatoes and make some warm lemon chicken salad, followed by opening a can of rice and a can of fruit salad, but anyway it seemed to go down well enough, David and Sue left a bit early because they are off to Lanzarote tomorrow. Steve and Melanie stayed for a while, so I managed to get shot of the last of a bottle of port which was taking up valuable locker space.

I went over to see the harbourmaster yesterday to pay for my stay at Caleta Del Sebo, as I definitely intend leaving here tomorrow. It should have been about 60 euros, but he only charged me 31euros. I pointed this out to him, he just said what's a day or two, and wished me bon voyage. Never ask me why I was tempted to stay in Caleta Del Sebo!

In the evening I did at last manage to get an internet connection at the community centre in Caleta Del Sebo, but it was so slow that I didn't get much done that I'd wanted. It was my wee brother David's birthday and his and Elaine's anniversary, they didn't get the usual card or greeting, so belatedly, Happy Anniversary and Birthday, David and Elaine.

I also had a word with Melanie; she told me she was taking the ferry to Lanzarote tomorrow to see if she could find a crew place on another boat, as she and Steve had proven not to be kindred spirits. I offered her a lift as far as Tenerife, which she accepted, and which Steve was also pleased about. My first time since leaving UK to have watches shared, very convenient for me, as the traffic compresses between Gran Canaria and Tenerife, requiring constant watchkeeping.

We left beautiful Graciosa at 0900, with a nice undocking crew to see us off, consisting of Walter and Lynn and their wee ones, Steve and Brian and Margaret who have sailed here from Australia, now on their way back to take things a bit easier.



The crossing was the quickest so far, main and jib all day until just before sunset, then jib alone to prevent accidental gybing during the night, splitting up into three hour watches during the night, which proved as busy as I had thought it would be, particularly when we crossed the north end of the Gran Canaria – Tenerife traffic separation zone. We nearly didn't have any close shaves; the new radar reflector must be giving a good return signal, almost every ship which had the duty to get out of our way did so, although there was a fishing boat which we had to alter for quickly when it proved to be doing about 12kts, in other words it had its fishing lights on, but was making a passage instead. This is one of the most annoying and frequently encountered breaches of the Rules of the Road, and gives all fishermen a bad name, although by no means all are guilty.

I'd expected to be off Santa Cruz de Tenerife in the early afternoon, but the passage was so good that we entered the harbour at 1100, alongside with engine off by 1145, an average of 6.19 kts for the passage. We'd used the Autohelm for most of the trip, it did have a tendency to luff up with the mainsail set, the wind being about two points abaft the starboard beam, but it settled beautifully on jib alone. It's going to take a lot of watching on the big passage across the pond, as the wind will tend to be in the same direction for a good part of the

way, and I don't want to be waking every so often at night to find Ocean Blue charging off to the north; I suspect the mainsail won't be getting as much use as anything I can rig forward of the mast, which won't have the tendency to shove the bow up into the wind.

After arrival, the only thing I wanted to do straight away, despite being quite tired, was to shower Ocean Blue with

fresh water to remove all the salt and sand, followed by the same for myself, but using the shoreside hot water shower. By the time I'd finished, I was surprised I hadn't dissolved, this being the first hot shower since Quinta. I'd endured a few of the cold showers in Caleta del Sebo, but had kept this to the absolute minimum, the old adage that "in your armpits it's always August" had really started to come to mind.

Melanie and I slummocked about in Ocean Blue for an hour or two, then decided on a run ashore, which turned out to be a bit of a disappointment, this being Constitution Day, a national holiday, with almost everything closed. I'd been looking forward to this visit, as Tenerife was the first foreign soil I'd ever touched, when I was a cadet in the Clan Malcolm, and I'd never bunkered here again in my time at sea. I have to say that it had changed somewhat, when I'd last been here in 1966, it was much more like Caleta, we were here for only the afternoon and the siesta was well and truly in force, the architecture was very much smallish square buildings in the Spanish style, now it could be any city in the world, the pace of building is frenetic, with many of the beautiful old buildings which have survived being shuttered and ready for the wrecker's ball.

We were starving, mostly because I don't eat well on passage (it was a real roller of a trip), so when we found a restaurant open, we just asked for some tapas without asking about prices, big mistake! I remember doing the exact same in Barcelona with my wife Linda some years ago, so I should have learned, but there you go, thick is thick, maybe I'll remember by the third time. 20 euros for some octopus,



ham, cheese and Russian salad plus a drink each brought tears to the eyes, so no more eating ashore for us today.

One of my reasons for coming to Tenerife had been at the urging of my Uncle Alex in Canada, who thought I might like to visit June and Al Pond, whose daughter had been my cousin Harry's partner for many years. I got in touch with them, they have difficulty getting to Santa Cruz because Al is waiting for a hip replacement and can't drive far, but luckily they live close to San Miguel Marina in the south of the island, so I've arranged to move down there on Sunday or Monday for a day or two before I move on to La Gomera I've even been offered a night in a bed ashore, and have wangled the use of their washing machine. If only the poor machine knew what it's got coming, it would go on strike.

Melanie will be looking for a new berth on the Net tomorrow, and in the marina, I don't see any point in her travelling down to San Miguel, as it isn't so likely to be a centre for cruising boats.

[Distance 158m. Distance from Tarbert 2,290.](#)

9th December 2007 – Santa Cruz to Marina San Miguel, Tenerife.

The visit to Santa Cruz wasn't particularly memorable, just another big city, with the disadvantage of being full of people speaking Spanish, a language I have been too lazy to get a grasp of, despite having a short CD course on board which I should have been boning up on. My excuse is that I would need to turn on the inverter, which uses up copious quantities of amps, and you, dear readers, know just how mean I am with amps. Anyway, I've taken control of the problem, somewhat tardily, by buying a Discman while in Santa Cruz, and I completed Lesson 1 on passage to San Miguel.

What else can I say about Santa Cruz? I took Melanie out for a nice meal on our second evening in port, fish followed by more fish, so much of it that we couldn't finish the main course of various fried and grilled fish and shellfish, a bit surprising, as both Melanie and myself aren't slouches when it comes to cramming away the calories. The traffic was murder, but nobody made any real attempt to run me down; prices in the shops were a wee bit lower because of lower tax rates; the bread I bought in El Corte Ingles was to die for; satsumas are back in

season, although they call them clementinas here, and I as usual came close to turning orange from the excess of carotene the moment I started to gorge on them; I managed to find a Wi-Fi hot spot about 300 yards from Ocean Blue, so was able to Skype a few friends who didn't have the sense not to answer the telephone (no surprise, it's raining in Tarbert, although apparently not enough to extinguish a prawn boat which went on fire and gave the local retained firemen a busy night). I don't know what efforts Melanie made to find herself a new berth, but when I was ready to leave today, she still hadn't had any success, so had booked herself into a local hotel near the harbour. You may ask why I didn't offer Melanie a berth in Ocean Blue, as it would certainly make my life easier in the coming weeks, but I felt that the chemistry between us wasn't going to be right (in other words, she wasn't brilliant at clearing up after herself, everybody knows I respond best to a bit of order), and there is also the underlying thing about doing at least one of the Atlantic crossings singlehanded before I reach for the carpet slippers. Anyway, I assuaged my guilty conscience this morning by making Melanie her breakfast, and by helping her take her very heavy packs up to the main road before we parted with the obligatory quadruple bisou.

I got away from the berth and clear of the harbour by 0930, then couldn't get the Genoa up straight away because I had to detour round a large products tanker which was being shepherded by four tugs into the ocean discharge mooring opposite the oil terminal. Finally got the Genoa up just before 1000, engine off and not bothering with the mainsail, although that only lasted for an hour before the wind dropped and the engine had to come on in order to complete the passage to San Miguel in reasonable time.

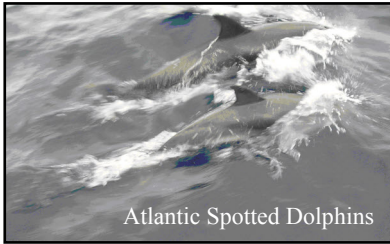
I'd just made my usual leaving port phone call to Graham and Pam Dixon, and as Pam picked up, I found myself surrounded by a pod of well over a hundred Atlantic Spotted Dolphins (*Stenella Frontalis*), so I wasn't able to resist being the naughty boastful George,tut,tut!

They played around the bow for the full hour before I put the engine back on, then must have decided that the racket from the engine was giving them a headache, so off they went to find a quieter yacht. Sorry for being such a show-off, Pam.

The rest of the trip passed without much to report, it had been cloudy and cool when we left, but the clouds gradually cleared as we went south, so we arrived in Marina San Miguel under a virtually cloudless sky.



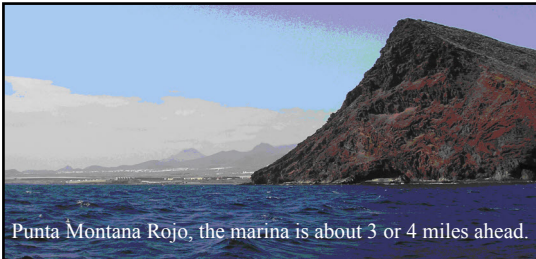
I have been put in a very awkward finger berth here in San Miguel, there is a yacht rafted immediately astern of the berth, which greatly



reduced the turning area to get into the berth, and the prevailing wind is directly from the port quarter, so poor old Ocean Blue canted her stern to starboard as I came on the berth, requiring a great deal of help from the mariner and various concerned on-lookers before she was safely snugged

down. It is going to be far worse getting off this finger than it was getting on, as Ocean Blue can no longer be relied on to go astern in one particular direction because of the random effect produced by the Autohelm, and in any case there just isn't enough manoeuvring space between this set of fingers and the pontoon astern. I think it is going to require the assistance of a RIB if I'm not going to sustain at least serious harm to my pride, never mind harm to the boat.

That, however is in the future, I'm not seeing Al and June Pond tonight because they have a previous engagement, but Al promises to be here tomorrow at 0900, so I'd better go and find a pair of Marigolds and start putting my laundry in a biohazard bag (no washing done since



Quinta do Lorde), but then you need to remember that there wasn't a ready supply of water at Graciosa. That's the defence I'm going to use when I get hauled into Court for kill-

ing June's washing machine

Distance 37 miles. Total distance from Tarbert 2327 miles.

15th December 2007 - San Miguel to San Sebastian De La Gomera.

I had a great time in southern Tenerife, thanks to my gracious hosts, Al and June Pond.

Not only did June do my washing, without being sick even once, but she also gathered up a load of books for me to read on voyage, and turned out to be a wonderful cook. Despite having a seriously arthritic hip, Al drove us all the way up El Teide on the Tuesday, and then to Los Cristianos and Puerto Colon on the Wednesday. He was a fund of fascinating stories about the various things he'd done and seen in his life, and we swapped useful bits and pieces about ropes and lines, Al being a fanatic deep sea game fisherman.



I was supposed to be leaving on the Thursday, but the wind got up, it rained hard, and Al and June insisted I stay for another day because it was obvious I wouldn't have a very pleasant time in Ocean Blue in this weather. I didn't take much persuading, not with the chance of a fourth night in a bed!

I did get the elbow on Friday, but Al did take me shopping first, then delivered me to the marina and didn't leave in indecent haste, so I must have been housebroken enough to qualify as a reasonable guest. I promised Al and June that I'd swing by their apartment when I left the marina, and that I would telephone first to warn them of my appearance. In the marina, I did manage to solve the problem of the badly restricted berth by asking for a change and some help to do so from the marineros, this was effected without drama because it was flat calm, and one of the marineros held onto a warp to my starboard quarter, which helped to pull my stern round quickly as I departed the berth. Panic over!

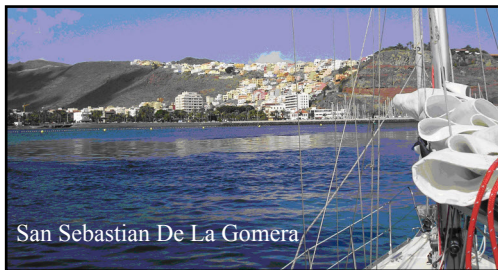
I didn't manage to keep the sails going, the airs were too light, and I had to motor or motorsail the whole way, although it did get a bit windier once we were more out into the channel between Tenerife and

La Gomera. We had a big escort of Atlantic Spotted dolphins for a while, and we also had a small pod of Pilot Whales (*Globicephala Macrorhynchus*), three adults and a calf, about a cable on the starboard beam, unfortunately too far for a decent photograph.

We arrived off San Sebastian De La Gomera just after 1400, an extremely pleasant short hop with blue skies all the way, just like Tarbert. When I called up on VHF, I was asked to go onto the fuelling pontoon until 1600, as it was siesta, so it was a bit of a scramble getting docked without the luxury of marineros to take the lines. It was very handy to have docked on the fuelling pontoon, as I had planned to top up my tanks here, so when 1600 came, I was able to arrange bunkers, topping off with 135 ½ litres in the two tanks, as I'd used the engine for 31 ¼ hours since leaving Dunmore East, I was able to calculate my hourly usage to have been 4.34l per hour.

As soon as I'd tied up to the finger berth, along came Tom, an American I'd met with his wife Jean at Quinta Do Lorde, he'd dragged anchor outside Quinta, and had had to be hauled out for three or four days to repair the damage to his rudder. He and Jean had since visited La Palma; it seems that I'll be missing a real treat because it's not on my itinerary.

I'm just back from a nice meal ashore; I at last managed to find a restaurant that was prepared to serve paella to a singleton, I haven't been able to get paella since I arrived in the Canaries, a bit like the problem of the single surcharge for the lone traveller which my friend David Murdoch always has to put up with. Mind you, I think some of the chunks of meat were rabbit, not a personal favourite, but it was tasty enough. I didn't even have to order sweet, one of the restaurant staff was having a birthday, and I was given a piece of cake to go with my coffee. Following that it was off to the local cathedral for a Xmas orchestral and choir concert (brilliant soprano performing Gounod's Ave Maria), Silent Night is really nice in Spanish, then back to Ocean Blue to catch up on my diary before Samuel Peppys.



Selsey Supper

The Laying up Supper was a late thought this year partly because of the imminent departure of our chairman and south coast secretary, Stewart and Sophie. Luckily over a few beers on the Weymouth Rally Colvin and Sue Rae thought that they would investigate the possibility of doing something local to them.

The Rae's live at the tip of Selsey Bill very near the Lifeboat Station and a very good pub, The Lifeboat Inn.

So there it was, all organised and forty Nauticater's arrived on Saturday evening for dinner at the Lifeboat Inn - it can only take forty so there were quite a few members left on the first reserve list. Local hotels and guest houses had been reserved by some members and one new couple, Nigel and Sue Darken, stayed on their brand new 331 moored nearby in Birdham Pool.



Pre-dinner drinks were held in the bar before we were ushered in to the cosily prepared dining room by the excellent young Maître de, Mathew who talked us through the menu. The food was very good: soup, mackerel pate, lamb, coq au vin and haddock plus some wonderful puddings all cooked by a couple of talented young chefs.



After the puddings there was a rousing, if out of tune, chorus of 'Happy Birthday' to Roger Cass who was celebrating number 77 - unbelievably he still has a wonderful head of hair.

Peter Stubbs then proposed a vote of thanks to Colvin and Sue for the perfectly organised weekend a sentiment echoed by our chairman Stewart - a sad moment as this is his last Laying up Supper as Chairman.

Lyn and I were very lucky to have been offered accommodation only a short walk along the beach under a starry sky to Mr & Mrs Rae's beautiful beach front house.



Sunday dawned very wet and windy so wrapped up well we all set out for a guided tour of the lifeboat museum followed by a windy walk out to the lifeboat station where we had the chance to get in and around the Selsey Lifeboat. Inside was very interesting if a little strange as the boat sits at forty five degrees ready for slipping - I hope I never have to be in one for real.

While we had been site seeing Sue had prepared a chilli con carne for lunch so around half of us made our way back for a glass of wine and a warming meal; it was lovely to see Maurice Mathews tucking into second helpings after his illness.



The sun decided to appear so we really could enjoy the view from Colvin & Sue's lovely seaside home, a fitting end to a very successful Laying up Supper.

Ed

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.

Guernsey Gossip

It is some considerable time since I last sent a contribution to this newsletter; the offerings ceased more or less when we moved from our 33ft Nauticat, Stornella to a 33ft Aquastar called Gemini Girl.

However, we always keep a weather eye open for Nauticats as we drive along the town marina quayside, and as we have invitations on board Wally and Allene Scrimshaw's Pelagos each time they come to visit their Guernsey relations, we still relish the feeling of Finland's finest export beneath our feet!

We always welcome calls from club members who might be spending time in the island – our number is 01481 236414. I have no hesitation in saying that the friends we made during our time as Nauticat owners have remained some of the best ever. We read Jan Dennett's travel blog with great interest and I still cherish a wooden cat keyring she presented to me for the best caption competition held during one of the many South Coast rallies we attended. They were great fun indeed! Being on a two-engined motorboat is certainly faster – but it took a considerable time before I could become accustomed to the entirely different experience of boating. Admittedly we were never great users of the canvas, preferring instead to motor or motor-sail from one destination to another, but somehow I felt safer having both options, and am now quite reluctant to commit to a cross-Channel expedition. Put this down to a woman's qualms if you like, but so far in the several years aboard Gemini Girl we haven't been further than the various marinas of the French coast and up the River Rance, apart from occasional trips to Jersey (but even that has lost some of its pull since son Tom and family emigrated from there to Adelaide last summer!).

Mike retired earlier this year after 29 years in local politics, ending with almost two years as Chief Minister, so now he is adjusting to a life of leisure and has far more time to spend on the boat.

One of his less enjoyable jobs was dismantling the forward heads to prevent a squeaky handle, and I spent several hours coating every inch of interior woodwork with Patina, a gel polish that gives the surfaces a protective glow.

We may, eventually, find ourselves a smaller vessel, something around 27ft, and at the same time explore further inland in Europe with a motor home, a purchase currently under discussion. Jan Dennett should be pleased to know that we may be following, quite literally, in her footsteps!

Guernsey is a lovely port of call, and we do hope to see more Nauticats in the St Peter Port visitors' marina. Feel free to ring, and if we're not away on our own boat, we'll be glad to say hello.



Pauline and Mike Torode in Guernsey

Technical Support

All those winter lay up jobs will ideally have to be done before Easter (10th April) and so here are a few items that may be useful.

NC331: Andrew Russell bought a new NC331 in 2005 which was fitted with an Electrolux microwave model EMM 1260. These units are of a unique size and neither model nor spares are available in the UK. Following a failure of the timer/relay circuit, his local service agent was unable to access any parts from Electrolux UK. After Andrew complained to the MD the required parts and circuit diagram were sent from Sweden at a cost of £17. Andrew is happy assist anyone with a similar problem; telephone 01243 512322. azr@compuserve.com

Those pilothouse switch/circuit breakers (Airpax) on the 1980s boats are failing more often but we do have a good UK source of supply. All the details are in the Parts Suppliers List available via email anytime.

Joel Rogale (NC33 ILKIVA) has kindly emailed us from the Mediterranean with details of a SMEV 3 burner cooker that is not wider than 50cm. Sounds like an interesting option and definitely worth considering.

The pre 1995 boats were fitted with Borg Warner gearboxes and following several problems we have revised our latest (version 20) Parts Suppliers List to reflect changes to the UK distributorship and reaffirmed our preferred supplier of spares and service as Lancing Marine. Mermaid Marine is also a main service agent but we don't have any reports on which to base a recommendation.

Mermaid Marine (mermaid-marine.co.uk) is a well known and long established mariniser of the same Ford core engines that were used by Gustavson/Lehman/Sabre. They tell us that they have a good spare parts stock but as we said in a previous issue, cylinder heads, crank cases and crank shafts are only available from breaker's yards. They now offer a replacement marinised JCB engine that precisely fits our boats at a discounted price of £6700 inc VAT for the 4 cylinder model which includes engine mountings and instruments. It is compatible with the existing Borg Warner gearbox and is dimensionally the same except it is 30mm higher at the header tank. Whilst this engine is ideal

for the NC38s and above, the lighter and smaller turbo Yanmar 75 + gearbox at a discounted price of £7700 inc VAT is a much better choice for the NC33s. This Yanmar engine is original equipment for the NC331.

Fuel tanks are still rusting through but replacing them has become so routine that the job no longer seems to worry anyone. Keith Barthorpe (Famile de Rose) has written an excellent account with pictures of each stage and this is available from Technical Support via email to any member contemplating the job.

Someone telephoned us and said they had located a UK supplier of the rubber front hoses for the Gustavson engine. Their supplier has 6 in stock but the caller hasn't sent us the contact details. Please could you send us the name and address of the stockist as we have an urgent requirement in the Association.

There were two very good modifications incorporated into all the Nauticats from 1995 onwards. Firstly they provided an air breather to the hydraulic steering system and secondly the fuel tank vents were moved upwards to the aft sides of the pilothouse. The next two issues will show how these simple but highly effective changes were achieved on a 1991 NC33.

Have a very Happy Christmas and good sailing for 2009.

Best regards Richard Bartlett

01395 232789 rgbartlett@aol.com

Deadline for next issue is
6th March 2009.
Copy can be sent by e-mail or to:
44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.
Photographs, including digital,
very welcome



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

‘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 1980 - Commissioned 1981

Hull No. 775

Part 1 Registered



Fed up with the doom and gloom and awful summers ? Want to get away from it all ? Due to ill health, we have to now give up our life on the ocean wave.

Neridos was the first of a select group of 33's to be made from all GRP with the lower aft deck, external helm, and integral bowsprit. She is a wonderfully comfortable live-aboard, and will be available ready to go.

At the moment she is lying in the Ionian Islands in Greece. During the summer there are regular flights to several of the islands.

We can be contacted on our Greek phone: 0030 694 881 5254, by email at: neridos2@yahoo.co.uk or see all her details at: <http://web.mac.com/mcsmalls/Neridos/Home.html>

Price: Open to SENSIBLE offers

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

**The Nauticat Association
AGM Dinner
Novotel Hotel
Bristol
21st February 2009**

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