

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Joël Rogale's Nauticat 'Ilkiva' on the way to Aldernay



Nauticat Association Newsletter

Issue Number 51

Spring 2009

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. 51 Spring 2009

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Chairman's Thoughts

This is my first contribution to the Catalog since taking over as Chairman at the AGM two weeks ago. Having been members of the Association for over ten years Sue and I have enjoyed many interesting and varied get togethers with fellow members from storm bound rallies in Lymington; cruises in company to the West Country; hair raising sails to an East Coast rally and quiet (and not so quiet) dinners and late evenings putting the world to rights.

As an Association we expressed our thanks at the AGM to Stewart for his chairmanship over the last six years and to Sophie who retired as South Coast Secretary. Patricia Low deserves a huge thank you from all of us as she stands down after four(?) years as Social Secretary Scotland. Patricia's drive and enthusiasm, not to mention her organisational skills, transformed our formerly low key activities north and west of Hadrian's Wall into vibrant gatherings enjoyed by growing numbers of our members in Scotland, Northern Ireland and even Wales. Even Sassenachs joined in, albeit minus boats!

As only the third Chairman in the Association's history, my term of office is two years following the approval of a resolution at the AGM. This change was designed to encourage more members to offer themselves as future Chairman in the knowledge that their term is limited to two years after which the incumbent must stand down although he can stand again after two years have passed. This change takes away the open ended term of the position in the past.

At the AGM Roger Cass accepted the position of South Coast Secretary a position he held in the past and we can all remember the excellent rallies in Yarmouth and Weymouth which he organised. Welcome back Roger! The South Coast Rally has now been booked for 26th to 28th June at East Cowes – the location provides no excuses for not getting there this year.

Also at the AGM, Hugh Grainger accepted the challenge to take up the reins as Scottish Social Secretary and, boy did he hit the ground running, by the time we left Bristol on Sunday morning he had put forward some great ideas for the next Celtic rally – watch out for more details from Hugh!

The other office bearers, Annemarie, Barbara, Richard, Robin, Clive and Bob all agreed to continue for another year. With Roger and Hugh I am fortunate to be part of a great team committed to seeing the Nauticat Association develop and continue to grow.

As Chairman I intend to focus on increasing the number of members who attend our many activities each year from our rallies to laying up suppers and AGM. To do this I'd like to see each of these activities, particularly our AGM, have greater and more interesting content which is more attractive to all members. After all it is the one occasion in the depths of winter when we have a reason to get together. Your committee already have some ideas on how to achieve this but your thoughts and ideas as to what you'd like to see as activities, demonstrations, visits, social events etc is essential. Nothing would give me more pleasure than to have my e mail in box overflowing with ideas or my telephone answer phone run out of space with all your thoughts – what are you waiting for???? Who's going to be first????

Following comments and suggestions from members about a change of venue, next year's AGM has a new venue easily accessible by road, rail and air (but not so easily by water though still possible). It is likely we will be able to enjoy a theatre performance on the Friday evening but details will not be available until later in the year. The 2010 AGM will take place in Windsor on Saturday 6th February – put the date in your diary.

Renewal forms for membership will be on their way to you shortly although many have already renewed their membership ahead of the forms going out. Remember to enjoy the benefits of being a member you need to renew your subscription so please don't delay – receipt of subscriptions makes our treasurer very happy!

Sitting here with the sun blazing down on the English Channel outside my window and Celtic Voyager being lifted out tomorrow for her annual bottom scrub it seems like the next sailing season is not far off – just the incentive I need to get the overalls and the antifouling on!

May today's fair winds and calm seas continue through the year.

Colvin

ps a plea for help! - the Association battle flag cannot be found. It was last seen at the rally in Weymouth, we think, in 2007. If you can provide any clue to where it might be hiding please call me or send me an e mail as if it cannot be found I will organise a new one for this year's rallies and events.



Technical Support

Probably every member knows that analogue TV reception is very poor when surrounded by acres of aluminium masts but digital reception is relatively unaffected. We feel rather foolish having only just discovered this fact!

Propeller shaft vibration is currently affecting several boats. We thought that the original Siltala flexible couplings had ceased to be fitted after 1990 but it now seems that they were around as late as 1995. Identified by the aluminium coloured circular casting and slit clamp, they are far from 'flexible' and should be replaced by modern Vetus Bullflex or Centraflex couplings (standard on later models). One boat had a shaft that could be moved about 25mm fore and aft and after much investigation it was found that the engine mounts had separated. The correct alignment on another was only possible after removing the 'P' bracket and re-setting it in the correct position. All these jobs have been done before and are definitely not in the 'epic' category.

Several members have commented on the rust stain caused by a dripping silencer drain plug. These tapered plugs don't seem to seal too well unless inserted with a thick layer of PTFE tape around the threads.

Some deck caulking will be done during the summer months. Nauticats have unusually small 4mm gaps between the teak planks and the hardest thing to find is the 4mm 'breaker' tape inserted in the base of the groove. An easy, relaxing job that only requires some basic tools, primer (Sika primer-290DC), breaker tape (sales@marineindustrial.co.uk) and a steady hand with the caulking (Sikaflex- 920DC) applicator. Not advisable to attempt small areas as the caulking compound is relatively expensive and the tube goes off within weeks of opening. Using masking tape each side of the groove produces a finish that does not require immediate sanding. Plenty of advice available from Technical Support.

Trade purchasing is getting easier as the recession bites. We now have 25-30% off outboards, 20% off Jabsco parts and a host of other excellent deals. Our safety equipment servicing is now divided be-

tween www.seaweather.co.uk and www.oceansafety.co.uk. Both are really good firms that offer us combined liferaft demonstration and servicing deals that have become so popular this winter. Pricing is competitive and should not exceed £250 including VAT.

The next issue will have an article showing how to move the diesel fuel vents from the side of the hull up to the aft side of the pilothouse. This modification appeared on all post 1995 deliveries and finally addressed the problem of seawater entering the fuel tanks.

Richard Bartlett, Technical Support
01395 232789 or 07831 647105
rgbartlett@aol.com.

Older style door key blanks made by Schwepper (Germany)

We have a number of requests for key blanks for the rather attractive pilothouse door locks fitted to pre 1991 boats. The new UK Schwepper agent seems very helpful but there is a minimum trade order of £80. We propose to put together a combined order for all your requirements.

Door key blanks:

85mm overall length	p/n 1531/101189 @ £4.95 + pp
110mm overall length	p/n 1532/101190 @ £6.33 + pp

Door handles and locks – see Schwepper website for part number.
www.schwepper.com

To co-ordinate your order contact: rgbartlett@aol.com
Technical Support

Bill Weir, Marine & Engineering Supply Co.
Tel: 01674 850 250
email: bill@mesco.freeserve.co.uk

Captain Myway's Bareboat Charter in the Ionian

Have you seen the most recent advert for Nisos Yacht Charter showing a wreck floating on water?

Last October my 'husband and I' to quote Her Majesty booked a yacht charter with a different company in the Ionian. We expected an Oceanis 323 and were presented with a Beneteau well past her sell by date. I spent the first hour on board cleaning the cool box, in an attempt to persuade the 'baby sick' smell to disappear.



I attacked the area where the crockery was housed - I had lifted the lining and was confronted with acres of black mould. I did a scrub with Mr Muscle. I also persuaded the flotilla hostess to swap the bent apology for a frying pan with one that I could at least concoct a meal in.

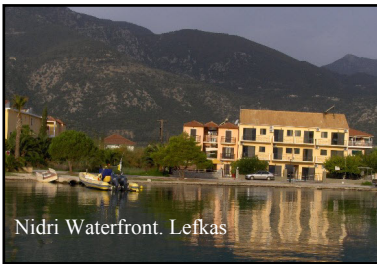
Fortunately we had booked a bare boat charter and did not have to trawl the Ionian with a flotilla peopled with couples and their very young offspring. Why would you choose October to bring toddlers and babies to Greece on a boat?

On the Monday we set off. First job raise the anchor. Oops the electric anchor winch had a temper tantrum! The First Mate raised it by hand, rapidly and ended up with a mountain of chain and mud on the deck.



We attempted to head for Cephalonia. The boat had an engine that just about cruised at 3 knots, the propeller was about the size of an egg whisk, and Captain Myway was unimpressed! We abandoned our plan of going in search of Captain Corelli's Mandolin. We then had 'the big sulk' and I was chastised for booking a holiday on a crate. Eventually after heated discussion we hopped across to Meganisi and attempted to anchor in Abelike Bay.

Bearing in mind the anchor winch was temperamental this was foolhardy and we were heading rapidly for the divorce courts. The fun started if you wanted to go into reverse. It clunked very dejectedly into astern, and after about five minutes decided to move. By the time reverse was engaged you were either too close to the shore or had swung into the vegetation. After several failed attempts and tempers escalating Captain Myway pumped up the dinghy and decided to lay a second anchor. However he could not row fast enough as I paid out the anchor and it all ended in tears. Instead we paid out the stern anchor and shuffled between the two.



Once anchored we were able to appreciate the tranquillity of the bay and spent the rest of the week away from the crowd. We did weigh anchor occasionally to give the engine a run and chill the wine in the cool box and we went back to Nidri on the Wednesday for a better winch handle and supplies.

Five days in splendid isolation, lie ins - waking only when the fishing boats bumbled into the bay and going to bed at sundown to read contributed to the most relaxing holiday imaginable. Mileage 20 Satisfaction 100%.

Article written by Elaine Brown on behalf of Alan Brown - skipper of Dulcia (Nauticat 33)



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.

Hydraulic Steering on Nauticats

The post 1997 models had a long awaited modification to the fluid reservoir on the upper helm pump. On earlier boats there's no venting of the system to take account of the expansion of the fluid with changes in temperature. In addition, when topping up it's almost impossible to gauge when the reservoir is two thirds full. Nauticat solved the problem by welding a 6mm spigot 2/3 up the side of the stainless steel reservoir and leading a small diameter reinforced plastic pipe down to a bottle under the rear pilothouse step. In the conventional yachts the pipe is lead down to any lower point were the bottle is easily accessible.

To start this modification the rear upper helm pump is exposed and the fluid is siphoned off until the level is about 20mm below the top of the yellow/silver pump casing. Use a dip stick and wait about 15 minutes for the round reservoir 'can' to fully drain before removal. To prevent air entering the system do not rotate the helm shaft again until the fluid is replenished. Remove the deck fitting and connecting pipe before unscrewing the reservoir, making sure no debris enters the pump casing.

Weld a short stainless steel spigot 2/3 up the side of the can and angled 45 degrees down. Thoroughly wash out and dry the reservoir before reinstalling with PTFE gas (thicker) thread tape. The chosen reinforced clear plastic vent pipe should fit tightly onto the spigot and further clamped if necessary. The deck fitting must be bedded down on white Sikaflex and the top edge of the short connecting plastic pipe underneath must be wiped round with clear silicone sealant – not Sikaflex as it's an adhesive sealant.

Pass the new vent pipe down to the area under the rear pilothouse step via a hole drilled at 45 degrees just above the collector bottle. We used a Sainsbury's fresh orange juice bottle. Drill a hole in the cap to accept the vent pipe and an additional small vent hole beside it. Refill reservoir until fluid is seen to be running down the plastic pipe into the bottle. Job almost finished!

The following problem is common with hydraulic steering systems and is not confined to Nauticats. Bear it in mind when reinstalling the filler deck fitting:

A serious fault develops when the system fluid level seems to rise without being topped up. This is caused by water passing under the base of the deck filler fitting and into the reservoir via a poorly sealed connection. Water (being denser than system fluid) passes down the plastic pipe between the base of the upper helm and the top of the lower helm. The resulting white emulsion can migrate to the entire system so it's worth checking for this problem by shining a bright light through the lowest point of this clear plastic pipe run. After modification it's easy to see the overflow fluid level in the plastic bottle.



Helm Pump



Under Pilothouse Step

Deadline for next issue - 1st August 2009.

Copy can be sent by e-mail:
robidonoghue@aol.com - or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



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 Six - 17th December 2007 – La Gomera.

Today was one of those days, so good that it is difficult to describe in words, but it will remain in my mind's eye until they carry me out in a box.

The pilot book strongly recommends taking the bus from San Sebastian across the island to Valle Gran Rey (Valley of the Great Kings). I'd asked the Dutch couple in the next yacht if they knew the bus times, they did and said I should catch the bus at 1100, but get the high speed ferry back from Puerta De Vueltas; it takes slightly less time than the bus, and gives another perspective. This seemed a good idea, so I added it to the plan for the day. The pilot book describes the bus journey as a continuous flow of hairpin bends through constantly changing scenery, as good a description as any I can come up with. The straight line distance between San Sebastian to Valle Gran Rey looks to be about 18 or 19k, as the bus left San Sebastian, I noticed a milepost which said 50k, and although the road was mostly well made, I have to hand it to the bus driver in managing all the bends in what was the best 1½ hours I've ever spent in a bus. Because of the constant hairpins, the views were changing all the time, and the scenery was just out of this world.

La Gomera has a large central plateau which must average about 1300m, this makes it quite moist and lush, so the vegetation changes from scrubby with prickly pears, agaves and oil palms to something more like the French maquis, then to moist forest at the higher parts, which in winter can be shrouded in clouds for weeks, giving a mossy forest that reminds you of the Spanish moss which clings to the trees in the Southern US, difficult to describe, but a must to see. The bus was well filled as we left San Sebastian, gradually emptying as we crossed the plateau, all the old trails having been turned into hiking

trails for the tourists, and making this island even nicer than Madeira for the holiday hiker. By now you might be forming the impression that I'm somewhat impressed by La Gomera, I can only say that this is a slightly off the main track gem of a place, not comparable to Isla Graciosa, whose charms were of a different nature, but totally unlike the busy touristy islands of Tenerife and Gran Canaria, much more relaxed, with the sense that the Gomerans are still in touch with their past, tourism hasn't become the be-all and end-all of their lives.

The plateau is riven by ravines, and although much of the land remains wild, there are areas of man-made terraces which must have taken a heroic amount of work to cut out of such vertiginous hillsides, most of the outlying ones being now abandoned, those around the villages still being cultivated. La Gomera is famous for its whistling language which the local farmers used to communicate across the hillsides, given the difficulty in moving from terrace to terrace in such steep valleys. The language almost died out as agricultural practices changed, but it is now a compulsory subject in primary and secondary schools, and apparently doing quite well.

Valle Gran Rey was itself worth the day, without the pleasure of the bus journey, the views down toward the sea difficult to take in, and certainly nothing I could do justice to with a camera, and although I did try, you have to visit this place yourself to see what I mean.



The bus got to the end of the route at about 1230, just nice time for a lazy lunch, walk along the beach, write and send a few postcards, have a coffee, think about the thisness of that and the whichness of what, and generally ponder about how lucky I've been to experience something as magical as today.

I caught the fast ferry round the south end of the island at 1600, the scenery mostly consisted of steep sea cliffs with small settlements dotted about, some right down on the shore, reached by

unbelievably hairpinned tracks, but I couldn't get any pictures because passengers aren't allowed up on deck, and the views were through salt covered darkened glass, OK for the eye, but rubbish for a camera.

Many travellers hire a car to do this trip, but I was glad to let the driver take the strain, and to be able to use the ferry to get back. I'm still thinking about car hire to see a bit more, but after nearly three months at 6kts, the idea of driving on the wrong side of the road (especially these roads) at grossly excessive speeds of up to 40 or 50mph fills me with dread. Those of you who know my attitude to driving of old will surely get a laugh out of that!

6th January 2008 – La Gomera

It's difficult to believe that the last time I sat down to this log was 17th December, when I was confidently going to be leaving this place before Christmas, which then somehow stretched to between Christmas and New Year, and has at last been decided as Tuesday 8th.

I have no excuses, I've just loved being a lazy so and so here in La Gomera, I've been so well looked after by Graham and Joan Todd in Karma, and latterly by Joan's father-in-law Bob, that I've sat on my fundament and done serious nothing. They provided me with my Christmas dinner, we went round the top of the island in a hire car which I didn't have to drive, and we went out to several restaurants to ensure an adequate covering of fat on my frame before setting off across the pond.

Another Graham, Bob, Graham and Joan Todd, at the Cesar Manrique designed restaurant near the top of Valle Gran Rey

I did at one time feel there was a slight lack of sanity in my decision to single-



hand across the Atlantic; I now know this not to be so, as there are three separate rowing boats here in San Sebastian setting out to row the pond, two singletons and one pair, all

in boats the size of cockleshells. Suddenly Ocean Blue seems quite large!

In two days I shall start my 2790 mile jaunt to Tobago, so it is definitely time to put Voyage Log 6 extra extra bit to bed. Ocean Blue's in good

8th January 2008 - La Gomera to Tobago.

Well, it happened at last, I left the beautiful island of La Gomera with some regrets, in order to continue on the voyage I've planned for more than a year. Christopher Columbus did the same about 516 years ago, his last landfall before setting off to find a new route to the East Indies, at least I know I'm going to the West Indies!

I eventually got away from the berth just before midday, and by noon the sails were all set and we were off to the south and west. There was a reasonable breeze for the first couple of hours, I even managed to get the Genoa poled out for a time, and there was a nice squad of dolphins to wish me bon voyage. However, by the time we got to Playa Santiago on the SE corner of the island, the wind had died completely, so there was nothing for it but to restart the engine, although after advice from Graham Todd, I now run at about 1200RPM, giving only 4kts, as this will be the most economical use of the 330 litres on board. There was no wind to be had until the next morning, so I motored until midnight to get well clear of El Hierro, then switched on the masthead light and went to bed.

9th January 2008.

A rather uneventful day, the wind moved into a predominantly easterly direction, so Ocean Blue sailed quite well, by noon we'd only made 88 since yesterday, but there was nothing could be done to improve that without wasting diesel. We passed a couple of turtles conjoined in a languorous testudinal embrace, I streamed a fishing line to no effect, and after trying a reefed mainsail as it got dark, decided in the end that we'd sail better through the night on Genoa alone. The Autohelm is working reasonably well, and we are staying within the parameters of the course set out.

My appetite has completely disappeared, so although I managed breakfast and some fruit for lunch, by evening I couldn't think of going into the galley to prepare anything, so it was off to bed undernourished but definitely not hungry.

Dist to noon 88m. Noon position 26 57N 18 12W

10th January 2008

Put the clocks back for the first time this voyage, we are close to 19W, and clocks normally get changed with every 15 degrees of longitude, but the Canaries keep European time to avoid travel complications, and to give an hour more of light in the evening.

Mainsail up a bit on the late side, just before 0900, I'm still feeling a bit off, and wanted time for breakfast to settle. Had another dolphin escort for two hours this morning, a load of show-offs, but they helped pass the time. A 25 hour day today, so the speed was nothing special, I played around with the spinnaker pole on the Genoa but didn't get any better result, we seem to be stubbornly stuck between 5 and 6kts, and nothing I do seems to improve things. Haven't bothered fishing today, when dolphins are around, I believe the fish make themselves scarce anyway.

Dist to noon 129m. Trip dist 216. Noon position 25 18N 19 24W

11th January 2008.

I caught nothing today, not even the sign of a bite, and no other signs of wildlife. I'd expected to see the odd flying fish by now, but nothing doing and none found on the foredeck in the morning as I would have expected now we're this far south. However, there is some small sign of a return of appetite, I managed a can of chilli con carne with some rice last night, and while not exactly ravenous, and at least I managed to finish it off.

Today's main event was the crossing of latitude 23 27N, the Tropic of Cancer, so we are now out of the sub-tropics into the tropics, which puts Tarbert at a further distance in the mind. The wind is quite fresh, making the sea quite lively and steering can be a bit difficult, when the wind gusts, the bow tries to climb up into the wind, and if it goes more than 30deg the Autohelm hasn't the power to bring it back on course. During the day this just requires vigilance, but at night when I've got my head down, it's a matter of luck if the different sounds and attitude will wake me up or not; so far we haven't lost any ground as we did on the passage to Porto Santo, but that won't last forever.

Dist to noon 129 Trip dist 345.Noon position 23 41N 20 40W

12th January 2008.

This was the best days run of the trip so far, the wind averaging between F5 and F6, so although we're only sailing on the Genoa, we made more than 6 kts over the 24 hours. You might think I'd do a bit better if I deployed the mainsail too, but I've found that the Autohelm is just not strong enough to bring her back when she luffs up into the wind, and she luffs up constantly in these relatively strong and gusty winds. If I was hand steering I'd be able to catch her, but it isn't possible to do this for any length of time single handed, so I content myself with the relatively stable sailing provided by the Genoa.

The swell is quite large now, and even simple tasks such as typing up this log become very difficult, cooking is a nightmare on the stove, thank heavens for the microwave and microwave rice, and delicacies such as Tesco Bombay potatoes, last night's dinner. I'm sleeping in the after cabin now, rather than the saloon berth, which is really too narrow for a long term passage, but find myself getting bounced all over the place unless I wedge myself in with various bits and pieces, I think I might soon have to start using the leecloth, which I don't find particularly comfortable. Although very gusty in the wind, the air temperature during the day is about 25-27C, so it's neither too warm or too cool for comfort, and big woose that I am, I'm still using my 13.5 tog downy at night, just like Banchory and Tarbert!

Dist to noon154 Trip dist 499. Noon position 22 06N 22 37W.

13th January 2008.

Although I've been lucky enough to have the wind almost permanently astern since leaving La Gomera, it can be a bit of a trial, because the wind keeps getting into the back of the Genoa and tries to make it gybe, or sudden gusts bring the head round into the wind, and the Autohelm just hasn't the power to bring it back onto course. The sea it sets up is also a bit of a pain; the big waves are now about 3-4metres, so the rolling is getting worse all the time. On the upside, the speeds are good, we'll soon be getting a voyage average of 6kts, despite the 88 mile day at the start of the trip.

My appetite is getting nearer to normal, a good thing, since I've quite a bit of fruit left, and if I don't get it eaten soon, it will just go bad.

There hasn't been much to see, I think I spotted a sooty tern this afternoon, but didn't get my eye on it long enough to be absolutely able to confirm it in the bird book.

Dist to noon 151 Trip dist 650. Noon position 20 45N 24 34W

14th January 2008.

Not a lot to report today, lost a bit of real distance from luffing up to north twice during the night, probably for about an hour in total. I don't use the alarm on a passage like this, where there is very little chance of traffic, I have to rely on the change in motion to wake me up, which it eventually will, but it means that deviations are not caught up immediately. I'm not too bothered if the losses aren't too great as I'm finding I'm quite tired with staying awake all day and coping with the quite demanding physical toll the heavy rolling takes on stamina. There isn't too much sail handling, I probably only tack four or five times during the day to change the quarter over which the wind comes, this stops too large deviations from the intended course line, I try not to let Ocean Blue deviate more than 4miles on either side, otherwise all these little deviations start to add real distance to the trip.

Dist to noon 142 Trip dist 792. Noon position 20 07N 26 45W

15th January 2008.

I had a busy morning, having decided to run the engine for an hour from 0730 in order to top up the battery, which has been at 12.3V for the last two days, just a wee bit on the low side. Normally the wind generator would have no difficulty keeping the battery fully charged in the strongish winds which we are experiencing, but the heavy rolling causes the fan to spin around on its vertical axis so that it stalls, it is therefore only producing current effectively about 1/3 to 1/2 of the day.

No sooner had I got the engine started than the inner forestay parted at the bottom (this is an extra forestay onto which the storm jib is hanked), its quick release mechanism having come apart where it is attached to the deck. I couldn't believe my luck when I got up on the foredeck, as all the bits were still lying on deck and hadn't gone overboard, all I needed to do was put it all back together and replace

the cotter pin which had disappeared and caused the problem. While I was up on the foredeck, we had a visit from a small pod of Atlantic Spotted Dolphins; of particular interest was a grouping of mother, calf and nurse travelling in perfect unison, the wee one wouldn't be having too much trouble keeping up with Ocean Blue's 6-7 kts.

I then set to to get breakfast, had my second last piece of melon, put the kettle on for the coffee, poured the muesli into the bowl, reached for the milk and over went the muesli, luckily un milked, but in the very heavy rolling we're experiencing today, it took me over ten minutes to get it all cleared up – you wouldn't believe how far muesli can travel in a rolling yacht!

Having run the engine for an hour, I now had a good supply of hot water from the engine calorifier, a great opportunity for a hot wash. I'd normally just take a bucket up to the cockpit, as it isn't safe to try showering in the heads in a heavy seaway, but that wasn't possible because of the heavy rolling, so it was flannel and washbasin, into action.

This took an unbelievable half hour, plus the odd bruise or two, however, it was definitely worth the effort, and hot water is so much more pleasant than a kettle added to a bucket of cold.

Having cheered myself up with a good clean, I thought I'd have a play about with the Autohelm to see if it could be persuaded to bring the boat back on course after luffing up. I've now tightened up the control wires, they're a bit like bicycle brake cables, and I think I've maybe improved things quite a bit, so far I haven't had to bring her back from any deviations, but it's early days yet to say whether or not it is going to be a permanent improvement.

A good days run today, we've now been out exactly a week, and have covered almost exactly a third of the projected distance.

Dist to noon 150 Trip dist 942. Distance run since leaving Tarbert 3262. Noon position 19 14N 29 03W

16th January 2008.

I turned the clocks back by a further hour last night, so another 25 hour day makes the days run look good.

Every morning when I get up, I immediately do my imitation of a badger, they always bring their bedding out to air on nice days, so do I; I can't open any hatches in Ocean Blue while we're on such a wet passage, but we rarely get any splashing in the cockpit, so the duvet is relatively safe. I had a nice surprise as I was spreading the bedding, a squadron of flying fish took off from the starboard bow, did a strafing run down the starboard quarter, then ditched, as they do. Since spotting this first lot, they are now pretty constant, but it's definitely the furthest south I've ever gone before spotting them, I've probably been missing them in what is quite a foam flecked seaway.

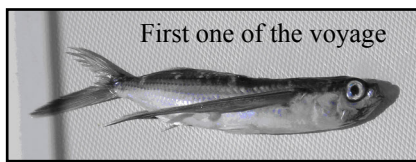
Now for the meteorological and oceanographic bit. When I planned this trip, I had to take into consideration the way the winds and currents work in order to make as much use of favourable factors as I could. This meant getting the northerly airflow from the NW corner of Spain, following it down as it began to turn to the NE, becoming the NE Trades, which at about the latitude of the Cape Verde Islands then swing E'ly, and with luck they carry you all the way to the Caribbean, although there can be a tendency for them to die back in the middle of the passage. Anyway, having mainly been in the ENE for the last few days, they finally turned E'ly overnight, so I'm keeping my fingers crossed that they will continue, although, ungrateful wretch that I am, I wish they might ameliorate slightly, it's F5-6 just now, the high speed alarm on the wind indicator keeps going off (I think it's set at 25kts), and the rolling makes every task twice or three times as hard. On the way past Spain, I would have started to pick up a bit of help from the Portugal Current, maybe ½ kt under the stern, followed by ½ to 1kt from the NE from the Canaries Current, which is now segueing into the North Equatorial Current, which varies between ½ and 1 ½ kts and sets from east to west. These factors make for good passage times E to W across the pond, but mean that you have to plan a different strategy to get back home; what this will be is entirely dependent on when and from where I leave the West Indies, but I am pretty certain that it will be a single leg to the Azores beginning in May, followed by a single leg to the Clyde. We shall see.

[Dist to noon 158 Trip dist 1100 Position at noon 18 13N 31 30W.](#)

17th January 2008.

I did indeed speak too soon, the winds have now dropped to F4, and we've lost about a knot of speed, which equates to roughly an extra day at sea for every 5 days with that loss of speed. However, it is marginally more comfortable, the rolling having eased very slightly. Had an hour of running the engine ahead at 1200RPM today to recharge the battery, I think this may become necessary every second day from now on if the winds continue to be so much lighter, slowing down the wind generator considerably. I'm pretty certain to invest in a solar panel as soon as I can get one in Dthe Caribbean in order to ensure adequate current, and perhaps allow me to run the fridge while I'm at anchor.

The first flying fish of the voyage flopped on deck overnight, it reminded me of when I was a cadet, and there was always competition between the topaz (deck cleaner) and the cadet to be first on the foredeck at first light to pick up the night's catch. Whoever got them to the bhandari (crew cook) first was guaranteed a chapatti dripping in ghee with a couple of fish fillets as filler, a breakfast fit for a king.



Unfortunately, neither having a bhandari or ghee to hand, I didn't bother cooking it, returning the poor copse to its place in the marine food chain. Just after lunch, I caught the first fish of the voyage, a gorgeous Dorado; I'd heard that they are a brilliant gold when they first come out of the water, but wasn't prepared for just how colourful. It was a big one, probably a bit over 10lbs, and as I was hanging it off the stern waiting for its struggles to die down so I could get the hook out and get it back in the water, the lure broke in half, I was left with the head of a fake squid, and the poor Dorado was off with a wicked hook still in its mouth. (Thanks for the lure, Al Pond; I'll be getting some more just like it as soon as I reach Tobago).

Last two lovely wee La Gomera bananas finished off at lunch today, fresh fruit will soon be but a memory.

Dist to noon 148 Trip dist 1248 Noon position 17 10N 33 43W

18th January 2008.

I woke up this morning to find that the skin graft donor site on my left thigh was badly sunburnt; I hadn't even realized that it was particularly sensitive. Out with the Factor 30 for the first time this trip and to try to remember to have a little bit of sense regarding excess UV.

The wind had died a bit during the night, was no more than F3 at first light, so once again the wind generator hadn't given the battery enough, and another hour of gently running the diesel was needed. I'd left the fishing line out with some light feathers, obviously too light, because something had taken about half the trace of feathers. Changed to a heavier trace and spinner, but I don't think it will be nearly as good as Al's fake squid.

At noon we were just about 600 miles W of the furthest W of the Cape Verde Islands, and N of the E coast of Brazil, with about 1500 miles to go to Scarborough, Tobago. Until now I'd been hoping that we'd improve our average speed to an eventual 6kts, but with the decreased wind, this isn't gong to happen, if we average 5kts from now on it will be 12 ½ days to Scarborough, 6 kts will be 10 ½ days, still a relatively good passage for a 35ft yacht.

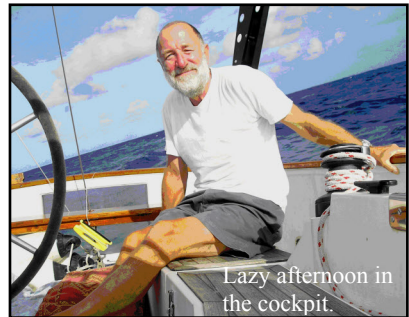
Had my last two satsumas today, all I've got left is three apples and a tray of dates, but on the plus side, I found a few cartons of compote of fruit that I'd forgotten I'd bought, so was able to make up for the lack of the breakfast melon with the stewed prunes and apricots - very tasty.

Dist to noon 127 Trip dist 1375 Noon position 16 19N 35 37W Seawater temp 23 ½.

19th January 2008.

As Mozart wrote in *Cosi Fan Tutti*, *Soave S'il Vento*, yes, the winds are gentle, so another day passed without anything record-making by way of distance, but still, it was steady enough.

During the night until 0230, Ocean Blue luffed up to end pointing N four times, luckily enough waking me up each time with the different motion and speed, but I need my beauty sleep, I couldn't get the Autohelm to settle, so I clamped it off and switched to the electronic



autopilot until dawn, when I had a play around with the Autohelm after the hour of engine running, eventually getting a reasonable settled course. You'll see from today's effort with the selftimer what I mean about the need for beauty sleep!

Today was notable in one respect, the total distance travelled so far on this leg is now more than the distance to go; it has been feeling like it would never reach the point where it would be downhill all the way, thank goodness it has arrived at last!

Dist to noon 123 Trip dist 1498 Noon position 15 38N 37 28W Dist from Tarbert 3818.

20th January 2008.

The fish out here must be some size, after losing half the feathers, I put a fairly heavy lure on the line; when I pulled it up to have a look-see just before lunch, I found that the entire treble hook had been removed from the bottom of the lure, which leaves me only one heavy lure for trolling at any speed, until I can buy some more at Tobago.

I finished the last of my jar of tapenade at lunchtime today; lunches can only get less interesting from now on.

Dist to noon 135 Trip dist 1633 Noon position 14 47N 39 32W.

21st January 2008.

The weather is the worst we've had all trip, being a steady F7 (28-33kts), with quite a large swell coming in from the NE. The high wind warning on the wind indicator keeps going off, which is a nuisance, and we've broached-to a couple of times (when the stern is suddenly swung round by a following wave, and the boat is left wallowing broadside-on to the seas). Luckily, Ocean Blue has quite a high freeboard, so she bobs up like a cork, and nothing serious broke onto the decks before she came under control again. I've had to keep running on the electronic autopilot rather than the Autohelm, but it isn't giving me any problems of loss of battery charge, as the wind generator is whirling like a dervish in this wind. It is very uncomfortable on board, because the motion is extremely lively, but I must have learned a thing or two on the way down to Porto Santo, because I haven't been getting anything like the bruising that I did then.

Lunchtime today was a sad affair, the last of the chorizo, the last of the salami, the final apple; apart from ~~the~~ ²²the dates, the only fruit left is either

the couple of containers of compote and of course plenty of tinned fruit.

On the bright side, this wind under our stern isn't proving a problem in making good speeds, so the fruit markets of Tobago are being drawn

inexorably towards Ocean Blue.

Dist to noon 155 Trip dist 1788 Noon position 14 09N 42 00W

22nd January 2008.

We had quite an exciting morning, although the background wind has dropped to a reasonable F5, we had a series of squalls between 0830 and 1100 when the wind suddenly rose to F7 for about 10 minutes, and instead of reefing the Genoa a bit, I gave the Autohelm an assist with the rudder so that we didn't luff up, and we scampered along occasionally making 9kts speed over ground, which is very fast for Ocean Blue. As a consequence, we nearly made as good a day as yesterday, it would have been even better if I hadn't decided to furl the Genoa a bit between early yesterday afternoon and midnight in order to quieten down the motion. We're still moving around very heavily, I got caught out by a sudden roll as I was making lunch, the result being a galley deck covered in spicy vegetable rigatoni which took forever to mop up.

There were no proper-sized flying fish on the deck this morning, but there were dozens of little one and two inch babies, something I'd never seen before on the bigger ships I used to sail in.

During one of the squalls, I lost my favourite Bill and Ben hat, so now all I have left to cover the ample areas of baldness are baseball caps, which I always feel are just on the verge of being swept away when the wind gets under the peak. Life is hard on the lonely wastes of the ocean!

Another red-letter day in terms of distance, at noon it was only 953 miles to the final waypoint off Scarborough, Tobago, it certainly feels that it is getting closer.

Dist to noon 154 Trip dist 1942 Noon position 13 41N 44 31 W Dist from Tarbert 4262

23rd January 2008.

Late yesterday afternoon, I found that the port side cable for the Autohelm had parted, normally a fault that would have put it out of use until getting into port, but fortune smiled on me, the break was just high enough to allow it to be sorted on deck, I was able to do a bit of sawing and cutting, it is now working again, although it is putting a lot of extra strain on the starboard cable; cross fingers!

The clocks went back another hour last night with our arrival at the 45W meridian, now only one hour to go back, as long as Tobago sets its time by its longitude. Another 25 hour day, so the distance run isn't a record.

At 2123 last night, the distance run on this leg hit 2000nm, which certainly gave me the feeling that we're getting somewhere. For the mathematically inclined, the sailing time to that point was 347.4hrs, giving an average speed of 5.757kts; this would probably have been 6 kts, but for the poor distances made on the first three days.

At 0530 this morning, I remembered something I had been going to look for in the sky, and sure enough, when I looked due south, there it was, Crux Australis, the good old Southern Cross, a constellation I haven't eyeballed since 1974. It was really nice to see it again after all these years.

The weather has improved a bit, although the swell is still a bit brutal-you wouldn't believe how much I'm looking forward to getting into port just for a couple of hours of relative stillness; I had to turn last night's pasta dish into a rice dish because I hadn't a chance of boiling pasta up on the stove, the microwave was the only safe method of heating. However, from my recent frequent references to food, you will have begun to realize that my appetite has returned to normal. The seawater temperature is now just above 25C, while the air temperature in the cabin during the day is hitting 31-32C, and can only rise on reaching land. One thing that can be said for the slow approach by sea is that at least you get time to acclimatize to the higher temperatures.

*Dist to noon 155 Dist trip 2097 Position at noon 13 19N 47 07W.
Scarborough 800m.*

24th January 2008.

The wind has eased down to F4-5, but there were frequent squally showers hitting F6 this morning and this early afternoon, so I was kept

quite busy at the wheel, giving the Autohelm some assistance as the wind tried to drag the bow round. The day's run wasn't too bad, just over 5.9 kts, so we're still progressing well.

I had a visit from a roseate tern this afternoon, plus a pod of three dolphins, definitely not Atlantic Spotted, but somewhat similar. The deck was well covered with baby flying fish this morning, must have been a kamikaze squadron; one of them even managed to reach the side deck by the cockpit, normally they only reach the foredeck.

Ocean Blue has two impellers under the hull in the way of the galley deck to provide readout of speed through the water; one feeds the cockpit instruments, the other feeds a dial in the wheelhouse. Often when we leave port, the wheelhouse impeller is a bit sticky and it can take a day or so of moving at speed for it to clear and start turning. This time, it has just refused to resume operation, and the only thing you can do then is to withdraw it from the hull, very quickly inserting a special plug, cleaning it off and then reversing the progress. Coward that I am, I have been putting off and putting off doing this, because I have visions of me still trying to get the plug back in as Ocean Blue heads for the abyss, but today the lack of a readout in the wheelhouse finally got to me, and I went and did the deed. I wasn't helped by not being able to remember which impeller did which area, so of course, the first one I withdrew was for the cockpit instruments. The second was the correct impeller, but I chose the wrong plug, you should have seen my panic when it wouldn't fit and I had to hurriedly slam the impeller back until I found the right one. When I did get it out, it was clogged with volcanic sand like the beaches on La Gomera, so I suppose it must have been gradual deposition from the harbour water in the marina that caused the problem. In future I'll not forget that the wheelhouse log impeller is the forward one, and that its plug is the differently shaped one! (and I'll give it a special clean just before we go to sea in future) At noon today, we were N of the W extremity of the Amazon estuary.

Dist to noon 142 Trip dist 2239 Noon position 12 59N 49 28W

25th January 2008.

Finished off the dates today, and used up the last slice of lemon, so there's nothing left to spice up the water. Wind is a little easier, so the day's run is down a wee bit, but the swell continues to roll us around without much mercy.

Dist to noon 146 Trip dist 2385 Noon position 12 37N 51 54W

26th January 2008.

High mortality in the juvenile Atlantic flying fish population this

morning, another roseate tern spotted, nothing else doing on the wild-life front.

The starboard water tank ran dry this morning, so I've used half of my tank water supply, leaving 235 litres for the rest of the voyage. This means I've used something like 13 litres a day, not particularly abstemious, but OK I suppose.

I spent the morning stripping the varnish from the coachdeck grab rails, this in preparation for arrival in port, as the varnishing is best left until there isn't any chance of it being splashed with salt water while it's drying. It reminded me of being a junior cadet, when the normal job on the way from UK to South Africa was to strip all the handrails around the accommodation; it had to be the most boring job on board, except for being attached to the wrong end of a chipping hammer.

Another slowish day's run, still the light wind, only F3-4, at noon today we were due N of the border between Suriname and Guyene Francaise.

Disaster in the afternoon; the cockpit steering has been becoming increasingly stiff, and I wanted to have a look at it to see if perhaps the power steering fluid was running low. To get at the reservoir, you have to first remove the compass from the top of binnacle; I've done it before, no problem? Unfortunately, my memory played me wrong, instead of removing the retaining screws for the compass unit, I undid the ones that hold the top and bottom sections of the compass together, this announced itself when the oil in the bowl gushed out all over the deck, and the end of the binnacle compass until I get alongside an instrument technician, or even worse a new compass may be required. There was no loss of oil from the reservoir, by the way.

It took forever to mop up the spilled oil, which was all over the teak deck in the cockpit, making it murderously slippery. Fortunately, after the application of a couple of rolls of kitchen roll, the worst was over, and later on in the heat of the sun, it eventually totally disappeared.

I finished off a fine afternoon by breaking the spring lug on my watchstrap, so I've no watch until ²⁶I can get to a jeweller, and since my

watch is NEVER off my wrist, I'm going to have to find something to cover the watchstrap area or I'll have a sunburn blister to remember for a long time to come!

*Dist to noon 137 Trip dist 2522 Noon position 12 10 N 54 05W
Scarborough 387.*

27th January 2008.

Yesterday's final bit of luck happened at dusk, when the Navman chartplotter in the cockpit gave up the ghost. This is a disaster, as I didn't bother buying large scale charts for Tobago, the Navman having proven so reliable; it is also right to hand when I'm on pilotage, unlike the other older plotter which is down in the wheelhouse. I'll have to get into Scarborough using a combination of the pilot book and quick looks down in the wheelhouse, and then I'll have to get a Tobago chart, as there isn't much chance of getting the Navman repaired until I get to Grenada or Antigua.

This morning the wind dropped to F3, and with the stern wind, the Genoa would no longer set, partly because of low windspeed, partly because the heavy Dacron of which it is made needs the wind to stop it collapsing as Ocean Blue rolls. I've been a one-trick pony on this leg of my voyage, apart from a little mainsail right at the start, I've been travelling on Genoa alone, not very inspired. My options now were to pole out the Genoa, something I don't particularly enjoy doing as a singlehander, or to raid the sail locker and get the cruising chute out. This is made of much lighter fabric, so hasn't been exposed to the light of day because of the heavy prevailing winds, it is much larger than the Genoa, and should be perfect for a F3.

I've only had it out in anger on two or three occasions, so I'm a little rusty at getting it set, I got the Genoa down first and motored along to keep the wind astern, and half an hour later it was drawing a treat, we immedi-



ately went from 3-4Kts at best from the Genoa to 5-6 ½ Kts from the chute, absolutely lovely!

The run for the whole day was poor, but there is every prospect of improvement now. We are almost sure to arrive at Scarborough on 29th January; it will suit much better if it can be as close to 8.00am as possible.

Cabin temperature remains about 32C, seawater temp 26C, quite humid.

Dist to noon 127 Dist trip 2649 Noon position 11 52N 56 11W.

28th January 2008.

A busy morning, with the prospect of arrival in port tomorrow I needed to get some stuff out of storage where it has lain since leaving Tarbert. First it was the outboard from under the after bunk, this had to be got up on deck, stripped and oiled, then firmly secured to the after rail, with the new locking system tried out; in the Caribbean anything unsecured quickly becomes self propelled. The hole left where the outboard came from allowed the liferaft to be moved from on top of the forward bunks back to its non-emergency stowage. This allowed access to the inflatable dinghy, which was then dragged up to lie on the after part of the cockpit sole until I inflate it after reaching port. This further allowed access under the forward bunk, so the storm jib and trysail could be moved there from the top of the bunk, I'll be using the forward cabin in port, as it may have better ventilation than the bigger aft cabin.

All this moving things around let the dog see the rabbit, so I could get a proper chance to clean toilets, cabins etc; was I in a muck sweat by the time noon came!

Another poorish day's run, but the wind is becoming progressively lighter, having dropped to F2-3 by lunchtime. Just before 1400 the wind dropped to F1-2, we were hardly making 3kts, so I decided to run the engine for a while, so that daytime arrival wouldn't become an impossibility if the wind did freshen later.

At 1530, the bad luck which has dogged the last few days struck again, when the cruising chute halyard parted right at the top, sending the chute spilling into the water on the starboard side; at least my luck was

in to an extent, I was right beside the engine control and managed to slam it into neutral before the prop ate the chute. I'm not too pleased about this failure; this was one of the new halyards fitted by Willie Leitch just before I left Tarbert, and had not been used until I set up the chute; it had been in use for two days when it parted at the eye, leaving me without any method of hoisting the chute until I repair or replace the halyard.

I had the devil of a job getting the sail back on board, then getting it pulled back into its snuffer, it's too wet to put back in its bag without being hung out to dry, so it's draped up the starboard side deck and back down the port side until tomorrow, when I might get it dried by hauling it up on the topping lift for the Genoa pole.

There isn't enough wind to make using the main or the Genoa a viable proposition, so I'm now motoring the last 120 miles to Scarborough, unless the wind should come back.

At least with the wind dying back, the sea and swell are slightly eased, so I had the luxury of an evening bucket bath in the cockpit; absolute heaven!

With the engine on, the fridge can now be kept running all the time, not just in the short spurts when the engine is charging the battery, so I had the pleasure of really, really cold water with tonight's spaghetti bolognaise.

The clocks go back for the final time tonight; with luck (please!) we should arrive at Scarborough at lunchtime tomorrow.

Dist to noon 136 Trip dist 2785 Noon position 11 30N 58 23W.

29th January 2008.

A hard day today, out on deck at 0630 to get the cruising chute hoisted to dry it off; just as I'd got it flapping in the breeze, I looked over on the starboard bow, and there it was, Tobago at last, landfall at 0650. As soon as I saw the land, a couple of frigate birds joined me for a time, they're somehow evil-looking birds, but they are really graceful in the air, making use of the slightest breeze to save flapping their wings; at the same time there were what looked like Spanish mackerel jumping about all over the place, I set a hook, but nothing doing.

The next heavy job was to get the dinghy up to the bow and inflate it, I can't believe how hot it became, perhaps the humidity had risen at the

same time, but anyway, it is now inflated and barring accidents, will remain so until we set off for the Azores in May.

Finally reached Scarborough and officially ended the passage at 1322, tied up alongside a fishing boat at 1345, engine off.

The passage time was 21d 5h 22m, distance 2,987, giving an average speed of 5.746kts. The distance from noon yesterday was 142miles.

Throughout our passages, not a single piece of plastic has been thrown in the sea, so the turtles and other denizens of the oceans aren't in any danger from Ocean Blue.

I haven't had time to take any photographs since arrival, they will follow on in Log 8; I had the usual tortuous process to go through in obtaining inward clearance from Immigration and Customs, they were very friendly and helpful, but I had my eye on the clock because I knew they charged overtime of \$50 as soon as it reaches 4.00pm, luck was in and we got everything done in time. I forgot to take an umbrella, so got a high quality soaking, then when I got back to Ocean Blue, I found that the fishing boat I'd tied alongside had gone off and left me attached to the shore with one headline, and the bow was butting the pier quite hard. I had a miserable half hour getting this sorted out, as they'd managed to get the stern buoy line fouled under my keel and rudder, all the time I was sorting it, it was raining stair rods.

The final insult was to find when I opened up the cabin, the gas alarm was blaring away, and it looks as if the flexible pipe to the cooker has sprung a leak. By the by, if any of you reading this use a calor gas 7kg gas bottle with the quick release coupling, could you please let me know how to release it, I've completely forgotten how, and the current bottle is now just days away from breathing its last.

I've had my mobile phone pinging away telling me I've got messages, but I can't get it to accept any codes I dial in. I tried to buy a local SIM card, but was informed that I'd need to produce local ID before they could sell one to me, so I have been unable to inform my family and friends of my safe arrival.

AGM

A very special AGM this year and one we approach with some trepidation as this was the year our long time Chairman Stewart decided to stand down and although Stewart had given notice we had no volunteers to take up the chair prior to the AGM.



A proposal that the post of Chairman is for a period of two years only was voted on and accepted so with this in place Colvin Rae offered his services. Colvin was proposed, seconded and whisked to the top table in a blink of an eye - and very pleased we are to have him.



Stewart made a presentation to Sophie, a thank you for all her hard work as South Coast Secretary and the support she has given him under his Chairmanship. The Association then presented Sophie with a beautiful bunch of flowers and Stewart with a 'Ship in a bottle of brandy' - a new take on the old ship in a bottle - and a framed photo of Stewart and Sophie's old Nauticat, Honfleur.

Stewart and Sophie have been a wonderful team always happy and welcoming and I am so pleased they still intend to be very much part of the association.

One other decision made at the meeting was to have the Cat-a-Log only three times a year. The reason is two fold in that printing costs are increasing and the lack copy can be a problem.



The plan is to make the editions: April, reporting on the AGM and up coming rallies; August, news from the rallies and forthcoming social events; December, end of season news and AGM plans.



The business of the AGM complete we could, after we had paid our subscriptions, all relax and get ready for an enjoyable evening of wine, women and song, the songs being supplied by our resident entertainer, Maurice Owens.

The food as always was very good and the company, on our table anyway, excellent; a very successful AGM

Ed

A Mizzen Staysail

You don't see many ketches flying Mizzen Staysails but it sure is a fun sail to fly. OK it's not the sail to be messing about with if your going to be tacking or gybing every few minutes but boy does it look pretty when it's up and working well.

It obviously only works well with the boat going downwind up to having the wind on your beam but once on your beam it's a lot of fun using it in tandem with the main, in fact it's quite beneficial to the main as it makes the mainsail work better just like the main makes a genoa work better. In sail area it's as big as my main and mizzen sail added together so in lighter airs there is a lot of speed gained flying it.

How much speed? I hear you ask..... Well I don't really know I'm just guessing :)



My staysail was made by Arun so it's possible they still have the measurements for one to fit another Nauticat 38 :-)

*Dave Becket
Nell*

Chairman's Future Thoughts

Friday 26th through Sunday 28th June 2009 - Roger Cass has booked the South Coast Rally at East Cowes Marina. Facilities are excellent and we have the use of a marquee and BBQ for the Friday evening. A sheltered Solent venue should increase the attractiveness of the event, reduce likelihood of bad weather preventing boats getting there and hopefully increase attendance.

Saturday 6th February 2010 - the next AGM has been provisionally booked in Windsor. In response to requests to find a new venue a search of suitable locations based on members home addresses showed a triangle from Poole east to Eastbourne and north to Birmingham to be where we needed to look. Add to this the need to be accessible by public transport, near to a domestic airport and easy to get to from motorways plus provide interest within walking distance and of course be at a reasonable price and the options narrowed quickly. We found a

very acceptable hotel in Windsor with free parking, walking distance from town and both stations almost on the river and prepared to provide everything we need at a reasonable price (and to a better standard than the Novotel!).

We all agreed that the rally and AGM needed to be content rich to encourage more members to attend. I'd like your thoughts/suggestions/ideas for the AGM. For those coming down Friday there are two theatres, numerous good pubs/restaurants within walking distance. What exactly will be available will not be confirmed till later in the year.

On Saturday my ideal would be to have a short focussed AGM and extend the "technical" section to include third party input/hands on experience and be interesting to all. My outline thoughts so far:

- Richard mentioned a hands on life raft demo by suppliers
- Innovations on the electronic front from one of the manufacturers
- Sea safety aimed at the crews and what to do if the skipper is incapacitated
- Supplier who offers discounts promoting their service to the association
- Writer from one of the sailing magazines

There are some for starters - over to you!

After dinner I'd like to try and get an interesting speaker, not necessarily on a sailing theme but someone who has some sea/sailing/boat connection - like Tom Cunliffe who spoke to us some years ago on taking his Harley Davidson across route 66 in the USA.

Ideas please? Colvin

Classified

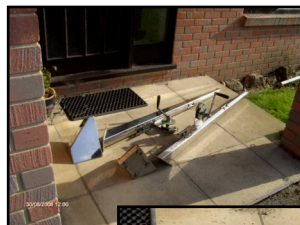
Sailor VHF radio with telephone handset Price £300 ono



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or alanpbrown@live.co.uk

Elaine Brown

Stainless Steel Davits for a Nauticat 33
Price £100 ono



Classified

Nauticat 331

A very special Nauticat 331 designed and built by Siltala in 2001. The designer and builder Kaj Gustafson has created a beautifully appointed twin engine motor yacht as a variation on this classic design. The keel was created to optimise the performance under power but with the benefit of a shallow draft.



Specification:

- Twin 40hp diesel engines giving a design speed of 8 knots
- Three diesel tanks allowing an approximate range of 1000 miles
- Two double cabins both with en suite facilities
- Large central saloon seating six
- Eberspacher heating
- Full range of navigation instruments and electronic finger tip throttle control all close to hand
- Teak laid decks

If you are looking for a comfortable cottage afloat you must come and see her.

Lying - Hamble River, UK

£135,000 vat paid

Bernard Clack

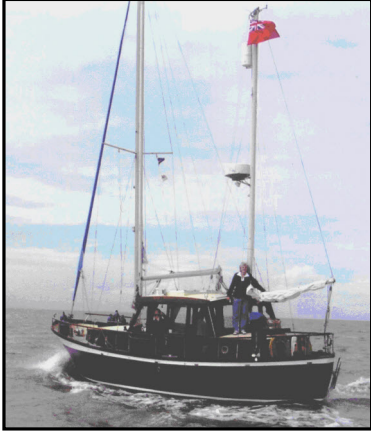
Tel: 01438 717353

Email: v.e.clack@tesco.net

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: **£38,000**

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**



A rare all fibreglass lower aft deck model, built late 1980.
For sale due to ill health. In excellent condition well equipped for
living on board with such luxuries as a 4kvh generator,
3.5kg washing machine, microwave,
flat screen 12v/240v television and DVD player.
For full details contact 00 30 694 881 5254

Website: <http://neridos.blog.co.uk> (note: no www)

Or email: neridos@hotmail.com

Price. Open to sensible offers

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: **£125.000**

If interested, please contact me for details:

Thomas Tiedemann

Tel: 07799 866 626

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

South Coast Rally

26th - 28th June 2009

East Cowes Marina

AGM

6th & 7th February 2010

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