

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Nautifox on the Beaulieu River



Nauticat Association Newsletter

Issue Number 52

Summer 2009

Merchandise

Heavy Pique Polo Shirt (35% Cotton, 65% polyester)

S to 3XL - White, Black, Bottle Green, Royal, Navy. £14.50

Performance Polyester Polo Shirt (100% Polyester with moisture Management system) S to 4XL - Navy or White only. £18.25

S to XL £16.99. White, Black, Bottle Green, Maroon, Emerald Green, Navy, Royal Blue, Sky Blue, Yellow Grey.

Round Neck Sweatshirt (50% Cotton, 50% Polyester)

S to 3XL - White, Black, Navy, Red, Burgundy, Bottle Green, Royal. £19.25

Two Colour Quarter Zip Fleece (100% Anti Pill Spun Polyester)

S to 2XL - Black/Charcoal, Bottle/Navy, Royal/Navy, Navy/Red, Red/Navy. £19.25

Long Sleeve Rugby Shirt (CVC Jersey) S - 2XL - Black, Navy, Red, White, Royal, Bottle, Gold, Sky Blue all with white collar. £22.00

Short Sleeve Classic Drill Rugby Shirt (100% Cotton) XS to XL

Navy, Dark Navy, Sky Blue, Deep Pink. £28.75

Size Guide (inches): XS 30/32, S 32/34, M 36/38, L 40/42, XL 44/46, 2XL 48/50, 3XL 50/52, 4XL 54/56

The above prices include the garment embroidered with the association logo and personalised with your boat's name and is inclusive of VAT. Where delivery or collection is not possible, items will be sent by post at a cost of: 1 x item £2.24, 2 x items £2.70, 3/4 x items £4.41.

The following items are available from the Chairman inclusive of postage and VAT.

Association Tie - navy background with narrow red / gold stripes and Association Logo OR gold background with narrow red / navy stripes and Association Logo. £15.00

The Nauticat Association Burgee. £11.50

Please send your order enclosing a cheque payable to the Nauticat Association for the appropriate amount to:

Colvin Rae, 30 Beacon drive, Selsey, West Sussex, PO20 0TW

Any queries please call 07811 217633 or E mail colvinrae@aol.com

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Chairman's Thoughts

It is three and a half months since Celtic Voyager was re launched after her annual wash and brush up. Thanks mainly to some fantastic weather we have already used her three times as much as we did in each of the last two complete seasons. We hope the weather man looks kindly on all members so we can continue to enjoy what has started off as the best sailing season for a number of years.

Today there have been a number of yachts taking advantage of the fresh south westerly making good progress eastwards out of the Solent. (Wish I was out there today instead of sailing a desk!).

Speaking of good weather didn't we have fantastic weather for the South Coast rally? We had 46 attendees and sixteen boats booked making it the second largest rallies since the Association was formed – it only narrowly missed first place.

A full report appears elsewhere but I must say, on behalf of all who attended a huge thank you to Roger Cass who excelled himself – I knew he would do a great job for us but he really made it a memorable weekend for all. The group included fourteen 'Rally Virgins' all of whom were attending their first Nauticat Association event. As always the 'Old Hands' looked after the 'Virgins' and made sure they knew what to expect. However at times Roger had a few surprises which even the oddest hands had not expected. Particular thanks are due to the 'Tote Dollies' and to our two 'Carers' who looked after those of us posing as senior citizens for reduced rates at Osborne House.

Not only did we have a great weekend but Roger's Nauticat Regatta raised over £200 for the RNLI. This will be very well received as, like many charities, the Lifeboats are suffering the effects of the recession and the fall in value of legacies. At a time when most rescues are for pleasure craft they are reporting a significant decline in sailors who support them through membership.

Booking forms have been dispatched for the Celtic Rally in Carrichfergus, organised by Harry Grainger, on 14th – 16th August to coincide with the tall ships visit to Belfast; the East Coast Rally in Ipswich, organised by Bob Higgins, on 4th – 5th September; both programmes look good.

Unfortunately, Sue and I will be unable to be at the Celtic Rally this year. Our eldest son, his partner and our granddaughter are emigrating to Australia in August. We want to be around to spend as much time as

possible with them before they leave and to see them off. Once they are safely on the plane then one of the branches of the Bank of Dad can be officially closed!

We plan to bring Celtic Voyager to Ipswich for the East Coast rally but if the weather requires a change of plan we will be there by road.

The Late Season Supper in Chichester Yacht Club on 26^h September is in response to requests from members so hopefully we shall see many more members participating.

Following the suggestion at the AGM, I have written to Clive Stratton at Nauticat UK inviting him to join us at either our Late Season Supper or at our AGM dinner. I think it is important and mutually beneficial for the Association to build a closer relationship with both the UK distributor and the manufacturer. Knowing that Kaj and Tuula Gustaffson from Nauticat Yachts usually come over for the Southampton Boat show I have also invited them to our Late Season Supper; I expect to hear from Clive and Kaj shortly.

Following my plea in March the bad news is that despite searches through lockers we failed to find our missing battle flag. The good news is we now have a new one which flew proudly in East Cowes, was recovered at the end of the rally and is now in safe hands.

You will see that we have a new list of Association clothing available which will carry the logo and can be personalised with your own boat name. I thought it was time we refreshed the items available so having sourced a new supplier we have a new range of items and at lower prices representing excellent value for money. It is very easy to place your order so why not kit yourself and your crew out in a manner befitting Nauticats.

To the few who responded to my request for ideas I say thank you. To those yet to do so – what are you waiting for? It's your Association please tell us your thoughts and ideas.

Wishing everyone calm seas and fair winds.

Colvin

20.07.09



Technical Support

It'd hard to believe that we now have NC331s that are 12 years old! Our fleet spans 36 years which shows that good solid designs stand the test of time. As always we try to concentrate on pre-empting major support problems before they occur and in this issue we look at Swedish Gustavson marinised Ford engines installed in Nauticats of the 1978 -1982 vintage.

Both the Americans and ourselves lost contact with the Swedish company called Bosomotor who brought the rights to the manufacture of Gustavson spare parts. After much trial and tribulation we have now clarified the situation and re-established a workable email link. Basically, Robin Carlsson and a friend are two 'Old Timers' that share a workshop in a town outside Stockholm. Neither speaks a word of English but Robin has two sons (Anders and David) who act as translators for their father. The state of the spare parts stock is unknown, even to Robin it seems, and there is no website or printed catalogue. Never the less it would seem that most parts are available at a price that is decided on the day! All the new contact details are in Parts Suppliers List version 22 and we suggest you attach a photo to all email enquiries. Bowman Ltd of Birmingham manufacture every marinisation part for a Ford 2712E(4) and 1271E(6) engine but it's not easy to mix and match between the two companies. We have trade price arrangements with Bowman so the situation may well be decided on the basis of overall cost. Of course, repairs are always possible and we would advise always going down this route as long as it's not an exhaust manifold that has cracked.

There's been a chronic shortage of the front water hoses for Gustavson engines. We identified the part number and Codan Rubber (Europe) has now received 20 pieces from its plant in Mexico. They are re-enforced ribbed pipe 40mm ID at one end and 44mm ID at the other with overall length of 440mm. p/n 40.44.440. Price £11.80 + pp and VAT. At this moment there are only 20 pieces in Europe. Contact www.codan.co.uk or tel: 01536 201010. In addition, all Lehman/Sabre type engine hoses are in the Codan online catalogue.

Several of our members have asked about replacement seacocks. We asked Matt Ambrose, Design Engineer, Hattersley Plc for the

definitive answer on what type to fit to our boats. 'For this application we would recommend you use either the Hattersley Fig 100 DZR (Dezincification Resistant Brass) or Crane D171 bronze ball valves. Both are rated at PN25'. When pressed to be specific as to the best type he said 'DZR brass which is compatible with all bronze skin fittings'. All ball valves are made with BSP (British Standard Pipe) threads the size of which is the diameter of the 'male' threaded part of the skin fitting. As a guide the Fig 100 1" DZR valve has p/n 010B00100JW and the Crane D171 bronze 1" valve has p/n 0EA06237C. Strangely, BSP is still the world standard imperial pipe thread! Obtainable from plumbers merchants in the Wolseley Group at a price of between £30-£45 including VAT (DZR brass is slightly more expensive than bronze). Hattersley Plc are one of the largest ball valve manufacturers in Europe. Technical sales helpline: 01473 277400.

Our original supplier of Morse/Teleflex controls has centralised its business in Bradford. We have a cash trade account number (C21375) which also applies to a large range of chandlery. www.controlsandcables.com Tel: 01274 732284/727234 and ask for either Sam Wiles, Product Manager or Matthew Griggs, Office Manager. This is now our first port of call for replacement bowthruster panel mounted 'joysticks' and Morse chrome plated throttles and cables.

An NC331 has reported >5mm play in the lower nylon rudder bearing. This is totally out of limits and we are awaiting further reports as to whether the problem lies in the bonding of the stainless steel rudder post within the rudder structure or the bearing itself. Nauticat have provided us with the drawings which will be most useful as the design hasn't changed for over 25 years. The nylon bearing is held in a split clamp that is flush bolted together, the outer face of which is then filled and gel coated. Every Nauticat fin and skeg hull incorporates this design.

One of our northern members has changed his NC33 engine bearers in a remarkably simple way. Several heavy timbers were placed across the pilot house floor, a large loop of rope was then passed under the

engine and a small trolley jack positioned on the timbers above to provide a lift. What a simple solution to a heavy problem but don't forget to disconnect the propeller shaft first!

We have had numerous enquiries about replacement windscreen wiper blades and arms. All these parts, including the motors, are supplied by Vetus (www.vetus.co.uk). The wiper arms become corroded onto the splined shaft and it's all too easy to bend the brass shaft and damage surrounding gel coat during removal. Use a special puller obtainable from motor factors, car part shops or www.lasertools.co.uk (p/n 3173). Price about £10. Incidentally, our trade supplier for all Vetus products is MEC Marine Equipment & Components, Willow Marine, Willow Lane, Wargrave, Berks RG10 8LH. Tel: 0118 940 1141.

Fuel Tank Vents

I noticed that the last of the NC33 MK11s and all post 1996 boats had their diesel fuel tank vents moved from the hull up to the aft side of the pilothouse. This modification addressed a long standing problem of seawater ingestion when heeled under sail. We have a report of an NC33 rolled in a heavy sea with water half way up the door, so it's more than just a remote possibility. Seawater in the diesel tanks increases the rate of internal corrosion.

It is a relatively easy job to update the existing system of diesel venting. The original pipe is disconnected from the hull fitting and straightened out. It is not replaced because it's nearly impossible to access the retaining clip on top of the tank. The new hose used was labelled 'IPL Multipurpose 20 bar' 13mm internal diameter with 3mm wall. Since the original Siltala hose was of a non standard size, a couple of smooth brass connectors were needed. To make things simple I asked my local precision engineering works to make the connectors and also turn out two stainless steel hull blanks with the same threads as the old hull fittings. Hull finished and on my way towards the aft pilothouse bulkhead.

Secure the pipe run with stainless steel JCS 19 'P' clips screwed into the available woodwork. Partially remove one section of starboard aft cabin ceiling to reveal the underside of the hollow outer fairing. Drill

and rasp out an upward angled hole between the aft pilothouse bulkhead and the under side of this exposed void, then pass the hose to the rear.

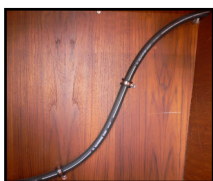
The new white plastic vents are relatively flush fitting with wire protective gauze to prevent insects getting inside. A right angle fitting was added to the rear so that the hose could be looped internally about 20cm above the new vent. There was no need to use a clip on the hose so it could be pulled through the outer hole and the new vent assembled externally. The complete assembly was bedded in white Sikaflex Sikaflex and finally screwed in position.

Three points to consider:

- The new vent hose must always be inclined upwards throughout the run.
- Boats fitted with diesel heaters on the port side have an air intake that provides a perfect route for the new vent pipe. The white plastic vent fitting is installed directly outboard of the air intake – just remove the cover to reveal a big access hole.
- Although this description refers to a 1991 NC33 MK11, Nauticat has re-positioned these diesel vents on various vertical parts of the aft topside according to the model.



New hull blank



Rear of starboard pilothouse cupboard



Starboard outer fairing



Port fairing with Eberspacher air intake

We hope you have had a really good sailing holiday and look forward to seeing you all at the Laying-up Supper.

Best regards to you all.

Richard Bartlett

01395 232789 or 07831 647105 rgbartlett@aol.com.

‘358’ – Don’t I know that number from somewhere?

Oh yes, it’s the national dialling code for Finland. I’ve often used it when telephoning Siltala regarding an issue with my Nauticat, but have you even given a thought to the significance of ‘358’ and the reason it became allocated to Finland?

The following story is true: only the names have been changed to protect the guilty!

We must firstly cast our minds back to 1961 and the pending introduction of STD the international telephone union convened a conference in New York, to which all the worldwide telephone utilities were invited, in order to allocate national dialling codes. The Finnish telephone authority duly nominated two young management trainees named Petri & Jurgi, neither of whom had travelled previously beyond Finland.

Naturally enough they were both excited at the thought of travelling to the USA especially when they discovered that at this time, there were no direct flights between Finland & USA; and that in order to reach New York they would firstly have to fly from Helsinki to Copenhagen and then connect with an overnight flight to New York.

As it so happened, the flight frequencies were such that they would have a stopover in Copenhagen of 5 hours. Wishing to take full advantage of this Saturday in Copenhagen they planned to leave their luggage at the airport prior to embarking on a short sightseeing tour on the Danish capital. The plan was to take the onward flight to New York with a scheduled arrival on Sunday morning just in time for the registration formalities plus the formal conference dinner.

On the day of travel all went to plan until Petri & Jurgi arrived in Copenhagen. These two young men then discovered what many others before them had - “they could resist anything other than temptation”!

After dropping their luggage off at the airport the two hopped on an airport bus which deposited them into a rather upmarket part of town. Konigs nytorv is a large elegant square centred with a ornate gold plated fountain; bounded by the royal palace & the national opera house on two sides. On the east side of the square Petri & Jurgi were

quick to notice a prominent sign “Toburg bier” with steps leading down to what looked like a cellar bar—they both agreed that his would be a suitable venue to commence their sightseeing tour of Copenhagen!

Now being a warm, balmy Saturday afternoon they soon discovered this venue was packed full of ‘Danish Crumpet’. Jurgi bought the first round which Petri very shortly afterwards reciprocated! Several rounds later life was feeling rather pleasant for the two, coupled to the fact they had entered into conversation with two rather attractive young Danish ladies.

Human nature being what it was Petri & Jurgi soon established that the two girls shared a nearby flat together and they were having a party that evening- ‘Why don’t you come along?’ - Petri looked at Jurgi & Jurgi looked at Petri and smiled. After all we could afford to miss the first conference day; registration & official dinners never did anybody any good! So they graciously accepted the girls’ invitation.

Early on the Sunday afternoon the four of them staggered into the same cellar bar with the intention of having a farewell drink prior to departing to the airport to catch the Sunday night flight to New York. It’s quite remarkable what a few glasses of Tuborg beer has on a hangover!

The girls suggested they should visit their favourite night club that evening!!!-Petri & Jurgi soon succumbed to the temptation.

To cut a long story short the two representatives of the Finnish telephone utility finally staggered into the New York conference late morning on Wednesday just prior to the proceedings drawing to a close. ‘But all the numbers have now been allocated’ said the official - ‘Oh, ‘358’ is still free’.

Just in case your wondering: Finland (358) is bordered by Sweden (46), Norway (47), Russia (7) while—thanks to Petri & Jurgi, Finland is sandwiched between Cyprus (357) & Bulgaria (359)!

Next time that you have cause to telephone Siltala & dial-00 358—please give a thought to Petri & Jurgi and how they must have suffered all those years ago in Copenhagen!!

Rod Cotton.

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 Seven - *30th January 2008 – Scarborough, Tobago*

I must have been a lot more tired than I realised, as I didn't wake up this morning until 1100, which is just unknown for me since I've lived aboard Ocean Blue. Once I'd scrubbed up and surfaced, hand washed all the clothes I'd worn on passage and strung them up all over the deck so that I looked like a Chinese washerwoman's sampan, it was time to get ashore and do the most important job, letting friends and family know I'd survived my act of folly in crossing the Atlantic alone.

As those of you I managed to contact direct will know, I did find a cyber-café from which I could make Skype calls and send on my latest log. Believe it or not, I was there from 1300 to 1800, but the main thing is that I spoke to almost everyone I needed to say hello to, and felt much the better for my contact with friends and family. I haven't had time to answer e-mails yet, that will happen at the next cyber-café visit.

After bringing the computer back aboard, I went ashore for a wander and something to eat, I couldn't find anywhere selling grilled or barbequed fish, I found out later that I'm far more likely to get this sort of meal at lunchtimes, so I plumped for Italian, as the little café looked very welcoming. I was sitting next to an English couple of my own age and we struck up a conversation, they are Anne and Dave Renton from Somerset, who come over to Tobago for the winter and rent a house. The amazing bit of luck on my part is that Dave used to own a Nauticat 32, and when he heard what I'd just done, it was like he'd discovered a long-lost brother.

They insisted that I went back to their house after dinner, but that I must first collect the dirty towels and sheets from Ocean Blue so that Anne could wash and dry them during my visit (there's no Laundromat anywhere near the centre of Scarborough, so I was just going to

wait until the next island).

I had a lovely night with them, I had felt really starved of conversation, they were super hosts, I didn't leave till nearly 0200, armed with all my clean, dry and nicely folded laundry, plus some paperbacks which Dave had finished with. The best bit is that they are coming down to Ocean Blue at 1030 tomorrow to take me for a tour of the island; I just can't believe my luck!

31st January 2008

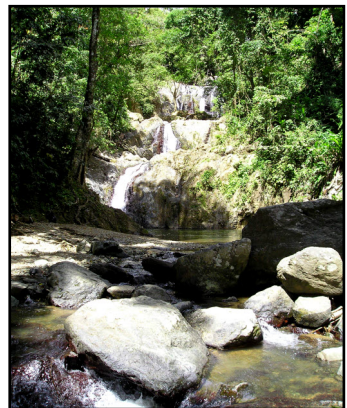
Had a memorable day today, having toured about 2/3 of the coastline of Tobago, all of the island to the N and E of Scarborough. Our first stop was at an old plantation, Roxburgh, where we walked through the cocoa trees to the pretty Argyle Waterfall. Our guide, Alison, was brilliant at spotting birds, she knew all the names and could tell whether they were male or female, and had a funny store of amusing anecdotes about the way each species was seen in the local folklore. The accompanying photo isn't the greatest, as it was set on the self-timer, but I include it because it just says something to me about

the fun we had going up and down through the forest to see the falls.



Anne, Dave, George and Alison
growth is only a little more than a metre.

We also saw a couple of young caimans in a swampy bit off to one side, they were only about a foot long, and are never a danger anyway, as their maximum



Argyle Falls

We then went on to Speyside where we had lunch at Jemma's, a beautiful restaurant overlooking Little Tobago Island, Goat Island and Anse Bateau Bay; the house you see in the next



picture on Goat Island doesn't look all that significant, I include it because it once belonged to Ian Fleming of James Bond fame.

Jemma's is famous all over the island for its seafood, and because it was a special day out, we all decided to go the whole hog and have lobster; enormous big things, served up with local pilau rice, vegetables, salad and breadfruit pie. I can only say that it was one of the best meals I've ever eaten, and I couldn't believe the bill for the three of us, only £50!

We carried on round to the N, or leeward side of the island, which is in the Caribbean rather than the Atlantic, it did cloud over and rained from time to time, somewhat spoiling the tropical look in the photos, but the rain was warm, and the views were marvellous.



Tobago has the oldest protected rainforest in the world, having been given special status by a British Civil servant in the eighteenth century, it must cover about a third of the land area of an island that can only be about 23nm long; it is spectacular, especially as we saw it on crossing back to the Windward coast, just after the rain.



We only got back to Scarborough by dark, after a memorable day out, I was so grateful to Anne and Dave for their

kindness, which didn't even finish then, we went back to their house and gossiped the night away while poor Anne bravely read her way through all my previous logs **without once falling asleep!** She is definitely a person made of very solid stuff. I didn't get back to Ocean Blue until well after 0100, a great day.

1st February 2008

Surprisingly after such a long day, I was up with the lark this morning, although when I'd gone to bed I'd hoped I'd be early, as I wanted to inflate the dinghy while the air was still cool; when I'd inflated it prior to arrival, the air had been very warm, so when it cooled and contracted during the night, the thing became very floppy, and wouldn't have been at all easy to row and would not have been safe with the outboard. I then put the dinghy upside and used it as a platform to allow me to scrape the green beard of seaweed off the bows at the waterline and to then remove a surprisingly large encrustation of sea anemones from under the counter and on the bottom of the transom at the stern.

After I'd got that done, I was still feeling quite energetic, so I decided to move off the jetty to the anchorage before the fishing boat which owned the slot I was in came back for the weekend, stopping on the way at the Coastguard station, where for a very reasonable present of six cold beers they let me use their hose to refill my water tanks; with care I'm sound for water for the next month if I can't access a hose for some time.

I had a bit of a problem with the anchor, it didn't hold the first time, and when I was hauling it up to reset it, the chain went back round itself on the gypsy (the bit of the winch which takes the chain), leaving a very bad tangle which took a great deal of effort and a quite badly damaged left index finger before it could be sorted out, this all the time while I was slowly setting down onto the German yacht anchored under my stern. I did manage to get it clear before they were forced into moving, but it still wouldn't dig in on the second letting-go, my own fault because I didn't clean off the big dod of mud clinging to the flukes, but when I took the time to get it clean, the hook dug in beautifully, and I'm now pretty confident I'm secure here until I want to leave Scarborough.

Still feeling somewhat energetic, I decided I should varnish the woodwork I'd readied a few days ago, I only had a little bit of varnish left on board, but thought I might manage to stretch it to do the first two coats, which it did. It was perfect varnishing weather, it dried so



Ocean Blue finally anchored at Scarborough

quickly that the second coat could be applied straight after the first, which saves having to sandpaper between coats, as the second coat will quite naturally key into the first.

Having run out of varnish and being short of white spirit, I decided that the early afternoon task was a visit to the hardware shop for fresh supplies; this turned out to be more of a chore than I'd envisaged, it was only when I got to the fourth shop after walking up hill and down dale for more than three miles that I managed to secure proper yacht varnish rather than polyurethane. It was hot, hot, hot; I seriously underestimated the heat and became quite dehydrated, so that until I went to bed, I had a drouth on me like Tam O'Shanter, I must have taken in 5litres of liquid between 3pm and 11pm in order to get back to normal (if you could ever apply that word to someone stupid enough to sail the Atlantic on their own).

I had dinner with Dave and Anne at a local pizza restaurant, an excellent meal, and once again great company. The build-up to carnival is well under way, and the street in front of the restaurant was heaving with young men and women getting drunker and drunker, thoroughly enjoying themselves without getting out of hand in any way, and dancing in what can only be described as in a lewd and lascivious manner, as the music got louder and louder, until all conversation became impossible. This is only the build-up!

After the long day yesterday, we were all feeling a bit shattered, so it was reasonably early to bed for once, about 11pm.

2nd February 2008

Up by 9am, breakfast and wash, then another coat of varnish, Thought I'd better get the log for the last two days written while it was all still fresh in my mind, and while I've been sitting here, another two yachts have arrived in this small anchorage, so there arte now seven of us. A great big sail/motor cruise ship has just pulled in and berthed, as you can see, it has five masts which carry fore and aft rather than square-rigged sails, and a couple of foresails. I wonder if they really use them to get around, or are they just for show?

As you can see from the picture, the clouds are starting to build up, it is now raining lightly and I don't know if the varnish is going to be dry enough or not. Cross fingers!

3rd February 2008

Had quite a lazy day today, the cabin temperature was 36C, and I kept getting forced back into the cabin to escape heavy passing showers, so apart from doing my laundry, I did nothing apart from slummock around, a bit of reading, and had a nice tin of octopus salad for lunch.



In the evening I had arranged to meet Anne and Dave, but Anne was feeling a bit tired, so it was just Dave and I. I had a light meal of pasta and a drink in the café in Scarborough, and then Dave took me out to Buccoo Reef for Sunday School, which is where the pan bands meet every Sunday night and play to their hearts' content while everybody has fun listening, eating and drinking. (Out here the steel bands are called pan, their drums are pans). Unfortunately, because it is carnival tomorrow, it wasn't on, so we drove to Crown Point and stopped at a local bar where some serious partying was going on, and had our internal organs rearranged over a couple of hours from the onslaught of the bass. I've found out that the music they like here isn't called reggae; it is called soco, and relies much more on a heavy drum rhythm in the background. They play it so loud all over the place that the youth of this island are all going to be deaf as posts with unbelievable tinnitus in their fifties, and someone is going to clean up on the sale of hearing aids! I've found a set of sponge earplugs on board Ocean Blue, so they are going ashore with me tomorrow as some form of protection from the aural assault. I can't wait to see what it's like; the whole population

4th February 2008. Tobago Carnival.

I made a bit of a mistake this morning, when I woke up at about 06.00, things were obviously going like a train ashore, but I thought they would go on all day, so I didn't hurry, had breakfast and did a few domestic tasks, and didn't go ashore until about 10.00. When I got there, the morning parade was over, and apart from large crowds of

happy inebriated people, nothing much was going on. I then found out that there is along break during the day, the parade of children's bands would be at between 1300 and 1500, and at night there would be a pan competition.

Being my usual hungry self, for lunch I thought I'd try cow heel soup, a local delicacy recommended by Dave. This was an enormous portion of thick soup with what seemed to be lentils, some sort of bean and potatoes, plus hunks of oxtail with fat and meat hanging off the bone; it looked awful, but was absolutely delicious, and definitely set me up for the rest of the day.

The kids had a great time, they are organized into bands, but it involves dressing up, not music; the music is provided by big trucks with thirty or so speakers on board, powered by a big diesel generator. The sheer



physical impact of the music on your body has to be felt to be believed; your solar plexus goes in and out at three or four cycles per second, goodness knows what happens to your eardrums! The costumes are

very elaborate, each band has a theme, and I think the prizes may be awarded for best interpretation of the chosen theme. One of the bands had a brilliant guy who mimicked a lion and rolled about the street menacing the onlookers, but was also partial to a tickle behind the ear.



After the children, it went quiet until about 2000, when the pan band judging went on, but this didn't involve all that much parading, although some of the children's bands and their sound trucks kept touring until well into the evening. Apart from missing the first parade, a lively, noisy and cheerful first day at carnival.

5th February 2008 – Tobago Carnival

I made sure I knew what the programme was today, the adult band are due to march at about 1400, so I had time to check my batteries

(electrolyte very low), put my wooden plugs beside all the hull openings (should have been in position before I left Tarbert, tut, tut), and to write my postcards, especially important for my non-e-mail friends. I had had a job finding decent postcards here, and had only found reasonable ones yesterday; I always say to myself that I need 9 cards as a minimum, but after I'd sat for $\frac{3}{4}$ of an hour in the cockpit writing them, I still felt that there were 7 people who had not received the gospel according to George, so I took myself ashore in the dinghy and bought the rest, then sat in the shade and breeze in the bandstand on the esplanade and wrote them in a deal more comfort than the cockpit of Ocean Blue. Now all I've got to do is find a post office on Wednesday, and that will be another of my jobs knocked off the list. I then returned to the boat for lunch, drank a couple of litres of water to save carrying it, and set off to enjoy Carnival.

Although things were supposed to kick off at 1400, I don't think the first bands started to come through until about 1430, and then it was all very languid and laid back in terms of forward movement, but completely the opposite in noise and dancing. The costumes were elaborate and well done, and the photos will give a better idea of the young ladies, although you do need a movie camera to catch the essence of



“Wine” being decanted.

The final band was the easiest to join and the easiest to dress up for, so was also the largest, probably three or four hundred strong. These are the mudmen (and women), the costume is simple, you just cover yourself head to toe in mud, and then deliberately rub yourself against people and cars so that they join in too.

The whole thing went on well into the next morning, some of the bands eventually giving up while others disappeared by gradual attrition, but nothing seemed to stop the sound trucks. The whole display, the exuberance, the noise, the sheer pleasure everyone took in the Carnival was absolutely wonderful, a memory I'll carry for a very long time.

After the bands had all gone through, I had something



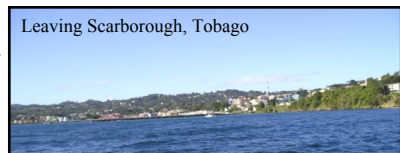
Dave and Anne's phone number in order to arrange to meet them tomorrow, but needn't have bothered, as they were at the harbour entrance just as I got back ashore. We went off for a drink, in company with a German couple in a Halberg-Rassy 40 anchored next to Ocean Blue, then Dave, Anne and I went back to their place for a coffee and a bit of quiet before wrapping up what had been great day out.

6th February 2008 – Tobago to Grenada.

Dave collected me at 1000 to take me to the Mall nearer the W end of the island, I felt it was time to buy the odd present, plus I thought Tobago would be a good place to buy a case of rum for bringing home at a reasonable price. I got most of what I was looking for, and then Dave took me to Immigration so that I could clear outwards for Grenada in the afternoon. This proved to be a less than simple task, involving a wait of 1½ hours in order to get three bits of paper stamped, and a telling off from a young jobsworth of a clerk for sitting in the wrong place. This young lady obviously thought that she had power, and abused it disgracefully; she was the only unpleasant memory of a beautiful island, but a memory that will stick.

Finally getting clear of Immigration, Customs only took a few minutes, and then it was back to Dave and Anne's for a quick shower and a bite of lunch, followed by fond farewells and a return to Ocean Blue to prepare for sea: I can't say how much I appreciated their many kindnesses, only that they were responsible for me having a lovely, happy stress-free visit to a place I will always remember with great fondness. I had the hook out of the mud and was on my way by 1615, the reason for sailing overnight being that the Trade winds can tend to die a bit at night and it therefore makes for a smoother passage. It also makes for a morning arrival at Prickly Bay in Grenada in normal circumstances, so that you can get full use of the day in a new port.

The first part of the passage was fairly easy, the wind was under our tail at about F4, we were soon passing Columbus Point, where we reached the lowest latitude of the voyage, 11 07 ½ N, which is 44 44 ½ degrees of latitude S of Tarbert's 55 52N; I doubt that Ocean Blue will ever travel as far



south again in her wanderings. We then rounded Crown Point at the SW extremity of Tobago, another little landmark, for by moving from the windward to the leeward side of the island, we entered the Caribbean for the first time.

At first the winds were quite light, we were travelling under Genoa alone, and I gave some thought to getting the mainsail out, but as we started to lose the shelter of the land, the wind kicked up to F6, and as we were on a broad reach (the



Dusk over Crown Point

wind more or less abeam), things started to get pretty lively. We managed to keep the genoa fully opened until 0630, when a big wave got under the dinghy hanging from the after davits as we were canted well over to port, and broke off the port side oar. I immediately reefed the Genoa by about nine turns and things settled down, but now I'm going to have a real problem sourcing a replacement oar and I'll have to hope that the outboard, which I didn't bother to use in Scarborough, is going to prove reliable.

There might have been one positive aspect of the rough passage; I've been having problems getting the chainplates where the shrouds enter the deck watertight, and especially when I've been on the starboard tack, I've had a lot of seawater trickling in to the galley deck. Although I've replaced all the sealer at the chainplates, so far it hasn't worked, and I thought I would just have to undo it all and start again. However, my friend Rob Pollard had given me a small bottle of Captain Tolley's Crack Sealer before I left, I'd come upon it in a locker while looking for something else in Scarborough, and decided to apply it to the starboard chainplates as a last resort before starting sealing all over again. Dry galley deck! I'll need a couple more wet decks to see if it has really worked, but there is some hope that I've cleared up a major annoyance. Thanks, Rob.

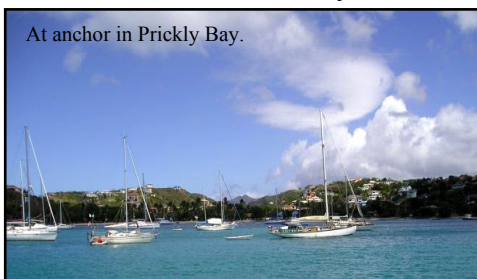
We arrived at Prickly Bay at 0800, the first attempt at anchoring left me uncomfortably close to a yacht astern, and as it is quite windy here in the bay today, I picked up and moved further inshore, where I found good holding ground, and had the engine turned off by 0850. I then

did a bit of tidying up, got the dinghy into the water and the outboard attached, lo and behold the wee beauty started almost first time, this after having been lying upside down since October under the bunk in the aft cabin without even a kind word being spoken to it!

Went ashore and cleared Customs and Immigration reasonably quickly at the exorbitant cost of 70 EC dollars (we've moved on from TT dollars at 6 to the US\$ to EC dollars at 2.6 to the US\$), say 27US\$, then went to the Prickly Bay Marina shop to get some fruit and postcards, where I found I've arrived on Grenadian Independence Day, and everything is shut! I won't get started on making enquiries about all my repairs until tomorrow, so since tomorrow is Friday, I can see delays building up, and the pos-

7th February 2008.

After the rather hard trip over, and the fact of everything being shut for Independence Day, I didn't go ashore in the evening to eat as I originally planned, instead remaining on board to have a quiet read and to relax for a while. Tomorrow is another day.



8th February 2008.

I got the dinghy out and went over to Spice Island Marine in the morning in order to find out about getting my repairs done. My first visit was to the chandlers to order a new compass, the emptied out one is now fully goosed, the card having completely faded; in any case, its surface was very badly scratched because of age, and it had become very difficult to read at night when its light was lit. I also ordered two new LED lights for my forward and aft navigation lights, although they cost \$55 each, they use almost no electricity, so I don't have to take chances by running with just a small light on the mast in order to save the battery.

I then visited the repair yard to get quotes for the rigging and the electrical faults, it isn't going to be cheap, but it will still be a lot cheaper than it would be in UK.

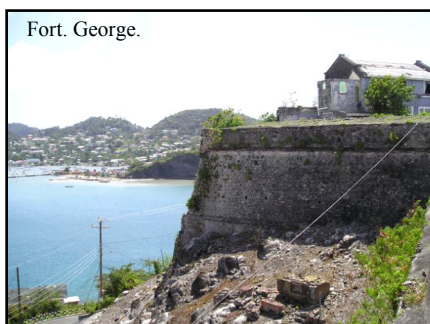
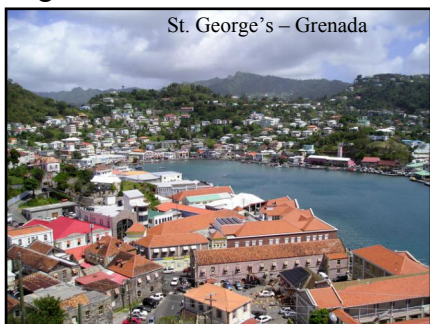
I later got a reply from Brian Law, the former owner of Ocean Blue, about the age of all the standing rigging, which would indicate that it

all now needs replacing for the sake of safety, so I think that this is a painful bullet that I'll have to bite.

At least the boat is being taken out of the water to have the work done, so I'll have a chance to see if the anodes need changing, and to consider if the anti-fouling needs redoing; money, money, money!

I then went for a wander, walked about a mile in the hot sun to a roundabout with a snack bar and had a rather nice fishcake followed by a chicken roti (a wrap containing curried chicken), and learned how the local buses work.

Putting my knowledge to work, I caught the bus to St. George's, the island capital, and had a wander around and a little photo shoot; I also bought a Grenadian flag as a courtesy flag for Ocean Blue, something I'd been unable to find in any of the three previous countries - it may have been because of Independence day that there was a plethora of flags available.



St. George's is a bonny wee town, it was quite busy because this is the main market day, I enjoyed the walk around the market looking at all the fruits and vegetables I've never seen before, then I went up the hill (pant, pant) to Fort George which overlooks the harbour in order to get a good shot of the place.

After that it was back by bus to Spice Island, back on board to get the computer, then a dinghy ride and ½ mile walk to a bar with free Wi-Fi in order to get the latest logs sent off and to make a few calls via Skype. Then back to the boat, by this time it was 1830, freshened up and changed my shirt so that I could go ashore to the Prickly Bay Marina for barbequed chicken and the end of week bash with a local band. I was in complete wallflower mode, so didn't get my dance card marked once, but it was nice to be in company, I had a pleasant

conversation with two Germans and one of them's Trinidadian girlfriend; they'd crossed over from Trinidad on the same night as I did, they were both sick while the girlfriend zonked out on stugeron, sensible girl!

9th February 2008.

My bed linen was beginning to look a bit the worse for wear, so it was laundry day, after first having a nice bucket bath on the poop at 0630 when nobody else was around to see my magnificent bod. This was the wrong way round to do things, as the cabin was so hot by 0800 that I was swimming in sweat after 5 minutes of laundry. The sheets were still covered in blood from my frequent scalp lacerations even after I'd used Vanish, so they had to be left to steep in saltwater to see if they could be improved. At last I got out my 3.5tog duvet, you'd hardly believe that I'd still been using the 15 tog one until today, but it was easier than digging around under the forward bunks to find where I'd stored the light ones. This also gave me the opportunity to plank the case of rum I'd bought in Tobago; it had been lying on top of the forward bunk since I'd brought it aboard because I wasn't sure where I could store it, at least that's decided.

I then had to have another wash (remember, in your armpits it's always August), and a quiet seat on the poop for a coffee and a read. The English guy on the ketch anchored next to me obviously has the same method of self-laundry, but he was kind of late about his ablutions, and he suddenly had to dive down below in the scud when he realized I could see him; he got halfway down the hatch and turned round to give me an insouciant wave; that's aplomb for you!

Off ashore once I'd finished the trash I was reading, cup of coffee and connection to the net in order to send some stuff that hadn't got off properly yesterday, and a few more Skype calls before lunch.

I'm still sitting in the marina café now at 1500, typing up the last couple of days of inconsequentialities, anything to avoid going back aboard until it cools down a bit. I think I'll just mosey over to the marina shop and see if they've anything sufficiently trashy for me to read and while away the rest of a lazy Saturday.

10th February 2008.

A showery windy Sunday, I hadn't found anything to tempt me in the

marina shop, so I set down to read a rather old James Michener I had on board, as I didn't much feel like going ashore just to get a guaranteed soaking. I'll be busy enough tomorrow getting the repairs sorted out, plus I've still to try and source a new oar for the dinghy. You would think that I'd have more imagination while anchored in a tropical paradise, but some days it's better just to lie back and do nothing in a most satisfying example of sloth, a deadly but satisfying sin.

11th February 2008.

Up with the lark for the bucket bath before scaring the local populace, then away to Spice Island Marina to make arrangements; I did bite the bullet regarding the replacement of the standing rigging, and after looking at how little antifouling is left around the waterline following my cleaning off the weed, I realized I'd need to get the bottom repainted. This is going to cost me about 850 US\$, I'll also be getting my anodes replaced and my cutlass bearing checked, and the stern gland repacked. I can't say I'm happy at all these big expenses, but if not done now, I just know things will eventually go wrong because of a lack of maintenance. I'm to go over to Spice Island for lifting out at 1300 tomorrow.

There are a couple of problems about Caribbean cruising that we don't meet so much in Europe; the first is theft, particularly of dinghies and outboards, so you need to have security in place for when you are moored alongside your own yacht, and when you are ashore. I had bought some heavy stainless steel chain in La Gomera, but it was not sufficiently long, so today I got the chandler to make me up a piece of plastic coated wire with an eye at each end; this is first secured to the out board by a lock, then led through the lifting eye in the dinghy, and finally locks onto the boarding ladder of Ocean Blue, or onto the dinghy pontoon. The other problem is the importation of creepy-crawlies, particularly cockroaches; to counteract this, no paper or packing materials are brought on board, and all fruit and vegetables are washed in a solution of Milton sterilizing fluid as they are brought on board. So far, touch wood, my prophylaxis has been effective, although I think it has made me buy less fresh fruit than I might usually; this is a policy called sheer bone-idleness.

Took a bus to St George's to try the other chandlers, no luck with the oar, but I did succumb to the lure of nautical fashion and at last bought myself a pair of Croc shoes. I also got a cunning fresh water shower which is a plastic bag with a clear side and a metallic coated side; you leave it lying full of water with the clear side up in the sunlight, the water heats up, you hang it up on the backstay and open the shower attachment and hey presto! a hot shower. I'm looking forward to using this in the quieter, cleaner anchorages where I'll hopefully be able to go snorkelling off the back of the boat, and then be able to wash off the salt water.

After getting this useful bit of equipment (I've been looking for it for months), it was time for late lunch, this time a fish roti with hot sauce, terribly toothsome! I finished off the day in St George's with some shopping for fresh vegetables, I fancy something garlicky with chopped tomatoes and green peppers to go with tagliatelle for dinner tonight.

The weather continues to be unseasonably windy and wet, I got a high-quality soaking bringing the dinghy back from Spice Island to Prickly Bay; this has definitely put me right off the idea of going back ashore after dinner for a drink and a stab at some conversation, here goes another evening of James Michener!

12th February 2008.

Rather a lazy morning because there was little of use I could do until I get over to Spice Island Marine for 1300. No problems getting docked by the boatlift, I arrived dead on time, and they were waiting for me.

They got the boat out, moved the dinghy to the dinghy dock in case I want to use it, then pressure washed it before shifting it onto a transporter to move it to the other side of the yard, right next door to Turbulence Marine, who will be doing the rigging and electronic work.



That was the end of activity for the day as far as the yard was concerned, although I carried on and did a bit of work myself, the first proper chance I've had to fill the chips in the gelcoat. I then had the

wonder of a shower, albeit a cold one, at the marina shower block; I should have used my new shower bag, which I'd filled with water and left out in the sun for the day – it reached a very respectable 96F even though today's sun wasn't particularly strong. I'd been going to treat



myself to dinner ashore until I remembered that I still had half of yesterday's pasta dish in the fridge (it's working now because we're connected to shore power), so I stayed on board to eat, then wandered off to Bananas, the local bar with free Wi-Fi, made a Skype call that woke up a friend, it being 2005

here, but 0005 in Scotland, then checked and answered all my e-mail. I must still have had the decision to eat ashore in my mind, because I suddenly had a terrible yen for a hamburger and chips, I did not put up any resistance whatsoever! And so to bed.

13th February 2008.

I had a disturbed night because of a pesky mosquito, even though I had lit an anti-mosquito coil in the cabin before going to bed; when anchored offshore the mossies normally don't make the passage out to suck your blood, but in the boatyard things are different, and this persistent little sod wasn't about to be put to sleep by my smouldering prophylaxis. I'd just be about to nod off when she'd buzz close by my ear, and that was me awake for another quarter hour. Noisy little sod! Despite my uninvited nocturnal visitor, I was up with the lark this morning, with access to unlimited water I had all my washing done and hung out before the yard stirred, had my breakfast cleared away before the workers arrived to start scraping the hull at 0800, I think they were a bit surprised to get a cup of coffee to start off their day, but it's nice to be nice.

I went over to Budget Marine, the chandlers, to see if my compass and LED navigation light and replacement compass had arrived yet from St. Martin's, they had, so I had a contented morning fitting them. The compass looks terribly smart, and fairly tarts up the old binnacle, and

the LED's are miraculous. The old bulbs used about 24-30 watts between them to provide the combined red and green forward light and the white after light, they were a real strain on the battery; the new ones use 3 watts each, and are substantially brighter. Mind you, it's still a seller's market for LED's, these two bulbs cost just over \$100 US, I doubt they cost anything like that to produce; still, needs must when the devil drives!

Turbulence Marine got the forestay down during the morning, I'd assisted by taking the Genoa off before breakfast; I gave it a once-over and thought it could do with a bit of TLC, so it is away to the sailmaker for a couple of hours of work, and more money; I also ordered a screen for the windscreen when we are in port – I am reluctant to commit even more money, but the heat in the cabin during the day can be unbearable, I need to shade out the sun as much as possible.

The lads working on the hull did a good job of scraping, by lunchtime they had most of the first undercoat completed, just the fiddly little corners to catch up on. The prop was scraped clean of barnacles and polished to a lovely sheen, and the shaft anode, or what little was left of it, had been replaced. The hull anode wasn't too bad, but I decided to get it changed anyway, then I won't have to give it any thought for the rest of the year.

I've still got the worry about the apparent diesel leak; the foreman had a good look around and found nothing obvious, although there is a suspicion of something coming from the starboard tank. We are to look at it again later in the week.

Tonight I'm off to De Big Fish, the restaurant beside Spice Island Marine; after spending the last 30 minutes whinging to this keyboard about spending money like Viv Nicholson, here I boldly go to waste some more. I feel I must remind my readers that I can be as inconsistent as the next man, and I do rather like this West Indian cuisine. Bon appétit!

To be continued.....

A Nauticat Rally Race

Friends, Owners and Nauticats
At East Cowes a rally was held
A pontoon for drinks was the start line
It was here the contestants swelled
The first leg took us northward
To the barbeque buoy all aglow
This took some time to be rounded
In fact it was purposely slow
The night passage was all rather sleepy
Then at dawn we could see our next mark
A wonderful sight to behold
Majestically placed and so bright
The next buoy was colourfully chequered
Not very easy to round
So we all took our time dilly-dallying
At least no one there went aground
The finishing line was crowded
So nobody actually won
But we all came away quite delighted
Taking part in a rally well done.

*Maurice Owens
Old Possum*

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.

South Coast Rally 2009

After two rough and windy rallies in Weymouth with 2008 being especially bad when only a few hardy folks managing to get there by boat, the decision was made to hold the 2009 rally in the Solent. Of course, following that well known principle of S... Law there was no wind and a big chunk of high pressure placed itself nicely over the rally venue, East Cowes Marina, allowing us all to arrive with no dramas on Friday ready for a fun weekend. The first item on the agenda was a trip round the RNLi maintenance facility based at East Cowes. I missed this as I was tinkering around on my boat but everyone seemed to enjoy the experience. Next was the BBQ cooked and catered for by some good old friends of our South Coast Secretary, Roger Cass.



This was hotly followed by the Nauticat Regatta where the assembled fleet was reproduced as models to race against each other with betting - real money - changing hands through the four lovely Tote Ladies. I don't like to name names but one competitor (Alan ...) decided to have his own competition to see how many pound coins he could

RACE 1	
LANE 1	SPONSOR DOVETAIL
LANE 2	SPONSOR OISIN
LANE 3	SPONSOR GENTRICE
LANE 4	SPONSOR KIR ROYALE



get down the cleavage of one of the tote girls. Roger Cass had built the boats, planned and organised this whole event - Brilliant.

Saturday dawned a beautiful day so off we went by coach for a tour of Osborne House, Queen Victoria's country estate built in 1845 on the Isle of Wight. No photography allowed inside so you are spared any snaps but it is a fascinating tour of a house little changed since the Queen died. We had a coffee break sitting on the terrace admiring the stunning view - wonderful formal gardens, rolling meadows with the beautiful Solent as a back drop. Our schedule was well organised so it was onto the coach and back to the Marina for a buffet lunch in The Lifeboat Inn then, in my case, a siesta.



Peter & Betty Stubbs



The evening's festivities started with the traditional pontoon drinks off the back of Celtic Voyager where it was good to meet some of the newer members for whom this was their first experience of a South Coast Rally. Then, keeping to our tight schedule, it was onto a big water taxi to be transported down the Medina to a landing stage right in front of Lugley's Restaurant on the promenade at Cowes; a good choice of venue, a restaurant with a Solent view with the food and company excellent.



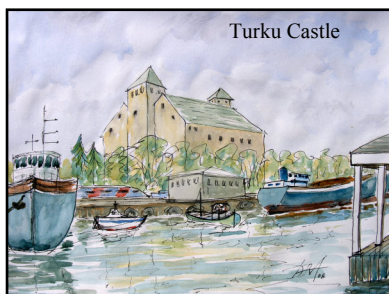
A beautiful Sunday morning arrived so we all said our goodbyes along with a big thank you to Roger Cass for organising such a good weekend.

Galatea's Summer Cruise 2008

Around the Baltic from Finland to Denmark

In the summer of 2007, I sailed around the Northern Baltic from Turku to Helsinki, across to Estonia, down to Latvia, across to Gotland and back to Turku. Last summer I sailed from Finland to the southern Baltic, visiting Lithuania, Poland, Germany and Denmark and attended the Centenary Rally of the Cruising Association at Rungsted.

I arrived in Turku on the 3rd of May to find Galatea, my Nauticat 351, already launched and lying in the water looking splendid. It was a beautiful sunny day but the air was cold and two sleeping bags were required overnight as it went down to 3 degrees. I had one or two snags dealt with especially the refrigerator, and AIS fitted. Sami from Nauticat is technically amazing and also has a great sense of humour. I provisioned the boat, visited the excellent chandlers in Turku and, went sightseeing with advice from locals Mirka and Simon, students of Law and Medicine. A sketch of Turku castle started my summer sketch book.



Turku Castle



Nuavo Nagu

8th May I had a last walk to the super market, topped up with water and diesel and finally set off solo at 12.00 in a SW3 which became a 5. The seas were short and choppy in the channel as I headed away from Turku. On reaching the island of Nauvo Nagu, I sailed into a long sheltered inlet and anchored. An idyllic spot surrounded by trees with the occasional red painted wooden holiday hut. Two swans came and watched me sketch before supper. Cannelloni, broccoli and carrots, followed by yoghurt and coffee provided the necessary nourishment.

9th May I slept in and awoke at 8.30 to a beautiful morning and idyllic surroundings for breakfast. I weighed anchor at 11.30 and sailed off in a W4 and short choppy sea. I passed Korpoo and then at Hootskar headed NW to Kumlinge. After a narrow passage off Ingasholm I entered Torsholm intending to anchor there, but the wind blew in and there was also a fish farm so I pressed on and rounded Baro, and then headed south along the coast of Kumlinge. I discovered the harbour at Remmarshamn, which wasn't in my guide! I picked up a stern buoy and moored bow into the pontoon. The marina was deserted because it was too early in the season. After supper I went for a walk and then spotted a group on the pontoon looking with curiosity at this early



visitor flying the red ensign. They came on board for a chat and joined me for a sail the next day to Seglingen and a basket weaving demonstration.

10th May. I awoke to brilliant sunshine. Sara, Olaf, Eivor and her daughter Sanna came on board and we sailed off in a light breeze, then the wind died and we motored to Seglingen. After mooring up bow to, we went ashore for a magnificent picnic provided by the ladies.

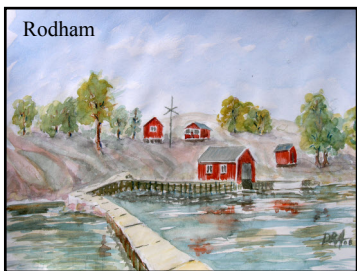
While Eigor took part in a basket weaving workshop, we walked up to the old windmill and along part of a nature trail. Back at the harbour, a lady gave me a smoked duck, quite a rare delicacy evidently. We sailed gently back to Remmerhamn and I picked up the stern buoy but while adjusting the bow, the line drifted underneath. I put the engine in neutral, and we swung around on the stern buoy. I unhooked the buoy and we drifted into the refuelling berth and tied up. We couldn't free the line so Sarah stripped down to her underwear and bravely dived into the very cold sea. Three dives later she gave up on freeing the line and cut it either side of the rudder and skeg. The wheel still turned.

11th May Eigor had lent me her bicycle. It was Sunday and I cycled to the church, the oldest in the Aland Islands. It was dedicated



to St Anna and dated 1484. The walls and ceiling still had their original paintings illustrating biblical stories. A professional massage by Eigor and a barbecue with Sarah and Olaf followed.

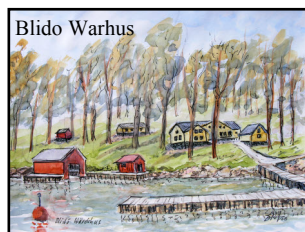
12th May. I was up at 6 am. but with a NW7 forecast and white horses outside, I abandoned hopes of going around the North of Aland and prepared a shorter Southern route. My visit to Kumlinga had been most enjoyable.



13th May A bright sunny day with a NW 4/5 forecast. I set off at 11.20 and had a good sail south passing Seglinge, Mosshagn and Ulverro. At Degero a NW5 was blowing straight into the harbour so I aborted and continued with a good sail past Fliso and round the bottom of Lemland to Rodham. This was an old pilot station on the main route between Finland and Sweden. The island was deserted.

14th May It was a beautiful sunny morning as I set off at 10.20 for Sweden. The weather soon deteriorated as I crossed the shipping routes in and out of the Gulf of Bothnia. At 13.45 the pressure dropped and I could see through the drizzle 4 ships ahead and 5 round about me. At 14.10 I sighted the lighthouse Flotjam and then the Swedish Islands at 15.05. At 16.30 I entered the main shipping route through the Archipelago to Stockholm, dodged a couple of large ferries, and moored up at Fejun. The highly recommended restaurant was closed.

15th May I had a tricky departure at 9.50 with a strong wind blowing me on to the staging. Once in the main channel, two huge ferries followed me before I escaped between the islands of Yxlon and Blido. I moored up to a wooden jetty at Blido Wardshus, found an excellent restaurant and then walked 2 kms. to the supermarket but gas was a taxi ride, two ferries and a bus away. I sailed around the



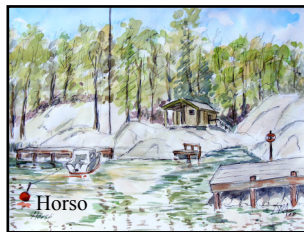
islands to Ferosund instead, obtained two a replacement Swedish gas bottles, and topped up the diesel. I set off back to Blido and then on to Sjobbottim, heading for a recommended anchorage in a sheltered inlet.

16th May At 10.00 hrs. I raised the anchor with difficulty and brought up a large mass of kelp. I carefully headed out through the rocks and set a course through wide open water. While below there was an almighty bang and crunching sound. A flat blue sea greeted me and then I remembered the one and only rock 1.5 below the surface. No leaks so the lead keel had absorbed the crash. Once back in the main channel huge Stockholm to Turku ferries of the Silja and Viking lines passed and I spotted my first yacht sailing this season. I then took a minor passage West of Scorpo with a minimum of 2.5metres, and came out by the huge castle before entering Vaxholm harbour. My bowsprit jammed under a projecting concrete ledge, not a friendly configuration. The town is attractive with painted wooden houses, restaurants and a chandlery. I set off again and motor sailed following the main channels to Stockholm. I rounded the island of Djurgarden and moored in the marina by the Vasa Museum at 18.55 hrs. I met my elder daughter Heather and two grandsons and had a couple of sails with Henry and Charlie but, one at a time!

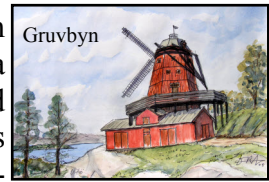
18th May Melamita came in flying a CA burgee. The crew were too frozen to accept any hospitality and flew home the next day, intending to await warmer weather.

19th May F7 to 8 so I put on extra springs and visited the Skansen Museum.

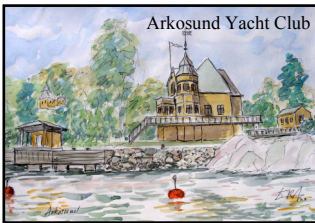
22nd May Two friends joined me and we slipped the pontoon at 13.25 hrs. in sunshine and a S4 and headed for the deep gorge between Nacka and the island of Orminge. It has steep cliffs in places and many delightful wooden houses. There is a convenient fuel pontoon just before a high level bridge. Once out of the gorge we headed for Horso and moored bows to a little jetty at 17.45. It was a delightful spot so we had supper and the crew climbed the local hill, while I did a sketch. With a NE gale forecast overnight, we moved round to an inlet and anchored with plenty of chain out.



23rd May I weighed anchor at 10.30 hrs. and with full sails and wind on the port quarter, made a steady 5.2 knots towards Orno and then tacked down wind to Gruvbyn on Uto. The harbour was shallow but there was with enough water alongside the outer pontoon next to the refuelling berth.

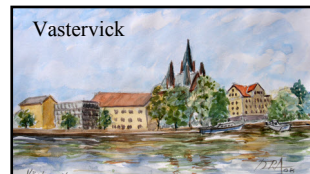


24th May We walked to the church, which was built in 1850 and then climbed up to the windmill, which was built in 1791 and worked until 1928. The local inn provided an excellent supper.



25th May After topping up with water and diesel and paying a comparatively high berthing fee of Kr220, we set off at 11.10 and sailed through the archipelago, passed Nattaro and into the open Baltic off Landsort. With a SW3 we had a delightful sail close hauled down the coast. There was a beautiful sunset as we headed in among the islands and just made Arkosund in the twilight. There were no lights on the marks and the area was shallow.

26th May It was a holiday area with a very impressive old wooden built yacht club, but closed. The facilities are open from 16th June to 13th August. At 13.15 we slipped lines and motor sailed through the islands and out to sea. Once outside with a SW4 to 5 on the nose and surprisingly choppy seas, we had exciting sailing. After a few hours with very slow progress towards our objective, Stora Alo, we went about and headed in passed Fallbaden light house where we were buzzed by a friends plane. On the inner route we came to a high level bridge but, not high enough, only 15 metres. We went about and retraced our passage, dropping anchor in a delightful spot between the islands of Djurso and Yxno. Three cows came down through the trees to watch us.



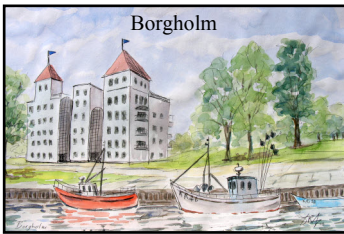
27th May We weighed anchor at 10.30 and sailed through the outer islands in a S5. avoiding areas with the bird symbol. We anchored in 5 meters in a sheltered bay at 19.00 off Stora Alo.

28th May We weighed anchor and found the chain covered in soft cloying mud. Great sailing in a SW5 took us down to Storklappen light house and then we motored into Vastervik at 20.00 hrs. The sockets were non-standar

29th May I did two weeks laundry and bought a two pin adapter. The town was a mixture of old wooden buildings and modern ones. Lunch in an old courtyard was followed later by an excellent meal in

Murphy's Irish Pub. The publican visited Scotland often to add to his collection of old malts.

30th May My crew left and I set off solo again in a SW5 via an inshore



passage through some narrow rocky areas to Blankaholm. I arrived in brilliant sunshine to a deserted marina. My younger daughter's boyfriend's family collected me and I enjoyed a traditional supper of pickled herring in their home at Motfors.

31st May The family joined me for a sail to Oslingso where we anchored for lunch.

1st June Two friends joined me and I set off at 10.45 hrs. and sailed in a light SW2/3 gently down the coast towards Oskarshamn. The town is a mixture of old and new.

2nd June At 15.15 we slipped our lines and with a SW3 on the nose motor sailed across to Borgholm on the island of Oland, a seaside resort.

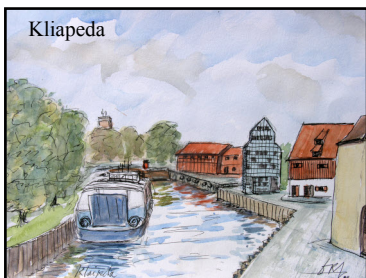


3rd June We stayed in port with an easterly F7 forecast. There is a ruined castle on the sky line, an old seawater bath house and a post mill.

4th June We set off at 07.45 hrs. and sailed at a steady 5.9, in a NE4. We passed under the bridge and entered Kalmar harbour. It is a delightful old town within the walls town and has an impressive castle. The owner of the excellent Chandlery is the CA's HLR, Eberhard Rohl. He and son Peter were most helpful.

6th June We gently sailed down to Gronhogan. A working fishing harbour, it was well placed for the start of our passage across the Baltic to Lithuania.

7th June The sun rose at 04.30 hrs. and we were underway by 4.55 hrs with an estimated passage of 30 hrs. It was a beautiful still misty



morning and we followed two fishing boats down to Oland Sodra Light house before setting course for Klaipeda, Lithuania's only Port. AIS proved useful in the misty conditions. We sailed through a huge patch of algae. At 19.15 hrs we enjoyed a mini feast of salmon and couscous followed by peach melba and ice cream.



8th June Many ships passed during the night but, we didn't have to alter course for anybody. At 04.04 the sun rose in a great ball of fire. The wind increased to F5 and we bowled along at 6.7 kts. At 14.45 we reached the fairway buoy and

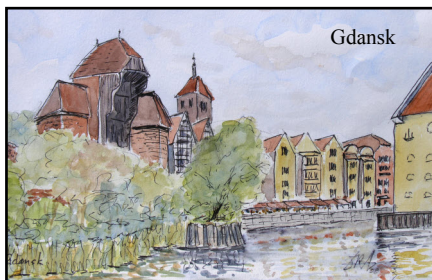
motored up the Curonian lagoon to Klaipeda. I moored alongside a pontoon in a dock with a Cruise liner on the lagoon side. The HM took who took my lines, Kyastytis Bartusevicius, is CA's HLR for Lythuania. He advised that the Castle marina, which I had attempted to enter, was being refurbished in time for the tall ships rally there in 2009.

9th June I awoke at 06.00 hrs. to look out on the huge wall of the 'Empress of the Seas'. During breakfast in the cockpit I was entertained by a folk band and dancers. I took the ferry across the lagoon and a bus to Nida, the last village on the spit before the Russian border.

There were old fishermen's thatched cottages and a beautifully designed modern church.

10th June I caught the 08.00 bus to Vilnius. After four hours on the motorway I was in the centre of this elegant Capital city. The Baroque Cathedral and soaring Gothic churches and the University, founded in 1568, were all very impressive.. Few people spoke any English so I ended up on a trolley bus heading the wrong way.

11th June Gales were forecast until Friday so I explored Klaipeda further with its old square, fine buildings and sculpture trail



12th June The gale continued with gusts at 37 knots but it was forecast to ease overnight to F5, so with an ETA of 21.00 hrs on the following day, I set off at 1800 hrs. for Gdansk in Poland. We faced some very big seas at the entrance to the lagoon but Galatea just rose up and

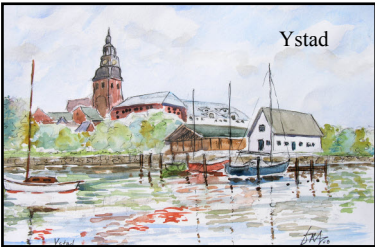
crashed down through them. The seas remained confused into the night as we sailed along in a WSW5 12 nm. off the Russian coast.

13th June At 4.20 the sun rose and there wasn't a ship in sight. At 16.45 hrs. light rain set in as we sighted land. The shipping lanes to Gdansk and Gdynia were very busy. As advised we called up port control on Ch. 16 but got no response, so tried on 14 and were told to go to border control on the starboard side just inside the entrance. No sign of life so we called up again on 14 and after discussion we got the ok. A cruise liner the Alexander Humbolt appeared backing down the Motlawa river controlled by two tugs. It is a narrow river and the commercial traffic dwarfed Galatea. We passed some very busy shipyards before the old town came into view.

14th June The marina facilities were in temporary Porto cabins, but the position was perfect. It was a short walk across the bridge to the Green Gate (Zielona Brama), built in 1564 in the form of a Renaissance palace. Inside is Diugi Targ, the principal street now almost fully restored to its former glory. A short walk away is the very tall and very moving memorial to the shipyard workers. At 18.15 hrs. I headed out

for the two nights and days passage to Ystad in Sweden. I called up the harbour master and got clearance because of the large commercial ships using the river. I then called up the border guards before reaching their station and got no response. Outside the sea was very choppy and with a F4 on the nose, I motored into it for a while to clear the shipping. There was an ominous halo around the sun.

15th June At 02.00 hrs. I relieved David and half an hour later the reddish coloured three quarter moon slipped below the horizon. A passenger liner was converging at 16.4 knots but then bore away. By 03.15 I put a roll in the Genoa to ease the motion for those below in a W4. At 5.15 the sun came up behind a line of cloud. At 11.45 I altered course to avoid a cargo ship Kiran Atlantic, and then continued doing a steady 6.5 knots. At 05.30 I had some cereals, bread, cheese, jam and coffee. Fresh air makes the food taste better. More ships past as we sailed along making good time. A father's day text arrived from Heather, a reminder to open presents and a card from Clara, my other daughter. Lunch at 13.00 hrs. comprised cup-a-soup, bread, cheese and ham with more coffee. By 1500 hrs. the wind had increased to a



W5 but 6 hrs. later the wind backed to the South and down to F4 making for comfortable sailing. There was a halo around the sun so I expected a deterioration. At 22.10hrs. two trawlers could be seen working towards us and closed to within a $\frac{1}{4}$ nm.. We were now doing up to 8kts. At 22.30 I spotted the Chris-

tianso light flashing every 15 seconds. Light houses are such friendly sights to seafarers. David relieved me at 24.00 hrs.

16th June We had a good sail through the night and at 04.00 hrs. the Alengi Light appeared off Bornholm. At 06.30 hrs. in a SW4/5 we crossed a very busy shipping lane. We also passed two trawlers which weren't transmitting on AIS. Later a fisherman appeared laying pots a long way from anywhere creating a hazard for yachts, although we didn't see any on the passage. Eventually the Swedish coast appeared and we had a lovely sail in sunshine across the bay to Ystad. At 12.05 a Danish couple took our lines as we moored up bows to. The 232 nm. passage had taken 41 hrs 55 mins. After a celebratory beer we explored the old town with its painted wooden buildings. This is the

town featured in the Wallender stories. There is an excellent old chandlers like an Aladdin's cave.

17th June Up at 07.00 hrs., topped up the fuel, visited the chandlery and bought extra gas bottle (Swedish standard) and Batsport charts. I cast off at 10.45 and headed out into a SW3/4. We had a very pleasant sail down the coast to the Falsterbro canal, which provides a shortcut to The Sound. We had to wait for the road bridge to open before sailing out into the Sound. A NW5 greeted us and we had a cracking beat up the Sound to Kastrup Standpark. We found a box with a green plaque and squeezed in between the posts to moor up at 21.15 hrs. The facilities and restaurant where we had supper are excellent.



18th June The marina is just 5 mins. away by bus from the airport. I flew back to the UK. for my painting group's annual exhibition in Swange.

30th June I flew back to Copenhagen and met Lorna and Brian on

Avola. We were both heading for the Centenary Rally of the Cruising Association at Rungsted, North of Copenhagen.

1st and 2nd July I provisioned the boat, did chores and contacted an engineer about the problem with refrigerator. Lorna and Brian set off for the rally.

3rd July I slipped the box at 13.00hrs. and headed out into a NE5. I had an excellent sail up to Rungstead, passing Copenhagen and the large offshore wind farm. I enjoyed having Galatea to myself at sea again. The wind eased to a NW3/4 as I approached Rungsted. On entering the marina I was faced with a mass of rafted boats, all dressed overall and flying the CA rally flag. I slipped slowly into a space and watched my flag staff catch the pulpit of the boat behind and in slow motion snap off. It was 16.10 hrs. and I had made the rally. All I had to do now was dress Galatea overall.



Letter to the Editor

Dear Robin

I have received a few comments over the last day or two from people reading your Nauticat Association magazine. There is an article in it concerning a bare boat experience in the Ionian, and we are mentioned in the first paragraph.

Several people have miss read the article and think that the bad experience the writers had was on one of our boats (it was in fact a Neison boat!). Although it is fairly clear if read slowly and correctly, if glanced over, one could easily think that the bad experience was had on one of our boats (as evidenced by the readers that have contacted me.)

Obviously we are not very happy about this, and would appreciate a comment in your next issue re-iterating the fact that it was NOT a Nisos boat in question!

We are infact at the very top end of the market, and have never had a complaint over the cleanliness and work that goes into the preparation of our fleet and this sort of article could damage the reputation we have worked so hard to build up over the last 10 years.

Please let me know your thoughts as soon as possible.

Kind regards

Rowan Carver

Nisos Yacht Charter Ltd

+44 (0)1491 572377

+44 (0)7919 045414

www.nisosyachtcharter.com

Dear Rowan

As you say, if you read it carefully (*Page 7, Cat-a-Log 51*) there is no critic of Nisos but I can see how there might be an association if you scan the article quickly. I will in the summer edition write a small piece to completely exonerate Nisos Yacht Charters.

Best regards

Robin

The Famous NAUTICAT IPSWICH MEET 2009

4th and 5th September

Open to all Nauticat members and friends.

Destination **Ipswich Marina**, berths booked for two nights (if you are staying on arrange direct with Marina). Payment direct to Marina – discount has been arranged.

Friday Evening – Drinks on host boat at 6:00 p.m. then stroll round to the Bistro on the Quay for a 3 course meal with coffee and a bottle of wine between two.

Saturday Morning – A visit to Spirit Yacht Builder, if possible and/or visit to Colchester/Ipswich Museum (in Ipswich).

Saturday Evening – Dinner at the NOVOTEL, adjacent to the Marina (see attached menu). The newly furnished NOVOTEL has been booked for those with no boat at £72 per couple with a buffet breakfast.

THE NOVOTEL MENU

CARROT & ORANGE SOUP
with a touch of cream & coriander (V)

LEAK & HAM GALETTE
with lightly spiced salsa

GREEK SALAD
tossed in lemon dressing with olives, feta & avocado

HONEY ROASTED CHICKEN
with herb cous cous, Mediterranean vegetables & tomato coulis

COD AU GRATIN *topped with*
Monterey Jack cheese and mustard cream

FISH & CHIPS
served with mushy peas

GOLDEN BEAKED VEGETABLE LASAGNE
served with garden salad (V)

LEMON TART
with clotted cream and warm berry compote

PROFITEROLES
with hot chocolate sauce

SYMPHONY OF EXOTIC FRESH FRUITS
served with vanilla ice cream

Followed by coffee or tea

Contact Robert Higgins on telephone 01787 222712
(e-mail: RJH27@tiscali.co.uk)

The Sale of 'Taiva'

After a lull, suddenly there's been a "downpour", everyone wants Taiva! As you know originally I placed my boat on the Nauticat website, then at the end of the year placed it with Clive and also the Italian Nauticat agent. You'll be pleased to note that Taiva was eventually sold to a chap from the UK who had spotted my original advert in the Cat-a-Log which saved a hefty agent's fee. It took my buyer a little while but he eventually persuaded his wife that a life afloat was just the thing for them. I'm happy to report that both wife and hubby are now delighted with Taiva.

Taiva is a very well fitted out 331 and has been lovingly maintained, I must admit when I finally finished waxing her down prior to the buyers visit I did feel some tinges of regret! The buyer, however, was so keen he had actually placed a deposit before he'd seen the boat and had signed an RYA contract that he buy it except for any major hull or engine problems. His surveyor spent two days tapping and probing every nook and cranny and didn't mind an interested observer, it was his first inspection of a Nauticat and he was very impressed at the build quality, his final comment to me, "your buyer is a very lucky man".

After ten years, half of them spent sitting in warm waters, Taiva's Copper Coat anti-fouling is still performing well, although there was a little delamination around the bronze rudder stock support and prop-shaft bearing support the surveyor said this was "of no importance, the gel coat in this position, is merely cosmetic". The rest of the hull was in excellent shape. The surveyor, in fact, struggled to find anything he could really get his teeth into, apart from the out of date fire extinguishers, flares and the life jackets for which I later discovered replacement gas cylinders and new tablet kits for the water contact triggers. Taiva looks like new inside and is testimony to the Nauticat layout and build quality. The only slightly broken item he found was the front to the lower draw in the galley, which, because of the curve of the hull shape Siltala have to cut down on the draw depth and in this case, perhaps it's a common fault, the retaining stops on the the track slides are missing, so when sailing hard on a Starboard tack, this draw would shoot out, hence the loose front!

Rigging and sails are in good condition (despite some hard bashing in our 9500 miles). Did find that the lower seals to the front wheelhouse windows required replacing, this may have been just a quirk of my boat as I had a leak problem when originally sailing her back to the U.K. Apparently it was so cold when they were performing the original water

tests on the windows Taiva was covered in ice! Replaced the domestic batteries last year and the wind instrument, the autohelm 6000 dial went down a few years ago and I needed another GPS antenna a while back, I also replaced a bilge pump sensor, apart from that everything has performed reliably and sometimes under conditions of real stress!

I originally priced Taiva at the current market rate of £135000 and did have interest from two chaps last September, one said he'd buy Taiva if I'd show him the ropes and sail her back to Thailand with him! The other chap arrived from Italy to tell us of how much he liked a boat he'd seen in Southampton and then proceeded to tell us about all the world leaders he'd met during his life as an investment banker! Having experienced the frustration of dealing with time wasters I became a lot more cautious when dealing with potential buyers.

After the turn of the year and with the credit crunch deepening I thought again about how much I could expect to receive for Taiva. Lee and I had decided that the time was now right to sell and with marina charges and maintenance costs to pay I reduced the price of Taiva to £120,000. There is a right price for everything to sell and for Taiva this seemed to be it, the phone started to ring.

Since the beginning of the year I've received lots of interest, in fact I received three phone calls last week whilst in Sardinia preparing Taiva for inspection and I've just had to stop typing to take a phone call from a French chap whose dad is looking for a 331. Again just received an email from another disappointed chap who tells me 331's "are as rare as hens teeth at the moment". Perhaps I sold my boat a little too cheaply but Lee and I have a lot of hills we want to climb and there are a lot of cities still left for us to explore and both of us have only so many heart beats left, my advice on selling a boat is price it right.

Lee and I have had a wonderful decade sailing Taiva, memories galore and an abiding affection for Kaj, Tuula and Patrick who helped us so much in achieving our dream boat. Long live the Nauticat family.

Kindest regards,

Jeff Bracey

Classified

Older style door key blanks made by Schwepper (Germany)

www.schwepper.com

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. Unfortunately we only have orders for 6 keys but there must be owners with only one key. Similar blanks are not available from locksmiths so having a permanent spare ready for cutting is definitely an advantage.

Door key blanks:

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

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

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

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

Deadline for next issue - 1st December 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



Classified

Nauticat 37 Deck Saloon - Commissioned 2003

A true fully wonderful example of one of the finest boats on the market, a dearly loved boat at the top end of the specification only for sale due to a change in personal circumstances

Any trial will not be disappoint; this boat just needs viewing



- Internal helming position with seat
- Nav station with instrumentation
- Lee cloth
- Sun covers
- Large Aft Cabin
- Double berth
- En suit
- Antimoisture material
- Lee cloth
- Bokulla textile for bed
- Fridge
- Neptune oven hob and grill
- Forward cabin
- Toilet
- Separate shower room
- Teak decks
- Bruce anchor with roller 60m chain
- Side ladder both sides
- Side ladder both sides
- Harken 46.2 electric winches
- Fresh water shower aft deck

- Salt water wash point
- Loudspeakers
- Heavy duty entrance door
- 4x safety pad eyes
- Bimini with harbour awning
- In mast furling main
- Raymarine autopilot wind multi
- GPS navigator
- Chart plotter
- Radar
- VHF radio
- SSB radio
- Mastervolt battery charger
- Bow thruster
- Solar panel
- 56 hp yanmar engine
- 40 ltr water heater
- Webasto heating
- Rope cutter
- Electric salt water pump
- 3 blade feathering prop

Located Hartlepool

Price £199,995 Tax paid Jersey register part 1

Call Michael on 07900 990062 or email michael@ives-contracts.co.uk

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 / Furuno*), two computerised navigation systems (*Sea-Pro and Maxi charts for all of UK. 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, Eberspacher 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

**The Famous
NAUTICAT IPSWICH MEET 2009**
4th and 5th September

Laying Up Supper
Chichester Yacht Club
26th September

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