

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



*Especially organised for the Nauticat AGM in Windsor
They are even wearing our colour*



Nauticat Association Newsletter

Issue Number 54

Spring 2010

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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Issue No. 54 Spring 2010

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Chairman's Thoughts

Clear blue skies, temperature 19C, steady SW F3, smooth sea – why am I sitting here and not out on the water? Summer or at least the start of it has suddenly come to the South Coast. The last three weeks have been glorious and we have had some great sailing days out. Compared to this time in recent years when it has been cold, wet and very windy here this is utopia.



Sadly Maurice Matthews died last month after battling illness for some considerable time. Maurice with Barbara on “Senitoa” was an enthusiastic and regular participant in many Association, formal and impromptu, gatherings. His smiling face, ready wit and good humour will be sadly missed by his many

friends. A number of us attended the service of celebration of his life and the huge turnout of friends from many different organisations in which he was an energetic member was a fitting tribute to a wonderful man. Our thoughts and best wishes are with Barbara and their family. Barbara has said she plans to attend the South Coast Rally and Anniversary Dinner as well as the East Coast meet this year.

From the attendance, participation and feedback received the AGM in Windsor in February was a resounding success. My thanks go to Barbara Matthews who stood down as Treasurer for her sterling work and a warm welcome to her successor Rod Cotton – a willing volunteer who now controls the purse strings!

The new Cruising Forum under the leadership of John Claisse got off to a good start.. John would like this not to be just an annual AGM event but also an interactive dynamic forum where members share ideas and experiences with those who are planning to follow in others footsteps. My aim would be for this to grow to become an established benefit of Association membership in the same way as our Technical Support has grown under Richard Bartlett.

The demonstration by Ocean Safety was an eye opener to many. The look on the faces of the volunteers who tried to inflate lifejackets both when they failed to inflate and particularly one which inflated so fast the wearer got such a fright. It shows the importance of being familiar with your lifejacket, how to put it on, activate it in an emergency and how simple things can prevent it doing the job it is required to do. I wonder how many of us opened up and checked our lifejackets immediately on returning home – I know I did and found one with a loose gas canister rendering it inoperable! A lesson there for us all. Many members ordered safety equipment at the demonstration and took advantage of the excellent prices offered - I certainly did.

The AGM is not just about formal business that part was over in forty minutes. In true Nauticat association tradition it is about catching up with old friends and meeting new ones.

The informal supper in The Windsor Castle on Friday was a resounding success – we virtually took it over. The cosy atmosphere, excellent food and copious wine all acted to raise the chatter volume to levels the landlady had not experienced before – but would like to see them again. The evening continued with a few stalwarts retiring to the hotel bar till the early hours – no names what happens at an AGM stays there!

Saturday evening dinner though slightly more formal was an equally enjoyable evening and even more members continued chatting into the wee sma' hours.

I hope that those for whom this was their first AGM experience will be repeat attenders in future.

A straw poll of attendees resulted in the same venue being booked for 2011 when we hope to have similarly quick formal meeting, another interesting demonstration and an active cruising forum. I have already received a number of suggestions in response to my request for thoughts on demo ideas etc - but even more would be welcome so we have lots of choice for 2011 and future years.

I have been following up with Nauticat in Finland regarding the appointment of a UK agent which I was advised in February was “imminent”. I am afraid I have no news but will continue to follow up and report what I find.

Looking ahead 200 is proving to be an exciting year, Booking forms for East Coast meet and South Coast Rally have already been mailed - please book early to make the organiser's job easier. The Celtic rally dates and venue have already been announced.

As this is the 15th Anniversary year of the founding of the Nauticat Association by Jan and Ray Dennett, details of the anniversary dinner at Beaulieu Palace have been included in the South Coast rally booking form. Remember while Roger Cass would like to see as many as possible at the rally it is not necessary to (a) attend the rally to come to the dinner or (b) come to the rally or dinner by boat- as our members are spread across the UK and worldwide and many have work or family constraints which limit make sailing to an event difficult.

Sue and I look forward to catching up with as many members as possible this year both at rallies and meets. We plan to spend a lot more time on the water so any time you see "atonement" whether the drinks pennant is flying or not come aboard and join us.

Colvin



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.

Technical Support

Here we are at the start of the summer season with most of the repairs out of the way and looking forward to good weather and a really relaxing cruise. We've covered most topics in the last 53 issues but there's always something new, even if it's caused by the EU!

Most of the members will have received our emails about the introduction of ultra low sulphur diesel (ULS) by 01 January 2011. We are please to say that limited supplies of Kathone biocide treatment were distributed to three areas and all stock was immediately sold out. The Renewable Energy Directive 2009/28/EC applies to all EU member states and is concerned with all transport fuels. ULSD is the only diesel fuel that will be available in Europe, and most countries bordering the EU. There will be no 'high sulphur' red diesel refined after this date. The new ULS road diesel contains 5-7% bio fuel which degrades to a black sludge when left in tanks longer than 6 months. Treat all fuel with a powerful biocide like Kathone and do not fill the tanks before laying up for winter. Change all diesel filters every year and carry sufficient spares.

All our engines have raw water heat exchanges that contain narrow copper tubes that become clogged by deposits over a period of time. If the raw water pump rubber impeller needs replacing more often than every 3-4 years, the upstream flow is probably restricted. Impeller tips that are badly worn or separating indicates that there is a flow restriction in the raw water cooling system. Conversely, root separation is caused by an inlet restriction. Take the ends off the heat exchangers and clear tubes with a welding rod or similar tool.

Yanmar raw water pumps as complete units cost about £600 and are only available from Yanmar dealers. However, they are actually Johnson pumps but agreements exist to prevent the UK distributor from supplying third parties. Apart from the casting which doesn't wear out, all the spare parts are readily available for the pumps to be repaired.

We have had several requests for aft window units and fittings. Although expensive, Sam Shad at N C Berg (www.ertec.dk) is still making aluminium window sets for pre 1995 boats and Ertec Norway can provide everything from 1995 onwards. We have their contact

details and an internet chandlery in Sweden that stocks individual fittings. Forward aluminium window leaks in the pilothouse are very common and the outer neoprene rubber seal strip (type 4) on pre 1995 boats is still available and can easily be replaced.

Lifting NC331s: Veli Kaja, Production Director, Nauticat OY, says 'we prefer to have the aft lifting strop between the skeg and P-bracket'. The cradle side supports must contact the hull directly over the fore and aft engine room bulkheads. These points are 285cm from the stern teak toe-rail (aft end of the fin) and 410cm from the bow (teak plywood section). It's a good idea to mark these bulkheads on the outside of the hull – just tap the fibreglass until the hard point of the bulkhead is found.

Eberspacher heaters: For some good reason we have had an unusual number of maintenance enquiries during the winter. The vast majority of these heaters are installed in lorries and NHS vehicles and the largest 'commercial' service agents are found in big cities rather than the marine environment. All diesel heater spare parts are extortionately expensive and should be purchased at a good discount. The complete unit can easily be removed with basic DIY skills and given to a dealer for service. The normal service interval is 800 hours but a black slick running down from the exhaust is a sure sign that maintenance is required. Running these units for short periods will reduce the service interval.

There is a requirement for servicing instruments, autopilots and radios. We are setting up an account with www.theservicecentre.eu who provide a contract repairs facility for manufacturers and retailers. They also repair obsolete equipment like Cetrek and Navman which will be very helpful for some of our members.

The Association has many trade accounts which are available to all our members. You email us with your precise requirement and we reply with a completed order form to print off. Should you wish to proceed then attach a personal cheque and post to the address provided. This is a most valuable facility and strict confidentiality is essential. All normal manufacturers' warranties apply and we have experienced an excellent standard of after sales support.

Hope all this helps and look forward to seeing you at the South Coast Rally.

Richard Bartlett rgbartlett@aol.com

Health & Safety Message

Nauticat Association Members who visit the Folly Inn on the River Medina, Cowes, IOW should be aware of this notice.

Table Dancing at The Folly Inn

Dancing on the tables to live music has been common place at The Folly for many years with minimum incident or injury.

Unfortunately we have recently had two instances of customers 'Taking a Tumble' which has prompted the management to point out that we do not ask you to dance on the furniture and any person doing so does so at their own risk.

However if you should still chose to dance on the table please consider the following:

- *Wearing only suitable flat heels*
- *Strictly no high heels*
- *Only dance on reinforced tables in the music are*
- *No glasses or bottles to be carried*
- *No partaking in this activity when intoxicated.*



Any persons considered unstable will be asked to return to solid ground

Ultra Low Sulphur Bio Diesel

The introduction of Ultra Low Sulphur (ULS) bio diesel into the UK leisure marine fuel supply chain.

We have been somewhat taken aback by the announcement that red high sulphur content diesel will no longer be available from 01 January 2011. This means that ULS bio diesel is highly likely to enter the marine fuel supply chain during the coming summer.

ULS diesel has a relatively short storage life because the bio contents oxidises and provides a welcome source of nourishment for the 'diesel bug'. The problem is considerable and the likes of Tesco, Sainsburys and Morrisons are having their diesel tanks cleaned on a regular basis. This is despite a very large volume of diesel passing through their tanks.

Until there is further clarification from the oil companies, it is unwise to leave fuel in tanks without a biocide treatment. We are also advised to lay up for the winter with minimum fuel in the tanks, which is contrary to past good practice.

Kathon FP 1.5 Diesel Fuel Additive technical reference:
www.fuelcare.com

Fortunately, we have been able to secure a supply of the concentrated biocide being used by the supermarkets in their tank cleaning process. This product is made by the German subsidiary of Dow Chemical Inc. Kathon FP 1.5 is not available in small quantities in the retail market but we are positioning a limited supply to the following locations:

East Coast: Felixstowe: Colin Lister 01394 276244
fazeboons@aol.com

South Coast: Southampton: John Rotter 07973 803122
jrotter@globalnet.co.uk

South West: Exeter: Richard Bartlett 01395 232789
rgbartlett@aol.com

Kathon FP 1.5 requires dilution before adding to the tank. A typical NC33 300ltr diesel tank contains 90ltrs of usable fuel at the top of the red gauge mark. Make an inspired guess as to the quantity of fuel required and measure the Kathon dosage into a 5ltr plastic can with a

flexible nozzle. Add about 4ltrs of diesel and shake well before emptying into the main tank before refuelling.

- The dosage is:
- 30ml per 100 ltrs Normal dosage
- 60ml per 100 ltrs Initial
- 100ml per 100 ltrs Single 'shock' treatment to kill diesel bug.

It is highly toxic and should be handled with extreme care.

We have friends who have a very large account with the UK distributor (www.fuelcare.com) and can purchase 5kgs (4.95ltr) containers for £50.00. Come along with a small (500ml) plastic bottle and we will fill it.

Article from Practical Boat Owner - February 2010

Most boat owners will have given little thought to what January 2011 might mean for the brass, copper, lead, nitrile rubber and polyethylene components of their engine's fuel system. But in 12 months' time the low-grade fuel oil boat owners currently buy from marinas and fuel barges will be replaced with something that is cleaner but, for the unprepared, also quite likely to cause problems with the fuel system.

From 1 January 2011, all leisure marine diesel fuel will, like ultra-low sulphur 'road' diesel (ULSD), have a sulphur content of no more than 10ppm. The easiest way for fuel suppliers to comply with this is to supply ULSD to marine refuelling points. But as ULSD contains at least 5% biodiesel and may shortly contain up to 7%, there are fears that the environmental benefits of the changeover are likely to be overshadowed by the increased potential for diesel bug and an increased rate of wear on some

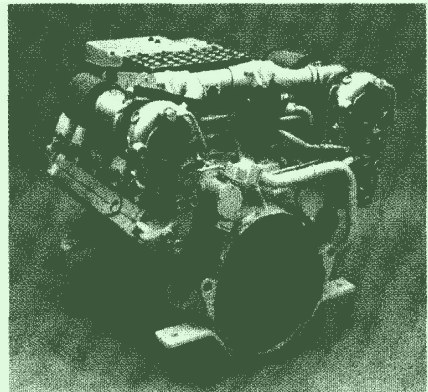
marine diesel fuel system components.

However, marine authorities are working on an advisory program to help boat owners avoid the danger of blockages and breakdown.

The chief executive of the Federation of Petroleum Suppliers, Susan Hancock, told PBO: 'Biodiesel is hygroscopic (partial to water). There will therefore be more opportunity for microbial growth at the oil/water interface.

'In addition biodiesel cannot be stored for long periods as it starts to oxidise and stratify (go stale or go off).

'It is also incompatible with quite a number of materials such as



Although Yanmar, Beta and Volvo have conditionally approved B5 biodiesel for use in their marine engines there are still concerns over storage and diesel bug

brass, copper, lead, nitrile rubber, and polyethylene,' she said.

'We and other interested parties, including the BMF, have been working with the Dept for Transport on a list of guidelines and flyer to prepare end users for the more stringent housekeeping regime they will need to put in place when the fuel changes. This should be available shortly.'

*Richard Bartlett
Technical Support*

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 nine - *23th February 2008 - continued*

.....By 1300, the wind had eased to F5, so the Genoa could be fully unfurled, shortly after which we went over the exclusion zone at Kick 'Em Jenny (voluntary, not mandatory) in the channel between Grenada and Carriacou, it's an underwater volcano which last erupted in 1996, and is expected to continue to be intermittently active for a long time to come.

I've been a bit frustrated at my inability to get a Caribbean bird book; today I saw loads of interesting seabirds, but apart from a solitary roseate tern and one or two frigate birds, I couldn't identify any of the others. There were plenty of flying fish, and some fish which just seemed to enjoy leaping from the water as they swam along, although of course they could well have been swimming for dear life from some toothy predator! A new bird book is a definite need.

By 4pm, it was pretty obvious that there was no chance of making it into Tyrrel Bay before dark under sail, so with regret it was engine on, sails down. We got into the bay just at dusk; it was a bit of a scramble to thread Ocean Blue through the extremely thickly populated anchorage to find a spot to drop the hook before full darkness fell. I would not have enjoyed that; in addition to all the yachts, there are two quite dangerous reefs in the bay, and it is easy to find yourself embayed in situations like this, almost forced onto the reefs because there is nowhere else to go.

I had hoped to go ashore this evening, but I find that I'm just too tired, and my trapped nerve and attendant sore arm are too much at the moment to allow me to winch the dinghy off the foredeck and into the water, then get the outboard off the transom and reattach it to the dinghy. Tomorrow will be soon enough, and now it's time for a Tesco vegetable curry with pilau rice, and the end to a very full day.

Dist 51m

24th February 2008

I wasn't up until 0830 this morning, and decided to check out the seawater pump, to no good effect except to get myself into a muck sweat. Since I was already hot and bothered, I got the dinghy into the water, and washed off all the parts of the upper deck I normally touch with my hands, I really dislike the clammy feeling you get when your hands are covered in salt.



Having decided that the rest of my time here in the Caribbean is to be devoted to doing things I can't do at home, I got out the mask, snorkel and flippers and first went to look at how the anchor is dug in; it isn't, I'm on a patch of weed, so the fluke has just scratched the surface and filled up with a big lump of weedy sand it has pulled out, but the chain is sufficiently long to hold us in place unless there is a really big blow. I then took the dinghy over to the N side of Tyrrel Bay to swim on the reef. This was a bit of a bust, the reef was silted over and almost dead because of the construction of a new pier, I saw a few brightly coloured fish, but not the profusion I would expect from a healthy reef. Off to the S side of the bay to look at the other reef, I spotted a dive boat on the way, so I pulled over to see if they did Scuba tuition. In luck, I arranged with the cool French diver, JB, to take an introductory morning tomorrow, if I like it, the cost of the morning will be deducted from the cost of a full five day course; I'm almost certain to take the full course, it's something I've wanted to do all my life and just haven't got round to. After Union Island, the first stop in the St Vincent group of islands, I'll be going to Mayreau and the Tobago Cays which are apparently a Scuba paradise, so I might then be able to dive there if I'm qualified.

Having taken the plunge, so to speak, I then went over to the S reef, it was a bit better, but hardly spectacular, although I did manage to see the odd iridescent beauty. Then back to Ocean Blue, a bit cooled off from my morning sweat session, and the luxury of my hot shower bag on the rear deck, nearly too hot for comfort.

I'm anchored in 10 feet, just off the beach by about 150metres, and about 300metres away from The Lazy Turtle, the beachside restaurant and bar

for the sailing community, so I went over there for a lunchtime drink and to find out what there is of interest in the locality; it turns out that today is Sunday, which I'd forgotten, no shops open, so no postcards; tomorrow is another day. I went back in the evening for a lambie pizza, which was yum-yum, but I was on pins as soon as it arrived, only then remembering that I'd left the fridge switched on because the wind generator was delivering well, but not well enough to leave on for a couple of hours while I ate a leisurely meal followed by a cup of coffee. A quick bolting of the lambie and back to the boat ASAP, the night having been somewhat spoiled, but the day a real pleasure.

25th February 2008

First thing this morning, after 30 years of exemplary service in straining the lumpy bits from my soup, the moustache had to go; you can't get a diver's face mask to seal over a moustache, and today I'm going Scuba diving for the first time in my life!

Before I could go ashore, I had the slightly more pedestrian task of finding a leak in my fresh water system, I knew something was wrong because the pump was forever cycling, and the bilge was filling with water at quite a rate. I eventually isolated the problem to a crack in the bottom of the water filter and started in with the Araldite, it eventually took the whole day to get enough adhesive in place to stop all but the tiniest leak; I can't get this replaced until St Martin's, so it was either stop the leak or bypass the filter, which I would have been loath to do.

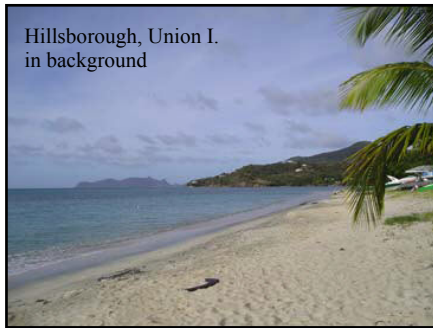
No matter, back to the main event; I had a short talk from JB to give me the basics of diving, then into shallow water with the tank, practising emptying the mask of water, equalizing the pressure in the ears, taking the mouthpiece out and in underwater, using the other diver's spare mouthpiece, signals, and playing about with the buoyancy control device (BCD); great fun!

We then changed tanks and went out to the reef, where we dived down to 12metres, and I was absolutely in love with Scuba straight away. We've all seen wonderful stuff on television of underwater exploration, but the reality of the colours and the total profusion of life would take your breath away, if you weren't concentrating on the mantra "never hold your breath under water". I saw octopus, lobster, sponges, crabs, shrimp and a profusion of fish of all shapes and sizes, in iridescent colours so vivid they couldn't be adequately described. We were down for an hour, but it went by in a flash, and I can't wait for my next reef dive. You'll have guessed

by now that I signed up for the Open Water Diver course, which I start on Wednesday (27th.) afternoon, and am so far booked through to Sunday evening. What a buzz!

Back down to the real world, I took the bus into Hillsborough in the mid-afternoon in order to get my postcards and stamps, had a nice wander around, although I had to do it slowly, or I'd have been into and back out of Carriacou's capital in the blink of an eye; it isn't big. I wrote the postcards on the beach and got them posted, so that my correspondents could be suitably jealous as soon as possible over my marvellous day; sometimes I detect a childish vein in my behaviour.

Hillsborough's non-grocery shops shut at 4pm, so after a few bits of food shopping, it was back to Tyrrel Bay, where I sat down in a beach shack and had barbequed chicken with rice and salad and a soft drink for the princely sum of £5. I'm definitely going back there again.

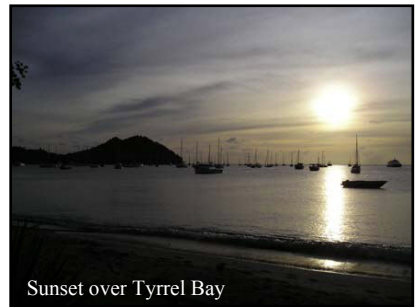


Hillsborough, Union I.
in background

No Scuba tomorrow and I don't think I'll bother with Hillsborough again until I have to clear Customs and Immigration before I move on to

Union Island. I think I'll have a plutter around the bay in the morning with my mask and snorkel, and then have a nosey around Tyrrel Bay itself, as I've only landed at three spots, and not yet walked through the town to get an idea of what it's like. *26th February 2008*

Straight off the back of the boat after breakfast to swim down onto the anchor and clear it of the big gobbet of weed and sand, then embed the fluke into the seabed, after doing that I felt that we were a bit more secure in the event of a real blow. Used my magic solar shower again, lovely and hot although it had only been lying in the sun for a bit more than an hour; an impressive piece of simple technology.



Sunset over Tyrrel Bay

Did some of the required reading for my diving course tomorrow, then went ashore to do some Skype calls at De Lazy Turtle, and since the

log had reached 5MB because of the photos, decided to send it on and start anew, hence unlucky 13. Received bad news from my friend Robin Lattimore, his mother had a serious fall and is in Glen O' Dee hospital in Banchory; I only hope she picks up, she and Robin are an inseparable team.

After a long time on the phone and internet because of an awkwardly slow baud rate, I took a walk through Tyrrel Bay, having a few conversations on the way. I learned that the area on the S coast of the island is Dumfries (that'll please my mum, who lives in the original Dumfries), and that up on the NE coast live the descendants of Scottish colonists, who are still pink, as they have apparently married within their own group; I won't be going round to check the veracity of this, but it amazes me how many place names I've seen here in the WI are originally Scottish.

My friend Sara Anderson asked me to take some pictures of the normal villages rather than just the beaches, so here is Tyrrel Bay in the grip of rush hour.



Although De Lazy Turtle was open during the day to sell drinks, it was closed for meals, so I did a bit of prospecting along the main drag and selected tonight's feeding trough from the menu (later), then back to Ocean Blue for a wee bit more book bashing. The place I would be eating at is 150metres directly in front of my bow, on the other side of the main road fro the beach. I was just about to get into the dinghy to go ashore when a local fisherman turned up offering to sell bananas and mangrove oysters. He wanted US\$15 for a dozen oysters, after dickering we arrived at a glass of brandy and EC\$20, say £4, this to include opening them and the provision of a lime. He asked for a plate, proceeded to open about thirty of them and lay them out on the plate, in the meantime squeezing half a lime into the brandy, yeuch! Apart from that aberration, he was a really nice man, we had a lovely wee chat while he was shucking the oysters, and he assured me he'd be back soon with more oysters as long as I continued to have brandy. Thank goodness I didn't give him some of my malt whisky; I don't think I could have coped with the lime flavoured sacrilege!

The oysters were very small, but really tasty, and made a super hors d'oeuvre before I tooted off to the beach in the dinghy for dinner. Grilled barracuda with potatoes, rice, salad and a side dish of curried lambie; this was local food of the highest quality, served in a wee beachside bar/restaurant without any pretensions at all - wonderful, memorable.

27th February 2008

One of the nuisances about no marinas is that you can't get ashore without the dinghy, which can be a bit of a pain; this morning I wanted to take my laundry ashore, in order to conserve my own water, which can be difficult to replace, and to buy some ice. This of course meant two dinghy trips, then a third to return a napkin which somehow found its way into my bagful; three trips before lunch, then of course it was back ashore for 2pm for my diving course beside De Lazy Turtle. By the time I came back aboard from the diving lesson, the last thing I wanted to see again today was the pull cord for the outboard, adequate reason for me to eat aboard and stay aboard for the night. It also gave me a chance to study how the dive tables work; today was all theory and tests, tomorrow starts with tests on the dive tables, and I don't get to go diving until I've cracked the tables. A powerful incentive to bash the books!

28th February 2008

This has been one of the great days of the voyage! I spent the morning doing the theory for the diving, then the written test, which I must modestly report I passed at 100% (boastful swine, that Chadwick!). What was really satisfactory about the theory was that I felt that I'd got a proper understanding of the way the dive tables work, which I didn't think was going to happen when I bashed the books last night.

We then had some time working with the Scuba gear before lunch, followed by lunch (grilled shrimps served with rice), then it was time to suit up and do the shallow water training, which was great fun. Some of the exercises were; taking off the mask and swimming about before replacing it; adjusting buoyancy by control of breathing; buddy breathing with JP's alternate air source and vice versa; taking off and putting on both the tanks and the weight belt underwater; simulated controlled emergency surfacing; simulating running out of air by

having your tank valve shut off while underwater (not a nice feeling). I can't remember all the other things we did, but it was great fun, and at the end of it all, JP pronounced me safe for the next three open water dives, once I'd proved that I could swim 200metres without any buoyancy aids, immediately followed by 10 minutes of treading water without lying on your back. I got that out of the way, so we're off to dive the same reef as on my introductory course tomorrow morning at 1000.

JP & JP's girlfriend Claire with hawksbill turtle



The next bit of the day was even more memorable, we then took the dive boat over to the other side of the bay to assist Carriacou Turtle Rescue in the release of 5 hawksbill turtles. These turtles had been caught by local fishermen, who are happy to sell them to Turtle Rescue rather than as food. They are then tagged and measured

before release; they are placed in the dive boat and taken well out to sea where they are returned to the water.

George with turtle



Unfortunately, Dario from TR seemed to have no sense of urgency about the poor turtles, he was really more into self- publicity and talking to the small crowd that gathered, than processing them and releasing them into the sea. These poor creatures had been out of the water all day on their backs, and were obviously severely stressed; I got involved in helping measure and tag them in order to hurry him on, then in carrying them (heavy, struggling, unwieldy) to the dive boat, but at least it helped move the process on much more speedily, even if I did get the odd cut, got soaked and was absolutely knacker by the time we were ready to leave the beach.

The poor turtles awaiting measurement and tagging.



We went out about a mile to release the turtles; this was even harder to do than loading them aboard the dive boat because of the lack of space in which to lift them, and the rolling of the boat.

I helped lift out 4 of the 5, and then stood back so that I could get a picture of the release of the final turtle.

On our way out to the release

Two of JP's friends, Carine and her boyfriend, got into the water with their masks and snorkels to see how the turtles did; they immediately swam off downwards strongly in spite of their long ordeal, so are very likely to fully recover from their experience. It felt great to have had something to do with saving some of nature's increasingly endangered creatures.



I have to say that after my very full day, I didn't have it in me to go back to Ocean Blue to reheat the other half of yesterday's pasta sauce, so it was back to De Lazy Turtle for a drink with JP and his girlfriend/business partner, Claire, followed by a pizza and typing up this section of log, before returning aboard for an immediate dive into the arms of Morpheus.

29th February 2008

Leap Year 29th today and nobody proposed, so I guess I'll have to continue at this lone yachtsman shtick for a bit longer.

Had a reasonably leisurely start, washed out the blood and sand from yesterday's turtle release clothing and hung it up on the rail, then took the dinghy ashore to the beach to get some ice for the fridge. I had been talking to Oro, the co-owner of De Lazy Turtle, he'd told me that all of the water in Tyrrel Bay is what people save from their roofs in underfloor cisterns; all his ice in the drinks comes from this source, and the tanks are kept algae free with little fish which live in the dark and chomp up the algae. My supermarket ice comes from the same source, it hasn't done me any harm yet, and it keeps my food cool (I've still to eat that pasta sauce), so what's the harm in little algae gobbler faeces, it's just processed vegetable!

Off to the dive shop for 1015 after a bit of playing about on the computer, trying out the suggestion of my friend Wouter Bourghuis that I should send my logs using pdf files from Adobe, this would cut their size down to about one-tenth; it seems to work and still sends the same log, so there looks to be a change in the logs being sent in future, and they should take much less time to unload.

The dive; back to the scene of my original dive on the S side of the bay, 45 minutes of sheer heaven at 12metres, then a wait around while Claire and the three experienced divers with her completed their dive. They control their breathing more effectively than I do, so consequently are much more frugal with their air and can stay down about 33% longer. I doubt if I'd have wanted another 20mins, I was ready for a rest when we surfaced. After an hour on the surface, JP and I went alone to the reef on the N side of the bay for another hour's diving at 12metres. All sorts and shapes of fish to see, but I think the most memorable were the Southern Rays, the tiny Yellowhead Jawfish which lives in a little burrow in the sand and only comes out if you're very quiet, and the final act, lying close to the bottom with my mask a foot away from a pair of octopi and a Spotted Moray Eel; sensory overload!

After that it was back to the dive shop, clean the gear, sit down for an hour or so while JP did another dive, then fill in the brand new log book with JP's help. Ate at De Lazy again, that pasta sauce in my fridge could conceivably be a new biological weapon by now!

1st March 2008

Today I did two more dives and completed the Open Water Diver course, definitely one of the high points of this voyage. I was not diving alone with JP, but in a group with 4 French divers and Claire; one of the divers was Dominic Serafini, who was in the crew of Calypso, and has subsequently made a film of famous wrecks which reached the Discovery Channel. He had his camera with him, and has said he will try to send me some edited highlights of the dive when he gets the chance; fingers crossed! He was a real larger than life character, so full of life and joie de vivre that it was a tonic just to sit in his company, full of tales about Calypso and Cousteau and their diving exploits.

As far as the two dives went, they were respectively 22 metres and 20 metres at their deepest, so I used up my air more quickly than before and had to surface after 45 minutes, whereas the rest could stay down for just over an hour because they didn't waste air by breathing too deeply



Dominic, Serafini and Claire

then becoming too buoyant, then having to release it to sink again as I did; I'm told I'll fairly quickly learn this skill if I get a bit more practice. The dive sites today were further out and I saw quite a few barracuda, but missed the small turtle and big spider crab because I had to surface early; I saw lots of other fish, too numerous to remember, but you'll always remember your first barracuda. Now it's time for a shark or two!

2nd March 2008

Today being Sunday, with everything closed I had a late start to the morning, lying reading until 0830 before hunger drove me to my OJ, cereal and coffee. I'd been speaking to John in Gaucho, moored next to me, last night at the Turtle, he'd described how when there is a hurricane warning for Tyrrel Bay, all the yachts move into the lagoon in the mangrove forest on the N side of the bay, where they secure the bows to the mangrove roots and set out their anchors from the stern. I hadn't realized there was access to the mangrove forest, when in fact there are two sizeable interconnected lagoons, so I had decided to visit there today, never having



been into a mangrove forest. It was an amazing place; the water was crystal clear and full of aquatic life, especially small fry which obviously seek protection from predators among the mangrove roots. I saw the mangrove oysters growing on the roots, if I'd gone in at a lower state of the tide I might have collected some for my dinner, but they were still underwater and I'd have done a lot of damage trying to harvest them.

The trees were full of bird life, once again the lack of a bird book was a pest, but they were still a delight to see, even if I couldn't identify them past generic names like egret and pelican.



There was an eerie calm about the place; John said that even in a very high wind the mangroves absorbed most of the force, and boats had survived Hurricane Ivan without damage despite

the enormous loss to life and property in Grenada and Carriacou when it had hit. On the way back out I passed over a shoal of big barracuda which were obviously looking for their next meal. On reflection, I decide not to

go through with my plan to go back to Ocean Blue and pick up my mask and snorkel and come back for a look around the beautiful calm waters of the lagoon. The rest of the day was devoted to serious sloth, with a jump off the back of the boat just on dusk to freshen up, followed by my magical solar shower on the afterdeck.

3rd March 2008

On John's advice, I had breakfast ashore this morning, a bake, which is the Carriacou version of a filled roll, in fact I had two, one of scrambled egg, the other of salt fish, and because I can be something of a glutton, I finished off with a fried salt fish fishcake; this set me up for the morning tussle with the local bureaucracy, as I needed to go into Hillsborough to clear outwards with Customs and Immigration before leaving for Union Island tomorrow. I was in luck when I tied up at the Turtle, Oro, one of the owners, was going into town and kindly gave me a lift, which was much appreciated. I can't say that the officers in Immigration were ever



Hillsborough



going to win awards for customer service or politeness, but at least it is now out of the way. The following two pictures are for my friend Sara Anderson, who wants to see more reality, less beautiful beach.

I had been going to do a night dive with JP to finish off my stay here, but unfortunately, the previous dives have wrought so much havoc on my already painful neck that I've had to take extra strong paracetamol and codeine, and diving is out for the moment. I've lost the feeling in the ring finger of my left hand, the first time the numbness has ever travelled that far across my hand, so it's proving

to be a more painful nuisance than usual.

Apart from that, things are OK, the wind has died back a bit, and the forecast for the next few days is in the range of 16-18kts, which is just nice for moving N between the islands. Union Island tomorrow, followed by Mayreau and the Tobago Cays.

To be continued

Letter to the Editor

Dear Robin

Our "33" Albatross is used as the Committee boat for the start/finish of the Spring Series racing for yachts in Plymouth Sound organised by our Saltash Sailing Club. It takes place over the four Saturdays of April each year.

It's huge fun and after the racing each week we have the prize giving, cheap beer and a band, all courtesy of our sponsor.

Please feel free to use the photo and a credit to the photographer would be appreciated. The photo shows the team of the Race Officer next to the mizzen, her team of time keepers, flag raisers and coffee raisers.

All the best

Mike Barrett



Photo: Jerry Lock

The Adventures of Condor

"Twenty years from now, you will be more disappointed by the things you didn't do than by the things you did" - Mark Twain

"Working Hard is such Hard Work" - Stuee 2008

Condor - 2010 - "Wow" another year

We are watching with interest the weather in Sweden this year. It has been very cold, the Kalmar Sund has frozen over with 40 cms of ice - right across to Oland. Today is the 11th March and we have provisionally planned to re launch on the 12th April. That is just 1 month away. It needs to get warmer very quickly. Slowly collecting up all the bits for the boat. We purchased two 65 watt solar panels from Merlin at the London Boat Show for delivery in 4 weeks. Advised now that this has been extended up to 10 weeks - pretty poor show. May miss installation this season.

[Monday, 11 January 2010](#)

Condor - Represented at the Nauticat Association AGM

We finally made it. After being members of the Nauticat Association (UK) for several years we finally made it to one of the functions. The AGM moved from Bristol to Windsor, making the journey relatively easy. We stayed for two nights at the Royal Adelaide Hotel and enjoyed the company of the Association members for two very social evenings. A group of boaters together seem to have so much to talk about - non stop.

*I had the pleasure of meeting Mike & Jacky at the AGM and as I am always on the hunt for good stories I encourage Mike to let me publish sections from his fascinating Blog. So now back to the beginning with *The Story of Condor: Ed**



The year is 2007, we, my wife and I, departed from Eastbourne UK through the 8.00 am lock on Saturday 5th May. The adventure began....! We set off on a day trip to Hastings which went wrong. Condor is now cruising in the Baltic Sea as far north as Finland and it therefore seems appropriate that some record is kept of our travels, least on our return our friends might consider that we did not progress beyond Dungeness.

The BLOG tells our story.

PS. Anybody referring to our trip as a "holiday" clearly does not understand.

[Monday, 30 April 2007](#)

CONDOR - Intrepid Sailors From Sovereign Harbour Survive Tsunami

On the initial prescribed date Condor and crew, attempting to make passage to Dover on Saturday 28th April encountered a 500ft Tsunami (no exaggeration, well maybe 3ft) in Rye Bay as a consequence of the earthquake off Folkestone. After expletives from the crew to the effect that it was too rough to bake the shepherd's pies for lunch, the decision was taken to return to port and tell exaggerated stories about it.

This proved to be a much more sensible suggestion than sailing. (In fact we didn't notice a wave at all until Wendy sent a text telling us about it) It was just a horrid day with an easterly on the nose and we had not yet arrived at Dungeness which would be even more exposed. An expression we learnt later on our journey was "never sail closer to the wind than 30 degrees plus your age".

[Sunday, 20 May 2007](#)

CONDOR - Has flown

Our second attempt to leave Eastbourne was the following weekend, 5th May, again going for the 8 o'clock lock. It sometimes can be useful to leave on great voyage without any razamataz or fanfare, just in case it becomes necessary to return 'within the hour' because of some unforeseen problem. This often happens at sea. Not this time, however, We progressed past Hastings, across Rye Bay, around Dungeness and into rather blustery weather and choppy seas, wind over tide in the Dover Straits. At Dungeness it is possible to catch the benefit of a double favourable tide which brings you up from Eastbourne and then shoots you through the Straits as it turns.

The weather, being rather inclement, made the decision for us and we went into Dover. Alas it all became worse and we were forced to enjoy the 'delights' of Dover as the winds turned to southwesterlies and a series of troughs came through. We returned home by train for a rest.....! During our time in Dover we port bound sailors became a little village in a foreign port (metaphorically speaking) and wine and dined accordingly. Great camaraderie amongst sailing folk.

We finally managed to escape from Dover after 8 days of dreadful weather and wizzed off to Oostende. As we went passed Dunkirk the VHF crackled into life with the word 'Condor' somewhere in the message. Low and behold, a French customs boat was sitting on our starboard quarter. Wow, we never saw him arrive. A few questions, a silence for 5 mins, he then wished us a safe journey and thanked us for our cooperation. That is the second time the French customs / immigration service had taken our details. Four weeks before hand we were boarded in the Port of Dieppe, our Easter cruise at the beginning of April for the shell fish.

There were very few boats in Oostende - we like the town, perhaps not as much as some of the French place we have visited, but it is nice to sit around and drink coffee with the Belgians. Again we succumbed to foul weather, during the night the pontoons seemed to be jack-knifing with the swell and the mast on the small boats opposite were hitting each other. Eastbourne was never like this. Welcome to the real world. OK the next day which allowed us to negotiate the shallows and sandbanks along the coast passed Blankenburg and Zeebrugge and into the mouth of the mighty Westerschelde. It is to be noted that the channel buoys in this area are not where they were on last years charts. It is a shifting sands area, really dodgy if not highly dangerous in fog. As sailors, when we passage plan we tend to work out the optimum time to leave at the start of a trip and then leave an hour earlier just to be sure.

That's just what we did on this occasion arriving in the estuary with the ebb still in full force and us battling against 4 knots of tide. The decision had been to enter the canal system, locking in as we arrived in the evening ready for an early start the next day. It was not to be and our boat handling skills were tested to the extreme. We spotted a gap to go in between two piers. Wow this tide is awesome, full power ahead, 4 knot against, a gradual ferry glide sideways into the opening, a guy on the downstream pier is waving. He takes my eye, no just a fisherman pulling in his line. After what seemed an age we turned the bow in, VHF in on channel 9 to asked to enter the Netherlands, a quick discussion, OK, lookout two pilot cutters shoot out of a side turn in the channel into our path, just missed them. The lock gate, straight ahead, two red lights, another chap waving by the lock gate. Now what? Unclear but seems to shouting something and beckoning us forward,

but the lights are still red. We are flying the Blue Ensign which at any distance is not easily recognised as British. He was the harbourmaster, nice chap, apologising as we proceeded through the very narrow entrance and directing us to an easy berth. The lights were still red but we were tied up safely although alas not in the intended place.

We were in the Michel de Ruyter marina instead of the canal entrance. It all then became good, one night in Vlissingen, out into the river with the tide going the favourable way and up the Canal Door Walcheren to Veere. Our first mooring box was at Veere, no problem until we came to leave, when we forgot to unplug the electricity. Lovely cruise through the Veerse Meer, out into the Oosterschelde for a great sail up to the Hollandia Diep and thence to Dordrecht.

Had a bit of a problem here because all the marinas were full but with a stroke of luck as a guy we had helped with his warps in Oostende recommended a small harbour, unadvertised and rather secluded. We



were not immediately welcome until it transpired our man in Oostende was the club secretary.

It all came good again, Condor moored up snugly on the hammer-head at the end of the fifth pontoon up from the entrance, awaiting our return from Blighty (the moral is "always help other yachties").

Box moorings are good fun especially with just a single pole at the back, and our lock practice in Eastbourne stood us in good stead for the Dutch efforts. We tried out an emulation of the Thyme Seeker affair in Boulogne by trying to drag an electricity thingy into the Veerse Meer with the Harbour Master sprinting after us shouting something in Dutch. It is often better not to understand the language that suffer the slings and arrows of outrageous Netherlanders. This cruising into new territories can be quite daunting and pretty hardwork and the word intrepid certainly takes on a new meaning..

Cheers for now Condor and Crew.

Mike and Jacky Scott

The Cruising Forum

At this year's AGM demonstrated that there was an interest in this topic from members and I am keen to keep the idea going. Based on the experience of the AGM and on the fact that some items of interest to cruisers lose their relevance if not promulgated quickly, I propose to re-arrange the format of the AGM forum and to establish a means of communication between members during the year. I have also had one or two ideas from attendees of the AGM.

The AGM Forum

I propose to split the forum sessions into 3 of 20 to 30 minutes each to run consecutively or concurrently depending on the total time available. Session 1 – Items of common interest (see Keeping in Touch below). Session 2 – Presentations on particular sailing areas (I already have two 'volunteers', The Baltic and the French Canals). Session 3 – Individuals team up to give or take information on particular areas.

Keeping in Touch

In the absence of a web based means of communication I will act as a collection point for information that has a shelf life. These might include such as the latest on E-borders, Customs and Excise, harbour police, harbour masters regulations, marina facilities, Windfarms, ATIS, fuel availability, navigation, security etc.

If you have any news that might not be common knowledge and relevant to Nauticat owners, please e-mail it to me:

j.claisse@btinternet.com

Snail mail:
Chapel House
West Meon
Petersfield GU32 1LX

Tel:01730 829001.

In order that I do not pass on these exchanges to people that would consider it junk mail, I would be grateful if interested participants would e-mail me (or write) with cruising Forum in the Subject: line.

John Claisse
Zarzuela



‘Proper Job’

(as ‘tis said in Cornwall)

We imported our 33 MkII “Albatross” S/N 943 from the frozen wastes of Michigan USA in July 2005 and as all other owners, have been delighted with her. It wasn’t until a couple or years later, when we sanded the decks, that I noticed that sealant had been applied around the teak decks in the areas where the rigging attaches to the boat by way of pad eyes. Further investigation showed a definite bulging of the fibreglass in these areas, as if the pad eyes were trying to pull through the deck.

Clearly the sealant had been applied to prevent the ingress of water, but the dark patch in the wood around the aft end of the port window probably indicated that it had been applied too late. The sealant appeared to be fine, but I took it off anyway and used new.

Over the next couple of seasons, the distortion of the decks became worse, although not so bad as to create any crazing in the gel coat, but this shouldn’t be. If my memory serves, didn’t Nauticat advertise that their boats were built and therefore presumably designed to Lloyds A1 standards? I e-mailed the factory, but received no reply. Richard, our Technical Secretary told me he thought that earlier boats might have had “penny” washers under the pad eye securing nuts, but thought that our boat probably had the newer channel iron.

Enquiring on the Nauticat USA “blog” site, I found that the problem was not unique. The general consensus indicated that none had ever pulled through the deck and if I eased the tension on the stays from time to time, the bulging would go down somewhat. Fine, but if you need getting on for 20 knots of wind to get her to “go” properly, you don’t want to worry about losing the rig.

Chris Wood got back to me from the USA. He solved the capping stay problem by manufacturing a bracket that attached under the pad eye securing nuts and spread the load to the main bulkhead like a sandwich. Trouble is, the pad eye bolts straddle the bulkhead and so Chris’s bracket had a tang either side of the bulkhead so it could be through bolted. He sent me a comprehensive diagram and photos (thanks Chris) and it was clearly an excellent solution. He didn’t mention the lower rigging.

If you have ever tried to check the integrity of the pad eyes, you will know how inaccessible they are. Thus designing and installing a solution, without spoiling the cosmetics is a challenge indeed and certainly beyond my capabilities. Fortunately, we have a Club member who is a multi skilled free-lance boat craftsman of high reputation and having hauled out for the winter, I asked him to have a look, in the knowledge that if he could do the job, it would be perfect.

So, Dave started.

Some cutting of the trim by the galley was necessary, (the plugs had to be taken out very carefully so as to facilitate re-installation) but it's hidden, so can't be seen and eventually all was revealed. The only sign of water seepage was from the port capping shroud. That wasn't the cause of my water discolouration, Dave thinks it was the slight distortion of the widow itself, hopefully cured.

The pad eye securing nuts bore onto metal plates as we expected and it is highly unlikely that they would ever have pulled through. Further investigation with a straight edge on deck, showed that the deck was completely flat, inboard of the lower stays and all the distortion was outboard, demonstrating an inward force. Perhaps surprising, given the angle. I must admit the temptation to leave it all alone, but leaving the decks to distort is not right and I would never have been happy, so we pushed on with a "fix".

The mast remained stepped throughout the work by dealing with the lower stays first and then, after re-attaching, the capping stays. First, the lower stays. Re-moving the fore/aft plate, Dave made stainless steel channel sections, some 100mm wide to be mounted athwartships and long enough to bridge between the strong areas of the gunwhale and the tight radius between the deck and coach roof. Longitudinal S/S angle iron was also welded at the inboard end to form a "T", so that when tightened, the pad eye would pull the deck back in to it's original position.

Now the capping shrouds. The pad eye bolts weren't long enough to accommodate another bracket, so



Dave found replacements locally. In the meantime he placed weights on the deck to encourage it to return to its original position and left them there for several days. We discussed Chris Wood's solution, which although excellent, did impose a bending moment on the tang and disfigured the inside of the galley cupboard. A small price to pay, but was there another way?

We decided to have the tang extending vertically, rather like a chain plate and secure it to the bulkhead in the hanging locker with hefty screws so that it was in tension. That covered the cosmetics aspects, but could we go further?



Dave welded a couple of brackets onto the tang so that they lay along the hull, and glassed them in. See photo. Our opinion is that nothing is going to move now and tightening the bolts after the affect of the weights has returned the deck to its original position.

Now, Dave has finished and his care in removing the wooden plugs hiding the screw heads has paid off. He confirms that there was far more work involved in the joinery than the structural rectification, as first predicted. The joinery looks exactly the same as before so Frankie and I are delighted both with the cosmetics and the knowl-

edge that we have sound rigging attachment points.

Well, the proof of the pudding is in the eating as they say, and as, at the time of writing we are not yet back in the water for the 2010 season, I can't report, but I have no doubts that it will be fine. I'll let you know.

Having completed the exercise, are there any lessons to be learnt?

Well, I'm certainly disappointed with Siltala. They must have been aware of the problem and a solution during manufacture would have been both easy and inexpensive. I regret that I didn't spend more time inspecting these important areas when we first saw her, but in my own defence, it was -5 degrees C in the hangar where she was stored for the winter near the Canadian border, the mast was down allowing the deck to "relax" and I was relying on the professional survey rather heavily. The highly qualified Surveyor did note the slight distortion, but thought little of it.

To be pragmatic, even if I had been aware of the potential problem, I don't think the Vendor would have budged from the lower price we had already negotiated and I would not have allowed it to become a deal breaker.

So there we are, looking forward to launching in March, "sorted".

"PROPER JOB" (as 'tis said in Cornwall)!

Mike and Frankie Barrett.

"ALBATROSS"

February 2010

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Deadline for next issue - 1st August 2010.

Copy can be sent by e-mail:
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44 Hill Avenue, Hazlemere,
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Photographs, including digital, very welcome



The AGM 2010



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Contact Technical Support: rgbartlett@aol.com or 01395 232789

Propeller Shaft Glands

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Please contact Richard Bartlett

rgbartlett@aol.com or 01395 232789

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

East Coast Rally Ipswich

June 4th – 6th

South Coast Rally Beaulieu River

June 29th – July 1st

Nauticat Association

15th Anniversary Dinner

The Palace House Beaulieu

June 30th

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