

CAT - A - LOG

**A THRICE YEARLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Santa's New Sledge



Nauticat Association Newsletter

Issue Number 56

Xmas 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

Cat-a-Log

Issue No. 56 Xmas 2010

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Chairman's Thoughts

The snow has gone from the beach after lying for almost a week and the fishermen are back at sea daily. Not many leisure sailors about - not surprising given the low temperatures and icy decks.

Looking back we have had a great sailing year really enjoying having white flappy bits and silence for much of our time on the water. "At-one-ment" has certainly lived up to the name. We have had no long trips but thoroughly enjoyed the many days in good and not so good weather along the south coast, sometimes with just the two of us, others with friends and family and of course with our many Nauticat friends at the South Coast rally. One of the highlights for me was a week with our son and daughter in law in the Solent. The deal was that Derek, a Lieutenant Commander RN just back from three years as Executive Officer on one of the two hydrographic vessels in the South China seas, would show me all the advanced uses of electronic chart plotters and I would teach him to sail. I think he got the best of the deal as he took over the helm for much of the week. Now I know how Sue feels – able to just lie back and enjoy the sun and breeze!

Roger once again excelled himself with a Laying Up Supper with a difference. The venue could not have been further from the sea in Sarah and David Subtil's barn near Horsham where they provided about forty members with a fantastic meal in really unusual surroundings. We were really fortunate to get John Goode to come along and reminisce about his days at sea from early teenage years on square riggers through merchant navy tales then onto his sailing school experiences running Southern Sailing out of Southampton and latterly as the sailing adviser to National Boat Shows. It was a pleasure to have him with us and to be able to thank him personally for his support for the Association not least by the provision of heavily discounted tickets for the London Boat Show 2011. (See elsewhere in this issue for details of the 2011 offer exclusive to Nauticat Association members). He also did a quick commercial for the first ever Liverpool Boat Show. Our AGM, again in Windsor by popular demand, is coming soon and we are hopeful of getting another interesting demonstration this time similar to the Ocean Safety session last year. I hope to see many of you there – the sixty plus attendees last year certainly voted the venue and

the format a huge hit. John Claisse is again hosting a cruising forum to share experiences information and tips between members. Whether you are considering an ocean crossing, trip to sunnier climes or just around the UK coast, there is at least one member who has been there and done that and willing to share experiences with you and answer your questions.

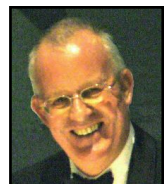
As I come to the end of an extremely rewarding two years as Chairman it is disappointing that, despite making everyone aware and inviting any member with a possible interest in taking over the role for the next two years no one has come forward to express an interest. Similarly Roger is standing down as South Coast Secretary and here again despite pleas for volunteers no one has come forward to find out what the role entails.

The Association has completed fifteen successful years because a few members have stepped forward to fill the Committee roles without which there would be no functions, no rallies, no communications, no Catalog magazine, no website, no control of our funds and no technical support from which we have all benefited. Without the two forthcoming vacancies being filled the Association will simply not continue. We are a members organisation for the benefit of members. Without members contributing by volunteering to carry out the essential organising roles, there will be no benefits. After all none of the roles are onerous and those who have filled them in the past or currently do so will tell you that the pleasure derived outweighs the effort.

There is still time before the Chairman and South Coast Secretary stand down at the AGM to express an interest with no strings attached and either Roger or I will be very happy to chat with anyone interested and explain exactly where the pleasure comes from and where the effort is required. All you have to do is pick up the phone!

Sue and I extend to you our very best wishes for a Happy Christmas, a peaceful and healthy New Year and another year when the Nauticat Association goes from strength to strength.

Colvin



Technical Support

The change to 7% red bio diesel comes into effect on 01 January 2011 and the leisure marine industry has been staggeringly slow to recognise the potential problems. We advise keeping fuel tanks at minimum levels during the winter lay up, only fill up when required, fit dual water separator filters with a changeover lever (Racor or Separ) as operational protection and dose all fuel with a wide spectrum biocide like Kathon. The shelf life of bio diesel is 6 months from the date of refinement – marina fuel could be more than 6 months old at the time delivery to your boat.

NC33s: There's always something that's being repaired which attracts our attention. The 1970s Perkins engines have done very good service and it's surprisingly easy to obtain spare parts. The earlier Ford 2712E marinised by Gustafson have unpressurised engine cooling systems which give many problems and spare parts for the raw water cooling side are almost non-existent. The Ford core engine was superseded in 1982 by the 2722E which became the basis for all Lehman/Sabre conversions. In time, all engines have to be rebuilt and our experience shows the following: Numerous Perkins engines are still in service throughout the world and the wisest thing is to rebuild rather than replace. The Ford 712E and 2722E have the same 'footprints' and it enhances the boat's value to change the engine to the later model.

Two members have just tackled this problem and it provides a very good insight into the costs involved. Firstly, it was a Perkins engine in an older NC33 that was running well but obviously needed a complete overhaul as the boat is used for extensive cross channel trips and cruising. The owner decided to retain the original marinisation components as they were in a serviceable condition and after re-assembly the complete unit was spray painted before installation. Spares were readily available and the bill came to £4600 including VAT. Secondly, a NC33 MK2 had its Gustafson/Ford 2712E engine exchanged for a Mermaid Ford 2722E (Lehman/Sabre) conversion with new marinisation components and a pressurised cooling system. Mermaid Engineering (mark@mermaid-marine.co.uk) have a fixed charge £4500 including new instruments, VAT and guarantee. In addition, both the Borg Warner gearboxes were overhauled at a cost of £800-£900 each. The total cost of each project would have been about £6500 if the owners had not been personally involved.

Replacing these engines with a Yanmar 75hp and Kansaki (KM) gearbox costs about £10,000 including labour and VAT. On the downside these engines are 1995cc turbo units that are half the weight of the original engines and therefore the boats have to be heavily ballasted aft to counteract the weight of the main mast. On the positive side Nauticat installed these engines in the last NC33 MK2s, so drawings for the engine mounts and ballast data are available.

NC331s: A member asked if he could sail his boat with the gearbox in neutral and propeller shaft rotating. Yanmar (Japan) replied that the KM4A gearbox is equipped with 'splash' lubrication and therefore can be rotated in neutral without time limit.

All pilothouse NCs: One of the boarding gate lifting guard rail catches lost its spring and the mechanism fell overboard. This part is specific to Nauticat and they supplied a complete package of bits at no charge. That's the way to look after the customer.

All NCs: All the post 1990 boats have toilet basin shower heads made by Oras (Bidetta p/n 242050-11 white) at £29.55 + postage and VAT. In time the valves leak and water trickles into the bilge. An excellent replacement is marketed by www.penguineng.com p/n 'Asia' straight white trigger shower handle at £14.29 for two, including postage and VAT. Both prices are trade to the Nauticat Association.

All NCs: Aerials made by the Danish company Procom are marketed in the UK by www.procomuk.co.uk. They are of commercial quality and the product range includes multi band versions that provide marine VHF, AIS and mobile phone from one aerial. The extended range of mobile phones at sea could be advantageous to some members so it may be worthwhile having a chat with Michael Hudson. Some basic CXL 2-1s are already in our fleet.

All NCs: Our best price for AIS B transceivers is currently £430.06 including GPS aerial, postage and VAT. It's best to use a dedicated tuned AIS aerial at £44.60 including postage and VAT. Contact Technical Support for more information and an order form.

From South Australia - Happy Christmas and a wonderful New Year to you all.

Richard Bartlett 01395 232789 rgbartlett@aol.com

Celtic Rally - Troon

August 5-7th 2010

Our Celtic Rally took place at Troon in Ayrshire this year - on the south west coast of Scotland on a latitude just south of Glasgow (*for those Southerners who do not know the area, it is on the Clyde coast and is an area one of rolling hills and golf courses*).

Organised by Harry and Janet Grainger from Carrickfergus, N Ireland, our Celtic Social Secretary. Unfortunately the dates clashed with the Clyde Cruising Club's Centenary sailing event which meant we were short of quite a few local Clyde based members. However 10 of us got together: Harry and Janet on 'Seamere' (N33), Robin and Sheila Maclean with 'Westering Home' (N.32) based at Troon, Keith and Linda Lewin with 'Lady of Harty' (N.33). Colvin & Sue Rae and ourselves, Clive and Stephanie Cole, made the long drive from the South Coast. We had stopped half way at Grange over Sands, a rather pleasant seaside town on the north side of Morecombe Bay with a somewhat 'Victorian' flavour; altogether a journey of just over 500 miles.

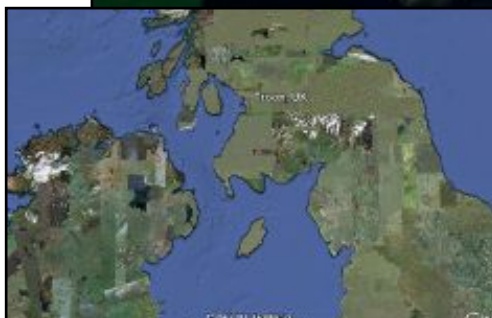
On the Friday we enjoyed a visit to a one of Scotland's best National Trust properties - Culzean Castle, with a tour of the castle and its beautiful gardens and perennial borders - well worth a visit. In the evening the group met, along with Colvin's brother and sister-in-law, for drinks and something to eat at Scotts restaurant on the quayside at the marina, a popular venue for boat owners in the marina.

On Saturday Harry had arranged a mini-bus to take us all on a trip round the area including Culzaen Castle (Iain, our driver, kindly dropped Stephanie and me off at the Burns' Museum Tam O'Shanter Experience whilst the others pressed on for Culzean. We then met up for lunch at Souter Johnnie's Inn. (*The Tam O'Shanter Experience told the story on film for us southerners without knowledge of Burns' work was an education!*). We all went on to see Burns' cottage during the afternoon. I am told Colvin is an expert on Burns - Some of you may remember, years ago, we had a number of Burns suppers in Portsmouth organised by Sue and Colvin in which Colvin fully dressed in Scottish attire was involved in addressing the haggis and educating us southerners about the works and life of Robert Burns. On the route

back to Troon we stopped on the "Electric Brae" where with the engine switched off the minibus appeared to freewheel uphill !!

Saturday evening we all met up again for more of a formal dinner at the very busy Scotts' restaurant, noted for its excellent food and atmosphere.

On Sunday we gathered briefly for farewells and then went on our separate ways we to the excellent maritime museum at Irvine (*just north of Troon*) and then on to Portpatrick further down the coast, where we met up with Harry again on the first leg of his return sail to Carrickfergus. Altogether a well worth the effort of a round trip of 1,100 miles. A special thanks to Harry and Janet for all the organisation and making it a success, despite the fewer numbers.



Hope you have a good festive season and see you in Windsor.

Regards Harry

CRUISING FORUM

Laying up with Bio Fuel: Zarzuela came out the water for her annual two weeks wash down (of her Coppercoat) and check of her under water gear. Her fuel tanks were 3/4s full of standard red diesel and I would normally top them up over winter, contrary to advice should the fuel be Ultra Low Sulphur bio diesel. I contacted the fuel purchasing managers of MDL and Premier Marinas, who operate 29 marinas between them, and none were aware of any imminent changes to the specs. of red diesel. The yacht magazines are still advising top-ups. As a compromise I have topped up and added Kathon concentrated biocide as supplied by our Tech. Sec. Richard Bartlett.

I also learnt that the VAT 60/40 split between fuel for propulsion/heating is reversed if laying up.

Cruising Forum at the AGM: In the light of the experience I have gained from last year's Cruising Forum and subsequent interest from members since, I intend to divide the time into topics, the length of which will depend on the total time allocated. These are:

General Interest: ATIS, Bio-fuel, Red Diesel tax, Border Agency, Customs, Police, Wind Farms, Nature reserves, Oil rigs, fishing gear etc. If anyone has recent experience, good or bad, please pass it on to us.

Operational use of equipment: AIS (on iPod!), DSC, chart plotters, Broad Band Radar. Experiences please. Please put your technical questions to Richard Bartlett's Technical Forum.

Cruise reports: I have offers for up to date reports on cruising in the Baltic and through the French canals to the Med and on to Corsica, Sardinia and the West Coast of Italy.

Question/Answer Exchange: In groups, or one to one as required.

Cruise reports: I have a comprehensive set of Microsoft Word reports from John and Jean Rotter's on-going voyage aboard Kajtuula from The Solent to the Med. via Paris, the French Riviera, Corsica, Sardinia and the West Coast of Italy from Gaeta to Palinuro so far. Please let me know if you would like any of these.

Please feel free to contact me with suggestions and/or questions, j.claisse@btinternet.com or snail mail Chapel House, West Meon, Petersfield GU32 1LX, Tel:01730 829001.

John Claisse
ZARZUELA.

RNLI Sea Safety Programme

Did you know that the RNLI has a Sea Safety programme whose aim is to save lives by helping those who go to sea for pleasure to be more aware of the safety issues surrounding their recreation?

A key free and confidential element of the programme is the Sea Safety Equipment Advisory Check (SEA). It is neither a test nor an inspection and there is no pass or fail. Conducted by an RNLI trained and knowledgeable volunteers it takes place on board your boat at a time and place to suit you. The visit is tailored to the type of sailing or boating that you do.

Whether you're a newcomer or an experienced sailor the unique one to one session will give you an opportunity to share the knowledge of the trained volunteer advisers, ask any niggling questions on equipment or emergency procedures and discuss any issues that concern you.

The check will give you the satisfaction and reassurance that your boating will be as safe as it reasonably can be and you will be helping the RNLI in its core activity of ending preventable loss of life at sea.

Wherever you are in the UK or Republic of Ireland this important free service is available at your convenience and to anyone who goes to sea in almost any type of leisure craft. So why wait call Freephone UK: 0800 328 0600 or IRE 1800 789 599 or visit: <http://www.rnli.org.uk/whatwedo/seaandbeachsafety/> and click on "book a SEA check".

LONDON BOAT SHOW 7 -16 January

EXCLUSIVE OFFER FOR NAUTICAT ASSOCIATION MEMBERS

Once again our thanks to John Goode for providing heavily discounted tickets for our members at a cost of only £10.

If you would like to take advantage of this generous offer you can obtain tickets either on line by visiting www.londonboatshow.com or telephoning 08712307140 and quoting code LJG1.

Deadline for next issue - 1st April 2011.

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

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



Logs from Ocean Blue

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

Part ten - 16th March 2008 - Marigot Harbour to Rodney Bay

I spent the last two days in Marigot Harbour doing very little, on the 14th I had an evening meal ashore with Shane Athey at Chateau Mygo, Shane left next morning for Rodney Bay, I had a lazy day anchored in the harbour having a read, lunch ashore, more reading, a swim and shower. I sent off Voyage Log 14 and answered all my e-mail, had a few Skype conversations, then an evening visit to another singlehander, Peter Needham in a 38ft ketch called Salara, we swapped war stories and some books, then reasonably early to bed.



This morning it was very calm, there was some sign of wind outside Marigot Harbour, but it looked to be due from the NE, exactly my direction of travel to Rodney Bay. Anchor was up just after 8.00am, when I got outside it was immediately obvious this was going to be a motoring day the wind was dead on the nose.



I'd said to Shane that I'd look for him in Rodney Bay, I found him parked at the N end, anchored beside him, and he came over and picked me up for a cup of coffee.

This was not a big passage today, I was anchored and snugged down by 10.30am off the Sandals Hotel, about 150m off the beach, if that, although it's quite a long way out from the main lagoon. Luckily Shane has a powerful outboard, and as he took me ashore, I didn't have the long drag with my 2.5 hp outboard that I had at first envisaged.



We went ashore together at 1.00pm, intending to visit the chandler, but found it closed. That's when we knew it was a Sunday! There was no harm done, we can go back tomorrow, so we whiled away the afternoon at the marina café, having a great time watching the appallingly bad helmsmanship of one of the cruise ship



crew, who managed to hit the dock hard every time he attempted to dock. He seemed to lack a learning curve, he even managed to belt one of the local water taxis which was tied up nearby, then had the cheek to look at it as if it was its fault.

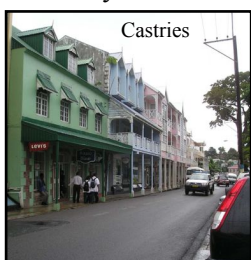
We left the shore at 5.00pm, and are going back in for a drink and possible book trade in one of the bars in the lagoon. What a hard, frantic-paced life we sailors lead!

Dist 10m Distance from Tarbert 5,457

17th March 2008 - Rodney Bay

Today I went into Castries, the capital of St Lucia, in company with Peter Needham from Salara and Shane Athey from Salt Dragon. We all had a lazy morning aboard our own boats, for once the weather was unkind, with frequent rainy squalls, so sitting in the cabin having a read was a good strategy to adopt; we got a small window of dry weather just after 1.00pm to get ashore in Shane's dinghy, then the heavens opened again as we reached the marina, so we took refuge in the restaurant for a coffee while it blew over before we risked going out for the bus. On the ride into Castries it began to dry up, and we had a reasonable afternoon wandering round the place soaking up the atmosphere without soaking up the rainwater.

Castries was a bit of a mixture, rather posh jewellery and duty-free shops scattered around, but mostly small local shops in cramped and lively neighbourhoods, and a large covered market to cater mostly for the tourists from the many cruise liners which dock here. I went looking for the odd present



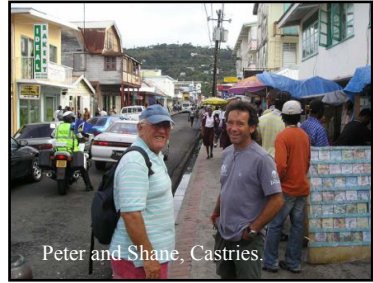
to take home to UK, but just couldn't see anything that I could envisage on anybody's mantelpiece (unless they left it out for the sake of politeness)

I did make a quick trip to one of the duty-free shops to add to my stock of rum, the shop assistant insisted that I should buy the second-best rum in the world, when I asked if they had the best rum, she said she had, but it came from Guatemala, not St Lucia. I had a look at the price of the Guatemalan rum, and decided she was quite correct; it would be an insult to St Lucia to buy an imported product!

I suppose we must have wandered around for a couple of hours enjoying the buzz of the place, then back on the bus for Rodney Bay; this took a lot longer than expected, there had been an accident on the road ahead which meant we were stuck in a traffic jam for half an hour, and that bus got hot. The relief

when we eventually moved on was unbelievable, just the draught through the window was like a breath from heaven.

Before we'd left the marina to go into Castries, Shane had told me to see an elderly lady called Mary, who sells local flags by the dinghy dock, and I'd ordered France, Dominica, Antigua and St Maartens from her, I need these courtesy ensigns for the next set of ports. We were so late getting back because of the traffic that I thought I'd



have missed her for the day, but the soul had waited for us, and even reduced the price to EC\$27 per flag (£5.40) for the bulk order; I think I might still have to buy a flag for Barbuda, and I know I need a Portuguese one for the Azores, but at least I don't have to go looking for one for some time now.

With Shane having been stuck in this area for a couple of months as a result of his broken gearbox, he knows where everything is, so he was able to take us to a large European-style supermarket in Rodney Bay lagoon, where I was able to stock up on instant noodle packs which are so handy for quick lunches on board, Cracker Barrel cheese and Carbonara sauce for my spaghetti. They also had nice fruit which I wouldn't have to sterilize with Milton when I got back aboard, so I got a good load to last for the next three or four days.

We all then went back to our respective boats for dinner, after which we repaired to Shane's boat to watch a couple of Ricky Gervase videos and have a cup of coffee. It was nice to have had company for the day, and we may be travelling loosely together for some time to come, we all have roughly the same voyage plan, intending to leave from further N in early May to head for the Azores.

Tomorrow we arranged to meet at 8.30am to go ashore to clear outward for Martinique, the first of the French islands we will be touching. For myself, this can't come soon enough; I've had a raging toothache for more than a week which I've been keeping barely in control with high strength co-codamol, but the relief is becoming less effective. I'd have had it seen to here in St Lucia, if Doreen in Marigot hadn't advised me that I'd be far more liable to find a decent dentist in Martinique, where standards are the same as in metropolitan France. I've managed to hold off doing anything until now, so I'm hoping that when we get in to Marin tomorrow I'll be able to arrange an early appointment to get the offending molar drilled and filled; at least it rakes my focus off the trapped nerve in my neck. The simple pleasures of the nautical hypochondriac!

18th March 2008 - St Lucia to Martinique

The three of us trooped off to clear outwards at 0830, but with the office being crowded, the need for a coffee etc, we weren't back on our boats until 1015. I had the engine on by 1030 and the anchor up shortly thereafter, was clear of the anchorage by 1045, and then had to return and re-anchor when the fuse of my anchor winch blew just as I was finally securing it aboard. The fuse is in an awkward spot below the wheel in the wheelhouse, and I figured it would be easier to anchor by hand in a bay I knew, repair the problem, and get off with the anchor working properly. Engine on again at 1115, I was clear of Rodney bay and under sail again by 1130, then it was all a matter of trying to keep as much to windward as possible. Peter followed close behind me, in the end we followed slightly different tactics, he tried to sail as close to the wind as possible, thus losing a little speed, I sailed slightly off the wind to get better speed, and this meant I sailed slightly more downwind than him. I arrived off Martinique about 4 miles downwind of Marin, My destination, but well ahead of Peter, so although I had a longer tack to get back upwind,

I did beat him to the harbour by over a mile.

The current

Crossing between St Lucia and Martinique was running particularly strong today, so although I was setting a course of 040T, I only made good a course of 010T, probably giving a current of 2kts.

Marin

proved a tight entry, and the bay is stuffed with yachts, so finding a reasonable anchorage took some doing. On the way I passed this large lifting barge,



which rich people use to transport their yachts hither, thither and yon.

I also passed the local Club Med, which looked rather inviting. In the end I managed to get quite close to the shore, in among the mangroves, where the egrets roost for the

night. Peter had anchored on the other side of the harbour, but he picked up and moved over to be closer to Ocean Blue; he had a slight incident of sudden stopping when he found a mud bank on the direct route to Ocean Blue, but managed to extricate himself and eventually get set right astern of me. Shane had left a little later than us, and had to motor-sail part of the way, he arrived just behind Peter and anchored a couple of boats ahead of me. He is actually sitting in soft mud, you can tell because he isn't swinging to his anchor, but he'll be able to get off OK, so he'll just stay where he is until we leave. They



both came over to Ocean Blue for a coffee, after they'd left, I decided I could wait until tomorrow to explore the delights of Martinique, and much more important, find a dentist.

19th March 2008 - Marin, Martinique

Got ashore by 9.00am with Peter and Shane, I knew I was back in a European country when I was able to clear inwards online. The duanier was very helpful, she got out a map to show me where the dentist's offices are, and I was in one by 10.30am. I had to wait until 12.00am to see the dentist, which was fairly quick, the bad news is that the tooth cannot be saved, it can't even be taken out until a week today, when the antibiotics I've been prescribed have pushed back the infection. I also had to get a mouthwash, an anti-inflammatory drug and something to stop the effects of the antibiotic on the stomach, so my visit to the pharmacy was very wallet-damaging.

After that, I was not my usual cheerful self, I had a McDonalds, a mope, then frittered away the afternoon in the local internet café. I'd arranged to meet Peter and Shane there at 6.00pm, but missed them, so had to beg a lift back to Ocean Blue from a fellow yachtsman who was leaving the dinghy dock. Shane and Peter came by later for a cup of coffee and a natter, and then I decided to do a quick bit of log before getting off to bed, as I'm finding that the antibiotic isn't quite agreeing with the system at the moment. Tomorrow will be a better day, I'm sure.

20th March 2008 - Marin

It rained all morning on and off, so I spent the time in Ocean Blue Having a coffee and a natter with Peter, then after lunch we went ashore for some shopping at the local Champion, the French supermarket chain; camembert, baguette, charcuterie - it was heaven. We then went to the chandlers where I got an LED bulb to try in exchange for one of the saloon lights, although it turned out to be too weak to be of use in the saloon. It is perfect for the bunkside lamp, however, so that's 1.6 amps of battery drain done away with. I still feel quite out of sorts, and the pain in my tooth is unsettling, so it was early to bed and a long read before I got off for a rather poor night's sleep.

21st March 2008 - Marin

Shane came over for a coffee this morning; I took the dinghy out of the water to hang from the spinnaker halyard to stop the barnacles getting a hold; I found that my mobile phone would at last connect, as this is considered a European destination, so gave my sister-in-law Susan a call.

Apart from that, and feeding myself, I did very little, being quite out of sorts, I think from the effects of the antibiotic. I doubt that I would have missed much ashore, as most shops and businesses are shut for Good Friday.

22nd March 2008 - Marin

Shane left for Fort de France today, he cleared out from here to save having to find out where to do it at Fort de France, so he'll be going on to Dominica tomorrow, Peter and I will expect to see him next in Antigua. We went ashore in the morning for a coffee and a wander, but there isn't really much to see here, and my camera lies curiously idle.

Later, an elderly English lady named Dawn came over from the tiny yacht which is anchored directly ahead of me to do a book exchange, I invited her on board for a coffee and we exchanged 6 books. She and her husband sailed over here from Gibraltar in their 28ft wooden boat in 1986, and have been living here ever since. They now hardly ever leave Marin, unless they go down to Tyrrel Bay to haul out, an intermittent necessity for a wooden boat in the Caribbean; she was quite open in admitting that they live off the food thrown out by the charter yachts at the end of each charter, they don't range among the islands any more because her husband needs the drugs supplied by the French health service, as he has a bad heart. Their yacht doesn't even have an engine any longer; this gave up the ghost many years ago and was removed as excess deadweight, so when they do move, they are much more at the mercy of the wind and weather than all the rest of us sailing around here. It turned out that she wasn't even as old as me, although I'd have given the soul 10 years more than I've lived. It takes all sorts, and you do see all sorts out here, but I did feel terribly sorry for them, apparently trapped at the end of what was their lifetime dream.

23rd March 2008 - Marin

I went ashore to do a book exchange at Quai 13, the marina in the NW corner of the head of the lagoon, and for some fresh bread. The book exchange was really strange, they do it not by number of books, but by thickness, after first checking that you're changing in the same language; a new one on me, but I did manage to get some swaps.

Peter and I went back ashore tonight to eat at Quai 13, but it was closed for the Easter holiday, so we had to content ourselves with the main marina restaurant, Mango Bay, which was fine, but not inspired; we could have been eating anywhere in the world, it doesn't have a Caribbean identity.

24th March 2008 - Still Marin

Slough of Despond day today; late up, slummocked around, read a bit, didn't go ashore, generally feeling off-colour and uninspired. Left memo to self to give self a kick up the fundament tomorrow.

25th March 2008 - Marin

Read yesterday's memo from self to self and decided to get a move on, was out of bed by 0630 and ready for a shore excursion by 0800, really a bit too early for the shops. The starboard water tank ran out so I decided I'd go over to the fuelling berth later and water up; I discussed this with Peter who

needed both water and fuel, we decided to go together and then re-anchor over near Quai 13, as this is much nearer to the two big supermarkets, and also for me, much closer to the dentist.

We went ashore first to get some stamps and a bit of shopping, had a coffee, then back on board by 1130 to weigh anchor and get to the bunkering berth. The anchor had held very well over in this corner, when I weighed I could see why, the anchor was covered with rich, stiff black mud and clay which quickly got all over the deck, requiring many buckets of water to remove when we re-anchored on the other side. The bunkering itself went very easily, both Peter and I getting onto and off the berth with ease, thanks in part to the wind blowing down the berth and making the approach and departure simple. We dropped anchor in the NW end of the bay, had coffee on board Salara, and followed this with a big shop where I replenished my milk, fizzy water and enough orange juice (hopefully) to get me back to Scotland. I'm feeling a bit more positive, now I just hope the infection has retreated enough to let the dentist get her pliers to me tomorrow afternoon!

26th March 2008 - Marin - Anticlimax

Ashore in the morning for a bit of internet business, then Peter took me back ashore for the dentist, in case I wasn't in the best of states for getting my dinghy back to Ocean Blue. The dentist then had a look at the tooth, said the infection was much better, at which point I thought I'd better remind her that I take Clopidrigel and would be likely to bleed slightly more, she hadn't taken a history when I first saw her. Unfortunately, this bit of information put the brakes on; she said she wouldn't be able to remove the tooth without me having been free of the Clopidrigel for ten days. A whole week wasted here in Marin with no result (although the toothache has now disappeared), there was no way I was going to wait another ten days. However, she did say that she thought the infection was now under control and that the tooth could safely be left to its own devices as long as I complete the course of antibiotics, so I'll make the best of a bad job and forget about the whole thing unless, like Mount Soufriere, it decides to erupt again.

I had Peter over to Ocean Blue for his dinner to thank him for his support, we had a good old natter and decided to leave in convoy tomorrow at 09.00am for Fort de France.

27th March 2008 - Marin to Fort de France

We had a great sail today, Peter and I having got away from Marin by 0900 and at least on this side of the harbour the mud hadn't been quite so glutinous, so the mess on deck wasn't nearly as bad as the day before. I had the genoa up and the engine switched off in 15 minutes, and with the reasonably favourable wind, didn't need the engine until arriving at the fort de France anchorage.

Peter got away from me at first; he was using only his mizzen until he cleared Cul-de Sac du Marin, so kept his engine on, but once he got his jib up and switched off, I quickly overtook him, and at one point I was 2 ½ miles ahead, so arrived at Fort de France about ½ an hour ahead of him. The wind could be a wee bit variable, but at its best I was running at 6.9 kts on Genoa alone. As



we approached Diamond Island, I had an escort of about 20 dolphins in a very exuberant mood, swimming on their backs, jumping out of the water, playing chicken with the bow, great fun. These were a new species to me, quite large, with white bellies and a light patch abaft the dorsal fin, I'll have to look up the species on the Net.

Diamond Island, which lies about a mile to the S of Martinique, was once HMS Diamond, having been garrisoned with a party of naval gunners, their stores and guns during the Napoleonic wars; goodness knows



how they managed to land guns on such an unprepossessing piece of real estate, and how they managed to get them to the summit. The story is that the French floated a couple of barrels of rum ashore and captured their island back when the naval party were totally inebriated; I don't drink, but could see myself getting off the wagon sharpish if asked to spend quality time on such an awful lump of rock! In Fort de France Bay this beautiful sight came into view, gradually unfurling sail as it left to head southwards.

We anchored beneath the battlements of Fort de France at about 1.30pm, I really enjoyed blowing the cobwebs away after the enforced sojourn in Marin, and Fort de France looks much more interesting than Marin ever did.



Peter and I went ashore for a look at 3.00pm, after getting everything tidied down, and Fort de France proved to be very much like a provincial French town somewhere in the S of France, although there were architectural standouts like the Cathedral and the Bibliotheque from the 1890s, built round a steel or iron frame, which were absolutely wonderful to see.

We returned to our respective boats for the evening meal, then back ashore for a further look around and a drink, we agreed that tomorrow morning the fort itself would definitely be worth a visit. I was rocked to sleep by the wash of the vedettes going back and forth across the bay; they

come and go at full speed from the jetty here in the anchorage, which although protected from the wind, is open and quite rolly, especially when the vedettes go by.

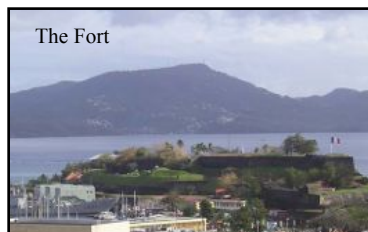
Distance 25m Distance from Tarbert 5513

28th March 2008 - Fort de France

Peter and I had coffee in midmorning before going ashore; we decided that another day of exploring Fort de France would be sufficient, so we should clear outwards for Dominica today, which would allow us an early start tomorrow. Dominica is slightly awkward; the best anchorage at the S end is a marine protection zone now, so we can't stop there; the capital, Roseau, has a very poor yacht anchorage, and all the rest of the leeward coast is steep-to with poor anchorages until Prince Rupert Bay at the N end. However, this is a 67 mile sail from Fort de France with the wind on the beam at best, and a real problem if the wind should move a good bit to the N of E, neither of us particularly relishes entering an unknown anchorage after dark, even if Prince Rupert Bay doesn't look particularly challenging. We decided we'd need to get a shift on tomorrow to carry as much daylight as possible, so are planning to up anchor at about 0600.

Having got ashore and made the clearance, we then had a good wander round the town.

We visited Les Halles, where we had a delightful set lunch at Chez Genevieve; aperitif, salad with little fish fritters, then a main course of red snapper done in a spicy court bouillon, served with two types of yam, rice and beans plus a drink, ending off with a coconut crême brulee; excellent!



Thus fortified we went to continue our stickybeaking; I was particularly impressed by the cemetery, which reminded me of New Orleans.

We had wanted to go into the fort itself to see what is probably one of Fort de France's oldest buildings, but it turned out that it is still a functioning Naval Base, so civilians aren't allowed in; we then decided to climb up to a Calvary which sits above the main downtown area to get a view as good as we might have had from the fort.

That did it for the day, it was time to get back to our respective boats and get the dinghies hoisted inboard, and to make all preparations possible for sea, so that there's no time wasted at first light tomorrow.

I'll be finishing my course of erythromycin tonight and so far the tooth has remained dormant although there is still some sign of swelling in the gum.

I'm just hoping that my Marin dentist was correct, and not just in a rush to get home at the end of the day to catch the next episode of Voisins (chaque personne a du de bons voisins); I hope Isobel Mc Donald will excuse my excruciating attempt at French grammar!

29th March 2008 - Fort de France to Portsmouth, Dominica

Peter and I were ready to move off for this very long daysail by 6.00am, I was clear of Fort de France by 6.15am, Peter by 6.30am (his anchor winch is manual and slow, mine is electric and quick). I'd stopped the engine as soon as the sails were up, Peter kept his going till he reached me, then I had to switch back on again because of light airs. The wind picked up again at 8.30am, and we were able to sail well without engines, but then faded away at 9.00am, so it was engines on again and motorsailing. My engine suddenly died after 15 minutes and wouldn't restart, so I was immediately in a bit of trouble, with the wind as fluky and variable as it was, Prince Rupert Bay and Portsmouth were now going to be very difficult to make in daylight under sail. Peter stood by as we very slowly made our way up the leeward side of Martinique, past famous Mount Pelee which blew its top so spectacularly on 8th May 1902, killing the 30000 inhabitants of St. Pierre, leaving only two survivors, a cobbler working in his basement, and a murderer in a stone prison cell. Eventually we reached the N end of Martinique and came out of the lee of the land, the wind quickly rose to F6, and we were on a broad reach in the Martinique-Dominica Channel doing 7 or 8 kts in quite heavy seas, some of which managed to splash more than halfway up my mainsail. The picture of Ocean Blue below was taken before it got too rough, and the camera had to be put away.



*At this point of time the future of the Cat-a-Log is a little uncertain so in case I am unable to complete the story of George's incredible voyage you should know that George made a safe return aboard Ocean Blue to the UK. (Distance 9,491 Nm. Average speed 4.93kts. Length of voyage 9 months 9 days)
Ed.*

The Continuing Story of Condor

An Ode to 2008

*Last year we went a sailing
Off to the Baltic Sea
The wind blew fair and constant, for
My true love and me.*

*We aim to point the compass
Into the rising sun
And on the rocks for dancing
We plan to have some fun.*

*As time allows and WIFI
Well go both forth and back
And swimming in the sunshine
Me and my best friend JACK.*



Thursday, 8 May 2008

Condor - Setting off for 2008

We left Rungsted in Denmark, south to Falsterbo, the Falsterbo canal and into Swedish territorial waters, up with the blue and yellow. It once was an important cut through from the Oresund to the south coast of Sweden but now the shipping just does the extra miles and goes around the end of the bit of land that sticks out. Saves us about three hours travelling time.

No charge these days and just a lifting bridge and a thingy that goes up and down in the water to stop the current. We moored up in the marina on the north side, room for 150 visiting boats, but just three turned up. We read a sign about immigration and asked at the local yacht club, what an amazing view, especially at sunset, and they just laughed. We don't do that anymore and the harbourmaster does not start till next week, so you can't pay either. No argument on that count. Immediate reaction on entering the marina is "its not very deep for manoeuvring in 2.5 metres of water. Unfortunately the shape of things to come. Next morning we caught the 9.00 bridge lift and slid off down the canal, very pretty and out into the Southern Baltic Sea. We were on our way.

Saturday, 10 May 2008

Condor - The southern shore of Sweden

It was very flat, the seemingly never ending high pressure over Scandinavia provided fine sunny weather, little wind and it had to be another motor. It was so nice we just kept on going taking advantage of such a clement spell, until we rounded the northern tip of Bornholm to the quaint little harbour of Allinge.

Wow, the book says "Do not attempt to enter in north westerly greater than 20 knots" easy to understand why. The dogleg through the harbour's entrance only unfold as you actually go through it. Once inside the shelter is excellent and at this time of the year, nice and empty. It would certainly be interesting in the high season with a great many boats looking for a berth in this delight place.

Payment is entirely on trust, put your card in a machine and declare your boat length. We seemed to be the only boat with a label on it! Just a single night with a wander around the village before we turn in. The next day weather wise is similar with, if anything less wind. Not good as we set off across the Hano Bucht towards Utklippen. We pass the Islands of Chistianso, pity we cannot call in but we must take the opportunity to cross the Bay. Then the fog came down, thick, visibility down to a couple of hundred yards or so. We ran parallel to the shipping lanes for as long as we could and still be going in the correct direction. Suddenly the fog lifted and we crossed. Still going well we passed Utklippan and made a new course for Kristiansopel, a small harbour at the start of the Kalmar Sund. We had made it across the open sea and now it should get easier and easier as we progress north eastwards towards Stockholm.

Friday, 30 May 2008

Condor - Trollholmen anchorage

Having picked out this anchorage from the book, we carefully navigated down a side channel in through the gap and round to the anchor marked on the books graphic. It really seemed quite scary to go off the main marked channels and then into a deserted bay. In reality it wasn't a problem, just the first of many times that we would do it. We dropped the anchor and motored backwards to set it. All looked secure, so on went the ket-



tle. A beautiful flat calm evening with what seemed like hours and hours of daylight. The peace and tranquility was sudden punctuated by the arrival of another boat. Two boats in the hugh area, it was beginning to feel crowded. The other boat, a small ketch rigged wooden sailing boat of some age but in immaculate condition when straight up to set of rocks threw out the kedge anchor and tied up with two forward lines to a couple of trees. We looked on with admiration, thinking, next time we will pluck up courage to do likewise. After supper, down went the dingy for a row ashore, for what was to become the statutory photo shoot of "Condor at Anchor". On returning to the boat we were hailed by the two Swedish couples ashore, who beckoned us to join them. A short row brought us to the shore and the ensuing "party" of beer, Aquavit, wine, strawberries and funny thing biscuits.

At midnight they started an auction for Condor, sitting resplendently at anchor on mirror calm water. They amusingly bidding her reflection, obviously a well known Swedish joke. As the time came for us to leave, we were presented with a book, written by one of the guys about the last fisherman in the archipelago. It was signed by all four of them with their best wishes. Remarkable and this was only our first anchorage.

As we row back to Condor at 1 o'clock, in what seemed like daylight, they left and we were alone at last.

Sunday, 15 June 2008

Condor - Our first rock mooring at Dyviken.



We slowly began to understand exactly what we were being told by the charts. That means we began to recognise what information was important about the many anchorages, where the sun went, what the rocks were like, what the holding would be for the anchor and what kind of shelter to expect. Graham Cattel described one natural harbour, Ringson,

as bomb proof. They are the ones to look for. Others are good but only in certain wind directions. And so we came upon Dyviken.

A large open bay with two marked anchorages.

When they are marked as anchorages the holding is generally good.

We tried the first but the locals had strategically placed some buoys that mucked it up completely. Slightly annoyed we moved across the bay and dropped anchor in about 4 meters of water, very calm and peaceful. Lots of wildlife including the three ducklings hitching a ride on mums back.

After spending the night at anchor we spotted another slightly older Nauticat 38 moored to rock, really tucked in beautifully. It left at about 10.00 - our chance for a rock mooring. No wind, lovely sunny day and we just knew we would fit. All went perfectly. Entrecote steaks soon followed on the barbeque, another first in Sweden. What a memorable day and night tied to a rock. This what we had come for.

Monday, 16 June 2008

Condor - Napoleonviken



We had heard and read about Napoleonviken. One of the prettiest places in the islands, some said. Incredibly popular, could be 200 boats in there at any given time. We will give it a go, its on our way and we need to stop somewhere for the night. The book says 'Beware the ground (rock) in the middle of the entrance. There will only be 10 feet either side and the rock is 1.5 mtrs underwater on one side'. We crept in with the chart plotter showing the passage - we're through, what is all the fuss about, no bumps or scrapes. It was a little tense at one point. As we swung round the end into the bay itself - its nearly empty, there is almost no-one here. Up to a rock we went, being beckoned by the only other yacht and who helped with forward ropes as we came to a halt with the kedge anchor dropped into some 8 mtrs of water, well out from the shore. Many thanks we cried. They had just returned from sailing in Poole Harbour - small world isn't it.

Later on in Yachting Monthly - January 2009, page 72, an article describing a 24 hour cruise on an Arcona 430 took in an overnight stop at Napoleonviken and found the rock. "...as dusk fell we nosed slowly in keeping well clear of the rock charted on paper and plotter, in 4 m at least. It felt like walking into an ambush. Graham called two reduced sounding within a second, then bang.....it is not uncommon to hit rocks in Sweden"

Tuesday, 17 June 2008

Condor - and into Stockholm

We slipped into Stockholm the back way through the Baggerstaken gorge, in bygone times the last line of defence for Sweden against invading Russian troops. Rather narrow in places and two way traffic including fairly large ferries. In particular the one that demonstrated a well practiced manoeuvre which entailed blowing a horn and slewing through 90 degrees, across the channel, holding their bows against a landing stage by driving forward whilst the passengers alight onto the shore. Reverse back and off again with little regard for other channel users.

Out into the main route towards the city. We motored slowly in taking in the sites as we entered through such famous views. Suddenly we were being overtaken by a hugh square rigged sailing ship, The which we understand may even be charter in the Carribean. Rather off its route metinks.

Tuesday, 24 June 2008

Condor - Amongst the Islands of the Skargard

A picture opened up in front of him that made him shiver with delight. Open waters and islands, open waters and islands, far, far away into the never ending... (The Son of a Servant (Swedish: Tjänstekvinnans son, 1886 - 1909) is the autobiographical novel of August Strindberg 1849 - 1912)

August Strindberg's avid description of this amazing sailing area almost exactly sums up the plethora of intricate channels, twists and turns, tacks and gybes in such safe and sheltered waters away from the open sea.

Wednesday, 16 July 2008

Condor - in Morviken

We had a rather brisk motor-sail down from Sandhamn, against the wind, off the charted track, and with few other boats in sight, all very daring but uneventful. Then we came to Morviken, an inlet on the north shore of Fifang. Again there was a dreaded submerged rock neatly located in the middle of the entrance. Careful navigation saw us through and into a wonderfully sheltered bay with a few yachts anchored and some more spread out on the rocks. We picked our spot on a rocks and drifted in, line astern, and with a little help from a couple

ashore, tied successfully to a couple of trees. This fantastic place was drenched in sunshine all day.

CONDOR - Thought for 2009

*Have you heard of Haperanda
So far north its by Lapland
Its bookmarked for a visit
With the passage carefully planned
Sailing between the islands
Up through the Bay of Bothnia
Running up the sails in time
Condor flying in top gear*

Friday, 10 April 2009

Condor - Relaunch and makeover for the 2009 season

Relaunch for 2009 was scheduled for Monday April 6th with M travelling over on the previous Friday, staying in luxury at the Packhuset Hotel for the Friday, Saturday and Sunday nights. Did the smelly job of antifouling and anodes on the Saturday and Sunday, they needed the big doors open to ventilate the hall as I was still using UK antifouling. The launch went well early morning. We were towed to the crane through the streets of Kalmar by a 1958 Scania Vega lorry driven by the grandson of the original owner. Fantastic sight.

The masts went up on Tuesday, Andreas making a good job of the alignment and the various tensions, in fact better than before. Continued with jobs and rigging until returning home on the Thursday before Easter ready for a quick limber up for the Boules on Easter Sunday. Stayed on in the hotel for the rest of the week, expensive but nice to have a hot shower and evening meal.

Saturday, 25 April 2009

Condor - Final preparations and test run

Jack and I returned on the Friday after Easter. We booked the Harwich to Esjberg ferry including a cabin, supper and breakfast. Set sail at 18.00, overnight, arriving at 13.00 on the Saturday and drove the 350 miles to Kalmar across the Great Belt and Oresund bridges to arrive in Kalmar at 20.30 ish. The BMW was fairly well stacked up but not as bad as last year when we drove up to Rungsted breaking a rear spring in the process.

Jack developed a really bad throat on the way over which took the edge

off the week. The weather was very sunny with a chill wind but we managed to get the boat in good order and had a run out and under the Kalmar Sund Bridge on the Friday before we returned on the Saturday back to the UK. Gave the car keys to Fredrick to park up and look after the BMW until September when we have provisionally arranged to return for a second winter. All was now ready, we just need the time to sail....!!

Monday, 11 May 2009

Condor - We sailed away in to the rising sun

With anticipation we flew from Stansted with Easyjet into Copenhagen and then by train to Kalmar on Saturday 9th May. Condor looked good as she waited patiently for our arrival. A run round the supermarket stocked up all the goodies we needed for the summer and fresh produce for the week ahead. Sunday saw a fine day and off we went. The Sund was peaceful for a change and we motor-sailed up towards Oskarshamn in company with the Dutch people we had befriended over the winter. We anchored in our first nature harbour of the year, Kiddeholmen, saving a six mile trip into Oskarshamn and the same out again the next day. Really tricky entrance in and out with a blustery night swinging on the hook. Unfortunately no photos as we couldn't leave the boat. Next morning we think Grand Cru (Dutch boat) may have run aground at the outside buoy. They left at 7.00 and at 9.00 we saw a static sail over the rocks away to the south. When we left at 9.45 they were only a few miles ahead. Will check with them in the autumn.

Wednesday, 20 May 2009

Condor - Wandering up the Blue Coast

The Blue Coast is the coastline from Oskarshamn up to Oxelosund, we think. Once you enter the island at Krakelund, 10 miles north of Oskarshamn the "motorway route" is very distinct, well bouyed and relatively easy under motor. Sailing is a different matter with many twists and turns, honing your sailing skills. It is delightful. The anchorages are numerous and easy and the rocks for mooring are worth a try and great when you get it right. Just like being in a marina with any fender noise and other people to annoy you. We do not hesitate at either. We now have a list of places to go but are many others still to be explored. I was talking to the crane driver at Kalmar who has a small sailing boat. He has been sailing The Blue Coast for the last 30

years and still finds new places to go. The main problem is fresh water. The marinas at Vastervick and Farusund both have water if you are desperate but you have to pay a harbour fee (£15.00 ish) and worst of all - go into a marina. Never mind, all part of the rich tapestry.

Monday, 1 June 2009

Condor - Foul weather in early June

After a short return to the UK we set off from Oxelosund and ambled through the islands to the north west. Tied to a rock in Ringson, peaceful but the weather was quiet not sunny. Went up to Trosa, lots of wind, ran aground trying to tie up in the main channel and watched one of the Gota Canal ferries - Juno, doing a twenty point turn from one mud bank to the other in 20 knots of wind. Trosa is nice but shallow. Continued up the Sodjatala canal and stayed in the marina whilst we returned again to the UK. Electricity is on a timed meter, so no good for charging the batteries over a long period. Buses in the area (Stockholm) work on an A, B, and C charging zones, distance from the centre of Stockholm. You have to buy a ticket before you board the bus or as in our case just look incredibly stupid and get waved through. On one trip the bus driver asked if we required a hotel and we believe he would have taken us there on the bus. The population hereabouts has fairly ethnic origins. His cousin probably owned the hotel.

Monday, 20 July 2009

Condor - Onward to the 13th Nauticat World Regatta

As we left Sweden we were unsure whether we would indeed make the 2009 Regatta as it was some 100 miles away over near the Finnish mainland - new territory for us and through the Turku (Abo) Archipelago. The sail across the Sea of Aland was as lively as we have come to expect, but rather than go straight into Mariehamn the drift of the wind took us further south and we passed Gronskar headland and straight into the archipelago to Degerby. The commitment was made, an email sent to the Commodore, we were on our way. Our pre-season preparations had laid in all the necessary paper and electronic charts, an expensive commitment in itself. Having sailed in the Swedish Islands for two seasons we were a little disappointed that the anchorages in the Finnish Islands were private or only available to the Sea-Bears private club and our only option was to tie up at a fee paying pontoon. Admittedly power and water were available and the facilities were

very good but each one cost 20 Euros a night. Not what we had become accustomed to.

Wednesday, 22 July 2009

Condor - Sailing in the Race

We arrived at Aristo Stormalo Strand, a nice marina resort, 6 miles south of Turku. We received a fantastic reception on arrival, notwithstanding we wrapped ourselves around a stern buoy, after a difficult manoeuvre in a crosswind on the beam. The previous year, in the 2008 regatta, the wind blew up to 30 knots. This year the wind instrument read 0.00 at one point. It remained so for an hour or so and the race was finally cancelled - disappointment allround. As the fleet started their engines to return home we spotted some wind, raised the sails and sailed home in 10 knots of wind - a great sail and we were greeted as the only yacht to cross the finishing line, but with no honours. We were however presented with a bottle of Champagne for our persistence in making the line. Alas it was not real Champagne but a bottle of Latvian sparking wine worth 1 Euro 50. Absolutely priceless to us. Thereafter we wined and dined as the sun dropped below the horizon, the culmination of a lovely cruise.

Tuesday, 15 September 2009

Condor - the 2009 season draws to a close

We come to the end of a wonderful season. We have sailed through the marvellous archipelago's of Eastern Sweden, crossed the Sea of Aland and on to Turku in Finland to meet up with our friends in the Nauticat Club of Finland - and made honorary members of the Club.

"Slow" is the key. Wake up at 9.00, breakfast slowly, raise anchor at 10.30, sail onto next anchorage. Drop the anchor or tie to a rock at 12ish, lunch and laze for the rest of the day. Barbeque in the evening. No tides, no currents, no hassle.

It is true, just sail off into the sunset.....!

Mike & Jacky Scott

Condor

Classified

Naila

Nauticat 33 1978 Hull No 483



This yacht which has only had two owners since new, has always been well maintained and continually updated over the years it is one of the best examples in its class. It is one of the last Nauticats built with wooden superstructure. GRP hand laminated construction in dark blue with white sheer strake. Teak decks, solid wood handrail with

access gates to both port and starboard. There is an external wheel with duplicate engine and bow thruster controls on the raised afterdeck.

- Ford Lehman 2712E, 4 cylinder, 80hp with hydraulic gearbox controlled at both the wheelhouse and deck steering positions.
- Long range (600 nm approx) tankage.
- Vetus 50kgf bow thruster fitted June 1998 with dual controls.
- Furling systems fitted for Genoa, mainsail and mizzen, cruising chute.
- Instrumentation including: engine controls/rev counter/temperature/fuel, bow thruster control, autopilot, gps, Yeoman plotter, speed/distance log, depths electronic and ships compasses, barometer, clock vhf radio, Raytheon R40 Rasta scan radar with scanner mounted on the mizzen mast, control for external directional spotlight. Mains electric consumer panel, battery charger.
- Easily fitted aluminium telescopic legs by the yacht leg company
- Naila is a fast, safe and economical motor/sailor benefiting from an easily deployed ketch rig complimented by a large, low revving diesel engine capable of sustaining 7.5 knots through the water at just 1,750mm.
- Water 70 imperial gallons in two tanks. 20 gallon stainless tank forward and a 50 gallon flexible tank under the main saloon floor. Pressurised hot and cold water system (water heated by engine or immersion in a calorifier) with filtered water delivered to the galley cold tap.

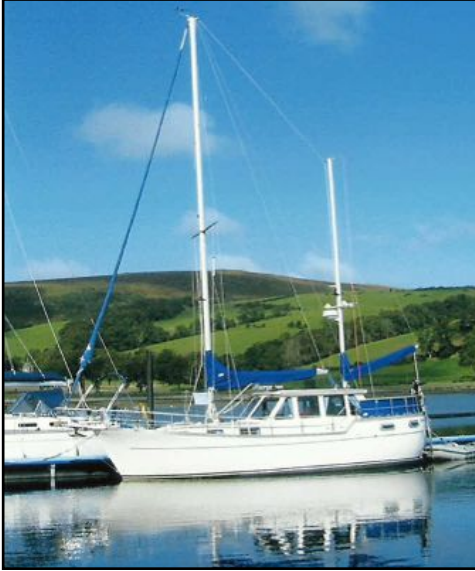
Currently lying in Tollesbury Essex

Please contact John 01621 868039
captainjohn38@tiscali.co.uk

£49,950

Classified

Amanda Nauticat 33 - Mk 11 - 1987



Brief Specification

- 90HP Ford Lehmen Engine
- Sails recently overhauled
- Lofrens Windlass
- New Chart Plotter
- Battery Charger
- Sterling Regulator
- Eberspacher Heating
- Epirb

The Wheelhouse sold us Amanda.

The U shaped comfortable seating around the table means you don't have to miss anything at mealtimes. Inboard steering to starboard of steps down to the galley and a large glazed hatch providing plenty of circulation in the summer. The rear aft cabin with double berth, en suite head, hanging locker plus much additional storage make Amanda a very practical yacht. The table in the central galley converts into a double berth. Fridge, sink, gimbed cooker, a second hanging locker and a second heads. The fore cabin has two good size single berths or with an infill to make a large double bunk. The outside steering position on the raised aft deck, surrounded by blue dodgers, is roomy enough for social occasions. The engine has been very well maintained.

Lying in the water at: Port Bannatyne, Isle of Bute, Scotland.

For more information And price call:

Vivien Hebblethwait - 01577 830 320

Classified

Hyskeir

Nauticat 43 -1987/88



Sparkman & Stephens design. Well equipped ocean-going pilothouse ketch with 90hp Ford Sabre engine. Extensive accommodation (9 possible berths) and storage. Equipment includes Maxprop, Westerbeke generator, Eberspacher heater, full 240v system with ring main and Victron charger plus circuit of 12v outlets. VDO instruments, Furuno radar, McMurdo Navtex, Raymarine autopilot with gyro compass, wind/towing generator, solar panels, fixed bimini, davits, 8 man Avon liferaft and safety equipment including Epirb. Comprehensive suit of sails including fully battened mainsail, furling genoa and spinnaker. It is a go anywhere yacht set up for comfortable onboard living.

Lying South Wales. Asking price £130,000.

For further details please telephone 01446 760753 or email nauticat43@btinternet.com.

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

Wanted

NC331 Standard layout with lower saloon, aft double bunk, dressing table and heads.

Please contact Richard Bartlett:

rgbartlett@aol.com or 01395 232789

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.

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 **01452 541612** evenings
or **0776 9696594** for further information or to view.

OIR of **£39,995**

FUTURE EVENTS

The Annual General Meeting

5th February 2011
Royal Adelaide Hotel
Windsor

Celtic Rally 2011

Fri / Sat & Sunday 5th , 6th, & 7th August
Carrickfergus

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