

CAT - A - LOG

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



Trevor & Sally Doran's Dreamcatcher in Sayadah, Greece



Nauticat Association Newsletter

Issue Number 58

Summer 2011

Merchandise

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

S to 3XL - Red, White, Black, Bottle Green, Royal, Navy. £14.80

Performance Polyester Polo Shirt (100% Polyester Pique with moisture management system) S to 4XL - Navy or White only. £18.70

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

S to 3XL - White, Black, Navy, Red, Burgundy, Bottle Green, Royal.
£19.70

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

S to 2XL - Black/Charcoal, Bottle/Navy, Royal/Navy, Navy/Red,
Red/Navy. £19.70

Long Sleeve Rugby Shirt (CVC Jersey) S - 2XL - Black, Navy, Red,
White, Royal, Bottle, Gold, Sky Blue all with white collar. £22.50

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

Navy, Dark Navy, Sky Blue, Deep Pink. £29.50

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 £3.50, 2 x items £5.00, 3/4 x items £6.20.

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. £5.00 (*Reduced Price*)

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 email colvinrae@aol.com

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Chairman's Thoughts

Another successful South Coast Rally is over. Association members attending the rally had the weather man smiling on them as the sun shone out of clear blue skies almost from the moment we all arrived. Either that or Sue and Roger, as joint organisers, have contacts and influence far beyond that which we had imagined!

Given that "At-one-ment's" trip down to Yarmouth took place in extremely poor visibility and flat calm the sunshine was a welcome bonus. The trip in fog gave us a chance to exercise our blind navigation skills and fully test the broadband radar – something often overlooked when we sail in fine weather.

Around the Solent we have all come to expect the unexpected or even the downright dangerous but an encounter on this trip capped everything we have experienced so far!.

Passing through the Eastern Solent following depth contours to keep out of the path of the cross channel and IOW ferries we heard a strange engine noise getting louder and louder but nothing showing on radar. It seemed to be ahead of us but getting closer – rather worrying. Then the radar picked two parallel lines of ten small dots travelling across our bow just before we caught sight of them. Twenty jet skis at full speed, no lights, no fog signals every rider standing up and heading straight across all the ferry and shipping lanes with ferries, hovercraft and fast catamarans right in their path. Now we've seen it all! Hope they declared this as a hazardous pursuit to their life assurance company!

While in Yarmouth we had another first for the Association – we were all invited to celebrate a Golden wedding. Our thanks are due to June and Alan Langmead not only for inviting us to join their celebrations but having the foresight to tie the knot on a date in 1965 which they had clearly planned would allow them to celebrate the anniversary in 2011 when together with all their Nauticat friends. We wish them every good wish for many more happy and healthy years together.

It was great to have some new faces participate in the rally and go home asking when the next event is. That is exactly what the Association has come to epitomise – camaraderie and friendship that goes beyond just sailing. The crew of 'Kiskadee' will be pleased to know a suitable conversation has taken place with the Social Secretary for omitting to include

dress code on the details! Who cares about clothes - the person inside is more important!

We spent a couple of weeks sailing after the rally and experienced every type of weather (except snow) possible, often on the same day. What it is to be in England in summer! Never mind we were on our boat having fun so what more could we ask for?

I was asked recently if I'd be happy to have an RNLI Sea Check take place on my boat as a demonstration. My first reaction was great as I was sure I'd thought of everything. My second thought was as a DLA at Selsey Lifeboat it is going to be very embarrassing, and widely known, if they find something major I've overlooked. I eventually agreed and I will say I'm really glad I did it.

No formality and no pass or fail. It took the form of a very friendly and relaxed chat and discussion covering absolutely everything from stem to stern. - safety gear kept on board, through type of mousing wire used on the anchor shackle to how do crew know what to do should anything happen to the skipper, are radio instructions prominently displayed, how are crew briefed before a trip etc etc. It has caused me to think about all the things I take for granted particularly when sailing frequently as a couple. And the few pieces of advice and suggestions given were very worthwhile and will be taken on board. I'd recommend it to you just access the RNLI website and select "Sea Check". It takes about an hour and makes you think about what you take for granted.

We are still without an East Coast Social Secretary . I'm sure the members on the East Coast, and others, would support a rally or other event on the East Coast but it will need an organiser. Bob was very good at pulling a team together to help him. There is no reason why it must be one person. It could be a cooperative effort . So if you'd be happy to take up the East Coast Social Secretary role, either alone or as a coalition, then please get in touch. You'd be assured of the full support of your colleagues in the South and in the Celtic area. It would be sad to see the tradition of East Coast rallies discontinued.

The Celtic rally is all set for early August but unfortunately Sue and I will be unable to attend this year due to local commitments. The next event is the Laying Up Lunch and full details appear elsewhere in this edition and will be on the website shortly.

Once again I am grateful to John Goode, as a supporter of and friend to the Association for securing heavily discounted tickets for members for the Southampton Boat Show this year. Full details of how to obtain these tickets, which are valid for every day including preview day, are on the website. For those who do not have web access please contact me and I'll provide the details.

Enjoy the rest of the summer wherever you are and remember that whenever you drop by an anchorage or marina – one Nauticat is simply a boat two are a party!

Safe sailing and fair winds.

Colvin



Highlights from the Not Quite a Quiz Quiz!

At the South Coast Rally in Yarmouth we had a bit of fun after supper with a quiz with a difference!

Correct answers were penalised and the more creative the answer given the more points were earned. Questions were "interesting" (some said obscure!) but we actually had someone who knew most of the correct answers. However in this quiz knowledge was of no benefit!

Some of the more creative answers are shown below (with the correct answers in brackets).

In what sport do you have 'rudies' and 'randies' – Reindeer prancing. (Tramolining)

Which novel starts 'Take my camel dear' said my Aunt Dot? - Lawrence of Arabia (The Towers of Trebizand by Rose Macauley)

What was the cause of the big falling out between Noddy and Big Ears? - When Noddy's Nauticat hit Big Ears Nelson (The colour of Noddy's curtains)

What does a sagger-makers bottom-knocker make? - Support knickers (Pottery)

How many players are there in a bicycle polo team? – 20 in the saddle and 15 in hospital (six one of whom is a reserve)

Great fun was had by all but a frightening insight into how Nauticat Association members minds work!!!!

Technical Support

The misguided assumption that all boat owners have more money than sense is prevalent in marinas and results in labour rates that bear no resemblance to employment outside their main gates. Unlike modern cars with all their sophisticated control systems boat engineering remains relatively 'agricultural' and maintenance is well within the capabilities of even the modest DIY sailor. Our experience shows that given the confidence to tackle a job and availability of cheap tools and spare parts, members are surprised at the high level of latent skill they possess. It's true that modern marine engines are controlled ECUs (engine control units - computers) however they are still 99% mechanical and will be very reliable if carefully maintained.

Continuing on the theme of economy, we produced a breakdown of the price of gasoil as of 06 June 2011 and posted it on the website. Unfortunately, the figures did not line up so it was somewhat difficult fathom out the calculations. The revised figures for 26 July 2011 have been reproduced in this issue which you may find interesting.

There have been two reports of sea water in engine sumps with the oil turning to a thick milky emulsion; the affected engines were Lehman and Yanmar. Although there can be several causes, the common factor was that the raw water anti-siphon outlet had become blocked. In each case the local engineers changed the oil filter and attempted to flush out the salt with three engine oil changes. An engine that has salt water in the oil lubrication system will eventually suffer severe bearing corrosion and its service life will be greatly reduced. Members must check that the tell-tale raw water is flowing out of the hull fitting whenever the engine is running and always close the engine sea seacock on leaving the boat.

NC44: Severe fresh water leak. All Nauticats have their plastic fresh water pipes installed before the floor is finally secured with screws. Other furniture is then installed over the floor and each screw hole neatly concealed with a circular teak plug. If the leak cannot be located it is often impossible to pull through new lengths of pipe as the original is trapped beneath the floor. When looking for the cause of the problem first examine the calorifier pressure relief valve and associated drain. Water expands as it is heated but the increased pressure is prevented from dissipating by non return valves in the pressurised cold water supply and sink taps on the hot

water delivery side. The stainless steel tank is protected from rupture by the relief/drain valve which releases a little water into the bilge area every time it heats up. If the fresh water pump runs continuously (water will be cold) or just 'ticks over' occasionally during the night do check this valve as they sometimes get debris from the immersion coil stuck under the seal.

NC52: Failure of the Borg Warner gearbox. This is a well maintained syndicate owned boat in a foreign port. The internal fault was identified and spare parts sent out from Lancing Marine. All went well until the 'engineers' found that the replacement damper plate that connects the gearbox drive to the engine flywheel wouldn't fit. The following email was received from the local agent: 'There is a possibility to even out the base of your flywheel and to drill new holes with a thread which is going to fit your damper plate. But, this is going to change the weight and balance of the flywheel, what might cause a less easy working engine'. Despite instructions to the contrary they removed the flywheel and sent it ashore for the work to be done. In the meantime, Lancing Marine were consulted and requested a photo of the flywheel from which they would be able to identify the correct spare part. This report is interesting because it shows how a simple problem can escalate into a very expensive and technically most unsatisfactory solution. The flywheel was eventually returned to the boat and the correct spare part fitted.

NC331: Report: Smoking exhaust leaving a dirty ring around the aft end of the boat - late model with Yanmar 4JH4-TE engine (4 valves per cylinder). Yanmar engineers carried out various tests and concluded that it was being caused by lack of air to the engine compartment. Nauticat didn't have any adverse reports from their dealer network and therefore couldn't understand why this particular boat was experiencing the problem. A three inch ventilation fan was fitted in the compartment air intake and the smoky exhaust disappeared. Someone didn't read the installation instructions as it was a new low emissions engine that needs more air and supersedes all previous 75hp models.

NC331: Water maker. A member is fitting a water maker to his Mediterranean based boat. We became involved through our trade discount facility but the technical facts are most interesting. Things have come a long way in this area and the model being fitted is not only reasonably small but is capable of producing 30ltrs of good quality fresh water per hour using only

9 amps current drain. A report will follow with pictures and test results.
Ref. www.schenker.it

We've changed our suppliers of Isotemp calorifier immersion heater elements to www.marinestore.co.uk. 220v 750w type MTSEE00002HA at £56.74 including carriage and VAT. They are agents for Marathon Leisure who distribute a wide range of marine products.

We hope your summer cruise is really enjoyable and look forward to seeing you again at the Laying Up Supper in November.

Best regards. Richard Bartlett

Technical Support's report on the current price of boat fuel

Correct at 26 July 2011

Current price of gasoil per litre charged by a distributor	£0.65
Basic duty per litre	£0.1114
Additional duty for leisure boat owners per litre	£0.4681
VAT 5%	

Assuming a 60/40 split between propulsion and heating on 100 litres of fuel the price would be:

40 ltrs @ $0.65 + 0.1114 + 5\% \text{ VAT} = £31.98$

60 ltrs @ $0.65 + 0.1114 + 0.4681 + 5\% \text{ VAT} = £77.45$

Total cost of 100ltrs £109.43

Therefore the basic cost of a litre of gasoil is: **£1.09/ltr**

Notes:

1. The basic price variation during the previous 2 weeks was: 0.63p to 0.66p
2. Delivery costs are included in the basic price.
3. VAT is levied at 5% on gasoil and 20% on road diesel.
3. Data provided by Shell UK and HM Revenue & Customs, Transport Tax Team

There's Some Life in the Old Dog Yet.

As most of you will know that Sally and I wandered around the Greek Islands for some 20 years, progressing from a third share in Levante, a Cobra 850, to Petra Gem, a Westerly Seahawk and finally ending with Gentrice, a Nauticat 38, which we loved. This idyllic saga was brought to a halt in 2002 when I had the realisation that I was approaching my sell by date, as far as long term cruising was concerned and that we would find a readier market for Gentrice in the UK, as opposed to trying to sell her in Greece where we were. We therefore made yet another trip across the Med, sold her and, not wanting to entirely “swallow the anchor” just yet, convinced ourselves that we would be fulfilled pottering around in a smaller boat in the UK and committed ourselves finding a replacement. Being used to slightly more clemency from the weather than is general in UK climes, we felt a pilot house was important and we knew that marina berthing costs would be a paramount factor in choice. Above all, we wanted a boat that would sail well and in all conditions.

We came down on a 27' Hunter Pilot – Phoenix, which met most of our requirements and included bilge keels, which we considered would provide an extra bonus, by being able to “take ground” and increase our choice of anchorages. We were well pleased with our choice and found her a delight to sail; only ever needing the engine when negotiating the Lymington River with the sails taking us to wherever we wanted to go, in even the lightest of zephyrs. In retrospect and in the 6 years we had her we didn't do very much other than make short trips to Newtown Creek, around The Solent and Isle of Wight, apart from a few trips to Poole harbour, Lulworth and Weymouth. Usually and to the amusement of our friends, the destination was Newtown Creek, which we found to be the nearest to our Greek idyll, in being able to drop the anchor and rot. Our neighbours used to rib us unmercifully and claim that Phoenix knew her own way there and would not go anywhere else. In Newtown Creek, we found that one of our criteria was less soundly based than we would have thought. The idea of settling peaceful aground on a gently ebbing tide is attractive, but it rapidly loses some of its attraction when you end up being the only boat with one leg in a deep hole and the object of ridicule from seabirds peering in the windows at these mad fools.

Well, the point of all this is that I have decided that I am staying for a bit longer than I had

pessimistically thought and we have plunged in again with a Nauticat, which will be based in the Greek Islands, which we love and where we have so many friends. As an added attraction, we have a granddaughter who got hooked on Greece on trips to Gentrice and has now set up home there. Furthermore, my son and her father of course has bought land there, on which he intends to build in an active retirement and to escape the fettle of a 9-5 environment, which he finds incompatible with his requirement to sail in Greece.

Our new Nauticat is a 331 called Dreamcatcher, which is a name we are happy with. There is no Solent coastguard out there and therefore the length of the name is of less significance, to here, where one is constantly spelling it phonetically over the radio. The only radio discipline in Greece is more or less down to treating channel 67 as the chat line, between 6.0 p.m. and 7.0 p.m.

Dreamcatcher was in Croatia, in Marina Frapa, Rogosnica (Roger's knickers to the Brits) near Split when we took her over, where she had been largely unused for three years and from new. This brought with it various concerns, which in the event were not fulfilled. We had been to Croatia before, but that was when it was Yugoslavia and although the country side has not changed (if one ignores the burgeoning property market), but the prices have. So has the formality and a formidable civil service has blossomed and has control over the marina - bringing with it a mountain of "vital" paperwork and with each sheet of paper demanding an extortionate amount of money. We almost felt that we needed to pay to breathe. It cost us £50 a night to stay there, which brought with it an urgent desire to leave. However, we were stuck there for a little under a fortnight, trying to compile a sufficiently large pile of official paper requests to get work on the boat completed before we went. The people were charming and very much appreciated our pathetic attempts to master Serbo-Croat but they were in complete awe of "the system" and nothing got done.

We had sent out a pallet from the UK, containing such vital necessities as a RIB and outboard and many other essentials. The RIB and outboard were exported tax free as was our right, as bona fide residents of Croatia. The pallet was carriage paid to the Marina, but that made no difference, it still ended up in Zagreb! It took us best part of a week to trace the pallet and get it delivered correctly, which necessitated us being charged for the rerouted delivery and also paying simulated VAT (they are not in the EU yet).

Protestations produced blank faces and we paid up, rather than spend more time in the marina and add yet more to the mountain of paper produced on our behalf. We also had a problem when we did leave; in as far as when we arrived, we had to pay for a permit to sail in Croatian waters. This cost around £250 and was apparently a vital document that we were not to be entrusted with and the marina must have in their files (where they had already lost the file for Dreamcatcher). However, when we went to notify them of our departure and asked for the permit, in defence of inspections at sea and checking out of Croatia, they then claimed we had it and they only had a photocopy. It seemed then that there was no solution to lost permits, other than to buy another, which was gained at the Port Police. They of course were shut for the weekend and a coincident public holiday”. Finally and after delaying our departure, they found it, in someone else’s folder.

By this time, we had news that Sally’s father, who was 92 had gone into hospital and expectations were not high. We pondered the situation and decided that if we stayed where we were we would be broke and decided to make a dash for Greece, calling the UK for an update at each appropriate island and where we might possibly be able to leave Dreamcatcher and return to the UK.

The nearest Island was Vis, which was 50 miles away, but that became our “shakedown” cruise. No problem for a Nauticat you might think, but our hearts were in our mouth the whole way. The fuel tanks were both full, but the fuel was three years old and had had no biocide put in! As it happened she performed as she should, with the only hiccup in the trip being when



I accidentally leant against the stop button and we thought the engine had failed. We both nearly had a heart attack. We anchored overnight at Vis in a strong, but acceptable breeze blowing across the anchorage. Very soon however the breeze became less acceptable, turning a little towards the shore and we began to bounce uncomfortably, but since things appeared to be under control, we retired to the aft cabin. However we were awakened towards midnight by the sound of a very close boat, to find that we had an

almost out of control catamaran trying to anchor beside us and in a breeze that had changed to put us on a lee-shore and had become uncomfortably strong. Fortunately the skipper eventually realised that he was putting his own boat in jeopardy and lurched off elsewhere. Finally and at about 5.30 am. We could stand it no longer and we raised the anchor and sought shelter behind a small promontory. A short while after, a number of other boats, seeing our relative comfort also came off their moorings to join us. We waited there for that day and to allow the wind to drop. Next morning and with a stiff breeze from behind, we set off for Korcula, which is shown in the chartlet and about 30 miles to the east. It is a very long Island and the trip to the next anchorage turned out to be another 50 miles. We touched base there about Sally's father's condition and decided to crack on to Cavtat just south of Dubrovnik, where we could either check out, or leave Dreamcatcher. Cavtat was about 60 miles away on the last port of any significance in Croatia. It is also a summer port of entry and therefore we were able to check out there. It also had the prized reputation of the customs being somewhat less formal than Dubrovnik, which was only 8 miles along the coast and to the north and is now a large cruise ship destination.

We had an uneventful journey, but had no time to experiment and try out her sailing qualities, banging on motorsailing with the wind behind us. This went very well and we seemed to be able to maintain 7 knts. quite comfortably for most of the way, until we began to meet a northbound current coming up the Adriatic. Cavtat according to the pilot book is a small fishing village where we had the option to go on to the key. Well, that has changed. Small it was but the whole bay is now devoted to local fishing boats and a new bay has been designated for yachts. After waiting out a series of thunderstorms here, we were told we should not be there and were directed to the new bay, about a mile away and to the south and where the customs were now. The initial impact of this bay was idyllic. It had a very pretty waterfront with abundant tavernas and shops along the quay. There was even a friendly English speaking port captain to take our warps, whilst explaining how to get water and electricity and also the formalities of checking out. Things could not be better. At around 10.00 am things, began to wake up a bit and the morning's promenading began, enhanced by coach loads of passengers on a trip from Dubrovnik, where their cruise ship had berthed. We spent an enjoyable half hour listening to the ooh's and ah's when they saw Dreamcatcher in her lone splendour on the quay and

noticed that she was registered in Southampton. It seemed that some thought it had arrived straight from there. The general activity around her grew and Sally went off to check us out. This caused the Chief of police to have a near heart attack. He started to fill in the form and when he came to Captain, he told Sally to just put in the name. So she explained that she was Captain. This brought the proceedings to an abrupt halt, only to recommence when she explained that I was Admiral. He smiled. But honour was satisfied and we checked out without any problem. Beware pride before the fall! Our reverie was shattered by an invasion of the quay by local tripper boats and a huge Gin Palace (Brit) causing a tsunami like reaction in our otherwise tranquil setting. We bounced mercilessly, as the waves broke over the quay and we had to vacate for our safety and Dreamcatcher's. Delightful though it was, there is no prize that would ever tempt us back and we will be contacting the Thompson's who wrote the pilot.



We then left Croatia behind us and started out for Erikoussa, which is a small island to the north of Corfu and a trip of about 280 miles, necessitating a night at sea. It was an uneventful trip, but a very busy one. We were effectively following the coasts of Montenegro and Albania, be it some 20-30 miles off-shore. The idea was we would follow our usual pattern of two hours on and given luck two hours off and with any luck a three hour uninterrupted sleep for each of us. Before we went I made a discovery that greatly enhanced our capability and would give us peace of mind. It also kept us constantly busy. It was that our plotters were equipped with MARPA. This is a collision avoidance system by which you can identify radar blips and ascertain the vessel's present speed, showing the track they have been on and the track they are now following. It further gives a warning of the time that it would be required to take action to avoid a collision. Since we were on a parallel course with the coast, we were more or less following a contour and as luck would have it were passing through fishing grounds the whole way. We equally were also passing very close to areas containing dumped and unsafe explosives. MARPA was magnificent and we both found it a valuable tool and in our minds superior to AIS, which relies upon the identified target having an active system.

None of these fishing boats would have been so equipped and hence would have not been seen by AIS at all!

Another problem we encountered was cruise ships, on a number of occasions. As we began to near the north of Corfu, we met these and found them to be so brightly lit and with such a multitude of lights, it was impossible to discern their navigation lights, which were subdued in comparison. It was impossible on most occasions to work out which way they were travelling. Added to which some of them were not even travelling and just sitting there killing time and in order to give the passengers the excitement of seeing the landfall and docking as they wake up.

We arrived at Erikoussa towards lunchtime and after anchoring for a brief sleep in a bay in front of the Port Police, we decided to make a final effort and go straight on to Corfu, where we could check in to Greece officially. It did not work out like that! On arriving at Gouvia Marina, which was listed as a port of entry, we found that it was necessary to go to the Port Police in Corfu, by taxi. Furthermore, it was now shut and would not normally reopen till Monday morning, which was unfortunately a bank holiday and so could not be done till Tuesday! We therefore decided that since their system could not accommodate us, we would treat it with the same disregard as they do themselves and decided to simply go off on a jolly and to have a large dish of prawns, at Sayahda, which is a tiny fisherman's port on the mainland, where we had been before. It lies on a bank of silt from a river outflow, which restricts the depth to 2 m for a large area. This shallow area means that the water warms up and the prawns are an abundant crop for the local fishermen. So abundant are they that it is difficult to obtain anything else. We arrived to find this tiny port, which used to boast a single taverna, which used to boast a Hobson's choice menu, with prawns being the only dish. Sayadah now boasted a row of tavernas alongside each other along the small quay and we understand there is a lot of ill feeling as a result. We have a Greek friend who once explained what he considered a vital flaw in the Greek psyche. He said that they see a business doing well and so the start up another doing the same thing next door. This was a textbook example of just that. Sayadha is a little tiny place and has only a minuscule population, there is nothing to attract visitors and so disaster can be the only outcome.

Back once again in Gouvia Marina, we set about checking in to Greece officially. At this point I should remind you that chaos is actually a Greek

word. We got our taxi, with no trouble, apart from the fact that the taxi driver went to great lengths to give us his telephone number and tell us how to find him and thus avoid paying an extra 10% for getting the marina to call him. We told him we needed to go to the Port Police and we set off. On arrival, he parked his cab in the gateway to the building and almost blocking it. We told him what we had to do. Helpfully, he offered to come with us and in order to find out where we had to go. He explained that he would only be able to talk to us in Greek, once we were inside, as he did not want the police to know he spoke English. It's best for them not to know, he explained.

The police station was just about the most depressing place I have ever been. All the rooms had iron bars - presumably to prevent prisoners escaping whilst being interrogated. After being directed to other rooms a number of times we were finally told that we must go to the Customs. So, we went to the customs, only to be met with blank faces and to be told finally to wait. We waited, we waited more and our driver was getting very angry. Finally and when we had kicked up enough fuss, we were told that we must go back to the Police and the fact that we had just come from there cut no ice. So back we went again. When we got there the driver was fuming on our behalf and saying he was ashamed of his country. He then said that I should go in without Sally and be very angry. Then as an afterthought as he remembered the reserve of the British abroad he emphasised that it must be very loud and pantomimed the outrage I should express. I scuppered this completely, by insisting that Sally had to go, as she was Captain. This was too much, with him fuming and glowering at all and sundry, we went in together, only to be told that we must come back in two hours. So all we could do was to go back to the marina and wait for our driver to come back in two hours. This time, there was no argument when we got there and we all went in. To our surprise, we were directed back to the office and man we saw first of all, who told us, it was nothing to do with him and we should go to the Port Police in the marina.

We bade goodbye to our driver (with a good tip) and he insisted that we have his telephone number and ring him if we ever got into any difficulty at all, in Greece. Furthermore, he advised us to go to Paxos when we left Corfu, where he had a brother and he would help us with any problems and if he could not help he would come himself.

Some £100 lighter we went to the Port Police at the marina, where we met a charming young blonde police person, who was baffled by what we

needed and after going into a lengthy discussion the phone to the police station we had come from in Corfu Town, she started to take our details. She asked the length of the Dreamcatcher and when we told her she said that since we were under 10m all we needed was a simple permit, which cost 15€!

We left Corfu, fuming, but happy to be sorted out and set off for Levkas, where we will be basing Dreamcatcher. We were now home again and it was free wheeling all the way. Everything went like clockwork from here on, flights back were arranged for and we departed content that we had accomplished what we set out to do, although concerned about Sally's father and not knowing when we could get back. It was unfortunate that we had to make such a rushed trip, by-passing Montenegro, which is lovely and Albania too would have been interesting, particularly when we have been threatened by gun-boats in the past and for getting too near. Anyway, we enjoyed it, we have lost weight and feel fitter as a result of our trip - it was hard work! Now we wait to go out to Dreamcatcher when we can. She is a lovely boat and what little sailing we did do indicated that she would sail as well as Gentrice.

One thing we are going to have to do however, is to fit a bimini. That is a medical necessity in The Ionian. Quite how is up for grabs at the moment and we are pondering it. One possibility we have in mind is to perform the same operation on Dreamcatcher that we did on Gentrice. That was to raise the mizzen boom by a foot and lop a bit of the sail. We never noticed the lack of sail area on Gentrice (having been laid flat in a squall, on just the mizzen). This would then enable us to have a rigid framed bimini to protect us. We will also probably fit a water maker. Water is now less scarce than it used to be in Greece, but we do like to rot in a bay by ourselves and the need for water does dictate where you go next.

Now, all I have to do is to keep going and make sure I know the day of the week and the name of the Prime Minister. We accept the day will come when we have to sell her, but we are hoping for few more years of pleasure first. Maurice is showing us how and we should follow his example.

Trevor Doran

LAYING UP LUNCH

Saturday 12th November 2011

The Lifeboat College, West Quay Road, Poole BH15 1HZ

November seems an awfully long way off and I sincerely hope we get some more of the great weather we experienced during the South Coast Rally before our boats are “put to bed”. It has been such a mixed bag, weatherwise, this summer but as I sit writing this article the sun is streaming through the windows and the fishing boats are gently rocking in the breeze, idyllic - if only it would stay that way!

Back to our Laying Up Lunch!

The day has three elements.

1. A tour of the College training facilities
2. Private lunch in the Harbour View Suite
3. A tour of the Headquarters Building, including - subject to operational requirements - the Operations Room, Supply Depot and Survival Pool, plus Training Lifeboats

The days programme is planned to start at 1100 but the running order has not yet been finally set, so this will be confirmed nearer the date.

Two course lunch, will cost £16.00 per person, excluding wine and drinks which are available for your own purchase. Dress code is smart casual (jackets not required).

As mentioned in the previous Catalog I thought it a good idea to try a lunch time meeting so that members who did not particularly want to drive late on a November evening, could participate. Once our tours and lunch are finished, the College has a very nice bar with brilliant views over the harbour to which we can retire, so our time together does not need to be curtailed at all.

The Lifeboat College does have good (and reasonably priced) accommodation available to RNLI members, but at the present time these rooms are all earmarked for a conference taking place on that day. Nearer the time, this may change and rooms could become available. The College telephone number is 01202 663489. However there are also plenty of hotels and bed and breakfast establishments close by, should anyone wish to stay over night.

Hope to see you all on November 12th, and in the meantime enjoy some great sailing.

MENU

Roast Breast of Bridport Chicken
flavoured with lemon and sage

Sweet Potato, Caramelized Red Onion and Artichoke Tart
young spinach and nutmeg sauce (vegetarian)

Baked Salmon and Creamed Fennel Samosas
preserved slow oven roasted tomato, bouillabaisse sauce

All served with Seasonal Vegetables

--- oOo ---

Crème Caramel

Chocolate Tart, Purbeck Ice Cream

Cranberry and Orange Syllabus

--- oOo ---

Coffee and Chocolate Treats

£16 per person

Sue Rae
South Coast Social Secretary

South Coast Rally - Gallery



Some Things You Just Can't Buy

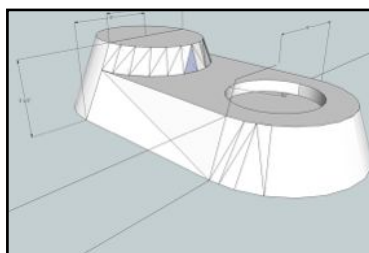
Some things like teak dorade boxes just can't be bought. I could have had them made but what I've seen on the internet all lacked decent design and all resembled nothing more than shoes boxes with outrageous price tags. So I decided to make my own, I had some teak off cuts from a garden swing I made several years ago, all I need is to design something that looked nice but functional, so first thing was to design something and using Google SketchUp a free 3D programme I came up with this design.

Approximately 320mm (13") Long, 90mm (3 1/2") high at its highest point, 200mm (8") wide.

My dorades on Nell an NC 38 were all plastic made by Plas-timo.



I wanted the same type of low profile cowl but made from



stainless steel, low profile was a must as it and the box had to fit below existing stainless steel guards.

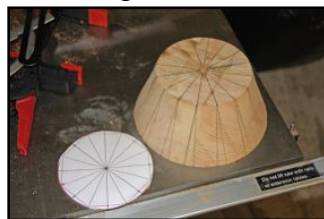
First searches using google came up with some vetus ones, they were about the right size but far too modern, they may suit a stink pot :-)) but not a Nauticat 38. After days of searching I found two very similar cowls one made in America the other in Germany. I later found out the American company no longer made the ones I had found, so I emailed the German company Marinetech. These are the cowls I have bought to use.

I made a sixteen pointed circle using Photoshop 7 and printed it out to the correct size here it is along side the plug I've made and you can see I've transferred all the lines onto the plug to get the sizing for all the parts I'll need.



Using the marks on the plug I need a grand total of thirty two straight sides and with edges cut with 11

degree angled sides and with the top and bottoms angled at 20deg, Thirty two pointed parts same lengths as the straight sides and cut at the bottom and top again to 20deg. It sounds a lot but remember I'm making two dorade boxes. In



this pic I show two of the straight pieces and one of the pointed pieces.

Taking two straight pieces and one pointed part this



pic already shows them glued up, No clamps needed I simply held them together with several rubber bands.

such an awkward piece you can see I've had to improvise a way to clamp them. Two more glue ups and the rounded ends should be done for one of the dorade boxes.

Two of the three piece parts glued together and with



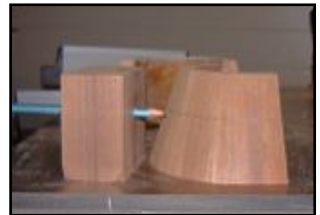
I fibre glassed the insides of the cone to add strength it can be clearly seen here.



This is one of the cones cut up and a complete cone is in the background. The near left hand part is what will become the rear of the box, to the right of that is what

will become the front, and the thin bit on the far right is waste, cut off to the same thickness as what will be the top.

After careful marking the centre line and cutting the cone into two parts on the band saw, one half needs cutting to make the front part of the dorade box. Do you like my home made gauge?



It becomes a little clearer in this pic. A simple glue up, but I had to make some wedges to keep the clamp angles correct.

Just needs the round cap glued on a baffle plate inserted inside and some drain holes cut along the bottom edge and the boxes are nearly finished. So this is what they look like up to now.





Not really gussets they are really to guide the screws into pilot holes drilled in the teak deck. In the far dorade you can just make out where I've drilled and counter sunk through the top, when the glue set properly I'll drill again from the tops down through the gussets.

You can see the drain holes or scuppers cut in the lower edge of the box in this pic.



I wanted stainless steel countersunk slotted screws I didn't want to use Phillips or posidrive. Now you just try finding 70mm long stainless steel slotted countersunk wood screws, these were sourced from Southern Ireland and cost a mint.



The deck they are to be fitted to has a slight curve. So on the left is a template I made, you can see a distinct curve in the lower edge. The dorade is sitting on some bits of ply that copy the curve. This means I have had to cut a slight curve into the bottom of the dorade box for it to sit perfectly.



On the left and looking tired a Plastimo dorade box with cowl. Along side my home made dorade boxes.

FINISHED

Just a final rub down with 0000 wire wool and they are ready to be fitted to Nell. The build of these dorades is all on my blog, just Google "Lord Nibbo" and look for the link to my blog. If you want to see better & much larger pics they are all on Flickr again just Google "Lord Nibbo" or "Dorade Box Design & Build" it's right at the top of the search list.



Dave Beckett aka LORD NIBBO wannabe Norm Abrams.

Norwegian Nauticat Association

Visit to Shetland

I thought the Association may be interested in the June visit to Shetland of six Nauticats. They consisted of a several 331's a 37 and a 43. Crewed by around twenty five members, they spent a few days exploring the wildlife, scenery, local music, duty free alcohol and chocolate!!

Unfortunately there was not much sailing to be had on the crossings due to the wind as usual being in the wrong direction making a passage time of around 30 hours. Most of the boats returned to various parts of Norway but at least one went south to Fair Isle and on to the Orkney Islands.



Craig Porter
Nauticat 40 "Tringa"

Nauticat Poem

A poem from June to Alan on the occasion of their 50th anniversary

*Alan & June went to see in a beautiful Nauticat boat,
The weather was sunny, but June's tummy felt funny,
Quite the norm whenever afloat.*

*Alan tried to placate his nervous soul mate,
Saying June you're my Pussy-cat star,
Oh lovely pussy, oh pussy my love,
What a beautiful pussy you are
You are, you are
What a beautiful pussy you are.*



*June said to her Al, you elegant male,
How charmingly sweet thou doth coo,
But when we got married, I didn't know I'd be carried
Across endless seas of blue.*

*They sailed away for the rest of the day
To the land on the other side
And June could be seen getting endlessly green,
Sighing, thank god at last we've arrived,
Arrived, arrived
Sighing, thank god at last we've arrived.*

*Al Said I'm sorry to cause you this worry
Cause my love for you's always been true,
And for fifty years, we've shared smiles and tears
And that shade of green really suits you.*



*If I'm still alive when seventy five
It's the boat or me June did blub,
Said Al with a kiss, but look what you'd miss
All your mates at the Nauticat Club,
The club, the club,
All your mates at the Nauticat Club.*

*June said this is true but what can I do,
As by me Gentrice is adored,
From fore'rd to aft, she's a beautiful craft
But only when safely moored.*

*I'm never at ease, when sailing the seas,
But love it on the pontoon,*

*So there on the deck, Al gave June a peck
And they danced by the light of the moon.*

*The moon, the moon,
And they danced by the light of the moon.*

Happy Anniversary



Fuel Tank Vent Replacement

1989 Nauticat 33 Mark II

In March of this year I decided to divert the top-sides fuel tank air-vents to the existing engine air-vents as the alloy coverings for the holes were totally corroded away.

Contacting a reliable person for the job and showing him the article in the 2009 summer issue of the Cat-a-Log, he agreed to make the changeover his way; which did turn out to be more straight forward.

Firstly he acquired two outboard fittings, one for each end extended up to the already fitted air-hole covering. Then one metre of matching hose to extend the hose already in place, also a connecting piece to join them together; then two reorganised top-side fillers for the remaining hole on the top-side.

He began on the starboard side, this being the more straightforward. Firstly carefully removing the inboard side of the box fitting on the forward end of the starboard step revealing the inside of the air intake for the engine. He then went inside to the existing air-vent fitting releasing nut and jubilee clip. The new outboard fitting was secured to the end of the hose with a jubilee clip and led up to the engine deck air vent where a hole was drilled below the hole that was already taking air to the engine, to take the new outboard fitting. The old fitting on the top-side was punched out and the new top-side fitting placed in the hole. The inboard side of the box replaced, job done.

Now for the difficult side. The settee berths were removed in order to access and remove the corner panel. This proved time consuming as the panel was glued as well as screwed into position; a palette knife was used to cut through the glued edges. In order to get to the inside of the existing top-side fuel air-vent it was necessary to approach via the locker under the settee berth where there are some awkward obstacles! This was a really difficult job to do, that is, to undo the holding nut, release the jubilee clip and remove the hose. However, with this accomplished, the extra length of hose joined on, then led up toward the area where the engine air vent is, another fiddly job. The air-vent cover was removed in order to drill a hole to take the new end fitting and hose. The exposed area where the corner panel was removed helped to negotiate hose to air-vent, passing it through the new hole, end fitting attached, air-vent cover replaced, corner panel replaced. Then outside hull fitting was placed in old hole.

Maurice Owens

Old Possum



Recent Sojourns of Sea Forge

(and an offer of Scottish charts and pilots)

We bought Sea Forge (a Nauticat 33 built 1975) from Mick and Sue Ward in North Wales in 1998 and our first passage, living at the time in Helensburgh, was up to the Clyde where we kept her for 5 years; most summers we headed north, either through the Crinan Canal or round the Mull of Kintyre, and explored the west coast of Scotland, the Hebrides, and one year the Orkneys.

In 2003, when it became clear we would soon be moving house to Norfolk, we sailed Sea Forge through the Irish Sea, visiting the Isles of Scilly, and on through the English Channel and across the Thames estuary to Pin Mill between Harwich and Ipswich. Whilst we enjoyed a season there, and went across to Holland and Belgium, it didn't measure up to the sailing we had come to enjoy in Scotland, so in 2005 we headed north to Inverness and through the Caledonian Canal back to Scotland's west coast (thus completing a somewhat interrupted circumnavigation of Britain). There have been long journeys by road each year from Norfolk to Sea Forge, but we have greatly enjoyed continuing our explorations of the Hebrides, and when we discovered Barcaldine Marine (north of Oban) with extensive undercover storage much of our concern about leaving her unattended during Scottish winters was allayed.

However health problems have caught up with us and it has become unrealistic to continue with our extended trips to Scotland. What to do? Having her back down in Ipswich seemed the best way to continue to enjoy the pleasures of Nauticat sailing, but sailing her down ourselves was no longer an option. After getting quotes it seemed that road transport was most straightforward and probably cheapest. We got an excellent service from Ross of C-Wey – he collected her on his purpose-built transporter on a Wednesday morning from Barcaldine, and on Friday morning he was waiting for us at 8 a.m. in Ipswich for unloading, and on Saturday we were sailing down the River Orwell.

One thing these changes in our sailing areas means is that we have a lot of charts and pilots for areas we are unlikely to return to. In particular we have a fairly comprehensive range of Imray charts and pilots, together with some assorted Admiralty charts, of Scottish waters and the Irish Sea acquired over the years, and would be pleased to pass them on to other members of the Nauticat Association in return for a donation to the RNLI (and the cost of postage).

John & Chris Harvey 01508 558446 chris-john.harvey@tiscali.co.uk

Cruising Forum

The Cruising Section of the Website (www.nauticatassociation.co.uk) contains the latest news on cruising topics. If you have such news please send it to me j.claisse@btinternet.com.

Topics to include:

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: Navigation challenges and destination facilities encountered
The Cruising Forum at the next AGM will include the opportunity to hear about and discuss Members experiences.

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, the West Coast of Italy and on to Greece so far. Please let me know if you would like any of these. If you have reports I would be pleased to put them on the website.

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

John Claisse
ZARZUELA



Galatea Summer Cruise 2009 Part 2

Stockholm-Cuxhaven via the Keil Canal

This is the second part of a five-month passage that started in Thuro, Denmark, and went through the lakes to Stockholm. The Swedish Lakes passage was covered in Cat-A-Log number 55, summer 2010. Now I solo sail from Stockholm down the Baltic and across the Elbe to Cuxhaven on my way home.

Galatea at Vasa

On the Sunday 9th August I set off at 09.50 from Vasa Hamn Marina and headed for home after three seasons in the Baltics. I motored into the dramatic gorge through Orminga and stopped for diesel near the high level bridge (770 Kroner for 61 litres). Then I sailed out



into the archipelago and through the islands passed Delaro and then Torbunken Castle. I dropped anchor in the beautiful and sheltered inlet on Nattaro at 19.10 and I had supper in the cockpit on a serene evening.

Next morning, on the 10th, I was hailed by Charles and Elizabeth on Aura, CA members, who had spotted me on their way out. After breakfast I had a very lively sail on the open sea on a fine reach in a SW5, passing Landsort Lighthouse, as I headed west, before heading into the archipelago. I dropped anchor at 18.15 in a sheltered and attractive inlet on Hörstena, after going carefully through a very narrow and shallow gap in the rocks. That night the wind direction changed and strong gusts came straight down the long inlet, waking me up. In pyjamas with a fleece over, I went on deck and decided to weigh anchor and move to the centre of the inlet, because there was now no shelter, and let out 20 metres of chain in 3 metres so that I could sleep without worrying.



Tuesday 11th dawned with still water reflecting the beautiful inlet. I did a sketch and then weighed anchor at 11.00. It took 40 minutes to clean the weed and mud off the anchor and all the chain. I motored out into the open sea and headed into wind and waves down to the Haradskar lighthouse, before heading back into the islands to Stora Alo and into the little inlet, where Lena and Hans have

their summer house, `Agustendal` and mooring. They were waiting in their motorboat and took my mooring line to their buoy. Flying ashore was the Cruising Association burgee to welcome me. We last met 14 years ago at the CA HQ where Judy, my wife, ran the CA library. I was made welcome with an excellent supper.

Next morning, the 12th, there was a tap on the hull and I was taken ashore for breakfast. We all went for a day sail to Gryts Varv, which has a cordon bleu restaurant overlooking the harbour. It rained hard on the way back so we were inside with the wipers on. I sketched their house before being ferried ashore for supper.



On the morning of the 14th, as soon as I popped my head out, Lisa barked to alert them. Soon Hans was on his way to collect me again for breakfast. Shrimps, peppers, ham, cheese and coffee made a change from muesli and a banana. At noon I bid farewell to Hans, Lena and Lisa, their Red Setter. They had been so hospitable and welcoming. I sailed via the inner island route down to Vastervik in sunshine and a variable southerly breeze. Having parted at Nattaro I was surprised to meet Charles and Elizabeth on the way in and was invited on board for supper.

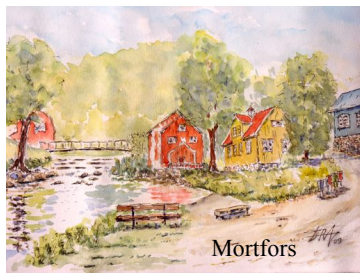
The marina charge was 260 Krona, the most expensive so far, almost as bad as Poole. After lunch, sightseeing and shopping, I set off at 15.12 for Blankaholm. I sailed under genoa for a time but had to motor sail through some very narrow gaps between the islands. As I moored up at 19.30 there were some children fishing from the staging. The family were Dutch and they had a holiday house on Adriansas. The father, who was a computer manager, sorted out a software problem for me. The delay resulted in the family leaving in their little motorboat in the dark at 23.00.

On Saturday 15th Eric, my daughter's father-in-law to be, collected me and we drove to the family home at Mortfors, about 10 kilometres away, where I was wine and dined.

They also have a summer house by the lake, where I went to see their horses. A Danish neighbour came to help me further with my software problems. He writes about the British financial situation, so has had a field day with the banks and MP scandals. Eric was desperately finishing

paintings for two exhibitions, one local and one in Finland, so he couldn't come for a sail.

On Sunday 16th returned to Mortfors and did a sketch by the mill stream in their delightful village. After dinner I went to see the salmon hatchery. The salmon return to the river and leap over the weir and are then trapped and the eggs squeezed for incubating. Next morning

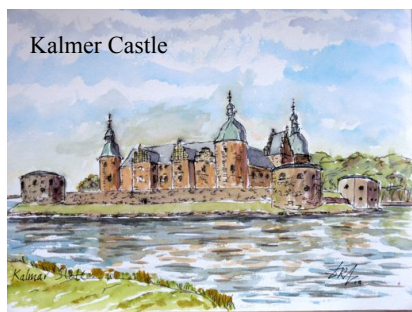


on the 7th, after buying provisions at a local store, I sailed to the island of Adriansas and, after mooring up on the end of a little jetty, I joined the Dutch family for a barbecue supper. On Tuesday 18th they joined me for the passage to Oscarshamn.

A W5 gusting 7 provided for a lively sail. At Furo I couldn't weather the island and rocks so the engine went on. Martin, a CA member from Bugsie Malone and Margot, the children's mother, took our lines as we moored up at Oscarshamn behind 'Bugsie' at 19.45, after 46.8 nms. They were a lovely happy family and good company. After supper I joined Martin and Rodney for coffee on 'Bugsie'.

Next morning, the 19th, I set off in sunshine and no wind so motored and rolled along with swell on the beam. In the afternoon the wind picked up from the west to F5 and I had a lively sail bashing into a very choppy sea. I downed the sails at 16.20 and motored through the bridge and into Kalmar. I moored up after 46.8 nms. A German couple took my bow lines. Kalmar is one of my favourite places with an impressive castle and a delightful old town inside the walls. I popped into the chandlers to get gas and spoke to Peter, the son of the CA's Harbour Representative.

The 20th dawned bright and breezy. 'Bugsie' left, and I did a fortnight's washing, some shopping and a sketch of the castle.



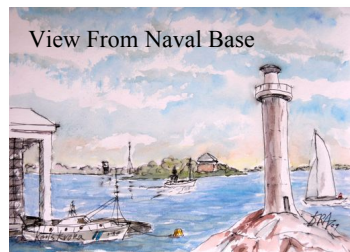
'Aura' arrived and Charles and Elizabeth came aboard for supper. The feast consisted of Swedish meatballs, skinned tomatoes, broccoli, carrots and potatoes, accompanied by Romanian Merlot, followed by yogurt. Not bad for a hopeless chef like me.

Next day, the 21st, the forecast was SE4 to 5. After an early lunch at 12.15, three CA members saw me off. I sailed close hauled on a long tack with the steepish waves impeding me. There was an especially heavy downpour outside Kristianopel, so I let it pass before entering at 18.15. A Finnish couple, Llana and Tuomo, took my bow lines in the rain and came aboard for a drink after supper. Llana was born in Turku, where my boat was built. They now live in Helsinki. Kristianopel was a border town occupied by the Danes for a very long time.



On Saturday 22nd, I sketched the old church. It had two flagpoles by the entrance, one flying the Danish flag and the other the Swedish flag, reflecting the past history. The friendly HM had flags in his office, so I gave him my old CA burgee. He had a fixed telescope focussed on a sea eagle on a rock offshore. It seemed huge. I topped up the diesel and departed at 13.30 for Karlskrona. After motoring through the archipelago I arrived at 19.15. Tuomo was already there and took my bow-lines. I explored the town with Tuomo and Lana. The main square was dominated by two huge classical buildings, and down by the naval base was the Admiral's Church, the largest wooden church in Scandinavia.

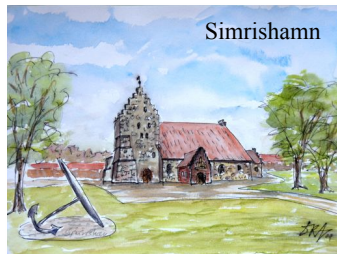
Next morning, Sunday the 23rd, the Finns left for Simrisham. I went sketching and found the Admiral's Church closed on a Sunday! I was very impressed with the maritime museum in the old naval dockyard. There were ship designs and models that had been exhibited in Paris and Liverpool at exhibitions in the 19th century, and a staircase down to see an old wooden wreck which lies beneath the new part of the museum. An upper floor was dedicated to interactive activities for children. I did a couple of sketches and included a small naval boat that was passing on its return to the base.



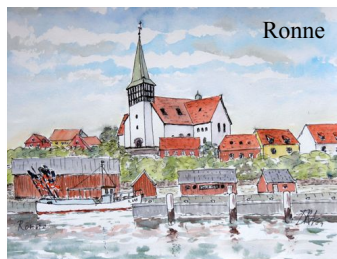
On Monday 24th I was up at 05.30 and set off at 06.10, following a two masted schooner out in a soft misty light and flat sea. We motored out between two island citadels which had ensured that the Danish fleet could never get to Karlskroner. The wind was on the nose and I ended up motoring the 30 nms to Simrishamn. I moored up alongside at 19.15. I

went to find the HM and met Llana, who invited me for supper. I had an excellent and very welcome supper of fish, potatoes and salad. I also met Charles Thorpe, so Aurora had also arrived.

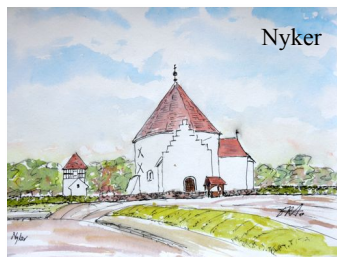
The following morning, Tuesday 25th, I sketched the old church and explored the old town with its cobbled streets and painted wooden houses. I said cheerio to the Thorpes, who were heading for Fermo in Germany to lay up. I set off at 12.45 for the passage to Bornholm, heading into choppy seas and a S4. I sailed down the coast before dropping the genoa to motor sail across the shipping lanes at right angles. They were busy and one ship eastbound gave me 5 hoots although I was well clear when we passed. At least it showed that somebody was on watch. It was a roly poly passage down the Bornholm coast past Hassle and in to Ronne. I moored up alongside in the old harbour astern of a Canadian yacht. The couple aboard were from Toronto and were sailing around the world in stages. I climbed up the hill to the old Church on top which was floodlit.



After breakfast on the 26th I sketched the church from the cockpit before heading for the tourist office. There are three major and unique round churches on Bornholm. I boarded a No. 2 bus to Nyker. Inside the church I was surprisingly greeted by two CA members who recognised me. There was a massive central column of local stone supporting the dome and granite boulders used for the very thick stone walls. Ecclesia Omnium Sanctorum (All Saints Church) was built in the 12th century.



I caught the next bus to Hamn House, a vast ruin on cliffs above the sea, then returned past Tejn Harbour to Allenge marina and fishing harbour. Then I took the bus to Veng, a tiny harbour, and took a photo while the driver stopped for me! Onwards then to Hasle where I explored the old town. I bought smoked mackerel from an old smoke house, which is now a working museum.



On the 27th I was up at 06.00, shaved, breakfasted and walked into town to

buy postcards. I had a chat to the harbour master who explained the workings of his little fishing boat, before setting off at 07.30 and following him out. It was a beautiful day with a SSE 3-4 forecast. I motor sailed across the shipping lane before broad-reaching all the way to Gisforshamn in Sweden. On the passage there were a number of ships to avoid and particularly a ferry, a fast 40 knot cat. It was on a converging course but then bore away. Then apart from two yachts and a fishing boat, I had the sea to myself. It was probably the most pleasant sail of the summer and I moored up at Gisforshamn at 18.50. The attractive lady HM only charged 150 Sek which included electricity, washing machines and showers. I had a simple supper in the marina cafe which was well patronised by locals. I was the only visiting sailor, the season being well over for summer sailors. I had covered 58.4 nm in a mainly 4-5 breeze, more than forecast, but perfect for a comfortable passage. I caught the local super-market just before closing at 21.00, and then did the washing, leaving it to tumble dry while I went to bed at mid-night.

On the 28th, after breakfasting and collecting the washing, I set off at 08.15 and motored through the shipping lanes before setting sail in a F4 across to Denmark. Soon it became a F5 and so I put in a reef. I had a cracking sail until it reached 7. Then it veered on to the nose and I motored into it. On nearing the Danish coast, it became difficult to see the marks, the flags for the lobster pots, and the thin posts with nets strewn across.

Part of Fakso Bucht is very shallow and I punched into the seas at two knots, trying to keep within a channel. I could vaguely see the cliffs near Rodvig to the north and Mons to the south. Once through the two high bridges, I saw a complete rainbow. It was still blowing a near gale when I entered Vordingborg. I went alongside near the crane, hoping that I wouldn't have to move, and doubled up on all the mooring lines before wandering onto town.

Saturday 29th dawned with strong wind warnings, so I did chores including cleaning the engine filter, hoovering, e-mails, shopping and another sketch of the old tower. The museum in a wooden medieval building was fascinating.



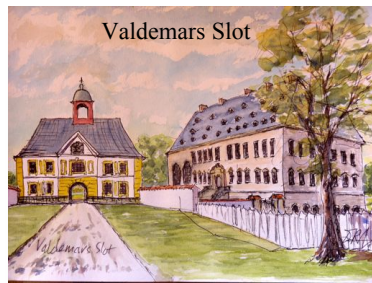
I finished the very palatable Romanian Merlot with pickled herring and planned the next passage before watching an excellent firework display.

On Sunday, 30th I set off at 06.00 and bashed into a F5 and very rough seas for eight hours all the way to Vegro, when I was ready for a break. I moored up and connected the electricity before going for a walk. I passed an excellent children's playground with imaginative boat shapes to play on but, as there was no sign of the shop which must be some distance away, I returned to the harbour and discovered on a notice board that this was a private island and the overnight cost was the equivalent of £50! The harbour was deserted, so I used the electricity to cook supper and then departed in haste as a motor boat arrived. The seas were rough and then a heavy rainstorm began as I headed for a little fishing harbour on Loland. The harbour of Onsig was tiny and the boxes too small, so I took the only available fisherman's berth on the quay.

On Monday 31st I got up at 4am, with a strong wind blowing me on, and left the quay with difficulty at 06.10, just before the sun came up. With reefed sails, I headed into a F5 and roughish seas. The shipping lane was very busy but AIS helped, especially as the lane curved quite strongly along Langeland. Once around the top I headed down the middle of the sea off Fyn and round Thuro, and followed the channel past the Thuro boatyard where I had wintered. I downed sails and motored into the busy commercial harbour at Svendborg and moored up to one of the new pontoons. The new facilities are first class and all accessed by card (150DK plus 40DK for deposit).

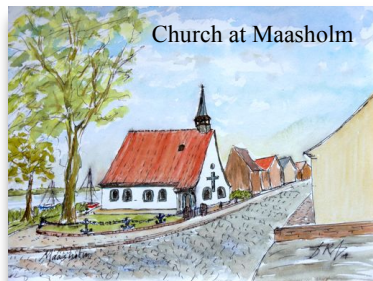
Tuesday 1st. September dawned bright and sunny, so I took a bus across the bridge to the island of Tazinge and wound along the coast to Valdemars Slot. It was built in 1639 to 1644 by King Christian 1V for his son who never lived in the Palace. He was a commander who was killed in battle in Poland at 34 years old. The Palace was given to a naval hero Neils Juel after winning the battle in the bay of Koge. The palace is still private but visitors are allowed. It is a beautiful house and with its original furnishings. In the basement was a lady decorating glass objects. They were delightful and I bought a flower holder for Judy. In the outbuildings was a fantastic toy museum housing the personal collection of Hilsen fra Bent Fuglestad. He had spent 42 years collecting, and although he now has Parkinson's disease, he was still running the museum and was a fascinating chap to talk to.

I just managed a sketch of the house before getting the bus back. Susanne from the boat yard on Thuro kindly brought me a printout of the weather forecast. On Wednesday 2nd I did chores, emails (free internet) and shopping and visited an excellent art museum in an original 18th century house. After lunch, I motored to the fuel berth. My card didn't work but a chap, who had just topped up his motor boat, kindly used his card and I paid him 50Dk in cash for the 56 litres. I set off at 15.30 with a SW4-5 forecast. I sailed between the islands of Hjorto and Drejo. There was just one yacht beating into the wind and an old two-masted schooner heading my way. At 18.40 I entered Port Soby on the island of Aero where a sailor took my lines as I came alongside. I had covered 17nm in the 3.5 hours and the harbour cost including electricity was 115DK. The friendly old harbour master told me about walks, especially to the lighthouse on the end of the island, but I didn't have time to stay. I would like to return someday. I chatted to a Dutchman, Pio, who was also heading for the German Fjords and the Keil Canal.



Thursday 3rd . Strong winds were forecast for later, so I set off at 08.25 after the Dutchman. With a SSE4 I made good progress and then it went to F5 and veered i.e. on to the nose. After a while I put the engine on so I could motor sail closer to the wind and destination and, after 18.5 nms, entered the Schlei Fjord at 13.50. It was gusting 7 as I entered the marina at Maasholm. I entered a box in a strong cross wind with great difficulty. I spent ages sorting out lines and winching myself into a safe position. I registered 31 nm of wind under a black sky. Eventually at 17.30 the threatened rain storm came with a vengeance. A German yacht came in with four fit crew and made a complete mess of berthing, so I felt reasonably pleased with my solo effort.

Friday 4th. SSW gales and showers were forecast. On the VHF it was reported that a yacht had been found with nobody aboard. Ownership was traced to a loan sailor and the local lifeboat from Maasholm was continuing the search. I put extra mooring lines on because I was in the outermost box and



getting the full force of the weather. I phoned Susanne at Thuro boatyard who said the weather would veer to the Northwest and be F7 tomorrow. The continuing strong winds had lowered the water by half a metre putting some of the boats at risk. The wind duly veered and I had to lasso a post with a light line and then pull a heavier warp round and heave the boat away from the other side. Pio came round and said that they had found a berth well inside the marina and comparatively sheltered. I joined Pio and Annaguusta for tea on board his yacht. He showed me his charts and recommended Lobo Marina at Kiel and advised about the harbours in the Friesian Islands, and the best inner mast up route if the strong winds continued in the North Sea.

Saturday 5th. Near gales and showers forecast so I explored the little old town and sketched the church before returning the Dutch couple's hospitality aboard Galatea. An excellent bacherie provided the pastries. I got my charts out and got some more information on the Dutch Friesian Islands.

Sunday 6th. A W5 was forecast, so with the seas calming down a bit I set off at 12.00 noon and had a great sail all the way to Kiel. Closing the shore, I passed the monument to the U-boat crews and the sub-marine on the beach.

It was a very busy area for shipping as I approached the Laboe Marina and tied up at 16.05. After 15.6 nm. I met up with the Dutch couple and they said that if I left with them about 08.00 I could follow them into the lock and go alongside. They were aware of the low lying pontoon along the side of the lock, which was always wet and very slippery, making it difficult for a solo sailor.

Monday 7th. I was up at 06.00, while it was still dark, breakfasted and all ready to leave with them. I set off behind Pio at 08.15 in a light drizzle, and moved in amongst all the shipping waiting for the lock to open. We had to use the farther lock, and the big ships the nearer one. I followed Pio in and after they had successfully moored up they took my lines. Large barges and other craft joined us. The locks were built large enough to take the Kaiser's battleships. Once out of the lock we motored along the canal, which was very relaxing until the large tankers and container ships from the adjacent lock came out and caught us up. I grounded once when hugging the bank to avoid the ships. At Sehestedt there was a ferry crossing, some small houses and a little old church with a wooden tower. The bells chimed 12.00 noon as I passed. There were passing places for the really big ships and

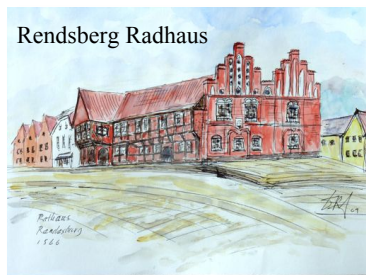
lights and cameras at appropriate points. One just felt very small alongside the great wall of a ship. There were many ferries, which scuttled across, and bridges, but they mostly gave 40 metres clearance.

Approaching Rendsburg, the sun came out. We both moored up at the diesel pontoon at 13.35 and after 23.5 nms. After re-fuelling, Pio came on board and helped me into a box mooring.

It was a lovely evening and I sketched the church, Marien Kirke dated 1287, and the radhaus dated 1566. It was a delightful old town and about halfway along the canal. The marina cost was 19 Euro including three Euros for electricity, and the diesel cost 78 Euros for 70 litres.



Tuesday 8th. The plan was to complete the canal and then catch the tide and sail down the Elbe to Cuxhaven rather than stop at Brunsbittel. I was up at 06.00 and obtained fresh rolls from the HM, visited the post office to send cards and then set off after Pio at 09.15. We had to wait for the railway bridge to open and then at the transporter bridge before motoring away from Rendsburg.



The sun shone, the main went up as did the motoring cone and I wore shorts. A pleasant window in the weather for a change. I passed the pilot station and watched the smooth transfer between the pilot boat and a container ship. There was another ferry crossing at Fischerhutteand and here the canal was very busy again with ships passing from both directions. The sun was now dazzling and dark glasses and sun cream were necessary. At Hochdown there was a railway bridge, and huge silos at Burg, and at Kindense, a ferry, railway bridge and oil refinery. At 16.15 I entered the big ships lock at Brunsbittel, the smaller not being in use. Large ships and a long Swiss barge shared the lock. I exited the lock at 16.55 before the larger boats and headed out into the strong flowing Elb. I had to motor sail to stem the tide and strained the eyes heading into the sun. At 18.00 the tide turned and then I had a good sail down to Cuxhaven. I entered the yacht club marina as the sun was setting and moored up in a box at 19.35 after a passage of 53.5 nm. I was invited on board Woesel for a Dutch meal by Pio and Annaguusta. It was

to be a farewell meal as I intended to go all the way to Nordeney, where there was a harbour which didn't dry out. They were heading for Spiekeroog, where they would dry out in soft mud.

It was a most enjoyable solo passage, full of variety and interest. It had taken a month from Stockholm to Cuxhaven and it was now four months since joining Galatea in Denmark and heading up to Gothenburg. I still had the North Sea, the Netherlands and the passage down channel to Poole ahead with drama to come in the Friesian Islands, bringing back memories of Erskine Childers' book 'Riddle of the Sands'.

*Douglas Addison,
Galatea of London*

An amusing tail from the new owner of Neridos

Heard on Channel 16 off Ithaca on 31 May.

Two female Scottish voices:

Oh, aye, this is lovely wee place, they have a really nice wee bar, should come in here and join us. Over

Oh great, mebbe we'll do that. Over.

Aye, they have one o' them wooden floatin things you can tie your boat up to. What are they called? Over.

I don't know. Over.

Hope you can join us then. Over

Aye, see you. Over

See you. Over.

(end of transmission)

David Hicken - Neridos

Round the Island Race 2011

39ft Nauticat Kir Royale

Crew: Peter (Owner, 81), Eric (Victualing 80), Kevin (Tactician 50), Patrick (Helm 43) and Elizabeth (Push button grinder 30)

At best the crew were a little rusty having not sailed together for at least 12 months, if not longer, and in the case of two of us not sailed at all for some time. This didn't seem as though it would be a problem when we had a pleasant dinner in the RSYC Club house at Gins the night before and reviewed the forecast – pack sun cream was the only clear instruction.

Having spent a disturbed night on the mooring at Gins – no anti fraps and it was blowing and raining. We woke to a blustery and foggy day at around 5.20am. Historically we would have prepared a big fry up on the way to the start. It might be how we are maturing or the inclement weather but most of us made do with a banana and a cup of tea.

On the way to the line we noticed a number of boats retiring and heard about more throughout the day – in the end over 433 boats were to retire from the race.

Eric did a fantastic job of preparing lunch (sandwiches, rolls, pork pie) and getting it stowed in Tupperware before our start gun at 7.30am – not an easy task in the short chop outside Cowes. We were to be very grateful for his work later in the day.

It was a steady F5 as we went for the line making 7.1 knots over the ground. We started towards the Island shore with the mainsail reefed until the Nauticat symbols bottom and a few turns on the genny too. It was during our first tacks that it became clear that we were all a little rusty. Luckily the strong winds meant that the boats weren't all bunched together and this extra space lead to some exhilarating sailing without the need for too many “starboard” calls. We made it to Hurst in record time - in fact our shore party having dawdled over their B&B fry ups missed us as we hurtled towards the Needles keeping to the west of the channel.

As we had predicted the seas in the Needles channel were very disturbed with big steep waves caused by the exiting tides and the strong westerly winds. Kir Royale coped brilliantly in these big seas and the crew by now had perfected their tacking, especially important in these conditions where a wave could have easily taken all speed from the boat and left us floundering. This certainly was exciting racing and the only thing that

blotted our copy book was Elizabeth losing her footing as we fell off a wave, cracking her nose on the cockpit seat. She was lucky as the result was not a break but only a very sore head and two black eyes. Having checked whether Elizabeth was alright we carried on – in the conditions we didn't have much choice but it was a serious reminder of how things can go wrong quickly. She recovered well to continue crewing through Sandown Bay and finally to Cowes

Having cleared the wreck off the Needles light- “are we past yet?”,- “I think so” -“A little further to be sure” .We bore away straight for St Catherine's. Now reaching, the boat speed picked up allowing us 7.6-7.8 knots over the ground. With the excitement of the Needles channel behind us we cracked into our packed lunches at about 11am – we were keen to refuel while we had the opportunity.

Usually south of the Isle of Wight is a sea of colour as the younger and racier boats hoist their spinnakers. Some spinnakers were attempted but none held for very long.

At St Catherine's both the Bembridge and the Yarmouth lifeboats were in attendance for a couple of inverted catamarans – it looked like it was going to be a slow process towing them in the large swells.

In Sandown bay a jibe caused a small tear to appear in the mainsail (original sail that came with the boat). The next jibe saw the sail rip in two!! We quickly stowed the main in the mast and evaluated our options. Kir Royale was still going well just with the genoa. We decided to keep sailing until it became either too difficult or too slow with just the headsail. If the wind kept up we might have a chance of completing the race !

At we came round Bembridge ledge with the wind F4-5 Kir Royale was performing well. In some instances we were overtaking boats and certainly holding our own – this was a cause of some consternation for some of our competitors – “A Nauticat with just a genoa is holding us at bay!”

We left No Mans Land Fort to starboard continuing over Ryde sand where we had sufficient clearance.

The last leg up to Cowes is always a challenge on the best of days, but without a main the tacking could be a challenge. Luckily the wind continued F4 and we made five tacks up the Solent under full genoa. We sailed along the shore near Wooton creek and Osborne bay.

We were lucky to have the northern finish line but it was still difficult judging when to tack to get across it with just a genoa and all the other boats funnelling through the two lines. After a couple of attempts we finally crossed the line at 16.24hrs. Just over nine hours to get right round. All in all a very satisfactory day sailing especially finishing the second half the course with just one sail. Kir Royale sailed brilliantly in the big seas and strong winds. The rusty crew did a great job in sailing her. We celebrated on the way back to Gins Farm in our traditional way – tankards of black velvet all round.

Entered: 1,908
Retired: 433
Finished: 1,305
Kir Royale 393rd overall
and 18th in group

P C Stubbs
(Peter's Son)



Deadline for next issue - 1st December 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



Classified

Famille de Rose - Commissioned in 1981

A stunning “flush deck” example of this classic motor sailor. The hull, deck, coach roof and wheelhouse are of GRP construction the decks and coach roof finished with teak decking. Below the water line the hull has had the benefit of additional epoxy protection. Famille de Rose sleeps six people in three double berths arranged in three cabins (including saloon) with an en-suit heads located in the aft cabin which also comprises a vanity unit complete with wash hand basin. A forward heads complete with vanity basin and holding tank is located between the saloon/galley and V-berth adjacent to the hanging locker. The internal layout complemented by the spacious wheelhouse allows for comfortable extended cruising with friends on board.

Subsequent to purchase in 1999 the current owners have regardless of cost fastidiously maintained and upgraded Famille de Rose to her present condition with over £40K expenditure to date. Comprehensive records of all work together with receipts for all expenditure have been retained. Famille de Rose remains in magnificent condition and is admired by all who see her.



Famille de Rose has a massive inventory comprising:

- Ford/Gustavson 80HP Engine
- Hydraulic Dual Position Steering
- Stainless Steel Fuel Tanks
- Max Power Bow Thruster
- Mermaid 240v Reverse Cycle Marine Air Con Unit
- Calorifier Engine /240v
- Stirling 40A Pro Digital 4 Stage Battery Charger
- Dual Voltage Fridge
- Suunto Internal Steering Compass
- Suunto External Steering Compass
- NASA Clipper Depth + Repeater
- Simrad CP30 Colour GPS + Repeater
- NASA Wind Spd / Dir + Repeater
- Navman Tracker Black / White GPS
- Hummingbird 250 DX Fish Finder
- JRC 1500 LCD Radar
- NASA Navtex Target Pro
- NASA Weather Man
- NASA SX35 DSC VHF Radio
- Navico Axis RT1400 VHF Radio
- NECO Autopilot
- Additional Stern Anchor
- Lazy Jacks to Main and Mizzen
- Nemo Genoa Roller Reefing
- Techimpex Fail Safe Gas Cooker
- Loderstar 260 Inflatable Dinghy
- EV Ocean 4 Man Canister Life Raft
- Honda 2.3 HP Outboard Motor
- Vision Plus Freesat Receiver + Dish
- MEOS TV/DVD + Masthead Aerial

Price: £74,000 For full details, inventory and photographs please contact: Keith Barthorpe 01245474191 / 07891202451
keithbarthorpe@hotmail.com

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.

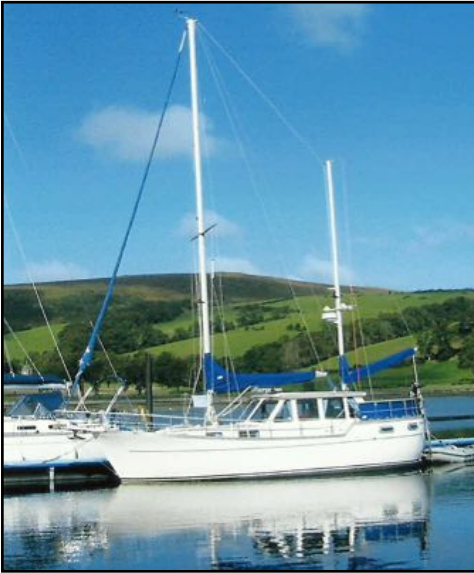
Currently lying in Tollesbury Essex

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, gimbled 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

'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.

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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

Laying up Gathering

Poole

12th November 2011

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