

CAT - A - LOG

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



Our Membership Secretary, Richard Wakeham, manoeuvring his beautiful Nauticat 38 - Discovery III



Nauticat Association Newsletter

Issue Number 61

Summer 2012

Cat-a-Log

Issue No. 61 Summer 2012

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Chairman's Letter

I enjoyed the rally at Eastbourne which was a great success. I had a great sail from Poole to the Solent in a SW 4/5 and a quiet night at anchor in Osborne Bay.

John was to lead a cruise in company from Spithead at 0800 hrs. but I couldn't resist setting off as the red disc of the sun appeared. Sunrise and sunset are magical times afloat and always fill me with wonder at the universe. Light airs followed but the sun shone brightly as I relaxed, and enjoyed being at sea in my own little self sufficient world again aboard Galatea my 351.

At one point John and Maurice's voices on the radio alerted me. They were out there somewhere but I couldn't see them. Once inside Sovereign Marina I was welcomed by the site of other Nauticats. Sovereign Marina proved an excellent base for a rally with first class facilities and a continental atmosphere with its restaurants and open air cafes. Judy joined me by car and enjoyed the great friendly atmosphere of the rally and the outing to Herstmonceux Observatory.

Our new Southern Secretaries Alan and June deserve our congratulations for a well organised event. We all appreciated the effort of Alan Worrell, who had single handed sailed from Dartmouth and Richard and Norma Wight who had sailed from Shotley on the East Coast, bearing in mind the very mixed forecasts.

Many thanks again for the support of John, Robin and Rod and especially Richard for the effort in recruiting members; we now have over a hundred members.

I wish you all fair winds and look forward to hearing all about your adventures at our laying up luncheon at the RAF Club on November 10th.

*Douglas Addison,
Chairman*

Cruising Report

Visit the Nauticat Website and click on Forums for the latest information and detailed discussions on such topics as anchorages, where to fly your ensign, MCZs, Red Diesel, technical manuals and much more.

<http://www.nauticatassociation.co.uk/forum/categories/cruising-and-rallies>

(Cut and paste the above link into your browsers)

An Area organizer is required on the East Coast and any Member able to help in his/her home port area would be greatly appreciated.

French Rep.

Joel Rogale (ILKIVA) berths his boat in Cherbourg, having brought it up from the Med. He has kindly agreed to be our Rep. in France and is happy to discuss problems/ideas and cruising in general joel.rogale@gmail.com.

Information Required

If you have any news about the implementation of changes regarding topics below please let me know j.claisse@btinternet.com

- Marine Conservation Zones on South Coast
- The Coast Guard
- The Schengen Agreement and Red Diesel

Channel 16

It is no longer mandatory for ships to keep a listening watch on Ch.16. To contact one about to run you down you may have to use AIS to get their MMSI number and call them via DSC.

Keeping in Touch

If you have any news that might not be common knowledge and is relevant to Nauticat owners, please e-mail it to me j.claisse@btinternet.com or snail mail Chapel House, West Meon, Petersfield GU32 1LX Tel:01730 829001.

Besides the above these might include such as the latest on e-borders, customs and excise, harbour police, harbour masters regulations, marina facilities, windfarms, ATIS, fuel availability, navigation, security etc.

These topics will be discussed at the AGM (4th. Feb 2012).

Cruises and Rallies during 2013

Early programming is the key to enabling Members to include Nauticat rallies and cruises in their holiday plans.

The questionnaire below is designed to give the rally organizers an idea of what time of year and area would most suit you should you wish to attend. If you have not already done so please fill in and reply to me by e-mail (j.claisse@btinternet.com) or post.

Name and Boat:-

Area(s) (e.g. cross Channel, North Sea, Solent, SW Coast, etc.):-

Time(s) of Year (e.g. during school holidays, mid-week, weekends, July/August etc.):-

John Claisse ZARZUELA
Cruising Secretary



Nauticat Association Merchandise

Our contact at our previous supplier has moved on necessitating a review of our merchandise.

We have a stock of ties and burgees, if you would like one then please contact Richard Wakeham on 07979 813893 or richard@wcal.co.uk.

We have been testing quality and delivery of a number of suppliers and it is likely that we will end up with two. One is probably www.swift-uk.com, where the Associations logo can be added to anything in their huge catalogue. There is an extra £1.75 payable for boat name to be added.

Delivery charges will be agreed upon placing an order and the order will be dispatched directly by them. There are a number of similar Sailing Associations that use them.

A separate supplier will be needed for burgees and ties,

We now have a number of members with extensive web skills so we might even get to the stage where these can be ordered directly from the members area of our website, but this is some way off.

Once we have an arrangement in place we will email all members via eNews.

Membership Report

Well we are through the 2012 renewal season and I am pleased to say that we now have 101 active members across the UK and Europe. I'd like to say thank you to Anne Marie who handed over the records to me. I would hope to be around 130 members by the end of the year.

You will be aware that we have invested both cash and time in the web forums, this and the website are where the majority of new members have come from. The forums are doing well. About 50 members are registered to use them, and active use is made of them every day. We've recently added back issues of Cat-a-Log and lots of older manuals. Please send me anything that might be of interest and I'll add it into the archive.

After the Eastbourne rally we've now got the technical day on 15th September. You may have seen that that has appeared on the Yachting Monthly website. We've got quite a bit of interest in it already, with most people bring their boats. Just drop me a note if you want to come either on foot, by car (plenty of parking at Gosport marina), or by boat. Then we have Maurice's birthday in the evening followed by the Southampton boat show.

Members can already join the Association by cheque, and we can now take payment by transfer or Paypal for people who do not have a GBP bank account. Next years renewal will have an option to pay by standing order and rather than needing a form filled in we will just need confirmation that your details are correct. This will make life much easier for members.

In the meantime if there is anything that you would like the Association to do for you then please let me know.

Wishing you a better second half of the season.

Regards

Richard
Membership Secretary

Richard Wakeham
Mob : 07979 813893
Email : richard@wcal.co.uk

The Beach

A yacht was travelling in the South Pacific when the crew came across a weird sight. Look at these photos and try to imagine the thrill of experiencing this phenomenon - A BEACH?



This is not a beach, it's volcanic stones floating on the water but
WHERE IS THE VOLCANO?

We stayed on the edge when this was spotted: ash and steam rising from the ocean and, while we were watching, a plume of black ash, a huge cloud covering everything in red, even this far away. Then the sky turns black with ash and the ocean turns gold from the sun's reflection.





Out of the ocean, mountain peaks arise more eruptions; ash and clouds. then mountain peaks rise higher within minutes and a brand-new island is formed! Can you imagine the thrill of being the first and only people to witness a new island being created where there was nothing before? I would have expected there to have been turbulence in the sea but there was none.

Discovered on the Internet Ed

Laying up Lunch

Saturday 10th November 2012

The Laying up lunch will take the form of a buffet get together in this old established club. We will meet around midday for drinks followed by lunch at around 13.00. The buffet lunch will consist of Steak & Ale Pie or Coq au Vin followed by desert at a cost of £18.50 per head - all wine and bar drinks will be at very reasonable club prices.

Hamble is a very pretty waterside village with a few curiosity shops, many pubs and restaurants and of course lots to look at on the very busy Hamble River.

For those wishing to stay over the RAF has four rooms with shared bathroom facilities, I have reserved these rooms so if you are considering staying on let me know; the rate is £30 per room. There is also The Compass Point Guest House which has four bedrooms and is situated right in the middle of the village - a two minute walk from the RAF YC. If you wish to reserve a room please call Mike on 07850 775 020 www.compasspointhamble.co.uk

Another option is to move your yacht into Port Hamble Marina which has direct access to the RAF YC.

Dining in the evening will not be a problem as there is a wide variety of pubs and restaurants and Bonne Bouche do a very good breakfast.

The address for the club is:

RAF Yacht Club
Rope Walk
Hamble Village
SO31 4HD



Please let me know if you are intending to join us especially if you wish to stay over as the rooms will soon go. There is a booking form enclosed as well as an online version on the web site.

Please return booking form along with a cheque for £18.50 per head made out to The Nauticat Association by **1st September** to:

Robin O'Donoghue
44 Hill Avenue
Hazlemere
Bucks
HP15 7JU

The Rules of Cricket

(Made Simple)

You have two sides,
one out in the field and one in.

Each man that is in the side that's in goes out,
when he's out he comes in.

The next man goes in until he's out

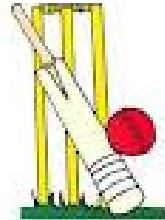
When they are all out the side that's out comes in
and the side that's been in goes out and tries to get out those coming in.

Sometimes you get players still in and not out.

When both sides have been in and out, including the not outs,
the winner is declaredif there is one!!!

Maurice Owens
(Old Possum)

That's why we go sailing



Nauticat Meet

The UK Nauticat Association is organising an open day on the 15th September in Gosport marina for members and non members to get together share common technical issues.

Richard Wakeman, membership secretary, said: 'It is particularly relevant to new or prospective owners as we will have examples of many Nauticats available to look over'.

Pre registration is required - for more information contact

richard@wcal.co.uk
Discovery III



Correspondents

An email to John Claisse from the lovely Mick & Vicky Aves:

Hi John,

Just to let you know that we have sold Sloane Voyager to Jim & Helen Culverwell, who are a delightful couple & we are sure will join the association. Thank you for allowing us to advertise her.

We have met so many lovely people since joining, who are too many to name, but we wish them all the very best for their future sailing. We are now registered Cypriot citizens & live here permanently, so sadly we will not be renewing our membership for next year.

So from me, an ex Dr Barnardos Sea School Swab to Nauticat Offshore Skipper, good safe sailing. It has been our pleasure to have known you all.

Mick & Vicky Aves

Dear Alan (*Alan Warrell*)

We didn't realise at the AGM that you now owned Jenny or we would have made ourselves known to you. On reading your article in the Cat-a-Log (*Number 60 page 23*) I felt it would be nice to add her early history to your account. If you are happy with that I will send the enclosed article to Robin. In the meantime don't hesitate to get in touch if you feel we can add anything to her history.

Ray & Maureen Grimwood

In response to Alan's article about Jennyanydots in the last issue of the Cat-a-Log I felt I would like to fill in some of her history. As Ray and I approached retirement, we were considering how to fill our time. Having rejected the idea of a second home abroad, I suggested giving sailing a try. Ray had sailed dinghies when he was younger but, although I had always loved the sea, I had never tried sailing. So we enrolled on a course followed by a flotilla holiday in the Greek Islands which comprised of a week's tuition and a week's accompanied cruise. Who wouldn't enjoy sailing in those warm blue waters and constant sunshine.

We came home fired up to find a boat of our own and, after months of research narrowed our choice to a few boats. Our first find was a two year

old Southerly which turned out to have osmosis so back to our search which took us to Dartmouth where we saw a Nauticat 35 named Iolanthe at the time. She had been hardly used which was evident by the bone china tea service out on display! We fell in love with her and decided to give her a new active life and new name, Jennyanydots, a bit of a mouthful but we felt it was appropriate. Jennyanydots is one of T.S.Eliot's cats who liked the warm and sunny spots and wound the curtain cord into sailor's knots.

Earlier we had decided that Berthon in Lymington suited our needs so we hired a skipper to help us take her to her new home.

Over the next few months we gained confidence until the big day when we made our first trip to Cherbourg. We had spent the night anchored in Studland Bay ready for an early morning departure but at 4 am we woke up to thick fog which threatened to scupper our plans. For the next two hours the crew sat on deck peering through the fog willing it to lift. Luckily it worked and we set off feeling like pioneers embarking into the unknown. That was the first of many trips across to France and the Channel Islands usually motor sailing with the wind on the nose until we felt that we might as well give in and buy a motor boat.

We put Jennyanydots on the market and made our last trip to France in her. On our return we scrubbed and polished her until she gleamed only to find out that she had been sold unseen in our absence.

Our new boat, Gallant Lady, an Aquastar, has a very similar layout so we immediately felt at home on her. Jennyanydots remained in Lymington but sadly she was hardly used which she didn't deserve.

We are really glad that she is loved again and wish Alan many happy sailing hours in her.

Ray & Maureen
Gallant Lady

UK Nauticat Representative in France

Bonjour, I am Joel Rogale, UK Nauticat Association representative for France.

I am 63, and, since 2003, have been proud owner of Ilkiva, Nauticat 33 launched in 1981, hull Nr 787, with wooden schooner rigging, based in Cherbourg

Now retired, I am graduate in economics at university of Paris and in the professional area, worked as IT Director or Consultant in french and multinational companies.

I began sailing at 11, on a dinghy, in Normandy, then participated as crew to sail races on cruisers around Cherbourg, Channel Islands and making the crossing to race in the south of England (4 Cowes weeks, two Cowes-Dinard).

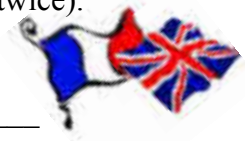
Today, my playground with Ilkiva extends from Chichester to the Isles of Scilly to Ushant. For this summer, I plan to go to south Brittany, arriving at Golfe du Morbihan at the end of july.

I will be delighted to meet other members of the Association while cruising there, or in Cherbourg meanwhile or after. More broadly, I will be happy to give help/gather information regarding sailing in France for other Nauticat owners within the Association. I also plan to promote the Association when spotting Nauticats in french harbours.

Finally, if it may be of some interest, I would like to mention that for the last 4 years, I chartered bareboats in the Caribbean area, two weeks every year (St Martin to Guadeloupe, BVI and Grenadines twice).

Joel Rogale

Ilkiva



Deadline for next issue - 1st December 2012

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

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



Eastbourne Rally ‘Jennyanydots’

Having retired at the beginning of this year, I realised it was possible for me to make it to the South Coasts Rally this year, so a sailing plan started to be developed. As I keep Jennyanydots in Dartmouth and also I wanted to get a replacement spray hood and some other canvas work, I decided to start the trip by going to the Solent, get the canvas work done, be able to use the boat in the Solent (Theresa’s parents live in the New Forest) then attend the rally before returning to Dartmouth.

So the trip started by spending the weekend in the River Dart for Theresa’s birthday, then as unfortunately as Theresa is still working she could not come with me, so I was left to make the trip single handed, I waited for a suitable weather window to make the trip to the Solent, especial now as “retired sailors don’t have to



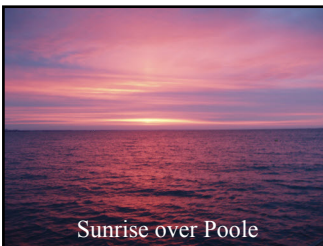
go windward”. So after a few days there was a forecast drop in wind, so I left at 0500 on Wednesday 16th May, had a calm crossing of Lyme Bay, with an interesting experience with a French Navy Warship, some sort of electronic surveillance aircraft and a RN patrol boat kept coming to look at me, I think I was just being used as a target for some sort of exercise.

May be nothing to do with the warships, but I noticed that the fluxgate compass which has worked fine for a couple of years, has a large error of 40 to 50 degrees now!

I reached Studland Bay in the late afternoon, only 2 other boats anchored, probable due to forecast wind change to the SE and increasing for the morning which meant bumpy early hours. I found it hard to identifying the voluntary no anchor zone but eventual was fairly confident that I was not anchored in the zone.



At anchor in Studland Bay



Sunrise over Poole

The forecast change in wind came along causing a rolling anchorage and no chance of a lie in, but I needed an early start anyway to catch the last of the tide through the Hurst narrows, also I was treated to a spectacular sun rise. The fresh SE wind in morning gave me a good ride to the North channel at Hurst Castle, one casu-

alty was the I lost the black triangle when the connecting bit of string came undone and the stay halyard vanished up the mast, (modified system now to ensure the triangle or any other signal is not the only thing connecting halyard to the deck), but once into North passage and in the lee of the Isle of Wight it became so calm making the entrance to the Solent very peaceful. The Solent was very quiet, other than the Lymington to Yarmouth ferries, I drifted around the entrance to Lymington sorting out fenders and warps and once both ferries had crossed I went in to Lymington and to Berthon Marina were I had a berth booked for the month.

Over the next few weeks the canvas work was carried out by Sanders Sails, and I used the opportunity of being on a pontoon with water and electricity (normal berth is a trot mooring on River Dart) to carry out various jobs and enjoy the ability to walk into Lymington Town.

As the South Coast Rally approached the weather was very unsettled with very strong winds the weekend before the rally, however there was a calm period of a few days forecast, which made the rally look possible, so I planned to depart from Lymington at 0500 on Monday to catch tide out through the Solent, stopping at Brighton, then a short sail on Tuesday to Eastbourne and return to Lymington on Thursday for the Weekend before returning to Dartmouth during the week.



The trip out of the Solent was fine flat sea gentle breeze and good progression over the ground with 2 knots of tide helping, passed a tall ship as leaving the Solent which made a fine sight. The Looe channel was calm, leaving a 20 mile leg to Brighton. The tide turned as I cleared the Looe Channel and the wind increased to 20Kts from the SE, which created a very lumpy sea, which increased as

I approached Brighton. Having prepared to enter Brighton the last half a mile was a real roller coaster, especially now with no main sail to help steady the boat and getting the waves bouncing off the breakwater, causing an interesting entrance! Once inside all calmed down, other than a strong wind around the visitor's pontoon, causing a novel berthing manoeuvre of being at 90 degrees to the



Moored in Brighton

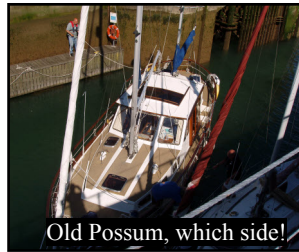
pontoon but with bow and stern lines ashore, but all sorted and safely moored up for the evening.

Tuesday was a calm day, I had to wait 40 minutes before there was enough water to leave the berth, then a gentle trip to Eastbourne, even sailed for a few miles from Beachy Head to Sovereign Harbour, on arriving off Eastbourne, took the advantage of a calm sea and tried to calibrate the autohelm fluxgate compass, not very successfully, need to read the manual again.

The staff of Sovereign Harbour very helpful, especially when I said I was single handed, although there was a slight lack of communication between the staff, as the lock keeper told me the rally had been cancelled, but there was all ready two Nauticats (Gentrice & Autumn Dream) in the Harbour!



The afternoon was a gloriously sunny and allowed some pleasant lock watching as other Nauticats arrived, Baltic Sound arrived from Harwich, Galatea of London from Poole, Zarazuela from Portsmouth and Old Possum from Portsmouth. Including the resident Suvi, that made eight Nauticats.



Alan and Jane Langmead (South Coast Social secretary) invited everyone along to Gentrice for a “Pontoon drink” with the perfect weather this was a very enjoyable event. The group then re convened to Harvesters for dinner followed by a quiz, which our Chairman Douglas and Judy won!



On Wednesday the sun shone again and most had a lazy morning, before the group along with others who had arrived by road went by coach to Herstmonceux for a visit to the Observatory Science Centre.



The Royal Greenwich Observatory was founded at Greenwich in London in 1675 by King Charles II but was moved

just after the second world war in order to escape the lights and pollution of the city. The site at Herstmonceux was chosen as the most suitable in the UK. By the mid-fifties the observatory was fully operational. During its days at Herstmonceux, the Observatory built up an enviable reputation for world-class astronomical research.

Unfortunately, even Herstmonceux is not a good astronomical site in world terms and the unreliable UK weather meant that the Isaac Newton Telescope could not be utilised as much as it should have been. Eventually, the decision was taken to establish a



major overseas observatory in the northern hemisphere and to move the Newton Telescope and it was installed on top of an extinct volcano on the Canary Island of La Palma in 1984. With its main telescopes located abroad, resources for maintaining the instruments at Herstmonceux diminished and they were used less and less. Eventually, the decision was taken to move the Observatory again, this time to a new site at Cambridge, adjacent to the University's Institute of Astronomy. The Observatory moved to Cambridge in 1990 leaving behind the Equatorial Group of Telescopes. So today its a science museum with the telescopes being used by students and open nights.

We had a guided tour and learnt the difference between the reflecting and refracting telescopes, the photo is of the Thompson 26-inch Refracting Telescope, this telescope is one of the largest refracting telescopes in the world and the second largest in Great Britain. It was constructed in 1896 by Sir Howard Grubb of Dublin.



That evening along with additional road members and local residents we went to Pablo's (Mediterranean style restaurant) for dinner and a raffle, where a good time and food was had by all.

The forecast for a few days had shown the good spell would end during Thursday and turn to strong winds. So the plan was for Zaraleau, Old Possium, Gentrice and Jennyanydots to leave together at 0600, planning to reach the Solent before the start of the forecast bad weather.

The morning brought a forecast issued for 0600 of F8 later, later being 12 hours, being the minimum passage time for our trip back to the Solent, so at a Skippers gathering at 0530, we decided not to go, so it looked like a weekend in Eastbourne as the forecast was bad until Saturday at least (F9 in some forecasts). Baltic Sound decides to go as they were going to the East, to Ramsgate, Galatea of London was staying anyway, and Autumn Dream wanted to have their instruments looked at.

So the next phase of the Rally began, with a restful time in Eastbourne, I embarked on some land passage planning and set off on Friday, using buses and trains to meet up with Theresa in Lyndhurst, returning on Sunday. The forecast looked reasonable on Monday and even better on Tuesday, so Old Possum and Gentrice decided to leave on Monday, and Zarzuela and Jennyanydots on Tuesday.

Tuesday was a calm morning with reasonable forecasts with winds picking up later in the Solent, but with general possibilities of poor visibility with mist patches.

The first part of the trip round Beachy Head and across towards the Owers was very peaceful but on approaching the Owers you could see a bank of mist into which Zarzuela, about 1.5 miles ahead of me, vanished into. Zarzuela called as she approached the Owers as they could not see the cardinal mark, but at 0.5 miles identified it. When I approached the visibility was down to 0.3 miles before I saw the mark. As we approached Pullar at the West end of the Owers the mist cleared and on passing the Solent forts, Zarzuela peeled off to Portsmouth.



Zarzuela approaching the Solent

As I headed to Lymington, the wind picked up and as the tide was with me I made rapid progress down the Solent. Approaching the west end of the Solent the visibility reduced with misty rain, then about 1 mile from Jack in the

Basket, a boat tacking down Solent, about 0.3 m away, just vanished along with the Lymington entrance. I slowed down and drifted towards the entrance very aware of an Isle of Wight ferry coming out of Lymington about 0.5m away which I could not see as I drifted towards the entrance. I got the sails down, fenders out and warps ready, then by extreme skill or luck the racing start structure by the entrance appeared out of the mist, so a gentle motor up the river to Berthon who came out to assist me into the berth, then a much need drink!

As I was now several days behind with my plan, with commitments at home, I had to leave the boat in Lymington to return in a week's time to complete the trip back to Dartmouth.

Alan Warrell
Jennyanydots

Old Possum's Eastbourne Rally Extra

By Skipper - Maurice Owens

The two days intended were fine. Having to motor the whole way there was acceptable. The intended departure on Thursday was postponed owing to the forecast of F8, West to South-West and it was not much better for Friday, Saturday and Sunday.. The forecast for Monday was 6-7 to start decreasing later so myself in Old Possum decided to wait until Tuesday to return. Sunday evening John Claisse and myself watched the England and Italy football match in one of the bars on the waterfront, a feature of the Sovereign Marina. On returning to one of our Member's vessel for a night cap we learnt from his laptop that the Met. Forecast for Monday was not too bad so I decided to leave at 0700 hrs. which I did.

Once away from the entrance to the Marina under motor the wind was a Westerly 3 freshening! Off Eastbourne Pier wind was 4-5 with steep seas ahead. A slight alteration of course to bring Old Possum due West off Beachy Head brought the wind a good force 6 right on the nose; the bucking bronco ride was about to begin!

Although I started with a full tank of fuel, main filter changed 3 months ago and a drain off from the tanks 2 weeks ago, the fuel level was now just under half having used a fair quantity to get to Eastbourne, roughly 60 nm.

Meanwhile all was well, several green seas coming aboard saying "How's that for a washdown"!

At approximately 1430 the Looe Channel, a safe channel to pass through South of Selsey Bill, a very rocky area indeed, was 10 n.m. ahead. It was then I heard the dreaded sound of decreasing engine revolutions. Past experience told me it was lack of fuel getting through, in other words a blocked filter. The remaining fuel in the tank, just above the red mark, had had a real 7 hr. sloshing time, consequently was now very murky fuel blocking the filter.

I nursed the engine for a while but it was obvious no further progress was to be made so main and genoa was set and I headed south on a starboard reach thinking I might make some long tacks to pass well clear of Selsey Bill. The wind was now down to Force 5, sea a bit more moderate. After three quarters of an hour on this tack it was very obvious, with such a head wind, progress was almost nil so I came about and decided to contact Littlehampton Harbour which lay ahead about 6 nm. On contacting the Harbourmaster I told him my slight predicament and asked for a visitor berth and the possibility of a small rib or launch to guide me in. His reply was a berth was available but no harbour launch but the local RNLi offshore boat would be prepared to meet me at the entrance to guide me in. This I gladly accepted and shortly after the life boatman came on the VHF saying he would be at the entrance to guide me in.

Meanwhile here on board Old Possum all was well thoroughly enjoying a broad reach at 5 ½ knots. Three hundred yards from the entrance I was advised to furl the Genoa and come in under Main. This I did and ahead was the RNLi inshore boat indicating to follow them. Once inside the harbour the main was lowered and with the lifeboat man aboard attaching towline to forward cleat. Safely made fast to pontoon, harbour official aboard asking lots of questions. All went well here and after a tidy up and some supper, an early night.

Wednesday late morning finally contacted the engineer who fitted my spare filter. Left Littlehampton at 1530 heading Southerly for the Looe Channel off Selsey Bill; wind Southerly F3. Through the said Channel my course for Portsmouth was such that I motor sailed all the way.

Entered my pontoon nicely, ‘leapt’ ashore with lines, then big hug from Elsie who was there waiting for me.

Nice one, back safe and sound.

Maurice Owens

Nauticat Technical Article Summer 2012

A fairly quiet start to the season, I had left Jennyanydots in the water for the winter, so arranged for a weekend lift in April, to antifoul, polish sides and review the prop shaft along with the spurs rope cutter, which has been causing a tapping sound during last season. The weekend I choose was a very windy one to say the least; in fact on the Monday morning it was too windy for the yard to use the crane. However did manage to carry out most jobs without being blown away, the spurs rope cutter had obviously done its job during last season as there was some rope jammed between cutter and the propeller, and one of the retaining screws had vanished. Managed to replace and on initial use it sounded better, but on trip to South Coast rally the tapping noise is back again! A more serious review required this winter.



There have been queries this spring:

N33 1977 Alternator

The alternator had failed (short circuit) and as it was only a 35 amp model, so looking the options of replacing with a newer and larger output model or just to replace with same type.

There was not a definitive answer but the two options are:

- Replace the alternator with same type, DFJ Auto do a replacement at £162 (search for AC5b123), this means existing wiring, regulator and mounting brackets can be used.
- Replace with a larger output alternator, but this may need a different regulator and the size of the wiring from the alternator to the battery would need reviewing, to ensure it is suitable for a larger current, also the mounting brackets may require modifying. Hence this could be a larger expense, but would give you more charging capacity.

I think the choice may be driven by the type of cruising you do and the amount of electrical equipment and how much you rely on the engine to keep the batteries fully charged or charged by shore power.

N33 1975 Heat Exchanger

Heat exchanger found to have serious corrosion (40 years old), provided contact details of specialist Ford suppliers.

N33 1976 Water Pump

Water pump had failed in France, provide a couple of possible contacts for a replacement.

N33 1996 Oras Taps

Trying to source supplier for the seals on the Oras taps as supplier previously used is no longer in existence, provided details of Transvac in Sussex who are UK suppliers for Oras Taps.

N33 1989 Cutlass Bearing

A sound like a helicopter is coming from the aft cabin, it could possibly be the cutlass bearing failing, so provided size and supplier of the cutlass bearing, so on lift out if it does need replacing then a new one will be on hand.

NC33 2001

Trying to match the white gelcoat, in short term speak to Stratton Marine, but will provide gel coat colour specification from Nauticat.

Technical Forum

The following topics appear to be gathering a few comments, so I will look at providing some detail overview in the winter Cat-a-Log, or could possibly be some points for discussion on the proposed Tech-ni-Cat session on 15th September 2012.

- Sea Cocks; are they safe how do we tell.
- Autohelm adjustments, swinging the compass.
- Oils, varnishes and restorers
- Cutlass Bearings and Stern Tubes

Wishing you a problem free sailing season!

Alan Warrell

The AGM

9th February 2013

For the 2013 AGM we thought we would try a new venue, The Chine Hotel at Boscombe. The Chine is on top of the cliff overlooking Boscombe Pier with views of the Channel: IOW to port, Old Harry Rocks & Poole to the starboard.

For those wishing to make a two day holiday based around the AGM there are plenty of things to do especially with Bournemouth only a mile away. A stroll along the seafront on your way to a little shopping, a coffee or lunchtime drink in one of the many bars and cafes, a walk through the Winter Gardens, although not the best time of year still a pleasant exercise.

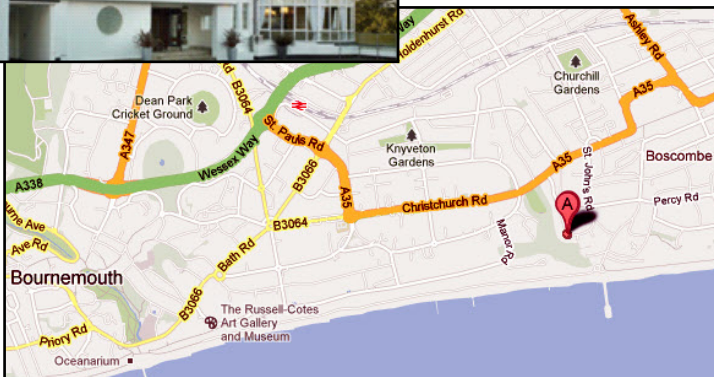
The Chine is a very elegant hotel from a bygone era when it was extremely popular with many celebrities. The lovely dining room overlooks the sea along with very comfortable bedrooms plus all the usual leisure facilities.
www.fjbhotels.co.uk

For those of you coming from further afield Bournemouth Airport is only 6 miles away while Southampton Airport a little further at 30 miles.

The Chine has offered us very good rates for this event with double rooms **including** dinner and breakfast at £67.50 per person per night. Full payment will be required by early November.



The Chine Hotel
 19-25 Boscombe Spa Road,
 Bournemouth
 Dorset
 BH5 1AX



Nauticat ZARZUELA at Cunard's three Queens Jubilee Parade

Cunard's Queen Mary 2, Queen Elizabeth and Queen Victoria assembled at Southampton docks to celebrate our Queen Elizabeth's Diamond Jubilee on Tuesday June 5th. 2012.

ZARZUELA, crewed by some of my children and grandchildren, formed part of an R.N.S.A. flotilla escort.

The International Signal flags flying at ZARZUELA's yardarm read: BRAVO ZULU (Well Done), ECHO ROMEO (Elizabeth Regina), 60 (60th).

The foul weather of cold, rain, high wind and choppy sea caused the cancellation of the Red Arrows flying display and the fireworks to disappear into the clouds.

Nevertheless the wet and the cold failed to dampen the spirits and excitement of the crew, especially the youngsters – true sailors!



John Claisse
ZARZUELA



Classified

JANDIA SYNDICATE

Nauticat 52 - 1982 Hull no. 05 Tessloff

2 - eighths shares are available which entitles the owner to have 3 weeks sailing between 01/05/ to 31/10 in any one year also any time between 01/11 to 30/04 .

The boat is berthed in probably the finest marina in the Med. namely Marina Frapa which is 40 mins. by taxi from Split airport.

The capital cost of one share is £15,000 which is an eighth of a boat probably worth £200,000. The annual maintenance costs per share is £2,000 payable £1,000 Jan 1st and Jul. 1st. Full articles are available .

Joint share holders considered.

Contact Ivan Mortimer

Tel:07860628320

Email: ilmortimer@hotmail.co.uk

Rebecca - Nauticat 33 Mk 2 1986

Rebecca (sail no.989) is a ketch cutter with self tending staysail and in mast furling throughout.

Nine sails - Storm Jib, Tri Sail, Spinnaker, Cruising Chute - all new, never been used!

She comes with a comprehensive inventory including full electrics and a 4Kw generator

Offers around **£77,000**

Tel: 07900 400 115



Classified

Senitoa - Nauticat 331 Ketch - Commissioned September 2003

Hull Length 10.4 metres. Deep keel, Draught 1.65 metres.

Accommodation:-

Aft cabin has a double berth with 2 reading lights and overhead light and low level lighting. It has a dressing table with cupboards and a stern locker. It is ensuite with w.c., washbasin, shower attachment and shower curtain.

The Pilothouse has wheel to starboard and L-shaped settee arrangement. There is a large hanging cupboard and loads of storage. It is also fitted with a removable oval table. The cushions are covered in wine red Alcantara and the side windows have off white curtains. The windscreen has an outside canvas cover in dark blue to match sail covers. All accommodation is carpeted in beige

The Lower Saloon has the galley to Starboard and Dining area to Port. There is a plentiful supply of cupboards for storage. It is possible to seat 7 persons for dinner but 5 is more comfortable. The dining table converts to a double bunk and has curtains for privacy.

The galley area has a 2 burner cooker with oven, draining area, large stainless steel sink and small sink and a top loading fridge/freezer. The whole area has removable work tops to give a smooth appearance when not in use.

The Forecabin has twin bunks that convert to a double bunk and has a large hanging cupboard with lighting. The bunks have reading lights and overhead lighting. The cas has ensuite facilities, w.c., wash basin and shower attachments and shower curtain..



- 75 hp Yanmar with 650 hours on the clock.
- Main mast has Selden in mast furling.
- Mizzen sail is fully battened with lazy jacks and sail bag system.
- Foresail is also Selden furling.
- Cruising chute with snuffer.
- All rigging lines lead back to the stern cockpit.
- Outer Cockpit has centre steering, engine controls.
- Full length cockpit seats, with cushions.
- Radar reflector
- Windex wind vane
- Teak deck including aft deck seats
- Bowsprit
- Anchor with electric windlass and chain.
- Shore power system
- 25 metre shore cable
- Raymarine autopilot.
- Raymarine wind instruments
- Raynav GPS navigator and chart plotter
- Radar
- SeaPro electronic navigation system.
- VHF Radio
- Hot water system heated by engine.
- Webasto heater system with thermostat.
- Stereo/cd player with twospeakers in wheelhouse
- Bow Thruster
- Life raft in container last serviced August 2009
- Galley equipped with crockery and cutlery etc.

One owner since new. Boat has been anti fouled and polished annually. Latest lift-out was August 2011. Mainly used for sailing in the Solent with the occasional trip to France, the Channel Islands and Ipswich. Currentl berthed in Gosport, Hampshire.

Asking price **£175,000**

Contact Mrs Barbara Matthews
Telephone 01420 82738
e-mail-ancientm@hotmail.com

Classified

Kalevala - Nauticat 331 - Commissioned April 2000

Accommodation:

- Aft cabin with extra-wide double berth, wardrobe.
- Wheelhouse (with spacious cupboard storage)
- Lower saloon/dinette with U shape seating, convertible to double berth
- Galley with usual facilities
- Heads with curtained-off WC and shower arrangement
- Forecabin with twin bunks & storage



Engine:

- 88hp Yanmar – only 675 hours – maintenance record

Instrumentation:

- Chart plotter, usual wind, log, tri-data in ST60s. Exterior engine tacho. VHF radio, Radar, Glomex TV aerial.

Sails plus extras:

- Main and mizzen both fully battened with lazyjacks and sail bag system
- Usual teak decks but unusually also on coachroof
- Deep fin keel (1.6m, the deepest available at the time)
- Nauticat “special” versatile seat for use in wheelhouse or saloon
- Blue upholstery (mainly Alcantara), curtains, original fitted carpets
- Battery charger, bowthruster. Eberspacher heating + Aurora heater, using engine coolant water

One owner (Chartered Engineer) from new and well maintained. There's a lot of teak on a 331 and this one has been carefully looked after to preserve a very good appearance. Construction personalised during build in Finland and was the first 331 to move the wheel to starboard, giving much more usable space in the wheelhouse. Heads/shower arrangement was also new idea and maximises space while keeping the shower area separate from the wash basin area. Lower saloon is excellent additional living area, not found on the “Liveboard” version. With the saloon and wheelhouse tables it is possible to seat 9 for dinner. Used by husband and wife very little, almost entirely for local Solent pottering, hence low engine hours. Picture shows an earlier lift out but is currently afloat. Lying Chichester.

Asking price: **£149,000**

Please contact the owner, David Morrison, to discuss further details
01903 744461 davidmorrison@waitrose.com

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
- Lodestar 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: £79,000 For full details, inventory and photographs please contact: Keith Barthorpe 01245474191 / 07891202451
keithbarthorpe@hotmail.com

Classified

Naïla

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
- Naïla 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

'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

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

Nauticat Meet

Gosport Marina
15th September 2012

Laying up Lunch

RAF Yacht Club
Hamble
10th November 2012

AGM

The Chine Hotel
Boscombe
9th February 2013

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