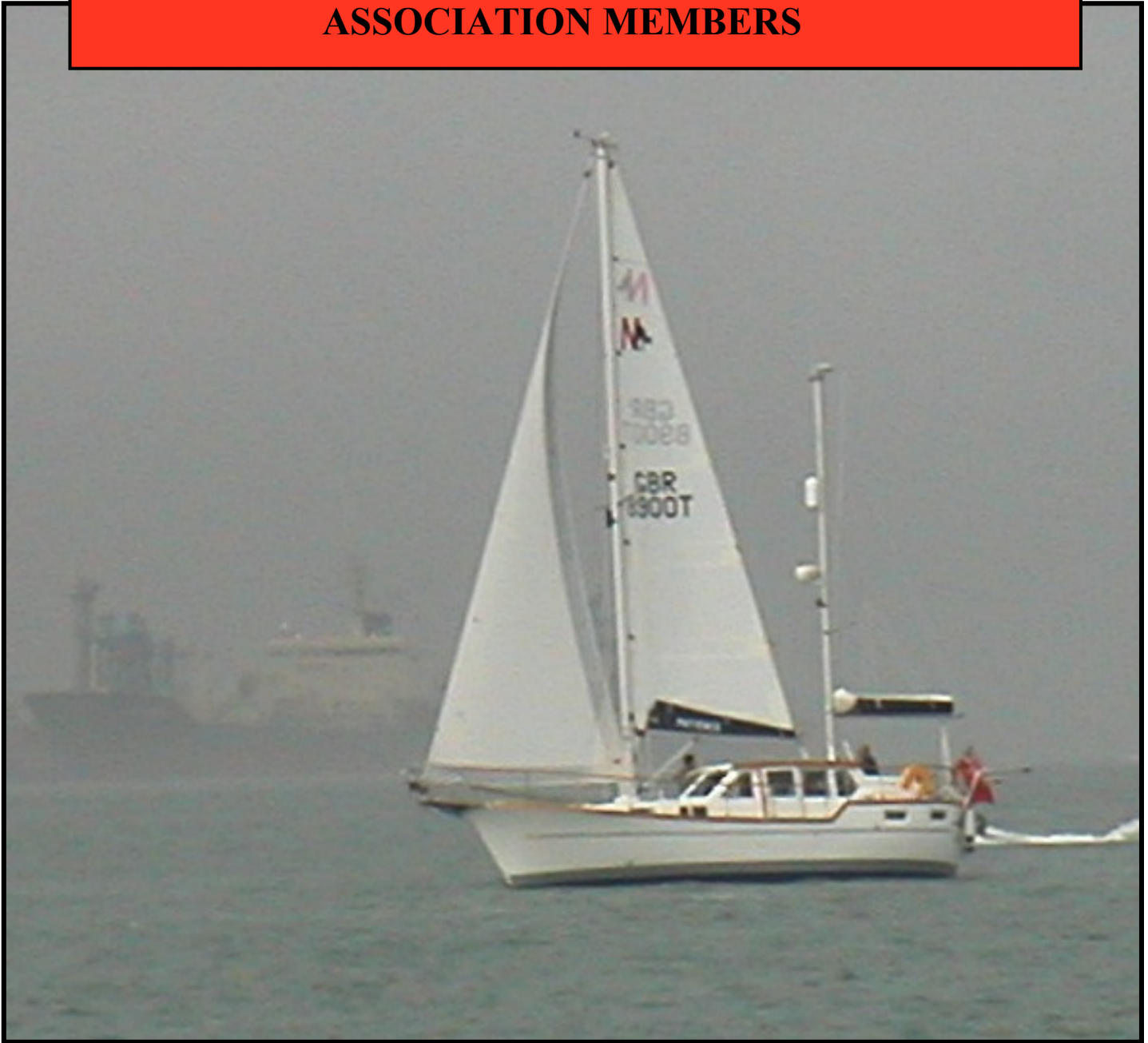


CAT - A - LOG

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



Unknown 331 - through the mist



Nauticat Association Newsletter

Issue Number 69

Spring 2015

Nauticat Association Merchandise

We now have a new and extensive range of merchandise, just in time for Christmas.

The range of items can be found at <http://www.swift-uk.com/> look under "catalogue"

John Claisse emailed an order form to all members, but if you have lost it just email richard@wcal.co.uk or download it from the web site.

All items can have the Associations logo and a boat name added in many different colours. There really are some nice items in colours, styles and fit to suite every member.

For ties and burgees then please email Richard Wakeham directly.



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Cat-a-Log

Issue No. 69 Spring 2015

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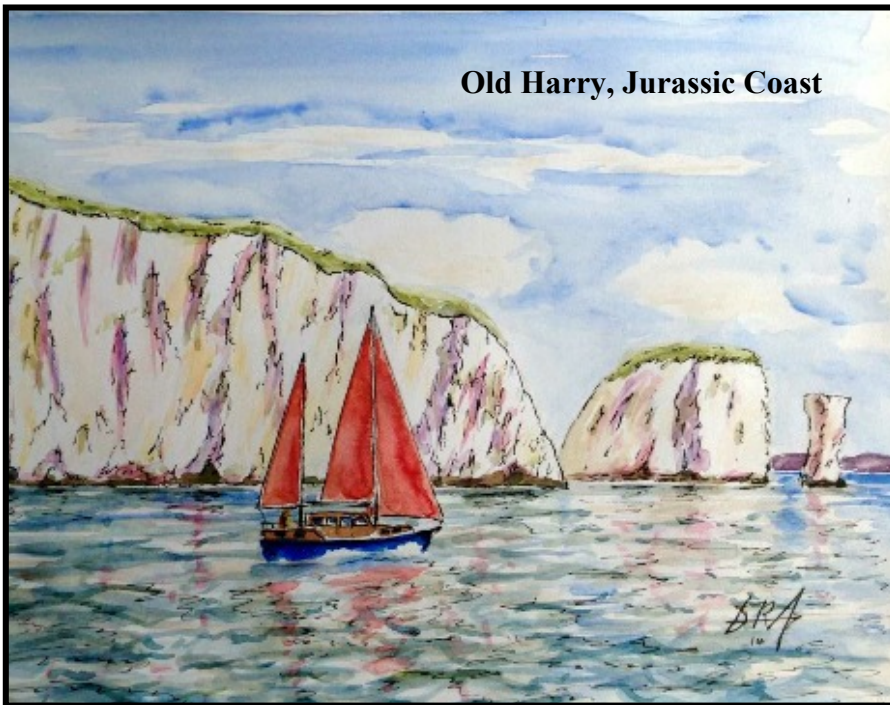
WEBMASTER

Position Vacant

Nauticat Association Group
MMSI number is 011223344

Chairman's Note

We had a very successful and amicable AGM in February. I consider it also very important that the AGM should be an enjoyable social event. Everybody that I spoke to enthused about the weekend at Sandbanks and especially enjoyed Doina Cornell's Talk. She has such a natural and engaging personality, and enthralled us with her account of her childhood sailing around the World. Sometime we will have her back to talk about her recent involvement with the Blue Planet Odyssey and her sail to the arctic.



Spring is here with warmer weather to tempt members to prepare their boats. No temptation for me, just frustration, because Galatea is in Germany and not nearby in Poole. Like wise I won't be sailing in the South Coast rally, but I do hope to meet up with members at Poole Yacht Club, when they moor up en-route for the West

Country in May. The local Jurassic coast, Britain's only world Heritage site, will provide a scenic background as the rally heads past for Weymouth.

While Joel leads the French Rally to some of my favourite harbours in Southern Brittany, I will be attending a Cruising Association Rally at Stralsund, Germany. I expect to see Mike and Jacky Scott there with their Nauticat. Mike has volunteered to be Social Secretary for the Baltic area, so we just need some of the Nauticats sailing in the Baltic to join us.

Wherever you head for in the summer, I wish you all fair winds and a safe Passage.

Douglas Addison

AGM

Sunny Sandbanks Hotel is what it ended up being.

In previous years the AGM had been held at The Chine Hotel in Boscombe but this year The Chine was closed for a major refurbishment so we booked into their sister hotel, Sandbanks, right on the beach on the Sandbanks Spit running to Poole Harbour entrance.

Some of us arrived on the Friday with ten sitting down for an informal dinner on Friday evening. Saturday dawned a beautiful day and Lyn & I certainly slept well, going to sleep listening to the sound of waves gently breaking just outside our window.

After breakfast many went for a walk along the promenade, one group even investigating where Harry Redknapp, the football manager lived; a beautiful house right on the edge of Poole Harbour.

As the organiser I had a bit of a shock when the hotel had no record of David & Silki Babsky's booking so no room and to make matters worse the hotel was fully booked. Thankfully the hotel realised their mistake and managed to find two single rooms for David & Silki so all was well, even though the rooms were not adjoining.



A good turnout of forty four members attended the AGM which was fitting as it is the 20th anniversary of the first AGM, coincidentally held in Poole.

Two of our French members travelled by ferry to

be with us and another two, the Low's flew down from Scotland.

Under AOB Jean Crump modelled an embroidered Nauticat Logo which can be sewn onto any personally purchased item, something which could catch on – details on page 27.

Nothing contentious came up at the meeting so after a break for tea we all sat down to enjoy a fascinating talk from Doina Cornell



on cruising the world through her childhood. Her book, 'Child of the Sea' was available for signing and many of us took a copy.



Chairman introducing Doina

For the evening we dined in the Compass Room, a circular conservatory with an open fire in the centre, very cosy.

Over coffee and as usual, it has definitely become a tradition, we were treated by our resident stand up comedienne

and songster, Maurice Owens, to a collection of jokes and songs.

The Committee is always looking for new venues for our functions but in this instance the overwhelming opinion of those present was of what a great hotel and a lovely venue, so for 2016 we are coming back to Sandbanks.

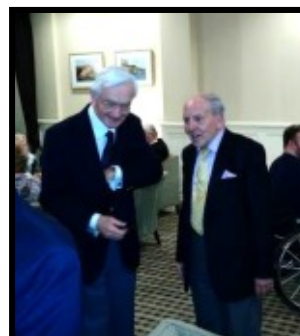


Robin - Richard - John Claisse - Douglas - John Crump - Alan - Joel - Rod



Pre dinner drinks

Chairman & Maurice Owens



The first Cat-a-Log Selfie!

Richard Wakeham & Eric Aliamus



Technical Report

The boatyards are now starting to bustle with activity as boats are brought back to life and preparations are made for the coming season, those lists of jobs which looked very achievable in the autumn now look daunting and you start to wonder if they are really necessary and perhaps they could wait for next winter.

There has been a few queries and discussions on the various configurations of hydraulic steering, I will try and put an article together on this topic for a future issue of Cat-A-Log.

Jennyanydots

Jennyanydots has spent the winter in the water, out on the river mooring, with sails and canvas covers removed. The plan is to have her lifted out for a weekend at the end of March, this will allow the bottom to be scrubbed and the sides polished. Some of the other jobs planned for this weekend are to replace the two service batteries (Varta LFD 180) and to replace the Raymarine log housing as the plastic thread has cracked, so there is a chance it could break or start leaking, fortunately, through the magic of e-bay, I managed to buy a replacement housing.

There is the normal list of maintenance tasks to carry out over the weekend, as well as putting all the sails and canvas back on, so she is ready for the season.

While out of the water, I hope to replace the permanent mooring lines on the river buoys, especially as they have been in use for a few years now, including a couple of winters.

Technical Queries

The majority of queries have been on locating spare parts or identifying the appropriate part. I have listed below a selection of some the queries along with information from members.

Nauticat 331 Bent P Bracket

In the previous Cat-A-Log there was a report on a suspected bent P Bracket, fortunately it transpired that it was not necessary to remove the bracket, just fit new cutlass bearing and carry out an alignment of prop shaft.

Nauticat 33 Charging Light

Previous reported problems with charging light not going out, although several different electricians had looked at the fault and had the alternator

tested the fault persisted. Then another electrician took the alternator away and it was eventually found to be faulty, so after a bit of a saga it's now fixed.

Nauticat 33 Windscreen Wiper

On lifting the port wiper arm to tuck the canvas cover under and a spring popped out to greet me, picture below. I have been around all my local car bits shops and nobody can help - any ideas?



Yes this has happen to me, I bought the springs from Entexstocksprings (www.entexstocksprings.co.uk), they had a minimum order of about £10 and the springs were about 60p to £1 each, so I bought a selection to find the best match, I think the ones that fitted are 9.53mm diameter and 65mm long

(part number 554), but not sure. I had to modify them by cutting the eye ends to make a hook end.

Nauticat Seacocks

Do you happen to know where Nauticat source their seacocks? Mine are all OK after 20 years but a friend with a Moody is envious of the free movement of my seacocks; however I have been unable to give him a name. Apart from ensuring free movement reasonably regularly I do nothing else to them. Should I?

I don't know the source of the Nauticat seacocks other than they are good quality, I will try and find out and let you and other members know.

With required to maintenance of seacocks (the ball type), the important thing is to look at them regularly and operate them, if necessary the spindle can be greased, but if they operate freely and don't leak then that's probable OK.

My boat is coming up to 20 years old as well, and the only sea cock which shows signs of deterioration and rust on the operating arm, is the sea cock I change following the surveyors suggestion that should be changed when I bought the boat! I came across the name on one of my seacocks - presumably the others are the same, they are made by the Finnish Company Hogfors.

Nauticat 33 Handrail

I wonder if you can help me with a problem I have concerning my boat. The marina where I keep my Nauticat 33 MKII have managed to smash the

handrail on the port side forward and, as such it needs replacing. I have been in contact with Nauticat and, they can supply a replacement but the cost is quite hefty at over 2000 euro delivered.

I was wondering if you have any contacts in the UK where, I may be able to get one at a more agreeable cost.

A possible route to fix the hand rail would be to find a good shipwright/carpenter who could construct the hand rail. The later Nauticats hand rail was constructed of 3 smaller pieces of wood glued together to form the curve of the hand rail. If any of the stanchions are damaged, then most stainless steel fabricators could re make or straighten the original ones. The fixing of the stanchions to the deck will have been stressed (even if they are not bent), so it may be worth having them re sealed to stop possible leaks.

Nauticat 33 Prop Seal

I have a problem with a leaking HMI seal on my 1978 NC33, when she was taken out of water a notable amount of greyish (milky) oil came out of the hull along the propeller shaft.

A quick look at the lubricating oil tank inside the boat revealed discoloured oil which, according to documentation, is the evidence of some lack of waterproof at the back seal.

The yard dismantled the shaft and noticed some slight wearing and some used rings (probably O-rings). They are still investigating but clearly some parts will have to be replaced. Do you happen to know a supplier of spare parts for that seal.

As you probably know the HMI seal is no longer made, the manufacturer Halyard has said in the past that there are no spares, but it still might be worth a call (Halyard 01722 710922). The lip seals may be a standard part that you could buy from a general seal manufacturer, as long as you have all the dimensions, a couple of suppliers I have used, O rings from www.polymax.co.uk and oil seals from www.bearingsrus.co.uk

Two web sites that I have not used but may be another source are Bearing-boys and Simplybearings.

Nauticat Hydraulic Steering

After reading a piece in the latest Cat-a-Log about steering systems, I thought, maybe like you, that modern Nauticats have hydraulic steering systems regardless of whether they are wheel operated or just by autopilot.

My NC321 from 2002 has no inside steering wheel just the navcenter option with 3 autopilot positions in the boat. The 2 hydraulic systems operate separately with a single ram on the rudder. However I was surprised to find that the factory spec for the 321 says:

STEERING

Two independent hydraulic units employed in parallel, one for the pilothouse helm and other for the cockpit helm station. Rudder of GRP, rudder stock of acid-proof steel, support of bronze. Emergency steering by means of a tiller connectable directly to the rudder stock. The boat can also be equipped with Whitlock mechanical steering in case of navcenter interior. From pilothouse the boat can be controlled by an optional autopilot.

It's a bit ambiguous but I assume the option means Whitlock in the cockpit and therefore overall a cheaper system can be installed with the autopilot maybe using a motor drive on the Whitlock steering. Other models spec sheets I have only seen to mention hydraulic systems. However I dug out a NC39 one which shows it with Whitlock steering in the cockpit as standard although hydraulic inside. So overall I am a bit confused now. NCs with 2 steering positions, both hydraulic – do they then effectively have 3 systems with the autopilot included or do the 2 wheels act in parallel with both moving in tandem?

Yes it all sounds a bit muddled, I will do some more research and try and produce some info for a future Cat-A-Log.

I can answer your last point as my NC 35 has the what I understood to be the standard fit, ie inside and outside helm and autopilot all hydraulic connected to a single ram. The system is connected up in parallel. Whichever wheel is turned the other does not move (non return valves in steering pumps) and when the autopilot is engaged neither wheel moves when the autopilot demands a rudder change.

So in effect you have three means of steering, however a pipe or ram failure kills the whole system. The bypass/isolation valve allows the ram to be short circuited so the emergency tiller can move the ram and there is no back pressure from the hydraulics.

I think the electrically operated isolation valve is situated near to my rudder but I am not aware of any method of over-riding it. When I look in my Nauticat manual it says that you may have to disconnect the ram in order to steer using the emergency tiller, something I had never thought of.

It also references a 'black handle' on the wheel pedestal which 'when pulled out opens the locking valves for the cockpit steering. This enables you to feel the pressure from the rudder. The inner wheel and autopilot do not function when the handle is in it's outer position'.

Well I don't have this feature and I've not seen it on other pedestals – have you?

Re black handle, yes I have one on my NC35, but have never used it in anger as when I first hand the boat and tried to use it, I found it jammed in the open position. I found the mechanism from the handle to the valve was bent and kept catching on the internal structures of the pedestal, so I decided not to use it encase it jams again.

Nauticat Switches

Don't know if you know about these guys, but they sell the electrical switches found on my instrument panel. They come from Malta who I originally emailed. Their website is <http://www.maxparts.biz/>

Nauticat 36 Calorifier

I wonder if you could advise me on where to find a replacement Calorifier to replace the rusty leaking one I have currently. It looks as if it's the original (1984) water heater and it's a 6 Gallon version. Interestingly, it is 118 volts (US) model.

I'm trying to find the same model with 240 volts and I've looked on the Raritan Engineering Company website but the layout of the fittings etc, look different. Additionally, the one on their website costs \$1275 and I wondered if I could find one that would be roughly the same price as one here in UK (~£400). I am hoping to find one which doesn't require me to alter the hose configuration to/from the engine into the water heater space - probably wishful thinking though. Any advice you can offer would be appreciated.

I guess you are looking at Raritan Engineering as that's what is currently fitted; I have no experience of this range of calorifiers, so not certain of the pipe layout, the following may help. Raritan Engineering has two UK distributors;

Lee Sanitation, in Warwickshire, www.leesan.com these folk are usually helpful or Mark Dowland Marine, Wareham, which looks like a spare part distributor.

Possible replacement calorifier to look at to find the closest layout to existing one are:

- Surejust, www.surecal.co.uk
- Webasto, Isotherm range (commonly used on Nauticats now), www.webasto.com
- Aquafax, 3 models Aquafax, Sigmar & Termionox, www.aquafax.co.uk

All of the above are available from most chandleries, hope this helps, but I think you may be faced with a bit of modification to pipe work.

Nauticat 33 Chart Plotter

Looking at investing in a chart plotter this coming season. Bearing in mind the space limitations of the chart table on 33 Mk II's, and not having too smaller screen and spending around £500 or so do you have you any recommendations on either a manufacturer or model.

There are several routes to a chart plotter solution:

1. Integrated system with all navigation instruments connected to the chart plotter, this is the RR solution allowing all the clever functions of the chart plotter to work, this is obviously the expensive solution and typically would be a Raymarine product, I should imagine it would provide too many function for what you need and £1000 plus
2. Standalone chart plotter, with no desire to connect it up to other instruments, bearing in mind the comment on screen size and cost, you could look at Garmin 500 or 700 range £700 to £1000 or Lowrance Elite 7" £450 to £550, you get a bigger screen with Lowrance for your £. These are still fairly small screens but are OK once you get use to looking at a small section of chart. Most of these will allow you to connect to an AIS receiver which is good addition.
3. There is the laptop solution, bigger screen, and a range of chart/navigation software to choose from, a very cheap solution for the software could be something like SeaPro starter pack around £100 going up to £350 or SeaClear supplied with the Raster charts when bought through my Harbour £40, most of the packages will

take an AIS input. The advantage of this solution is you can play with the chart software at home.

4. The latest trend, which I have no experience on is to use an iPad running one of the many navigation packages, there has been a few articles in Yachting Monthly on using iPads and tablets, I will dig a few out and send you a copy.

My set up, which grew from what was originally on the boat when I bought it, is:

Primary GPS position from an old Garmin 120 this provides position to radio and the Raymarine data network. Also as a completely stand alone system is a Garmin 360 chart plotter, small small screen, use in cockpit just to keep check on general progress.

Instead of adding a state of the art Raymarine chart plotter, which I may have to do one day especially if my Raymarine old standalone radar display packs up, I added a laptop, which provides be a bigger screen and can use to watch DVD's in the evening! This has allowed me to get use to navigation using a chart plotter, and also how many of the fancy functions I don't need.

So not straight forward, I would be inclined to add a standalone chart plotter (probable Lowrance) and get use to it.

Also it may pay to go to a large Chandlery to actually see the size of screens etc, Marine Super Store at Port Solent has a range on display.

Hope that helps and is not too muddled

Nauticat 38 Superstructure Leaks

I have a Nauticat 38 from 2009, I have a small leak of water originating from the roof of the wheel house, and it could well come from a few fixtures on the roof or the various fittings of the navigation instruments on top of the roof outside. I have been trying to access the inside of the roof of the wheel house, by unscrewing the small wood laths which run all the sides of the white panels, but that doesn't seem to be helpful as the whole roof seems to be stuck in place. Do you know what is the proper way to remove the roof panels?

In the same line of issue, I had been hoping to get access to the inside wall of the stern of the boat so as to check the fittings of the back platform and eventually install some davits.

Unfortunately the whole back panel (wood laths) in the aft cabin does not seem to offer any possibility of unscrewing and taking down the laths.

Some people have told me you had to carve a hole in the panel and then



re-construct it! There again, do you know what the shipyard recommends? I have attached photographs to illustrate my queries.

Leaks are always such a pain to track down, when I first bought my NA35, I had a similar leak into the main cabin, which required taking down a section of the roof lining, not an easy job, photo of the roof lining removed in the aft cabin below, which is a similar construction as the main cabin.

The thin battens cover the screws which hold up the white panels, but the problem is, Nauticat put this up first then fit the side bits of wood, these cover the curtain tracks, these are screwed up and glued to form joins at the corners, so requires some destructive wood work to remove them. Also the white panels are under the hatches.

You may be fortunate to remove some of the panels away from the windows, so avoiding dismantling the curtain woodwork. I have not tried removing woodwork on the stern in the aft cabin so no actual experience, again I expect its glued and screwed to battens which are stuck to the fiberglass, from your picture you can see in the middle that there is some wooden plugs, which may cover some screws, this would require some destructive woodwork to remove the plugs to access the screws, which may allow some of the woodwork to be removed.



Hope you are all ready for the season and have some enjoyable cruising.

Alan Warrell

Annual General Meeting

Sandbanks Hotel

Poole

Saturday 21st. February 2015 at 2.00pm.

Minutes of the Meeting

Apologies for Absents

Jan and Ray Dennet, Rod and Julia Usher, Alan and Terresa Warrell, Colin and Victoria Lister.

1. Approval of the Minutes of AGM 2013

Approved as presented

2. Matters Arising not covered by this Agenda

There were no Matters Arising.

3. Chairman's Report

The Chairman welcomed everybody to Sandbanks and read a message from our President and his Lady, Ray and Jan Dennet, apologising for their absents and pointing out that they founded the Association 20 years ago in Poole. They congratulated the Association for the way it has evolved and gave a "cheers from them".

The Chairman reported a good 2014 of rallies and events bringing Members together in the spirit of the Association and gave special thanks to all the Committee Members by name for their part in the successes of the year.

4. Presentation and Approval of 2014 Accounts

The Treasurer presented the Accounts and explained that he had changed the method of accounting to better reflect the cash flow. Firstly he now records the accounts on an accruals rather than cash basis and secondly reports Income and Expenses.

The Accounts are in surplus thanks largely to Annual Subscription income paid by an increase in Membership to 136 boats. Members Funds are at £7,213 (2014 £6,140).

The Accounts were approved.

5. Positions vacant

The General Secretary explained that the Committee had given much thought as to why Members were so reluctant to take on the tasks of area Social Secretaries and concluded that the tasks may have been perceived as too onerous as it automatically embraced a position on the Committee with all that implies. In future Areas will be asked to find a liaison contact who will be supported by a Committee Member until such time as they feel ready to join the Committee if they wish. Rod Cotton (cotton_rod@hotmail.com) currently holds this position. In addition Guidelines for Liaison contacts will be published. Currently Liaison contacts are sought for the East Coast and the Celtic Region.

6. Secretary Reports

General Secretary and Editor of eNEWS – John Claisse thanked all the Secretaries for their diligence and hard work in making 2014 such a success. He reminded Members to use the eNEWS (j.claisse@btinternet.com) to spread the word amongst the Membership on any topic that might be helpful such as boats for sale, unusual navigation hazards etc.

Membership Secretary – Richard Wakeham reported that Membership was up to 136 boats.

Cat-a-Log Editor – Robin O’Donoghue asked for more copy including photos. Do not be embarrassed. He also asked for budding editors to have a go at producing the magazine.

Technical Secretary – Alan Warrell was unable to attend the AGM but reported that the Technicat rallies, technical forums and libraries and suppliers lists for spare parts had helped many Members. Members raised problems with emergency tillers, hydraulic steering, access to the rudder stock, stern davits and holding tanks.

Cruising Secretary - John Claisse reported that the latest Cruising reports had been promulgated via eNEWS and will be updated as more information becomes available. The new volunteer CoastWatch stations are in operation (There are 4 in the Solent area – not all a 24hour service). They should be called on Channel 65 for routine information on local conditions and radio checks in lieu of Channel 16.

South Coast Secretary – John Crump reported that yacht club venues were becoming increasingly commercialized and requiring deposits when booking events with them. Late bookings and cancellations therefore caused problems and Members are asked to consider this. John organized a very successful South Coast Rally but had to cancel a second due to lack of support and proposed to run only one in 2015. Booking forms are already in circulation for this.

Celtic Social Secretary – Pamela Barclay is sadly unable to continue as Secretary due to work and family commitments (See Item 5 – Positions Vacant).

Social Secretary France – Joel Rogale hosted Ray and Dawn MacDonald (Polar Bear II) when they visited Cherbourg and The Channel Islands. Ray stated his gratitude to Joel who could not have been more diligent, helpful and kind to them. Joel is in the course of planning a Cherbourg to the Atlantic Coast of Brittany voyage. A meeting of those interested was held on the Sunday morning and an updated plan is attached with these minutes.

East Coast Liaison – A Social gathering took place in Felixstowe attended by 23 East Coasters and visiting Members at which opportunities for rallies and events with other areas were discussed. See Item 5 – Positions Vacant for future plans.

7. A.O.B.

A discussion took place regarding marketing material and the distribution of leaflets.

8. Date of next AGM and venue

The AGM 2016 will take place on the weekend of 27th - 28th. February 2016.

A poll of Member’s preferred venues will take place.

A ballot paper is attached. **PLEASE RETURN BY END of MAY**

There followed a fascinating talk by Doina Cornell on her families’ passage round the World starting when she was seven and her brother 4 years old and a book signing was enjoyed by all.

John Claisse, General Secretary (j.claisse@btinternet.com)

Confessional

Prompt Customer Support!

I use a lap top as my chart plotter, and run SeaPro with Vector charts as my primary chart plotter with Sea Clear using raster charts as a back up; it can also be used as a chart plotter.

Having updated the SeaClear charts to 2015, which are Raster charts I noticed they were not as good clarity as previous years and also the charts did not change scale in a step by step, missing out some scales, which were there but just not called up automatically.

So pen to paper (*actually e-mail*) I sent off a list of issues I had found with the 2015 version. I was very pleased to get a reply the same day, but the generally theme of the reply was they could not understand, and asked lots of questions about the version and issue date and when had I bought the original charts, what was my Dongle number. Thinking it would take awhile to gather the information, I decided to leave the reply until the next day.

Sitting down that evening enjoying a drink, it suddenly went through my mind that I don't have a dongle for SeaClear, but I do have one for SeaPro, oops! Yes I had sent my queries to the wrong company! But what service! To be fair to Sea Clear once I sent them the queries, they came back within a day, with the answers.

Name withheld to save embarrassment. Ed

Digital Data Beware!

I still buy the Reeds paper version of the almanac, as I don't trust the "Soft" variety, but I do have a digital version of the almanac, which is useful for planning purposes at home.

I was doing some season planning recently and I have created a programme which graphical shows the time of west and east going tides around the south coast, which allows me to select the civilised times to make passages, this programme needs to have inputted the tide times of Plymouth, which at present is a manual input. This is a potential source of error so I do check it; and I found that the spring tides were wrong with respect to the day of the month.

So blaming myself for obviously making an error in the inputting process,

I started to correct the various errors, however I got suspicious that there appeared to be a pattern, not just a straight typo.

With further investigation I found the paper version and the digital version to be at odds! I had used the paper version for my original input and had been checking against the digital version.

I contacted Reeds, who have come back confirming there is an error, copy of e-mail below:

Dear Mr Warrell

Alan if I may?

Thank you for your e-mail. You are quite correct there is a difference and I am grateful to you for bringing it to my attention. The hard copy Almanac has the correct Spring / Neap tides.

The information in the digital version has been corrupted. Initial checks show that the tidal data is correct, but the 'red' and 'blue' numbers have slipped from their designated positions. The book and database remain correct and is in front of me, but the version uploaded to the on-line server is at variance with this. It is not last years data inadvertently moved from old files. The team responsible for the digital version are investigating as I write.

I am galled by this because I have been assured that such a loss of data integrity would not happen and firmly believe that the digital version needs to be 100%. Monthly updates are applied and it should be more up to date than the Book, but not at the expense of its accuracy. We will get to the bottom of this but as yet I have no definitive answer.

Kind regards,

Perrin Towler

Co-Editor (United Kingdom and Ireland)

Reeds Nautical Almanac

Briton Cruise

A working session took place on February the 22nd, 2015, after the AGM, at Sandbanks hotel, to discuss possible points of optimisation of the Briton Cruise.

Many thanks to the attendants (*around 10 members*) to this session !

It was agreed that, due to the length of the proposed cruise, it should be envisaged that boats could join and leave the fleet as they feel convenient. As a consequence and with the same flexible approach, events ashore would be decided “on the spot”, as participants feel it. If wanted and agreed by all crews, stays in some scales could be extended.

It was confirmed that the cruise will leave Cherbourg on July 1st, 2015. On the basis of these points, the revised program is as follows :

- Tues 30/06 Meeting of crews in Cherbourg. Welcome drink, briefing
- Wed 01/07 Cherbourg to Guernsey. Mooring along a pontoon at St Peter Port, or anchoring in Fermain Bay.
- Thurs 02/07 Guernsey to Port Blanc. Mooring on a buoy or anchoring.
- Fri 03/07 Port Blanc to Roscoff. Mooring along a pontoon. One day rest.
- Sun 05/07 Roscoff to Aber Wrach. Mooring along a pontoon.
- Mon 06/07 Aber Wrach to Camaret. Mooring along a pontoon. One day rest
- Wed 08/07 Camaret to Audierne/Sainte Evette . Swinging mooring.
- Thur 09/07 Audierne/Sainte Evette to Loctudy. Mooring along a pontoon.
- Fri 10/07 Loctudy to Concarneau. Mooring along a pontoon. Final dinner together.

Participants will then decide if they sail back to the UK or if they go further South, or if they meet one week later in Le Crouesty

Additional remarks :

Members of the Association, whose boat will be in the area of the cruise at that time are kindly invited to join for as long as they wish. J. Rogale will give in time, all data allowing to contact him or locate the fleet.

For those members who would envisage “land” travel to meet the cruise somewhere in Brittany, it is reminded that there are Ferries from Poole or Plymouth to Saint Malo. Then trains from St Malo to Rennes allow to reach most main/secondary towns of Brittany from Rennes.

Last important point : J. Rogale believes that it would a good idea to have, on board of his boat (Ilkiva) one British crew, who will ease liaison with the rest of the fleet, on a bidirectional way. It is not mandatory to be an experienced sailor, but better not to be subject to seasickness. Any application you would suggest will be welcome..

Hoping that, as for the last 3 years, the weather and Neptune will be with us, and that you will be many to join !

Joel Rogale

Words Amusement

Browsing through a charity bookshop, I came across an old dictionary of sailing terms, here below is a selection of them:

Above-board

Anything which is on or above the deck is above-board. Since this usually implies that the object so described is clearly visible, the term has acquired its non-nautical meaning of straightforwardness and openness.

Account

A term used by buccaneers. While pirates made no attempt to disguise their lawlessness, buccaneers were a little more sensitive and often tried to maintain the fiction of being within the law. One way in which they sought respectability was to refer to their dubiously legal activities as “going on the account”. This phrase may have implied that if apprehended they could “account” in a court of law for their activities.

Adventure

Almost an obsolete legal term, indication that a cargo has been loaded on board a vessel with no fixed destination. Thus the responsibility for the sale of the cargo is the captain's, who is supposed to sell the cargo to best advantage, wherever opportunity offers.

Aloof

Sailing close to the wind. The expression “aloof” means to keep the luff; that is, not to let the ship face so closely into the wind that she luffs, but to keep her pointing into it closely as possible.

Amain

An old nautical expression meaning at once. The order to drop the anchor immediately used to be “let go amain!”

Binge

To binge, the operation of cleaning out a cask carried on board old sailing ships. These ships carried all their food and drink in wooden casks, which had to be periodically binged, or rinsed out.

Butchers Bill

The list of casualties on board a warship after a battle.

Ceiling

Not what it is on shore, but rather the inside of walls and floors of a ship, the planking which covers the floors and sides of a vessel.

Chapels

Grooves in masts made up of several pieces. The larger masts in the sailing ships were made up of several pieces joined together. The joining process involved the grooving of the several parts and these grooves were called chapels.

Clock Calm

A situation where the weather is completely calm, the wind nonexistent and the sea glassy smooth.

Con

To Con, to guide a ship by sight, a ship is normally steered by compass when at sea, but in narrow waters it's advisable to see where one is going. As this is not always possible from the helm position, another person is used to relay the visual observations to the helmsman, this is known as conning, in the USA to take navigational command is "to take the con".

Crusher

Victorian London slang for a policeman also the name given to those in charge of order on board ship, such as the Chief Petty Officer.

Dead Marine

A naval expression for an empty wine or beer bottle, supposedly introduced by William IV of England.

Dead Men

The untidy end of any rope not neatly or properly furled away.

Drown the Miller

To drown the miller, is to add more than the prescribed amount of water to the sailors daily rum ration.

Ekeing

The shipwright's term for an extra piece of wood joined to a baulk or beam to lengthen it. The word comes from the same distant root as does augment, meaning to enlarge and gives us the expression to eke out.

Fag End

The end of a rope which has become undone and frayed.

Fly by Night

A additional small sail used at the side of the larger square sails on a square rigger, when the wind is directly behind.

Gobbie

The British slang term for a coastguard. The term supposedly originated from the fact that for a long time the British coastguard was comprised of retired naval men who may have been rather long in the tooth, thereby the exposing an inordinate amount of gob, slang for mouth.

More to follow in future issues!

Allan Warrell

1649 and all that.

I have always been fascinated by the events surrounding the loss of King Charles I head in 1649 at the behest of an apparent commoner named Oliver Cromwell. Firstly, any monarch who loses his head can, quite rightly be accused of gross carelessness in dealing with such a vital organ in this way: conversely this East Anglian, who perpetrated the crime, could justifiably be accused of a slight over- reaction to say the least. Oliver, was a firm believer in democracy and parliamentary rights, which the king frequently circumnavigated when it suited his unscrupulous objectives.

While recently trawling through the Nauticat archives i happened to come across a document dated 1648, declaring that King Charles I had taken delivery of a new Nauticat in that year. Of course so long ago vessels were supplied without an engine, but in the event of wind failure each Nauticat delivered, came complete with two pairs of oarsmen (commonly known as galley slaves) plus large drum & whip!

Some readers may recognise the benefits of such an arrangement, being mindful of the inherent problems associated with biodiesel & corroding fuel tanks etc., but it must be pointed out that the Nauticat maintenance

manuals of the time do recommend the galley slaves be supplied at least once a month with bread & water and this didn't come cheap in 1648!

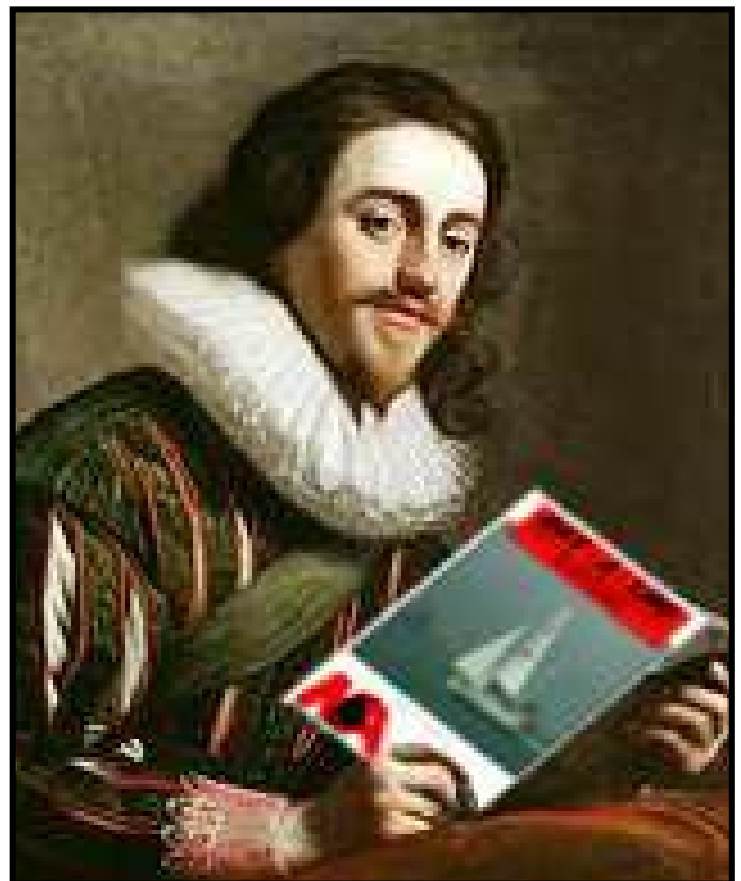
Also amongst these ancient documents was a copy of an early Cat-a-Log house magazine: indicating that King Charles did the right thing by joining the Nauticat association. A year later when this membership become due for renewal, a messenger presented the king with a reminder to that effect. Upon receiving this document King Charles flew into a rage, stating that he would refuse to pay! After all the royal purse was now virtually empty following six years of funding a civil war.

Now we come to the interesting part of the tale! The treasurer of the Nauticat Association in 1649 was none other than Oliver Cromwell, & upon receiving news of the King's response, Oliver decided he would be forced to make an example of the monarch. After all what would happen to the Association if all members adopted the same stance as the king? No more complementary burgee's for joining members; no more jokes from Maurice Owens at the AGM; no more advice regarding beating the Galley Slaves etc. etc.

The treasurer reluctantly hired an axe man assassin whom he located on google in order to dispense with the monarch: drastic action you may think, but the very survival of the Nauticat Association probably depended upon this action!

Well, dear members, now you have it: the true facts surrounding the beheading of King Charles I in 1649. Believe it or not as you will, but please consider the potential consequences of falling into arrears with your membership dues! Would you really risk incurring the wrath of our extant treasurer and submit a similar fate as King Charles I?

Rod Cotton.





The Laying up Lunch

Chichester Yacht Club
Chichester Marina
Birdham
West Sussex PO20 7EJ

Saturday 17th October 2015, from midday.

The Laying up Lunch this year will be held at the Quarter Deck function room on the ground floor at The Chichester Yacht Club.

The plan is to meet at midday for an aperitif in the bar followed by a sit down lunch in the adjacent restaurant. Adequate car parking spaces are available adjacent to the Club House.

The Menu choices are indicated on the enclosed booking form & as usual it would be appreciated if you would kindly acknowledge your attendance by email: cotton_rod@hotmail.com.



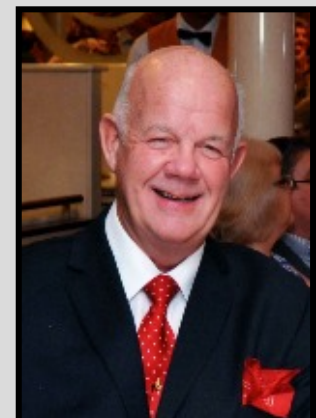
Deadline for next issue - 1st August 2015

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

or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



East Coast Rally & Social Gathering

9th / 10th May 2015

This event has been specifically planned by those East Coast Gurus, Colin Lister & Rod Usher for those members suffering from post election blues and who are in urgent need of some light relief and welcome entertainment.

Venue: Ipswich Haven Marina (for those joining by boat)

Alternative accommodation (for those arriving by road/rail) can be found close by the marina at:

- Salthouse Harbour Hotel
- Novotel
- Premiere Inn

Accommodation should be booked directly with the hotel.

Programme:

- Saturday 12.00 - Attendees meet at The Brewery Tap pub for a bar meal followed by a tour of the Ipswich Port radio & lock gate facility.
- Saturday 18.00 - Colin & Rod are hosting pre-dinner drinks on board their vessels, Tringa IV & Tenar, prior to moving across to experience a gastro meal at The Last Anchor restaurant. (Cost £27.50 per head; see enclosed booking form).
- Sunday 10.30 - Depart for Christchurch Mansion (central Ipswich) to visit the widely acclaimed John Constable exhibition.
- Sunday 13.00 - Casual dining Ipswich dockside.

NB: Those coming by sea will receive a discount on their mooring fees if booked through Colin Lister.

Please complete the enclosed booking form and return by 30th April 2015

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.

Logo



The company website may be found at: <http://www.rainbowimage.co.uk>, where it may be seen that they supply clothing as well as the embroidery and printing services. For adding the logo to customer supplied items, they would charge £4.00 + VAT.

Rainbow Images could copy the black cat original logo, but there would be a one off set-up charge of £20 + VAT depending upon the size of any initial order. For your information, it is possible to change the colour of the cat or the lettering etc to suit the base colour of the clothing used.

Kind regards

Charlotte

Rainbow Image Limited

01590 673186

South Coast Rally

- Saturday, 23rd May, HW Dover 1552, assemble at Shepards Wharf, Cowes. Dinner at the Island Sailing Club.
- Sunday, 24th May, HW Dover 1632, sail Beaulieu River. American supper on the visitors' pontoon opposite Bucklers Hard marina.
- Monday, 25th May, (Bank Holiday), walk Beaulieu along river bank for lunch and return.
- Tuesday, 26th May, HW Dover 0600 / 1826, sail Lymington. Berth at Dan Bran pontoon, dinner at R.Lym.YC.
- Wednesday, 27th May, spare day.
- Thursday, 28th May, HW Dover 0808, sail Poole for two night stay, programme t.b.a.
- Saturday, 30th May, HW Dover 0953, sail Weymouth for two nights at town quay, programme t.b.a.
- Monday, 1st June, HW Dover 1114, disperse or sail Brixham. (Depart for outer passage around Bill at 0815).
- Continuation programme in Dartmouth area to be co-ordinated by Alan Warrell!

Classified

331 Mast & Sails

- Tab mainsail furling system from Nauticat 331
- (Selden mast section E170)
- P = 10.50 m (approx)
- E = 3.30 m (approx)
- External extrusion in 3 pieces (2 x 5m and 1 x 1m) and joining pieces
- Spindle drive mechanism with furling line attached
- Internal foils in 3 pieces (2 x 4m and 1 x 3m) and joining screws
- Halyard swivel
- Stainless bracket for gooseneck (gooseneck bracket not supplied)
- Track for boom (2.2m) with car and fixing slugs
- Mainsail with UV strip at clew

The condition of the system is best described as used but for its age its in good condition. There are bits of corrosion on some of the fittings and a bit of wear on the halyard swivel but nothing really to cause any concern. The sail again is in good order for its age and, with a wash, would look pretty good.

Currently at Dartside Quay, Galmpton, Devon.

Buyer to arrange collection. No reasonable offer refused

Please contact: John Willmott 07779 153942



Classified

Nauti Lady - 1989 Nauticat 33 MKII

Hull No. 1077 British Registered

Age forces the sale of our boat after 6 great years sailing. A well maintained boat with ideal features.

Draft 1.53m Deep keel.

White (epoxied, preventative). With two heads, one in the aft master cabin en suite with vanity unit, double bed with new deeper mattress 2010.

Forward V berth with infill. Dining area seats six plus with glass fronted cupboards. Galley with four burner cooker and oven, double stainless steel sink unit and deep refrigerator. 12v lighting system. 240v ring main.



Specification

Main Wheelhouse:

- Huge chart table.
- L shaped seating new 2010 off-white.
- One single seat all deeper cushions.
- All round visibility fully curtained.
- Two separate doors plus spare running wheels.
- Full sliding sun roof with sun blind.
- Wheelhouse table.
- Steering wheel.
- VHF radio
- Chart plotter
- Navtex.
- Radar
- Engine controls
- Bow Thruster Control
- Auto Helm Control
- Ford Lehman 80hp 2,400hrs.
- Twin fuel filter system.

Rig:

- Ketch rigged with Mainsail and Mizzen both with lazy jacks (roller furred).
- Full sized Genoa and Gennaker with snuffer. New 2010.
- 35lb Plough Anchor with electric anchor winch, dual controlled.
- Kedge Anchor on aft rail.
- 3 Bladed Propeller, fully serviced 2015.
- Stripper rope cutter on shaft..
- 2 x lead acid Batteries Bosch 2010.
- Sterling battery charger.
- Webasto heating.
- Deck floodlights.
- 6 man Liferaft, serviced December 2014
- Canvas Winter Covers.
- Avon dinghy lives in engine well.
- Toilet pumps renewed 2010

PRICE: **£74,000** to include portable six arm boat cradle.

NAUTI LADY is ashore on Hayling Island

For further details or Inspection:

Telephone: 02392 465657 - Trevor Rose

Email: monicatrev@tiscali.co.uk

Classified

Sea Forge - 1975 Nauticat 33



In present ownership since 1998:

A sturdy, comfortable vessel, equipped with essentials for cruising, in which we have circumnavigated Britain from the Scillies to the Orkneys.

Accommodation - sleeps 6: aft cabin with double berth and en suite heads; forward cabin with twin bunks (can convert to double); main saloon with dining table converting to double bunk. Separate heads with washbasin. Spacious fully enclosed wheelhouse, seats 4.

Sails: Main, Mizzen, furling Genoa & Storm Jib; Covers

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2;

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex;

Fridge

Water tank: 250 litres

Legs & covers

Currently lying Ipswich

Full Survey May 2012 available

A bargain at **£27,500**

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: chris-john.harvey@tiscali.co.uk

Tel: 01508 558446 ; mob: 07858418762 / 07762265754

Classified

Mistress Mariner – Nauticat 331

Commissioned June 2004 Hull No 1235

A much loved and beautifully maintained sloop rigged pilothouse version with larger in-mast roller main, roller reef genoa and cruising chute with snuffer. No mizzen enables a large sun bimini with ample headroom.

Otherwise a standard open layout with two double cabins each with en-suite heads, 75 HP Yanmar and deep keel 1.6m draft.

£48,000 of extras supplied by Nauticat when new and since then many more extras. For sale including all kitchen equipment, bedding, cushions, charts, pilot books to West Mediterranean etc. Ready to sail away.



Additional Specification

- Bowsprit with teak catwalk
- Anchor roller
- Boarding ladder
- Seldon in-mast furling
- Furlex Genoa reefing
- 2 Harken 40 electric genoa winches
- Harken sheet winch
- Teak to cockpit area
- Stainless steel bathing platform with shower
- Extra long bathing ladder
- Electric winch
- 40m anchor chain and extra warps
- Shorepower 230 system
- Mastervolt charger
- Raymarine 600 Autopilot
- Raymarine 300 GPS navigator
- Isotemp water heater
- Webasto 3500 central heating
- Blue “Alcantara” upholstery
- Lower dining table converts to a third double bunk
- Bow thruster
- Dual controls for stop/start
- VHF radio plus hand held VHF radio
- EPIRB
- Zodiac 260 dingy with Yanmar 2.5hp
- Viking life raft serviced to 2016
- Teak folding cockpit dining table

A complete set of original instruction manuals from Nauticat

At present berthed in Club de Vela, Puerto Andraitx, Mallorca. Perfect for exploring the Balearics and the western Mediterranean. Another berth available if desired.

Price: £142,500

Contact Stephen Evans 01926632521 or stephen.evans.gc@gmail.com

Classified

India Jane - 1998 - Nauticat 39



Specification#

- Yanmar 50 Hp
- LOA 11.85 m
- Beam 3.50 m
- LWL 9.80 m
- Draft 1.90 m
- 2 x 500 Litres Water Tanks
- 2 x 350 Litres Fuel Tanks
- 3 Cabins
- Forward Cabin 1 plus extra upper berth
- 2 Double berths
- 2 Heads
- CD player
- Wind speed and direction - ST50
- Log
- Compass
- Radar - Furuno
- Rigging
- Electric main winches
- Battery charger - New 2007
- Refrigerator
- Oven
- Eberspacher Heating
- Hot water
- Microwave oven
- Shore power
- Swimming ladder
- Radar reflector
- Cockpit table
- Teak cockpit
- Liferaft

£139,000

Richard Erlam on 07770 263168

or

Email: richard@erlam.com

Classified

Nauticat 331 'Dovetale'

Launched in 2007 Dovetale was built for the current owner to a very high specification. The boat is a deep keel version, with a double berth aft with dressing table, heads and shower, forward there are twin berths, and larger heads/shower. Due to business commitments the boat has only been lightly used with only 230 engine hours recorded.



The boat comes with all makers manuals, sail covers, repairs kits and tools, all in excellent condition.

There is no gas on Dovetale as a Wallas diesel cooker and ceramic hob work beautifully feeding off the main tanks. The specification in brief; Ketch rigged with Lazy Jacks Mizzen, spare main Halyard fitted, Roller reefing Genoa and in mast roller main supported by gas strut. 60 metres of anchor chain and electric windlass. Bow boarding ladder, Davitts and bathing platform, Avon dingy included with Yamaha 2.5 outboard, which lives on it's own Pushpit mount. The external helm position has the raised instrument console housing Raymarine ST60 Speed/Log , wind, depth with an E80 plotter/radar. Extra fold down seats on the pushpit are very useful. There are also external stereo speakers (switchable).

Inside; Reading lights and ornamental lamps are fitted as is Webasco warm air heating, engine heating, calorifier. There is a Sony digital TV, with a Sony DVD/Stereo fitted. Navigation inside is looked after by a Raymarine E120 Plotter/radar, ST60 Tri data display, Navtex, DSC Radio.

All bespoke bedding made by Victoria Yachting of France much of it unused will be included.

The boat was serviced last autumn and will be ready for the season with full fuel tanks.

Asking **£180,000**

Contact:

Nigel Darken on 01279 507861 or 07545758749 or Andrew Hyland at WhyBoats.

Classified

Tringa - Nauticat 40 Built – 1985

White GRP hull and topsides with skeg mounted rudder and dual steering positions. Sloop rig with removable inner forestay. Reckmann mast and twin track furling forestay. Ford 2722e, 90hp main engine with folding 3 bladed Maxprop. Onan 7kw generator. Sleipner 8hp bowthruster.



Additional specifications

- Forward cabin with double berth.
- Single upper bunk to portside.
- Forward toilet, sink with hot and cold water, shower.
- 240v towel rail.
- 4 burner SMEV cooker with oven and grill.
- Fridge box.
- Double sink.
- Filtered water tap, hot/cold, salt water tap.
- Panasonic 240v microwave.
- Wheelhouse with table and seating to port.
- Navigation and steering position to starboard.
- Aft cabin with rare double bunk arrangement boat.
- Upper and lower bunks fitted with lee cloths.
- Aft toilet with separate shower cubicle.
- Navigation equipment
- Raymarine RL 80 CRC chart plotter/radar.
- Raymarine 2KW radar scanner. New 2013
- Vesper 850 AIS transmitter. New 2013
- Icom DSC VHF radio.
- Navtex.
- Phillips GPS
- Garmin handheld GPS with external aerial.
- VDO Logic compass, wind, depth, log, autopilot.
- JVC CD/FM/AM radio.
- R & R aerial system at masthead.
- Emergency VHF aerial on transom gantry.
- Raymarine RL 70CRC radar/plotter.
- VDO Logic wind, depth, close hauled, log
- Phillips GPS.
- External VHF speaker Suunto compass.
- Bowthruster controls.
- Reckmann fully battened main.
- Brand new Kemp Genoa.
- Brand new Kemp Staysail.
- North spinnaker.
- North cruising chute.
- North storm jib.
- Selden spinnaker pole on mast track.
- Lofrans Tigress 1000w anchor windlass.
- CQR Anchor with 50m 10mm galvanised chain.
- Teak laid decks.
- Ocean Safety 6 man life raft in canister.
- Mast mounted deck flood light.
- MOB buoy with light and flag.
- Fortress kedge anchor in bracket on transom rail.
- Stainless steel davits.
- Stainless steel aft gantry holding GPS aerals,
- Emergency VHF aerial, stern light.
- Stainless steel folding ladder on transom.

Hauled annually for wash, polish and antifouled since ownership.

New Radar scanner in 2013.

Due to be hauled in June 2014 for polish, antifouling and survey.

Currently based in the Shetland Islands

Contact – Craig Porter

Email: cr.porter@hotmail.co.uk

Tel: 01595880824

Price £120,000

Classified

Nauticat 44 – Lady Caroline – 1983

Lady Caroline is an exceptional yacht. She has had a major refit from stem to stern including significant improvements and upgrades for sailing and live aboard. She looks a lot younger than she is with many improvements some of which are:- in boom reefing, 7 hp bow thruster, Aquadrive transmission, higher spec propeller, 8 man canister life raft, E.P.I.R.B, horseshoe seating and table to aft deck, air conditioning hot or cold, large bathing platform, holding tanks, electric toilets, washing machine, microwave and fridge. Full osmosis treatment 2014.



Lying Empuriabrava, Bay of Roses, Costa Brava, one of the best sailing areas in the Med., with many beautiful bays, anchorages and marinas close by.

Berth available (*not to be missed*) berthing costs less than the UK. Contact for a complete list of works and photos. She has to be seen to be believed then you will want to own Lady Caroline

Tel: 01282 693953

Email: cpauldawson@anvic.co.uk

Web site - nauticat44forsale.co.uk

FUTURE EVENTS

East Coast Rally

9th & 10th May
Ipswich

South Coast Rally

23rd May - 1st June
Solent Area

The Laying up Lunch

Chichester Yacht Club
Saturday 17th October 2015 - from midday.

TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
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

Note: There are a range of manuals and information on the Nauticat Association Forum; paper copies available on request.