

# **CAT - A - LOG**

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



*Courtesy of The Nauticat Club Finland*



Nauticat Association Newsletter

Issue Number 63

Spring 2013

## 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](mailto: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. 63 Spring 2013

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### **Nauticat Association Group**

MMSI number is 011223344

## Chairman's Comments

After an enjoyable and successful A G M, a growing membership and, with three rallies in prospect for this summer, I look forward with confidence and enthusiasm for the future of the Association. Thanks are due to the committee members, the Social Section Secretaries and of course to the support of you, the members.

My Nauticat is tucked out of the cold weather in a shed in Germany, so I can't play with it or worry about the weather. Next Summer I will head East along the Polish coast and across to Bornholm before heading up the Swedish Coast. A family gathering in August in Sweden, means I will be out of reach of the rallies. I will be particularly sorry to miss the Celtic rally, having sailed up the West Coast to the Hebrides and enjoyed the fantastic scenery. I do hope as many members as possible will join the rallies, support the hard work of the organisers and enjoy the camaraderie after passage making.

The cold weather may have put members off winter sailing but Barry Woodhouse, who stood in for Drummond Challis at the last moment, braved the icy weather around the North of Norway before heading down through Russia to the warmth of the Black Sea. His well illustrated account kept us enthralled after the AGM. Drummond was very apologetic about his cold and has assured me, he will now give his talk about the making of the film "Riddle of the Sands" next year.

Whether sailing around the U K, in the Mediterranean or blue water sailing, I wish you all fair winds for the summer.

*Douglas Addison,  
Chairman Nauticat Association*

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Deadline for next issue - 1st August 2013

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

44 Hill Avenue, Hazlemere,  
Bucks HP15 7JU.

Photographs, including digital, very welcome



## Old Splice

I was looking through some old photos last week and wondered if your readers might like to see me finishing an eye-splice at Bridport in about 1960.

I now live aboard a Nauticat 33 at Haslar Marina and recently celebrated my 90th birthday at the Hornet Sailing Club. I go out sailing on Old Possum when I can and attend three or four rallies during the season - always solo.

Best wishes to PBO; I still enjoy the magazine!

*Maurice Owens  
Old Possum*



Maurice Owens and a monster eye-splice at Bridport circa 1960.

*Courtesy of PBO - Ed*

### Disclaimer

Neither the Organisers of any event, nor the Nauticat Association shall be held liable for any loss, damage or personal injury, howsoever caused, arising from or in connection with any event.

# Technical Support

Although fairly quiet over the last few months, a couple of things I have experienced are worth passing on.

## Outboard

I have a Mariner 4HP 4 stroke outboard, which I carry on the boat for use with our Avon dinghy; the outboard has hardly been used and was brand new when I bought the boat. As part of my winter maintenance I thought I would check it over apply a bit of grease and run it. It would not start, no sign of life, but when priming the fuel the carburettor overflowed with petrol. So I stripped the carburettor, to find the main jet and the float chamber jet completely bunged up with evaporated fuel, so it re enforced not to leave fuel in the engine for long periods of time.

## Heads Outlet Pipes

As part of my plan to install a holding tank for the aft heads, I started by disconnecting the main outlet pipe from the sea cock, to my surprise the pipe was severely restricted, see picture, so must remember to carry out more pumps to ensure its just sea water laying in the pipes. I have decided to replace the whole pipe run as opposed to utilising some of it as part of the holding tank installation.



*An article I submitted to YM.*

## Life Jacket Wake up call.

have for many years always checked the life jackets every winter, so you can imagine the surprise when checking my life jacket (*XM Quick fit automatic*) at the beginning of December, the gas cylinder fell out just as I open up the jacket. This was even more of a shock as a couple of weeks before I had been wearing the jacket in a small dinghy whilst I was removing my permanent mooring lines from a river mooring on the River Dart - not the time of year to fall in the water with few people around to come to one's aid!

The other jackets were fine I can only conclude that this happen because my jacket had been used far more this year than the others, due to a lot of single handed sailing in my first year of retirement. I plan a more regular check for next season.

## **Technical Queries**

The following queries have been raised over the summer:

### **Nauticat 44 Door Wheels**

The standard wheels we hold as NA stock did not fit this NC44. Nauticat have confirmed that as far as they know the wheel design has always been the same, though there is a possibility that a slightly different diameter spindle could have been used in 1980 but this is not known to the current production team at Nauticat.

There was a modification carried out by the USA Nauticat Association members which used a smaller spindle 3/16" diameter, someone in the past may have done a similar modification as the Nauticat wheels are made by a Finish company and only supply large quantities (*hence why we have a stock of them*).

### **Nauticat 52 Aux Generator Flexible Coupling.**

The aux generator is driven by a Bukh engine via a Centa coupling, the engineers have fitted several couplings incorrectly following the generator being reconditioned. A request by the owner sent to Nauticat for any fitting instructions, but they could not help.

From the information now held on the NA Forum, a copy of the Centa fitting instruction was supplied, along with some general information about setting up the "A" type coupling and the "M" type along with a general guide to CENTA "A" type couplings.

### **Nauticat 33 Samson Post**

On a 1977 NC33 the Samson post had severe wood rot and had broken away, owner looking for any suggestions on how best to fix.

Unfortunately, I don't have much personal knowledge of the early 33 models which had two wooden samson posts (*bollards*) on the aft deck area. This was changed to stainless steel posts when Nauticat changed to the all fibre glass cabin structure, hull number 500 in 1978.

The posts go down to the keel; to replace them will depend on the amount of internally panelling that would have to be removed to gain access.

- 1 Complete removal of post and replace with new wooden post.
- 2 Depending how far down the rot has gone it may be possible to graft/join a new section of post.

Both these will probably require a fair degree of carpentry expertise,

especially if the internal panel work has to be removed without causing too much damage. Not much help I am afraid, if you have any pictures of the inside of the aft cabin or any access panels which allows you to see the post, I may be able to help a bit more. I did ask a company in Hamble, Southampton (*who have some Nauticat experience*) if they have any experience of this problem, but they have never been involved in a NC33 of this age.

### **Nauticat 38 Cabin Window**

Glass broken in the aft cabin window, owner going to try and replace with Perspex.

### **Nauticat 33 Oil Filter**

Looking for correct Oil Filter for the 2722E engine, found that ASAP stock the filter under their own part number of 157060, probably a Fram PH8A.

### **Nauticat 33 Oil Pressure Sender**

Oil pressure sender failed on Ford 2710, which was a Motometer 5403. Unfortunately Motometer (*a German company*) don't recognise the part number 5403-1000, but have attached their current product range in case it helps, your range is 0 to 5 bar.

I replaced my oil sender a few years ago, different electrical configuration (*VDO instruments*), but the company may be able to help Furneaux Riddall, (*general electrical suppliers to auto and marine world*) Portsmouth 02392 668 621.

From the picture I see you have two terminals, it could be:

- a) An earth terminal and sender (ie body of sender not earthed)
- b) It's one terminal oil pressure warning light (*usually about .8 to 1 Bar*) and the other the pressure sender with the body being earth, the later (b) is more likely. Assuming you have a oil low pressure warning and a pressure gauge. Furneaux Riddal, where able to help and were very helpful.

### **Digital Radar**

We had a member looking for any experience of upgrading to Digital radar, any feedback from members would be useful for anyone considering upgrading.

## Tech - Ni - Cat

As reported at the AGM, following last year's successful Tec-Ni-Cat, we will be looking to arrange a similar event this year to coincide with the Southampton Boat Show, so any ideas to improve event would be welcome.

*Alan Warrell*  
*Technical Secretary*

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### Manuals Available

#### Still in Paper Form:

Perkins engine handbook                      Ford Lehman 2712 handbook  
Junkers water heater

#### On the Forum:

- Electrical diagrams for NC 33 1975
- Users Manual NC 33 1978
- Henderson Mk V Pump
- NC 33/331 Fuel tank drawing
- Capilano Hydraulic Steering maintenance and purging
- Webasto HL3003 Heating Unit operating
- SMEV cooker operating
- LAVAC Toilets
- Cleghorn & Waring Accumulator tanks
- Rinnai Water heater
- Isotherm fridge
- Morse Marine MT-2
- Warner Gear velvet drive 71c 72C and reduction gear
- Ford Lehman Operating & Parts for 4d242, 4D254, 6D363, 6D363TC & 6D380
- Philips Nav GPS
- Autohelm ST50 Steering Compass
- Raytheon Radar R40X/R41X
- Garmin Fishfinder
- ICOM M601
- Furno navtex NX600
- NECO autopilot
- Ambassador rope cutter AM5, AM10 & AM15
- Rope Stripper
- Vetus bow thrusters
- Halyard HMI Propeller shaft seal MKII
- Centaflex Coupling
- Vetus Coupling
- Aquadrive
- GEBO Deck Hatch
- Vetus Anchor Windlass
- Cayman 88 windlass
- Selden (Kemp) Reef in masts
- Rotostay
- Inflatable Dan Buoy Plastimo
- Ford Engine 2700 1970ish

# Technical Report Overview

Having taken on the role of Technical Secretary last year, I have had an interesting year, at the start, my knowledge of the Nauticat range was somewhat limited to my own boat “Jennyanydots” a Nauticat 35.

Fortunately Nauticat uses the same design and equipment throughout their range of models, also Nauticat in Finland have provide good support in trying to resolve issues and sourcing replacement parts required my members.

My knowledge base is increasing though still a long way to go in building up a more comprehensive knowledge base. It’s always helpful to hear from members how they have resolved their issues, not only for me but to be able to pass on to others via the Cat-a-Log or the Forum.

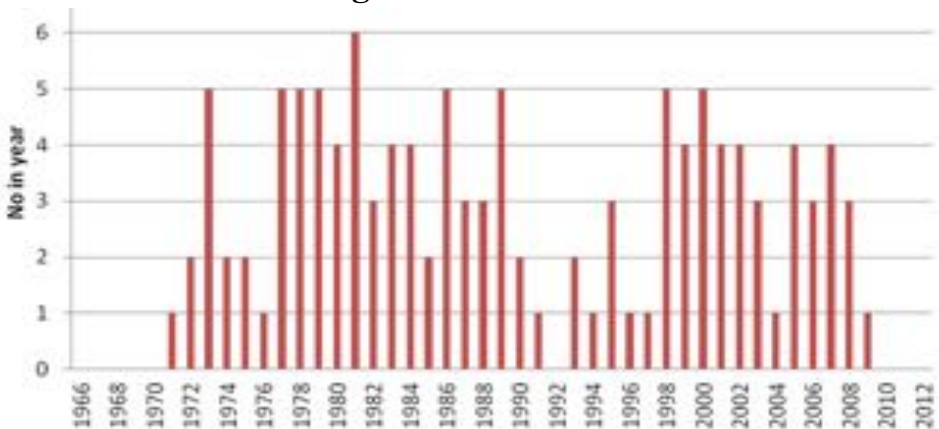
We held in September the Tec-Ni-Cat, it was Richard Wakeham’s idea, which was well attended and Richard had arranged perfect weather. This was a successful event and we will be looking to arrange a similar event this year to coincide with the Southampton Boat Show, so any ideas to improve event would be welcome.

To assist me in understanding the different models of Nauticat’s, I carried out two information gathering exercises:

## 1. Family Tree

I produced a Nauticat family tree of the different types and when they were produced then mapped the number and type of boats we have in the association, along with a view of the age of the fleet.

### Age of Nauticat Fleet



## **2. Technical History**

As Richard and Robin had made available on the NA forum electronic versions of previous Cat-a-Log's, I was able to go through several years' worth of technical articles and extracted them into a database, which has allowed me to sort them into various categories and boat types. This has provided me with a good source of information from 150 different queries from members.

### **2012 Technical Issues**

The majority of queries in the last year have been on identifying parts and finding a supplier, a list of the key queries and issues are below.

### **Nauticat Association Forum**

The NA forum has provided another source of technical information and sharing of member's experiences and knowledge; it has great potential but does require members to get into the habit of looking at the current discussions taking place. There has been some 85 discussions on technical matters, 46 where providing information and copies of manuals.

### **Manuals**

The forum has allowed us to collect far more technical manuals (in electronic format); we now have 46 different equipments information and operators manuals available to members. We still have some paper copies of the Perkins and Ford Lehman engine operators and parts manual.

### **Summary**

An interesting year which has emphasised the requirement for good supplier information, this information being one of the most useful to our members, so in this coming year I will be focusing on updating and expanding the suppliers list.

Feedback from members is always welcomed this helps in building the Associations knowledge of our boats.

*Alan Warrell  
Technical Secretary  
February 2013.*

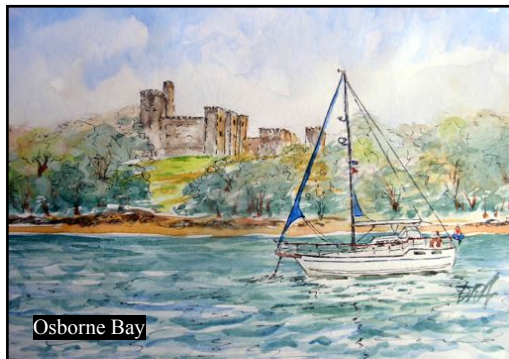
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# Galatea's Summer Cruise 2012

## Poole to Travemunde, Germany

**18th June.** I set off solo for the Nauticat rally at Eastbourne as the first leg of my cruise to the Cruising Association rally in the Baltic. I slipped my berth at Ridge at 9.05 and motored down the Frome and through Poole Harbour. The sun came out and I had a delightful sail in a SW 3-4 from Poole to Cowes and anchored in Osbourne Bay. It was good to be afloat again in my Nauticat 351.

I was awakened by rolling from a passing ship at 3.30 so got up, washed and breakfasted and set off at 05.00 at sunrise. The new Queen Elizabeth was majestically heading up the Solent. I headed out between the Castles and for the Owers, before setting the



long course for Beachy Head. I had intended to meet up with other Nauticats at Spit head at 7.00, but it was too beautiful a morning to wait. I heard Old Possum and Zarzuela on the VHF and knew that they were following. I arrived at Sovereign Marina to find a number of Nauticats all ready there. Alan and June had organized an excellent rally and a most interesting outing to Hurstmonceau.

My intention was to continue East towards the Baltic but, my elder daughter flew in with my grandchildren, so I returned to Poole. I then stayed on for my Art Club's annual exhibition.

**22nd July. Poole to Eastbourne.** Finally I got away and now had just three weeks to get to the Rally at Travemunde.

A couple joined me as I set off at 16.40 from Poole in a South Easterly 4 and had a good sail with supper on the way. After passing Hurst Castle Galatea romped along at 10 knots with the help from the tide in the Solent. The South Easterly backed and made Osbourne Bay uncomfortable so we went about for Cowes and moored to a private pontoon in the Medina.

**23<sup>rd</sup>.** We set off at 4.50 and saw a beautiful red sunrise and motored to Brighton before the breeze developed and then had a gentle sail to Beachy Head. Galatea was again locked into Sovereign Harbour at 18.15 after virtually a five week delay.

**24<sup>th</sup> June. Eastbourne to Dover.** After a very successful South Coast Rally, Galatea locked out of Sovereign Harbour at 14.00 and gently sailed with a favourable tide to Dungeness. We witnessed another glorious sunset before reaching Dover and mooring up in the tidal marina at 22.50.

**25<sup>th</sup>. Dover to Dunkerque.** I called port control at 7.45 and proceeded as instructed to head for and then wait west of the Eastern Lighthouse. After permission to leave by the Eastern entrance at 8.20, We motored towards the S W Goodwin buoy in a light breeze before crossing the very busy shipping lanes. By 17.00 a breeze had set in and we were able to sail in bright sunshine and T-shirts and shorts towards Dunkerque. We moored up at 17.50 and had an excellent supper in 'La Reserve' restaurant.

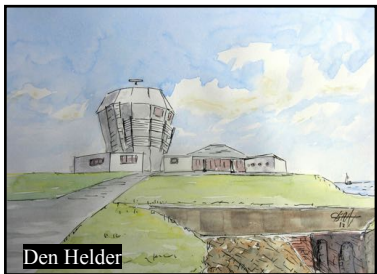
**26<sup>th</sup>. Dunkerque to Breskens.** We set sail at 7.55 heading for Breskens in Holland with the aim to completely by-pass Belgium because of its attitude to British Yachtsmen and red diesel. In a NE4 which became a NE5/6 Galatea romped along reaching 9.9 knots in gloomy overcast conditions. We avoided trawlers, a tanker and ferries heading in and out of Zeebrugge. We moored up in the large marina at Breskens at 19.40 after a passage of 75 Nm. The yacht club with its strange penguin sculpture, provided an excellent evening meal.

**27<sup>th</sup>. Breskens to Sheveningen.** We departed at 8.05 and motored with the tide at a steady 8 knots. By noon the expected NE came in and we were soon sailing well at a good 7 knots under a grey overcast sky. Visibility deteriorated as we approached the Maas. I put the radar on and discovered that our passage was blocked. There was nothing on the chart but as we got closer I realized that an artificial breakwater had been created which would protect the estuary from the SW. I reported to harbour control at 15.15 and then had to wait 35 minutes for a gap in the shipping to cross the mouth of the Maas. The tide had now turned so with full sails and in light rain we sailed to Sheveningen. This is a busy port with a large deep sea fishing fleet. I called up the harbour master and had to wait 15 minutes for a ship to come out. The marina is beyond the fishing harbour and was very full with boats rafting up. However while manoeuvring the HM spotted us and provided us with a berth. The rain was now very heavy as we made our way to one of the restaurants on the quay side.



They are in converted warehouses and full of character and a catchment for the citizens rather than sailors.

**28<sup>th</sup>. Scheveningen to Den Helder.** We set off at 9.10 in a NE4 under a grey sky and past 6 ships at anchor. Off Ijmuiden we could see way out to sea a huge wind farm. After making a good 7 knots, the tide turned and the wind lightened so we ended up motor sailing. We rounded the fairway buoy at 16.50 and called up the Den Helder Traffic Centre on VHF 62. We saw many modern warships as we entered and moored up in the KMJC Marina



Haven at 19.10.

The Port Control and Yacht club buildings are linked in a very well designed and distinctive stainless steel clad structure. The club was very welcoming and we wined and dined there while looking out over the sea and watching a wonderful red sunset.

**29<sup>th</sup>.** After a shop at the supermarket, we took the ferry to Texel and a taxi to Ousterschilde to see the incredible rally of traditional Dutch barges. The taxi driver claimed that Texel was the most beautiful of the Friesian Islands especially as it had some hills and the special breed of Texel sheep.

**30<sup>th</sup>.** Back at Den Helder we explored this character full old naval town. The Naval College buildings are most impressive and next to a large and fascinating maritime museum. There are old ships afloat in the canal alongside including an old wooden minesweeper and one of the first iron steamships, on which we had lunch. There is also a submarine on land and linked to the museum circulation.



**31<sup>st</sup>. Den Helder to Texel.** We departed at 14.50 about two hours before high water to motor across to Texel in a variable 2 and light drizzle. The main landing point is for ferries so we followed the channel markers to the marina at Ousterscheld passing many Dutch barges. There were still many left after the weekend rally. It was past closing time but a chap hiring bicycles saw us and opened up his little supermarket for us.

There is a restaurant overlooking the marina and the yacht club has excellent facilities.

1<sup>st</sup>. [August. Texel to Terschelling](#). I had to depart 2 hours before high water at Texel because it was shallow for 14 nm, so we left at 6.20 in a light breeze and hazy sunshine. At last at 09.00 we were out of the shallow channel and could ease the sails on to a beam reach. Passed two gaffers under full sail which would have made quite a picture if they could have stopped, while I painted them. We followed two more old gaffers up the channel and then put the engine on at the entrance to the harbour at Terschelling.



A harbour launch led us past an area full of old gaffers to the yacht marina, which was very full. We moored up to a raft of two and then somebody else came outside Galatea. There was little room to manoeuvre between the boats, but nobody was turned away! It was just 12.50 and we lunched in the cockpit in blazing sunshine and wearing shorts. Then sod's law, the inner most boat decided to leave ! We wandered admiringly past the many old Dutch barges with happy singing and drinking crews and into the old town. Amongst the old cottages and cobbled streets we found an old character full restaurant called "Storm", where we had an excellent meal.



2<sup>nd</sup>. During the night we had a terrible thunderstorm followed by torrential rain in the morning.

In the afternoon most of the old gaffers departed as we further explored the town and had an evening meal in a small organic café.

3<sup>rd</sup>. [Terschelling to Lauwresoog](#). The forecast was for more heavy rain and thunderstorms in the German Bight but, time was running out for me to get to the Rally at Travemunde, so we set off at 11.55 for a passage to Lauwresoog. Out at sea with choppy seas and a SW5, Galatea bowled along at up to 9 knots. By 16.00 the heavy clouds were dispersing and the sun came out. At 17.45 we could still see the very tall lighthouse on Terschelling. We past the island of Ameland and then hardened up and headed up the estuary towards Lauwresoog. In the dusk we passed to starboard some moored boats but decided to continue in the dark with a

very careful look out for channel markers which, because of the ferries, are lit. We crept into the marina and moored up between posts with the bow to the pontoon at 22.15. We had just made it with 0.5 metre to spare in the channel. There is a three metre fall of tide here, so we used mooring lines and springs on the posts and two bow lines.

**4<sup>th</sup>. Lauwresoog to Borkum.** There is a dyke and a lock leading into the internal canal system at Lauwresoog. Across the dyke there is a supermarket, marina with a restaurant On the terrace in sunshine we indulged in excellent kafe und kuchen while watching watch boating activities. The area is a national park and the canal widens into a large lake area, which is ideal for the local sailing school. The ebb ran from 13.30 and it was 10 nm to clear water. We set off at 11.40 in a S4 , and sailed down the estuary and out into the North Sea. Huge black clouds appeared and the wind backed to the NE and the rain continued.

At 15.10 with rain squalls effecting visibility, we picked out a fairway mark and subsequently to starboard, 17 yellow posts abeam to port. 2 ships were heading out and two other yachts were heading in. We monitored VHF channel 18 covering the waterway up to Emden.

English given on request, but sometimes the announcements were made in both English and German. We passed the yacht harbour with its marina which is shallow and entered the former naval harbour. Here there are the old ships quays where yachts can moor alongside. The first area we entered we touched bottom and had to reverse out. Obviously the harbour has silted up since the navy used it. We found enough water on the left side of the central Quay and tied up in 2.2 metres at 20.15. A Westerly Pentland, identical to my previous boat and which had been moored up in Lauwresoog, came and rafted alongside. It had been immaculately maintained by its enthusiastic owner. He had his wife and two teenage children on board who seemed a very able and happy crew.

**5<sup>th</sup>.** We walked to the ferry terminal where four ferries berthed, each one providing a different link to islands or the mainland. We lunched in a 19<sup>th</sup>. century railway carriage while waiting for the narrow gauge steam train to take us to the centre of Borkum. This a major holiday spa town with some fine old



buildings from the 19th century and new hotels. There is a very impressive stone bandstand where an excellent group were playing. The sand dunes and beach stretch for miles, the latter covered with hundreds of colourful two seat traditional wicker work wind break and sun shade units. We boarded the train back and headed strangely into the sidings, where a guard spotted us and stopped the train. It had already made its last journey for the day. It was a short taxis ride back to the harbour and then we walked to the yacht Club by the marina. This is a lovely old building full of souvenirs and character, and provided an excellent supper.

6<sup>th</sup>. [Borkum to Nordeney](#). We needed the ebb at Borkum and the flood in the open sea so we set off at 6.30 with very careful pilotage in the channel before raising sail and heading off into the Ritgat fairway. The marks were a long way apart and difficult to see in the choppy sea. The Pentland followed us out but then using local knowledge and with a shallower draft, took a more direct route. At 09.00 off the Osteram fairway buoy we put the engine on to manoeuvre through some shallow water. Once clear we were able to sail along in what was now a W3 at 5.4 knots. Rain set in and the wind was fickle so the engine went on as we reached the Shlucter Buoy and entered the channel. Again care was needed to follow the channel. The sun broke through for a while and then as we entered the marina the heavens opened and we got soaked. There was no time to get waterproofs as we rafted up outside three yachts at Nordeney. We had passed the lifeboat that had towed me in four years earlier when I lost power in the channel behind Memmert. Then I had been solo sailing back from Stockholm and because of Gales in the North Sea, had taken the inner route used by Dulcibella in the Riddle of the Sands. The harbour master phoned the attendant and arranged a time for refuelling at the pump on the main quay. The tanks took 235 litres at a cost of 370 Euros.

7<sup>th</sup>. It takes about 20 to 30 minutes to stroll along the coast and into the main town. It was packed with holiday makers. There is a large green area in front of the 19th century “Conversation House” and many little pedestrianised streets leading off with attractive small scale restaurants and shops and an imposing red brick Lutherin church.

The sun shone and the crowds gathered for an annual pole vaulting competition on the green. We had an excellent lunch at the “City” restaurant with tables in the street. I tried to change sterling at a bank but they said it wasn’t possible to change money on the Islands. Back at the harbour we were invited for after dinner drinks aboard Anam Cara, a 39 foot ketch

built to the owners requirements. The couple, Jon and Chris Simmons, were from Guernsey and were members of the Cruising Association .

**8<sup>th</sup>. Nordeney to Cuxhaven.** We were the 2<sup>nd</sup> in a raft of 4 boats. No. 3 was leaving at 5.15, so we got up at 4.30 and left with him at 5.30 for the 60 plus nm passage. There was a SW4/5 blowing and the shallow seas in the channel were very rough and the buoys difficult to spot. The buoys did not match the positions on the chart but this was often the case in these shallow waters and shifting sands. The sun rose above black clouds and we were doing 6 knots against the tide. By 08.00 we were out of the channel and bore away with the wind astern. The biggish seas meant that the sails were filling and flogging so I had to tack downwind for a while before I used the engine to cross the Weser Estuary. There were 10 large ships in sight all moving at a fair pace. At 12.00 we were at the Westerhill North buoy in the approaches to the Elbe. The sun came out for the pilotage up the Elbe to Cuxhaven where we moored up to a pontoon in the Yacht Club Marina at 15.25 after a passage of 60.8 nm. High water was 16.27 and 39 metres so we had carried the tide up the Elbe and arrived just before high water. It gives me a warm feeling when my passage plans turn out perfectly. We had an excellent meal in the Yacht Club and put money on a card to use and gain entry to the facilities.

**9<sup>th</sup>.** I had a shower and did 2.5 weeks washing before breakfasting on board although the fruestuck at the club was very tempting. We walked into town which has many old or restored buildings. My dongle had failed to talk to my laptop and my mobile went blank so I had the chance to buy another mobile Somewhat reluctantly I was now back in touch with the outside world. I was also able to change Sterling for Euros. I had been surprised at how few places took cards, although it stops people just racking up debt and is therefore a good thing. In the centre was a park with a restored trawler and a medieval tower. My friends left by train for Hamburg and would catch the 22.00 coach for London Victoria which would arrive next day at 13.30.

**10<sup>th</sup>.** I gave myself a day to catch up with 2.5 weeks washing and clean and tidy Galatea after riding some rough seas. I sorted out my charts for my solo sail on to Travemunde on Germany's Baltic coast and checked the tides in the Ems.

**11<sup>th</sup>. Cuxhaven to Rendesburg.** I slipped my berth at 05.00 at sunrise and motored out into the Elbe on a flood tide. Galatea reached 9.3 knots heading up to Brunsbuttel. I arrived at 08.00 and stemmed the tide for 40

minutes with three other boats in the designated area up river of the locks. There was work going on in the main lock and we had to go into the old one. The pontoon was low so that the fenders just popped out. Also there were no cleats on the pontoon, just occasional old rusty rings near the wall. I had put steps over the side to avoid jumping down but I still had great difficulty avoiding slipping and hanging onto Galatea while getting mooring warps through the rings. Oh for a crew in such situations. Once out of the lock I settled down to pleasantly motoring through the countryside in blazing sunshine.

Apart from large commercial vessels one must stay alert for the numerous little ferries that pop back and forth across the canal. Near Rendsburg there is a gondola, which crosses at low level suspended from a high structure. I passed a number of Dutch yachts heading home and one British motor boat. There are very few townships on the route so one can enjoy the countryside and wave to the occasional cyclist on the tow path. I moored up at Rendesburg at 15.00, after a passage of 47.2 nm in bright sunshine and then enjoyed a meal at a café overlooking the river, which feeds into the canal. An accordionist entertained a family party and me. Rendsburg is a delightful town with many old buildings and an impressive town hall built in 1560. It is over halfway along the canal and an excellent place to stop. Yachts are not allowed to travel after dusk.

[12<sup>th</sup>. Rendesburg to Wentdorf](#) . After breakfasting on fresh rolls from the H. M. I set off at 9.25 on a beautiful sunny morning, and heard church bells ringing as I entered the canal. I passed many large ships and one huge ship which had two tugs in attendance to help it. There were also again many Dutch Yachts heading home. I arrived at the Holteneau locks at 11.50 and moored up against an old jetty. I followed four other boats in and moored with difficulty on the port side again in an old lock with no cleats and a low slippery pontoon. There had been an announcement in German over the loudspeaker system, which I didn't understand, but I did notice that the German flagged yachts moored up on the starboard side, where the office was.

I climbed the high ladder and headed for the walkway over the lock gates. The lock keeper came out and shouted to me to return to my boat. I realized then why he wanted the yachts on the other side for quick payment, and then he could open the lock. You only pay at the Holtenau end so I wasn't able to pay.

With a N5 blowing I had a great sail in choppy seas and sunshine past Kiel and out of the bay into the Baltic. I arrived at Wentdorf at 15.30 and entered a box with difficulty in strong winds. I got a line on the upwind post. Fortunately a man saw me as I raced forward and threw him my bow line. The F5 was blowing 45 degrees to my bow. I then had to lasso the other post for my other stern line. After a passage of 73nm, I went ashore and walked for 30 minutes to the nearest village and supermarket. The path for cyclists and pedestrians wound along the edge of fields separated from the road by hedging. If only paths could be separated from country lanes and reckless drivers in the UK.

13<sup>th</sup>. [Wentorf to Heligenhafen](#). With a forecast of E5/6 I set off following the channel buoys out into the `Baltic and met some steepish seas. The wind increased to E6 with stronger gusts so it was a little rough as I beat all the way to Helingenhafen. There were a few boats around and a ferry called Adler Princess, which I had to take action to avoid. At 14.25 I moored up at Heligenhafen with great difficulty against a quay with a F6 blowing me off. I doubled up on all the lines for safety. At last I could relax and head ashore for a meal. With the wind holding Galatea off the quay, I attempted to jump the gap but my foot caught a spring rising to a post and I hit the quay with my legs. I scrambled back on board and bound my leg to stem the bleeding. I lay down until the following day.

14<sup>th</sup>. [Helingenhafen to Travemunde](#). I hobbled along to the H M 's office to pay my dues and then set off at 10.25 and with careful pilotage, headed for the channel through the high level railway and road bridge to the island of Fehmarn. This the route for trains from Berlin to Copenhagen via a train ferry. The North Easterly 5 gusting 6 provided for an excellent reach all the way down the coast to Travemunde. There were a number of large ferries heading in and out of this major port linking many countries in the Baltic. The very high tower block to the east of the entrance is visible for many mile away as a landmark and then the old clipper, the Passat, stands out on approaching the Tava with the marina entrance just beyond her.

Mike Scott saw me approaching and waved me into a box alongside his Nauticat, Condor. With a strong wind blowing, he was able to hold my bow off while I moored up. I especially appreciated the warm welcome from Mike and Jacky in view of my leg. There were 26 boats and 71 members attending the rally. Amongst the sailors there were a couple of nurses and a doctor from the Orkneys. A nurse bandaged my leg properly.

15<sup>th</sup>. The Cruising Association's Local Representative arranged for me to see the nearest doctor, who held a surgery in the local old peoples home. With the aid of a stick, I hobbled to the home, but what a home with chandeliers, a grand piano and views out to landscaped gardens. I was amazed at the place. I was injected and re-bandaged by a bright young blond doctor.

16<sup>th</sup>. I rested with my feet up in the cockpit and enjoyed visits from friends.

17<sup>th</sup>. I hobbled to Doctors and after re-bandaging, I crossed on the ferry and took a taxi to Lubeck . There I met up with the others, who had sailed up in a replica Pirate ship, Lisa von



Lubeck.. We visited the Cathedral (Dom) St.Marien with its amazing astronomical clock, enjoyed a reception at the Rathaus and had dinner in the Shiffersgesellschaft, the ships' Captains' Guild, dating from the 16th. century

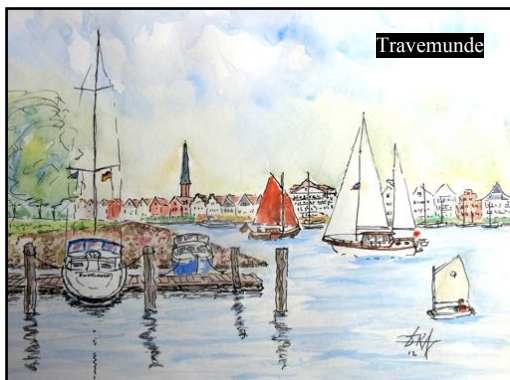
18<sup>th</sup>. While getting out of my bunk and carefully putting all my weight on my good leg, the heel slipped and I banged my spine. The Scotts on Condor (Nauticat) got the doctor (C A member from the Shetlands) who gave me some strong painkillers. He said that I had bruised my sciatic nerve as well as straining the muscles and tendons in my leg, hence the pain went from my neck to my toes. I sat with my legs up for the rest of the day with friends popping in often with goodies. One friend went to the local little supermarket for me.

19<sup>th</sup>. The Rally dinner was on Sunday aboard the Passat, a four masted barque. It had raced the Cutty Sark in the grain and tea races from Australia and the Far East. It was still afloat and in incredibly good condition. With the aid of two sticks and a lift around the marina, I was able to enjoy the evening. Talented sailors entertained with acts, songs and a sing-a-long with ukuleles.

20<sup>th</sup>. It was Monday so I set off again to the old peoples' home, but now using two sticks. The Doctor wasn't there, so I crossed by ferry to the main town and was fully examined by another young slim, blue eyed and fair haired Doctor. The pain seemed to ease miraculously. Following X-rays in the local hospital, I returned to the Doctor with a CD of my bone structure.

She couldn't see any indication of bone damage, so just re-banded my legs and prescribed some stronger pain killers. Once I was back on board Galatea, friends came round with home made marmalade, cakes and even home made soup. After I convinced them that I would be fine, they all departed, heading for a variety of destinations around the Baltic. I settled down for two weeks of recuperation. I read five books, did numerous crosswords, sketched and dined in the cockpit, while watching the passing boats on the river. I was comfortable with my feet up. Enforced idleness is something perhaps I could learn to enjoy.

31<sup>st</sup>. I took the ferry to see a chiropodist as I couldn't reach anywhere near my toes. I recognized Beethoven's 5th. on entering and was well entertained. I learnt later that while my toes were being dealt with, Condor had returned and Mike and Jacky were puzzled to find Galatea deserted.



1<sup>st</sup>. August. I had contacted a couple of friends and they arrived for some gentle pottering and to help me sail Galatea to Fehmarn, where I intended to lay up as there was no way I could continue with my sailing plans. I was ready now to fly home.

2<sup>nd</sup>. We gently motored up to Lubeck, where we had to wait for the bridge to open before mooring up to a pontoon by the old town. My friends enjoyed exploring this old Hansiatic port.

3<sup>rd</sup>. We set off at 8.55 hrs. and motored to the bridge and pottered around until 09.30. The bridge failed to open so we had to return to our pontoon to await the 12.30 opening. This provided an opportunity to stock up at the supermarket and to enjoy kaffe and kucken. At 12.00 noon we slipped the pontoon and headed back to the bridge, where we made it clear that we were waiting for it to open. We passed through the bridge at 12.30 and motored in a slight drizzle down the Tava to Travemünde. To avoid having to use the ferry crossing from the main marina, we moored up by the town centre between posts and bow to, but with great difficulty at 14.35. The river was flowing quite strongly across the box. We had a rough night caused by the wash of the passing ferries and coasters.

3<sup>rd</sup>. I enjoyed one more visit to the doctor before we set off for a days sail to Fehmarn. We left at 09.50 and had a great sail in a NW5-6 along the coast and across to the island. As we approached Burgstaaken, old barges were leaving with crews singing and flags flying after an old gaffers rally. We moored up at 17.06 hrs. in the marina, which is about 20 minutes walk from the old town of Burg auf Fehmarn.



4<sup>th</sup>. We motored to the quay outside Weilandt's chandlery where the mast was removed. I had to winterise the engine in a panic before Galatea was lifted out by crane. My friends left by taxis to catch a train, while I sorted the boat out as best I could, handicapped as I was. I then loaded my gear into a taxis and headed off to the little airport at Lubeck. Surprisingly I was questioned by the police and had my luggage carefully checked. I then boarded a little plane for Bournemouth and was relieved to be collected by Judy.

### Epilogue:

On return I visited my doctor with a note in German, which he found incomprehensible. He then prescribed enough painkillers to last 3 months. After 5 months of physiotherapy, the nervous spasms have virtually gone so roll on next summer.

Two weeks after returning, I received an email from a Dutch friend showing Galatea in the shed next to their boat at Weilandt's yard.. I could relax now knowing that Galatea was safely tucked away for the winter.

*Douglas Addison,  
Galatea of London,  
Nauticat 351.*

## The 'Ladies' Special Trip

Alan and David his friend and ever ready crew, simply love sailing. They are always eager, willing and ready to go whenever the opportunity arise to take Gentrice out on a trip. I guess the biggest disappointment is that their 'Ladies', that's me and Dave's wife Val, do not share their enthusiasm for bobbing around on the ocean waves. They are forever dreaming up reasons why we should join them on their next trip, whilst Val & I are forever dreaming up reasons why we can't make it. Of course it makes us 'Ladies' feel guilty at times and that's probably why, on the third week of last August, we agreed to go on what the boys described as the 'Ladies Special Trip'.

David & Val had already made arrangements to spend a week with us on the Isle of Wight during August, so when they arrived on a beautiful sunny Monday afternoon the boys told us of their plans. Alan and David promised us we could choose where we wanted to go and that we could return home whenever we wanted. They would take us out for a meal every evening and as the weather forecast looked promising it should be great sailing. We spent the rest of Monday planning our trip. I suggested Weymouth as it was a reasonable distance, not too far, not too close and the mooring in the harbour was easy plus there are great shops & restaurants and many places to see. Val agreed as she had always wanted to visit Weymouth. It was then pointed out by the boys that the wind was blowing in the wrong direction and the tides were wrong but they added, a promise is a promise and if we were happy to go to Swanage first we could stop there for a night then go to Weymouth on Wednesday afternoon. We would stay in Weymouth on Thursday and return to Yarmouth on Friday, sounded good so we all agreed. We ate aboard Gentrice that evening as I had already prepared a meal; tomorrow we would stock up and set off to Swanage about two o'clock in the afternoon.

Tuesday morning arrived rather cloudy and grey but the forecast was for sun to come out later. As we left Yarmouth the wind began to increase, nothing nasty just a three to four. The Solent was rather bumpy because we were sailing against the wind and the promised sun failed to appear but we got to Swanage around 5.30pm just as the wind began to increase further. The boys took Gentrice as close to the shore as they could before dropping anchor. It took some time getting a good grip so by the time we got settled in none of us felt like going ashore. Val and I decided we had just about enough provisions on board to make a reasonable meal for that evening so

the restaurants would have to wait till Weymouth. Before we went to bed Alan and David listened to the weather forecast. Tomorrow Wednesday, sunny with wind 4/5 maybe increasing 6, Thursday sunny, 5/6 possible gusts of 7, Friday gales and heavy rain. Alan took one look at my face and said 'Don't worry we'll be back in Yarmouth by Thursday evening'.

That night I lay awake listening to the wind getting stronger and stronger. It howled through the rigging and as the boat moved from side to side on its anchor chain it made loud bangs and grinding sounds. When it began to get light I decided to get up and make a cup of tea. I crept into the galley trying not to wake Val & Dave but Val was already awake looking worried. 'I haven't slept a wink' she said. 'What with that dreadful noise from the anchor chain, the howling wind and something has been rolling about on deck driving me crazy'. As we sipped our tea I suggested to Val I was thinking of asking Alan to go back to Yarmouth instead of on to Weymouth, pointing out that we wouldn't get to Weymouth until late afternoon and have to leave early Thursday morning to get back to Yarmouth by the evening. 'I am so glad you said that' replied Val. 'I know the boys will be disappointed but I would rather go back to'.

I took Alan a cup of tea and told him what Val & I had discussed. If he was disappointed he didn't show it, but simply said OK. When David woke an hour or so later Alan explained what we wanted to do. David did look disappointed but quickly pointed out we should make a move soon to make sure we caught the tide through Hurst Point before it turned. So it wasn't long before the engine was started and David began to lift the anchor. Problem! The anchor rose so far then stopped. After several attempts, with Alan manoeuvring the boat around to see if it helped, we realised that we were well and truly caught on something. Whilst all this was going on I noticed that moored up against the nearby pier was a fairly large boat with several men boarding and these men were beginning to don diving suits. I suggested to Alan that perhaps they might be able to help us. Alan and I got into our dinghy and made our way across to them. After we had explained our predicament, the guy in charge didn't seem at all surprised, telling us that there were many chains, wires and concrete blocks on the bottom of Swanage Bay that often anchors got snared. He explained to us that the divers had a job to do out at sea but would be returning to Swanage in about two hours, maybe sooner and would be happy to help us then. David was a little concerned that if we had to wait two hours it was likely we would miss the tide through Hurst Point. He suggested it might be

better to spend the night in Studland Bay or Brownsea Island where it would be more sheltered. I had to remind the boys that we had no food on board and there were no shops or restaurants at Studland or Brownsea; we would have to go ashore now to stock up the larder.

Alan, Val and I went ashore leaving David on board to ‘Anchor Watch’ as he jokingly remarked. It didn’t take us long to get the supplies, but as we returned to our dinghy we noticed something very strange about Gentrice. She appeared much closer to the pier and extremely close to a couple of power boats that had been moored originally a fair distance behind us. Suddenly Gentrice began to move, shooting quickly away from the pier and the two nearby power boats. Then she began weaving swiftly between the other moored craft and buoys that filled the bay and headed out to sea. We clambered into our dinghy as quickly as we could, with Val abandoning any idea of keeping dry, she pushed the dinghy off the beach and into the water. Alan started the outboard and soon we were whizzing across the bay in hot pursuit of our disappearing boat. As we headed out to the centre of the bay we could see Gentrice had turned and was coming back towards us. Still going at quite a speed Gentrice made a wide sweeping turn in front of us and slowed, enabling Alan to bring the dinghy up astern and grab the rear boarding ladder. Val, I and the shopping managed to get on board followed by a very puzzled Alan. ‘What happened’ he asked. David explained that he had been in the wheel house trying to set the Garmin up when he had glance up to see he was almost on top of the two boats that had been behind, we were also getting dangerously close to the pier. He realised that the anchor had somehow freed itself and Gentrice was being blown by the strong wind into real peril. All he could do was start the engine and get away from everything as quickly as possible. Speed was necessary to get momentum and he thought it would be best to head out of the bay to gather his thoughts and get his bearings. Then he would come back, find an empty area, potter around and wait our return; I guess that made David the hero of the hour. If he hadn’t been on board and got Gentrice safely away from the pier etc, it could have ended up as a very expensive insurance claim.

Once we had sorted ourselves out and Val had changed into dry clothes, Alan decided to head for the Solent. He was convinced we could catch the tide at Hurst, but it would be tight. We now had the wind behind us so out came the sails and with the help of the tide and the engine we headed towards the Isle of Wight. The journey was horrible. The sea was rough,

not for the boys, but for Val & me it was very uncomfortable. The boat was rising to the top of the waves then dropping into the troughs, yawing sharply from port to starboard. All four of us were in the wheel house as going on deck would have meant a complete soaking for all of us. Alan & David stood hanging onto the hand holds watching the instruments and keeping Gentrice on course. Val & I sat at the table holding on tightly so as to remain seated. At one time Val made the mistake of releasing her grip and ended up sliding off the seat and disappearing under the table. Another time when she needed some fresh air she stood up to make her way to the open cabin door, the boat lurched and she was propelled forward straight into David; the two of them ended up on the cabin floor, bowled over like a pair of skittles. All this adding to the collection of bruises Val was accumulating.

Things improved as we entered the Solent and by the time we past Hurst Point the sea was much more benign. David, who obviously wanted the trip to last as long as possible, suggested we went into Lymington instead of returning to Yarmouth. All of us thought this was a good idea but I was a little concerned about getting a mooring. David assured me there were plenty odd buoys we could use if we couldn't get onto the pontoon. As we approached the entrance to the Lymington Channel, the boys took in the sails. The jib just wouldn't furl up properly. The strong wind seemed to be swirling around in all directions, so it ended up, after a few attempts, being put away like a skein of untidy knitting wool. The mizzen proved just as difficult and kept jamming and when finally stowed the boom came detached (*another repair this winter*).

As expected when we arrived at the Town Quay it was full. So began the next fiasco of the 'Ladies Special Trip'. Now these mooring buoys are large, very, very heavy and low in the water. Gentrice's decks are high and although we could reach the mooring eye on top of the buoy with the boat hook easily enough, we couldn't lift the buoy or reach down far enough to thread the rope through. Alan was struggling to keep alongside the buoy and away from other boats, but the wind was strong and making life difficult. Suddenly, as the boat was forced away from the buoy, the boat hook was wrenched out of my hands before I could release it and went floating away. David realised the only way to get the rope onto a buoy was to get into the dinghy and take the rope to the buoy. It took a while to get the dinghy released and going, meanwhile Alan was struggling to keep our boat from hitting other boats. Val & I heard a shout and noticed a man in

a dinghy coming towards us waving our boat hook. He then took our bow rope, after Val had fluttered her eye lashes and given one of her sweetest smiles, and tied us to one of the nearby buoys. David was still having a problem. Holding onto a buoy, he would wait for Alan to bring Gentrice near, I would throw him the stern rope. Then as he let go of the buoy to catch the rope the wind would take him away from the buoy and we would have to start all over again. Eventually, after several tries, the stern rope was attached. It was then we heard a few cheers and a ripple of applause and realised we had been entertaining quite a number of people watching from the shore. Sheepishly we acknowledged our audience with a wave and made ourselves a drink, tea for me, something stronger for Val and the boys. When evening arrived we sat on deck and enjoyed the meal we had purchased earlier that day. The sunset was beautiful and the wind died slowly away.

Next morning we were woken by a number of ducks quacking loudly and pecking the side of the boat. It was a lovely bright day and we all enjoyed the melon which had been rolling around the cabin floor the day before. Alan then took Val and me ashore so we could indulge in some really serious window shopping whilst he went off to the nearby chandlery to purchase a boat hook that threads itself onto buoys as if by magic.

It was decided to make our way across the Solent about one o'clock so as to arrive at Yarmouth at slack water. This was because getting onto our permanent moorings isn't easy when a tide is running due to the difficult currents found there. We slipped out of Lymington, unfurled the jib and slowly made our way across to Yarmouth. The sun was shining, the wind slight and the water calm; it was a really pleasant and enjoyable crossing. As we approach the entrance Alan took in the jib, which furled away beautifully this time, and pulled up against the fuel pontoon. Val & I left the boat and walked to our permanent mooring as I thought it would be easier to catch the ropes from our pontoon. Besides waiting for the boat to fill up is boring and Val & I wanted to stretch our legs. We had hardly reached our pontoon when I noticed Gentrice was on her way to us. Alan brought her in beautifully and David handed us the ropes. As we were tying up I commented to Alan how quick they had been. 'That was because we didn't take any fuel on board' he replied. 'We couldn't undo the fuel caps, they have completely seized; another job for the winter'.

That evening Dave & Val treated us to a lovely meal in The Bugle Inn, so I guess you could say that Thursday was a pretty perfect day.

Friday arrived with a vengeance. The promised heavy rain and gale force winds trapped us on board, for going outside meant a complete soaking. The time wasn't wasted though. Val had a burst of cleaning energy. She turned out every draw and cupboard, organising all Alan's tools and spare parts, then tackled all the brass bits, polishing away till everything gleamed like gold. Alan & David did all those little jobs. You know, the ones you keep saying you must do but never quite get round too: mending light switches, repairing dodgy instruments, getting the windscreen wipers to work properly etc. As for me, well I made endless cups of coffee and worked really hard trying to finish the Telegraph crossword. That evening the rain eased off just enough for Alan & me to make a dash to the Fish & Chip shop for our supper and very nice it was to.

Saturday arrived with the sun glistening on the rain soaked roofs and pavements and the wind, once again quiet. We waved Val & Dave off on the ferry then went back to Gentrice to tidy up and remove all the dirty washing and left over provisions. Then locking up our Nauticat we returned home to our cottage.

Had our special 'Ladies Trip' changed my mind about sailing? Did I feel more inclined to join Alan when he fancied going to sea? Well I guess not. I am still a land lover at heart. But who knows. One day I may go on a trip when the sun is shining, the sea is like glass, the wind gentle and no problems rear their ugly heads. It hasn't happened yet but who knows, they say miracles can happen.



The 'Ladies' Val & June



The 'Boys' Alan & David

*June Langmead - Crew of Gentrice*

## AGM - The Chine Hotel, Boscombe

**T**his was a new venture, an AGM in a South Coast Hotel. I have been a member of the Association for fifteen years so have been to many venues for our AGM. In the early days we went to the middle of the country, Crick in Northamptonshire just off the M1, on the premise that the travelling distance would be fair for everyone; it worked well but the motel wasn't great so we moved on. For several years we went to Bristol, very good and then Windsor, also good. The committee has always felt that it is good to offer a venue with additional interest apart from just 'The Meeting' - as exciting as it is.

So back to 2013 and the AGM at The Chine Hotel Boscombe. I was at an advantage as I know this hotel very well. Over the last twenty years Lyn & I have come here with a group of friends every May so I felt the Nautical Association would enjoy this venue. We're boat people and The Chine is on the South Coast looking out over Christchurch Bay with the Isle of Wight to port and Old Harry Rocks and The Purbeck Hills to starboard. It was a shame it was such a wet and misty weekend as the assembled members couldn't benefit from the stunning views.

Eleven of us arrived on Friday where, after settling in to our 'Sea View' rooms and a drink at the bar. we enjoyed dinner together in the main restaurant. Saturday saw the arrival of everyone else making a grand total of thirty seven for the AGM. Nothing contentious arose at the meeting, the committee must be doing a good job and we certainly have a lot planned for the coming season. After the formality of the meeting we were suppose to enjoy a talk about the making of the film 'The Riddle of the Sands' from the producer, Drummond Challis. Unfortunately Drummond had contracted flu and was unable to attend but did manage to arrange, at very short notice, a replacement in Barry Woodhouse. Barry is an experienced sailor who had piloted his sailing yacht from The White Sea at the top of Russia, all the way down the Volga into the Black Sea and Istanbul; an inspirational talk.

We all retired to our rooms, in my case for a siesta and then met for dinner at 19.30. The Chine had put us in The Garden Suite, a perfectly sized room for the number of attendees overlooking the gardens and outdoor pool. The dinner was excellent and of course we were entertained, as is to be expected now, by our 90+ year Old Possum, Maurice Owens.

So successful was the venue that with common agreement we are booking again for next year. *Ed*



## Will we be ready for Launch Day ‘Jennyanydots’

This winter, was a “boat out of water” one, with an ambitious plan of work, starting off by removing lots of bits to take home for some TLC, (*tender loving care*). As I write this article I have 6 weeks left to launch day, will I be ready, especially as I survey the garage and look at the pile of boat bits. These include: the prop shaft, flexible coupling, stuffing box, cutlass bearing, rope cutter, backstay rigging screw, sails, fenders, mooring lines, inflatable dinghy and two outboards!

The most daunting of the tasks is illustrated below, a mass of bits which may one day appear again as a Mariner 2HP outboard.

This started during the summer when the outboard, which I use to get across to our mooring on the River Dart, for twenty years has been very reliable, always starting first time, but I had several instances when it was not co operating and on one occasion not wanting to start, even with a brand new spark plug. As its last major service was about 8 years ago, I added it to the list of jobs. As I took it apart it transpired that it required more and more TLC, the water ways were all bunged up and the top oil seal was worn so oil was getting into the magneto and hence the contact breaker thus causing the staling problems. The lower end of the outboard also reviled that the oil seal from the drive unit had gone, so instead of oil in the drive it was full of water.



The biggest problem was now sourcing the bits for a 25 year old outboard, I found a very good supply of the full range of bits, but there are a few bits which are now obsolete and no replacement parts available, so as I write this I still wait for a new water pump liner which is key before I start the rebuild.



*(Parts purchased via Rib Marine an outlet for E P Barrus, they do Yanmar bits too.)*

The winter projects which I mentioned in the last Cat-A-Log are progressing as follows:

**1 Antifoul.** Symblast turned up in early December and blasted away many years of antifoul, then on another visit they sanded the hull.



Symblast have just found a weather window and the coppercoat is now applied, so at least I can cross antifouling off the to do list!



**2. Prop Shaft Rumble.** I started off by removing the prop shaft complete with propeller and then with a homemade extractor tool, two bits of steel pipe bought on e-bay and a threaded bar from B&Q I extracted the cutlass bearing. Then not so easy was the removal of the flexible coupling, along with the stuffing box and the rubber flexible tube.



Having got all the bits home the flexible coupling, was as I thought a Nauticat made one, so faced with changing it for a Vetus (£450) one, which the rubber bushes cost about £20 to replace or re-

furbishing the Nauticat one, the Nauticat price for a set of bushes was £110. So I have gone with the original Nauticat one. The cutlass bearing from a NC 35 is 115mm long the standard size is 120mm long, the previous bearing had had been sawed off when in situ, as I bought the replacement from Countrose gearings they cut to size at no extra charge. The rubber connecting tube I have also replaced as a precaution, although the original one looked in good condition. So I am now ready to put it all back.

3. **Holding Tank**, the design is complete and the parts bought from Tek Tanks, who checked out my design as part of their service, I still have a few detailed installation problems too sort, but it's mainly down to fitting "me" into awkward places to fit the pipes and valves!

4. **Maintenance**, The list is starting to reduce although the boat still looks like a boat jumble, with bits spread around, mainly due to having to rummage around to find that spare you know you have bought but can't remember where you put it! I am sure there will be the normal list of things I don't get to do, which will be carried over to the "Do during Season" list, the same one as the last few years.

So 6 weeks to go to launch day set for 13.30 17th April, will let you know how I get on in the next Cat-a-Log.

*Alan Warrell*

*Jennyanydots*

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## Cruising Secretary's Report Planned Cruises and Rallies

<u>Dates</u>	<u>Event</u>	<u>Location(s)</u>
8 <sup>th</sup> / 9 <sup>th</sup> June <a href="mailto:pamela@endura.co.uk">pamela@endura.co.uk</a>	Celtic Muster	Loch Fyne
10 <sup>th</sup> / 14 <sup>th</sup> June <a href="mailto:claisse@btinternet.com">claisse@btinternet.com</a> .	Cross Channel	St. Vaast, Cherbourg Channel Islands
15 <sup>th</sup> June <a href="mailto:j.claisse@btinternet.com">j.claisse@btinternet.com</a> .	S Coast Rally	Lymington
22 <sup>nd</sup> - 29 <sup>th</sup> July <a href="mailto:ta.warrell@btinternet.com">ta.warrell@btinternet.com</a> .	W. Country Cruise	Brixham/Dart/Plym.
13 <sup>th</sup> - 22 <sup>nd</sup> Sept <i>(To coincide with Southampton Boat Show)</i> <a href="mailto:ta.warrell@btinternet.com">ta.warrell@btinternet.com</a> .	Technical Rally	Solent
26 <sup>th</sup> Oct <a href="mailto:robidonoghue@aol.com">robidonoghue@aol.com</a> .	Laying-up Lunch	Cowes

## **COASTGUARD 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.

## **RED DIESEL ABROAD**

There is no change from last year regarding the use of red diesel in Dutch or French waters provided receipts as proof of duty paid in the UK are available. In Belgium the risk remains but the RYA is not aware of any fines issued by them in 2012.

It is recommended that receipts are marked “duty paid” by the retailer, the date of purchase and engine hours are entered in the log and do not carry any red diesel other than in the main fuel tanks.

## **KEEPING IN TOUCH**

Nauticat Association Group MMSI No. 011223344

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](mailto: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.

*John Claisse*  
*ZARZUELA*



# Celtic Muster 2013

Saturday 8<sup>th</sup> June/Sunday 9<sup>th</sup> June

Portavadie Marina, Loch Fyne - +44(0)1700 811075

<http://www.portavadiemarina.com/>

- Set menu and favourable deal on berthing
- Board room booked for holding the speeches
- Various levels of accommodation are available for different budgets for those not arriving by boat

## Saturday

Meet up at Portavadie Marina

Drinks and get together on Saturday evening at 5pm with talks from:

- Mike Dixon – experiences from blue water cruising
- Representative of Portavadie Marina – the story behind the project past, current and future developments and community involvement
- Meal in restaurant upstairs.

## Sunday

- Possibly early morning trip over to Tarbet to pick up some seafood direct from the fishermen at West Loch Tarbet.
- Day sail up to Otter Ferry (*they may have the new facilities open by then*), Loch Gair, or one of the anchorages up that way with BBQ aboard a couple of boats weather dependent
- If weather is a problem we may be able to arrange a tour of Tarbet Castle by one of the locals who has driven the restoration project there.

## Accommodation options for those not arriving by boat

### Portavadie Marina

Rooms, Cottages, Bunk rooms  
+44(0)1700 811075

<http://www.portavadiemarina.com/>

### Wellpark Hotel

Tighnabruaich 10 mins from Portavadie Marina  
+44(0)1700 811921

<http://wellparkhotel.co.uk/en/>

### Kames Hotel

8 mins from Portavadie marina by taxi  
+44(0)1700 811489

<http://kames-hotel.com/>

### The Royal An Lochan

Tighnabruaich 10mins from Portavadie Marina  
+44(0)1700 811239

<http://www.theroyalanlochan.co.uk/>

*If you are interested in coming along could you please contact [pamela@endura.co.uk](mailto:pamela@endura.co.uk) by end April.*

# 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 cabin 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 **£159,950**

Contact Mrs Barbara Matthews

Telephone 01420 82738

[e-mail-ancientm@hotmail.com](mailto: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 “Liveaboard” 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: **£139,500**

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

# 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.



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](mailto:cpauldawson@anvic.co.uk)

# FUTURE EVENTS

## **Celtic Region Muster**

Portavadie Marina

Loch Fyne

8th & 9th June

## **Cross Channel Cruise**

8th-14th June

## **South Coast Rally**

15th & 16th June

## **West Country Cruise**

27th July - 2nd August

# 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 Nautical Association Forum; paper copies available on request.