

CAT - A - LOG

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



John & Jean Crump's Tackleway en route across Christchurch Bay



Nauticat Association Newsletter

Issue Number 67

Summer 2014

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. 67 Summer 2014

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Chairman's Message

I have been sailing solo along the Swedish coast and moored up at Figeholm, a pretty tiny harbour, just about ten miles from where two of my grandchildren are to be christened. I sketched the view from the cockpit of my Nauticat 351 before contacting my younger daughter's relatives.

The weather has been unusually mixed with very bright sunshine, variable winds and the occasional thunderstorm. On more than one occasion I have reefed right down in a force four in order to slow down and arrive after the thunder storm had moved away from my destination.

I left Burgstaaken in Germany a week after fellow members Mike and Jacky Scott set off for Rugen, and so missed them.

When I return in September I am looking forward to meeting some new members, and hearing about members' summer cruises, and about the rallies in Scotland, England and France.

I wish you all fair winds for the remainder of the season.

Douglas Addison,



South Coast Rally – June 2014

“We better switch on the navigation lights”, I said as the heavy rain killed visibility over Ryde Middle Bank and we were surrounded with similar points of light from three or four other boats. It was not a promising start to our early summer rally in the Solent area! But things could only improve – and dramatically improve they did. By mid-afternoon on Saturday 7th



June, Yarmouth harbour was basking in sunlight and a light south-westerly breeze as seven Nauticats arrived to raft out from the red pontoon, TAIVA being dressed overall!

AUTUMN DREAM, skippered by Robert Jessop, had come by far the greatest distance, having left her berth at Dover on the previous Wednesday morning. In addition, Alan Langmead’s GENTRICE was already at her base in the harbour. A flying display by The Red Arrows over Lymington raised the curtain on the rally with 18 skippers & crews enjoying drinks on the pontoon, hosted by Jean & John Crump from TACKLEWAY. We were thus prepared to migrate to the splendid premises of the Royal Solent Yacht Club for more drinks on the balcony overlooking the length and breadth of the Western Solent before partaking of an excellent dinner.



Sunday morning dawned sunny and warm, just right for our gentle stroll to the Red Lion at Freshwater and lunch-time fare in its garden. Brent & Carole Strickland arrived in SMOKEY CAT, and Clive & Stephanie Cole from TARA swelled our numbers for the evening BBQ on the Sandhard Spit, and helped to evaluate the comparative merits of various makes of disposal packs – the more expensive were not necessarily the best!



The weather forecast for the Monday was excellent but not so good for our intended plans for the following day. So flexibility was the keyword, resulting in a decision to head directly for Weymouth.

TACKLEWAY, ZARZUELA, OISIN, TAIVA, SMOKEY CAT & AUTUMN DREAM all caught the early morning ebb down the Solent. With no firing from the Lulworth range, most of us made rapid passages to arrive at the town quay in time for a late lunch; TAIVA took her time to allow John Skidmore and his crew to lunch in Lulworth Cove. Around two hours later though, much excitement greeted the arrival of lone sailor, Maurice Owens, in OLD POSSUM who had sailed direct that day from Gosport. His rapid approach to berth outside AUTUMN DREAM was a clear demonstration of purpose and efficiency – and certainly merited another pontoon drinks party! The local fish & chip shop was agreed for a supper appropriate to a major trade of the port.



Tuesday morning saw most of us exploiting our bus passes to visit the strategically placed Heights Hotel on Portland, our visit being enhanced by the nearby local market. Maurice though had by then met several local friends and arranged a visit to the prison, which now apparently also serves as a tourist venue!

It was later some considerable relief to the rally organiser that a local bistro owner was able to stand-in for the defunct catering staff at the Royal Dorset Yacht Club to afford us the planned supper there.

For most of us the return passage from Weymouth on Wednesday morning was uncomfortable. With little wind from astern, we rolled across the lumpy bay to round St Alban's Head before firing was due to start. Once round Anvil Point, all was quiet again but TACKLEWAY was the only boat inclined to anchor as proposed in Studland Bay. Instead, four boats headed for lunch in Poole Harbour, South Deep, while OISIN sailed direct to Poole Quay Boat Haven. OLD POSSUM waited for the mid-day tide to return direct to Gosport, thus releasing AUTUMN DREAM for a similar later start for Poole.

That evening while OISIN and TAIVA enjoyed the attractions of the shore life, four boats lay peacefully to buoys in the Wych Channel to join them the following afternoon in time for another party, this time hosted by Robin & Lyn O'Donoghue in OISIN. Clive & Stephanie Cole joined us again, having come direct from Yarmouth. Oh! it was a hard life!



TAIVA had unfortunately to leave the rally on the Friday, before a 10 minute passage took most of us around to Poole Yacht Club, where Ray McDonald and crew of POLAR BEAR II again joined us for a birthday celebration. Robin O'Donoghue was so moved by the quality of our supper

that he called out the chef to receive our applause.

And so to the last leg. All the boats punched the strong harbour tide early on Saturday morning for the passage to Lyminster. Upon emerging from the entrance, the East Looe channel afforded a welcome relief from this wasteful expenditure of fuel and a NE 3 was soon offering us a gentle sail across Bournemouth Bay to the North Shingles channel. OISIN, TACKLEWAY & SMOKEY CAT



were busy photographing each other under sail. At Lyminster, the harbourmaster appeared unusually stressed by the sheer number of boats in his domain for the weekend, where the Royal Lyminster YC was holding its summer ball. But all was sorted out and we proceeded to a quiet drink on the balcony of the Lyminster Town Sailing Club before 20 people sat down for a pre-arranged menu that again went down well.

Farewells expressed new friendships found and older ones re-visited in what one crew member referred to as the "best rally he had ever attended". Well, everyone is entitled to some occasional exuberance!

John Crump
South Coast Social Secretary

Rallies & Cruising 2014

Social Secretary South Coast John Crump

20th - 25th September - Gosport (*to include a Technicat day*), Chichester, Bembridge.

East Coast based Nauticats

Rod Cotton (cotton_rod@hotmail.com) with the help of Colin Lister (fazeboons@aol.com) is organizing a Technicat and discussion meeting in the East Coast area to take place this Autumn.

Information Exchange

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

The Nauticat Forums include a Cruising Forum in which to exchange ideas. To join in click Forums on the website Home Page tabs.

Topics of special interest to Members include:

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

Operational use of equipment: AIS (on iPod!), DSC, chart plotters, Broad Band Radar. Experiences please. Please put your technical questions to Technical Secretary Alan Warrell ta.warrell@btinternet.com.

Cruise reports: Navigation challenges and destination facilities encountered. I hold some reports of a transit through France via Le Havre, Paris, The Rhone and Port Napoleon \ Marseilles, Nice, Corsica, Italy.

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

John Claisse, Cruising Secretary.
ZARZUELA



Galatea's Summer Baltic Cruise, 2013

In the summer of 2012 I sailed from Poole to the Baltic and left Galatea to winter in Germany. I laid Galatea up at Bergstaaken on the island of Fehmarn where she spent the winter sheltered from the elements in a shed. In the Spring, Judy and I returned via the tunnel to Burgstaaken with a heavily laden estate of boat things and left Galatea ready to be launched, before exploring the Island of Rugen and returning to the U.K. via Bremen and its musicians, Amsterdam and the reopened Rijksmuseum, and Antwerp with its Peter Paul Rubens house and the new Museum Aan de Stroom.

17th June.

I returned to Burgstaaken and worked on Galatea.

18th and 19th June.

I worked on Galatea and cleaned the boat.

20th June.

Galatea was launched in sunshine and 30 plus degrees, and rafted up to Condor, Mike and Jacky's Nauticat.. The electrical connections to the mast had to be re-made. The deck fitting for the cables is definitely inadequate. A delightful Croatian lady, who is a qualified electrical engineer, was able to improvise for this season, and will replace cables, connections and fittings next year. The four batteries were not holding their charge and four new gel batteries were ordered.

22nd and 23rd June.

Weekend. I carried on with getting Galatea ready.

21st June

A NW 7 gusting 8 delayed the rigger in tuning the rigging for a couple of days, which gave me the chance to walk the 2.5 miles into Burg - auf - Fehmarn, a delightful old town, and to lunch in an old inn, built in 1560.

24th June

The new batteries arrived and were fitted. the rigger completed his task. Electrician and rigger wanted cash or euro cheques, so I had to walk into Burg again and find a cash machine.

25th June.

The strong winds had eased, so the rigger could set up the rigging and help me with the boom.



27th June.

The Police arrived next day in a rib and checked the ship's papers and my identity. Torrential rain came so I delayed my departure and visited the U-boat museum near the harbour.

1st July.

With at last a good forecast of a SW 4-5, I set off at 06.00 and sailed around the island and headed for Denmark. The shipping lanes were very busy as all the shipping from the keel canal passes through this strait. There is a huge windfarm off the island of Lolland, which I skirted and then had an enjoyable sail in hazy sunshine to Gedser on the island of Falster. At 11.05 I entered the buoyed channel and moored alongside in 3.5 metres at 11.40 after 39 nm averaging 7 knots. The wind was building and at 15.00 a yacht arrived having faced big waves and endured a thunderstorm. It had been a good decision not to press on round the headland and head north.

2nd July.

Up at 6.30, slipped the berth at 7.30, and headed out in a W3 and an overcast sky. After rounding the point I headed north on a beam reach at 23 deg. for Klintholm on the Island of Mon. With full sails set, I had an excellent reach in a W4 until the wind died to a light breeze and dark clouds gathered. They cleared and the sun came out for a pleasant sail. I moored alongside a pontoon in blazing sunshine at 13.15 after 35 nm. The facilities are immaculate and the smart lady harbour master is most helpful and efficient. The local store even provides coffee and pastries.

3rd July.

Forecast heavy rain so, on the advice of the HM, who had bus time tables, I took the bus to Stege, an old picturesque fishing port, where I had lunch. Afterwards I took the bus to Mons Klint and visited the new Geo Centre with its amazing displays depicting life from the Triassic period 210 million years ago, to the present. Steps lead to the top of the cliffs, presumably the highest in Denmark.

4th July.

The Finnish couple, who had rafted alongside the night before, made way for Galatea and I set off at 8.30 in a W3, which veered and it was soon dead on the nose. I motor sailed to stay as close to my course as possible. It was very hot and humid and a swarm of midges engulfed me. I killed thousands to no avail. They vanished as I reached Dragor, where the boxes in the newish marina were too small and I rafted up to a Dutch couple after a passage of 45nm. See my sketch of the old harbour in the last CAT-A-LOG.

Dragor is only a few minutes by bus from Copenhagen airport, so it was convenient for me to fly home for my Art Club's Summer Exhibition.

22nd July. I flew back.

23rd July.

I re-victualled from the supermarket before setting off at 10.45 in sunshine and a light breeze heading across to Sweden with my destination Ystad. On the east coast. I sailed across the Sound and entered the canal at 13.00 which cuts off the SW corner of Sweden. The bridge only opens on the hour and remains closed during the rush hour. With a light SW breeze and sunshine I had a relaxing sail up the coast, occasionally using the engine when the wind died.

I rafted up three abreast at Ystad against an aluminium yacht with a note on its side saying leaving at 05.00. Ystad is a picturesque old town, which featured in the Wallander detective series on TV.

24th July.

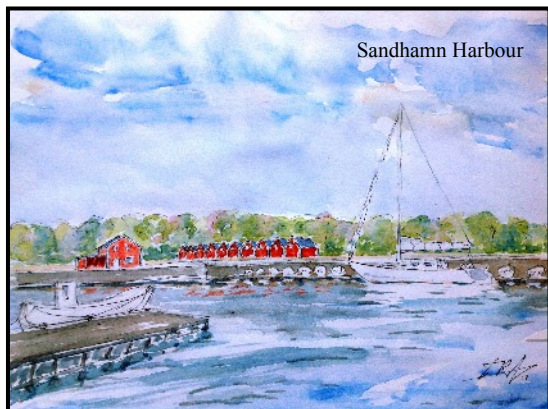
The sun rose at 5am and I set off for the Island of Hano at 05.15. I had a perfect sail in sunshine round the coast and past Simrishamn and headed for the Island of Hano which rose quite high out of the sea with a lighthouse on the highest point. The attractive harbour was full and I rafted up outside two yachts. A German then came outside me. There is a regular ferry service to the mainland, which is full of day trippers. I climbed up the hill to an old British naval burial ground. In Napoleonic times, our navy had a base here. The navy still calls, hoists the flag and holds a ceremony to honour the sailors buried here. By the path up the hillside are some modern sculptures including the blue tree form in the painting below.



25th July.

I interrupted the neighbours before their breakfast, slipped out of the raft and motored out in to a flat sea. Once clear of the headland, there was a breeze and I had a gentle sail at 4 kts. across the open . I was soon out of site of land and without a ship in sight. It was so peaceful gently sailing along for 5 hours heading towards the lighthouse on Utklippan. The wind

died as I turned North, and I had to motor past Utlangan and up the coast to Sandhamn, an old fishing harbour.



The harbour master spotted me, cycled down the quay, and indicated a berth alongside, where I moored up at 15.55 after a 7.5 nm. Passage. Bicycles were provided for going to the supermarket, about 10 minutes ride through the countryside. There is chandlery and a café overlooking the harbour, where I had supper.

26th July.

I departed for Kalmar at 7.30 in hazy sunshine and light winds. Sailing up the coast I passed a wind farm comprising 9 pylons and then a British motor yacht. The sun was very hot as sailed past Kristianopel and inside the Island of Oland up to towards Kalmar. The bridge to Oland was clearly visible until the sky darkened. I slowed down to let a severe thunderstorm pass in front of me. The rain eased as I entered Kalmar harbour and I moored up at 15.45. I set off towards the tourist office where you pay your harbour dues and stopped at a yacht flying the red ensign to say hallo and found that Tom and Ros Cunliffe were dining aboard in the cockpit of their new American built yacht. Amazingly they were the first British sailors I had met so far I like Kalmar with its impressive Castle and the delightful old buildings inside the town walls. I relaxed for a day painting and enjoying 'kaffe und kuchen', and walked to supermarket in old town with Ros., and in the evening joined Tom and Ros for drinks in their cockpit. We had a very pleasant evening swapping cruising yarns. I was also fascinated with their 13,000 mile tour of the USA on two Harley Davidson's, Ros's being bright yellow. Impressive oil paintings of Herta and Hoshi by Martyn Mackrill were hung in the saloon.

28th July.

Tom headed south and I set off North at 8.20, motoring through the bridge and then in a Southerly F4 to F5 on the quarter had a good sail doing up to 7 kts. up the Oland side of the channel. As the castle above Borgholm hove into view, the sky darkened and then approaching the Daman

Lighthouse the rain started. Once passed the Finnrevet Light, I headed into the archipelago and followed the marks up to Figeholm. I picked up the last available buoy and as the bow reached the quay under the bowsprit of a schooner, a couple took my bow lines. It was 17.15 and at 18.00 children's choir sang hymns and songs from the deck of the schooner, Shalome. It was a mission ship, and families spent their summer holidays sailing around Sweden and serenading the locals in each port of call.

I was here to celebrate my Swedish son-in-law Johan's 40th birthday at the following weekend..

29th. July.

I took Johan's sister and family for a day sail out into the Baltic in hot and humid weather.

31st. July.

Judy was flying into Copenhagen, so I had a lift at 9.30 by Maria to Oskarsham, bus to Beijsa (10 to 10.30), train to Kalmar (10.37 to 11.37), train to Vaxjo (11.50 to 12.57) train to Copenhagen Airport (13.20 to 15.33) and met Judy off the 16.00 flight from LHR. We took the train to Malmo and stopped overnight before driving towards Vaxjo. We had a break at Huseby Bruk, an old estate with mansion, water mills and two amazing visiting American cars, 1957 Ford Edsel and 1968 Cadillac. The Bishop's Arms provided an excellent meal in Vaxjo, and then after a night there, we drove to Mortfors, where Johan's family live, just 12 miles from Figeholm and Galatea.

5th August.

After three days of partying, we drove via Vastervik and Valdermarsvik to Breuitsonar's quay where we were met by Hans and driven at speed over the water to his holiday island. The Cruising Association burgee was flying as we landed and were greeted by Lena and their dog. It was 4 years since I moored off their jetty and over 40 years since Judy met them at the Cruising Association headquarters in Limehouse.

6th August.

I set off back to Kalmar in a choppy sea and a SSE3/4 and had 6.5 hrs. sailing before the wind died and I motored for the last 3 hrs. into Kalmar, where Judy met me, having spent time sightseeing on the way. The plan was for Judy to hop back along the coast by car to Malmo and meet up on the way. Galatea is acceptable to Judy as a floating hotel providing it is in a quiet berth.

7th August.

Slipped the berth at 10.10 and refuelled before heading down the coast in a light Southerly wind and with the sun breaking through. At 16.15 approached Kristianopel and picked up a stern buoy indicated by the Harbour master, who then took my bow lines in 2.1 metres. Judy arrived and we walked around the extensive fortifications before supper in the restaurant by the campsite inside the walls. A mature guitarist entertained with Elvis Presley songs. We also played crazy golf.

8th August.

Set off at 11.30 in a SE 3-4, passed the 5 wind generators in a lumpy sea, and then with the wind becoming variable used the iron horse to Sandham. Judy was already there and helped me moor up at 15.10, a short passage of just 3 hrs 40 minutes. I filled up the port water tank.

9th August.

I set off at 8.40 motoring at 7 knots. in hazy sunshine through a flat sea. I was surprised to see 7 groups of swans out at sea. The sea was empty except for one yacht on a reciprocal course. At 11.50 a breeze set in and the sails went up. Fair weather cumulous was building along the coast. It was very relaxing as Galatea slipped along at just 4.6 knots. At 13.15 I turned into the channel and followed the marks up to Ekenas and I entered the marina opposite the Island of Karon at 14.00. Judy arrived so we motored into Ronneby for supper and saw the marina there.

11th August.

Judy was a little alarmed to see me set off at 10.40 into a rough sea and W6 which went occasionally to F7. There wasn't a ship in sight as I bashed into the seas and passed the island of Hano at 14.40. By 15.45 the white horses had vanished and later I passed a British motor yacht heading out to sea. I entered Hallevik and moored up to the outer wall at 16.15 in 2.2 metres. Judy arrived and we drove to Solvesborg for the evening and dined in the Tratoria by the old town hall. There is an impressive church, some lovely old buildings and a yacht harbour.

12th August.

The wind had veered and was blowing me on to the quay so it was with the help of Judy and a German that I managed to get off at 09.15. I followed a fishing boat out into a Southerly F4-5 and was followed by one yacht, which in the lumpy seas changed course and headed NE for Hano. The wind veered to the SW and then it rained and then the sun came out and I reached Simrisham and moored up at 16.00 alongside a French family who

kindly took my lines. WE walked past delightful old houses and the church and had supper in an old restaurant.

13th August.

Phoned Johan on his actual birthday, and payed the H.M. for 14 days. Drove to Malmo via Nybros Strand, a nature reserve with sand dunes bordering the sea, and then to Ystad, a ferry port and pretty town with many medieval buildings and an impressive church. We then drove to the most southerly point of Sweden and the tiny harbour of Smygehamn, before continuing to Malmo and stayed in the Elite Hotel and had an excellent supper in 'Piccolo Monde' in the old square. Malmo was preparing for a cultural festival.

14th August.

We took the train to Copenhagen airport and flew home for my Art Club's summer exhibition.

25th August.

I flew back to Copenhagen, met Alison, cousin and crew for a week, and took the train to Simrisham, an easy journey making this a convenient place to leave a boat.

27th August.

We slipped the berth at 10.45 and headed out in sunshine and a SE 4 and set sail for Bornholm. At 11.40 we spotted Bornholm on the horizon and had a superb close hauled sail all the way, crossing the shipping lanes with only a little course adjustment. By 16.10 we were off Hammerrod Point and moored up in Allinge at 16.55 after a passage of 27 nm. It is a well protected little harbour with attractive little shops and houses.

28th August.

After a very helpful visit to the tourist office, we took the local bus to St.Ols Church, one of three massively built round churches and unique to Bornholm. A farm down the lane provided coffee and home with cakes, served politely by a young engineering student from Bulgaria, who spoke excellent English. On return we walked along the shore and paddled in the warm sea.

29th August.

We set off to cross to the mainland and headed for Ystad. The shipping lanes were quite busy but once through we headed into a choppy sea and a W3-4. We moored up at 16.45 after a passage of 42 nm. The marina has been refurbished and the lovely old town is only minutes away across the

railway line. There is a very frequent service to Malmo and Copenhagen Airport from here making it a good place to leave a boat.

Painting: Ystad

30th August.

We explored the town and shops and dined in the marina restaurant.

31st August.

We explored further including the cathedral and returned to the excellent marina restaurant for supper.

1st September.

We took the train with one change to Copenhagen Airport and Alison flew home to Liverpool on the 14.20 flight, while I returned to Ystad.

2nd September.

I caught up with my chores and inspected problem with heads. I went to the old traditional chandlery that I had used on previous visits. They have everything and I obtained the part for the Jabasco toilet, an additive for the bio diesel, and water purifying tablets. I topped up the water and ate on board.

3rd September.

I missed the 06.00 forecast from Malmo but saw a beautiful sunrise over a flat sea at 6.45. I needed fuel and had to wait until to fill up, and then set off solo again, as the cathedral bells were ringing. The sun shone and the sea was blue. No wind so I motored doing a relaxing 6 knots, and at 11.30 past Trelleborg, a major ferry terminal, avoiding the large ferry maneuvering outside the port. A breeze set in and I was soon gently sailing along without a care in the world. On approaching the Falsterbokanalen which cuts off the Southern bit of Sweden, I handed the sails and gently motored through it slowly in order to arrive at the bridge at opening time ie. 14.00. It carries both rail and road traffic and there is little provision for waiting. Once through I entered the Smabatshamn marina, but the boxes were full and rather than just moor up outside, I pressed on in a now choppy sea, I motored past the wind farm and across the busy shipping lanes to Denmark. I entered Dragor marina and moored alongside at 16.15. The old harbour is very attractive but full of mainly local fishing boats and yachts, with just a small space along the mole for visitors.

4th September.

I fixed the Jabasco toilet and did general chores, visited the good local supermarket, and then boarded a no. 35 bus for the 10-15 minute ride to the

airport to meet Sue, an artist from the Arts Club in Swanage. Sue was not a sailor had mainly come to do some sketching, and was nervous about passage making.

5th & 6th September.

In sunshine and a cool breeze we both went sketching amongst the old part of Dragor and sightseeing.

7th September.

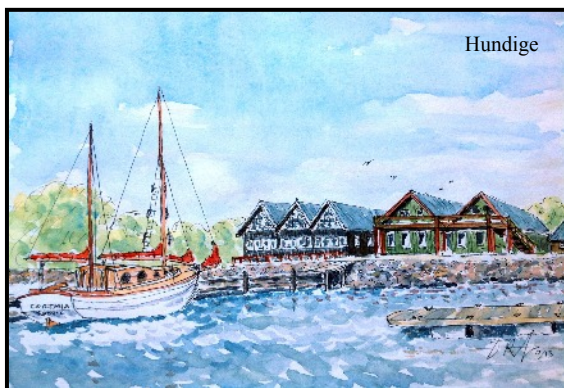
I slipped the berth at 13.10 for the just 18 nm passage to Hundige. The SE4 occasionally had gusts up to F5 and the



shallow waters often just 3.5 metres, were quite choppy. I reefed the sails to reduce the heel and motion but not withstanding this, Sue succumbed to 'mal de mere'. We followed a long channel in for over an hour before entering the marina mooring up to a pontoon in the marina, most of the berths being in boxes.

8th September.

The winds strengthened to F6-7, so we stayed in port and walked to the nearest shop to re-provision the boat. Sue was now fully recovered.



9th September.

The forecast was for strong winds but they were offshore and the sea in the bay near the coast was flat, which seemed acceptable to Sue. So, we set off at 10.45 and motored along the coast at a steady 6 kts. We arrived at Koge after just a 12 mile passage, at 13.10. A sailor from a tradi-

tional Nauticat came and took our ropes. A light drizzle ensued as I found the HM's office. It was closed but there was an automatic machine for harbour dues and a code for the facilities. A wine store by the marina also sold bread and milk which we needed. The owner was married to an American from Santa Barbara, California, which I know well. He also had a flat in Mallorca. By the time I had spent chatting, the rain had stopped and I enjoyed one of his delicious ice creams on the way back to the boat.

10th September.

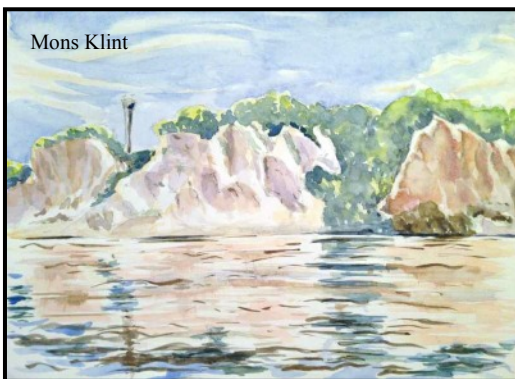
We walked into Koge and dined at Flanagans in a sunny courtyard before exploring the town, and especially the 13th Century Church with its amazing tombstones. The Stone flagstones over the tombs were carved in high relief and dated from the 16th century. The family pews dated between 1600 and 1624 had Angel faces carved on the ends and the family names carved on the backs. It started raining at 17.00 and there was a bad thunderstorm at 2200.

11th September.

We did some sketching in the cockpit before going into Koge and having lunch again in the sunshine at Flanigans. Sue then had to leave by train to Copenhagen for her flight back to the UK. There is a frequent and fast train service to Copenhagen making it another convenient place to leave a boat. The HM emphasized this, when he explained about the planned increase in the marina size. It is owned by the local authority and they are not only putting capital into it for the commercial and leisure future of the town, but also keeping the annual berthing fees low to entice newcomers to this area where they want growth.

12th September.

I awoke at 5.30 to heavy rain and it was still dark. The rain eased and I was now solo again as I slipped out of the box at 8.40 and motored out in a light drizzle. By 10.00 there was a light breeze and the sails were up gently driving Galatea along on a flat sea. There were many nets and pots up to $\frac{3}{4}$ mile off the coast and great care was needed to avoid them. I headed round the coast past high cliffs aiming for the harbour at Rodvig. Off Stevns Klint I decided to press on across the bay, Fakse Bugt, and go straight to Klintholm.



The sea was deserted apart from two ships on the horizon, and I could just make out Mons Klint in the distance. As I approached the chalk cliffs of Mon , the sun was now shining brightly, and the reflection of the cliffs reflection in the gentle swell made a beautiful and dramatic picture.

At 14.10 I was off the lighthouse and rounding the headland. On approaching the harbour I found nets stretching more than half a mile out to sea. I moored alongside at 15.00 after stepping ashore to feed lines through hoops. Cleats are so much more friendly to solo sailors, because you can make fast without leaving the boat. The 48 nm passage had taken 6.5 hrs. The pontoons and facilities at Klintholm are immaculate and there is a supermarket just minutes away beyond the old fishing harbour. The smartly uniformed lady harbourmaster was, as previously, most helpful with weather, wifi and local knowledge.

13th September.

I was up at 5.00 and departed at 06.15 just as the sun came up and mist was rising from the sea. There was no wind, the sea was flat and it was a magical start to my long passage back to Germany. I motored all morning over a sea like glass in beautiful sunshine and not a ship in sight. A breeze settled in and the sails went up. I reached Gedser Odde point and Light at 11.25, the most southerly point of Denmark, and changed to a westerly heading along the south coast inside the busy shipping lanes and headed for the large wind farm before reaching across the busy shipping lanes to and from the Baltic and the Kieler Bukt and the Kiel canal. I then set course for Staberhuk Point and lighthouse on the south eastern corner of the island of Fehmarn. The sky now clouded over as I rounded Staberhuk, and headed in to towards Burgstaaken and the well buoyed channel leading up to the old harbour. The sun came out and I moored up in brilliant sunshine at Weilandt's quay, Burgstaaken at 16.15 after a passage of 67 nm.

14th & 15th September.

Serviced and winterised engine, removed kicker rod and spinnaker pole, removed genoa with great difficulty in breeze (really needed two people), disconnected batteries and generally prepared boat for lifting out.

16th September.

The mast was remove and Galatea was craned out, pressure hosed and moved to a shed. I travelled home and then drove back via Harwich and Esjberg to collect the genoa, sleeping bags and a full mpv load of things. It is good to know that Galatea is safely tucked in a shed for the winter. Here in Poole with 99mph at the needles, I would be sleeping nervously and checking the mooring lines regularly.

Douglas Addison
1st February 2014

Technical Report

During the last four months, 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.

NC 38 Tri Colour

Looking for a replacement lens for an Auqa Signal Tri Colour light, part identified, but most likely the cost of a replacement lens is nearly the same as whole assembly.

NC33 Stern Gear

A member has embarked on a complete stern gear overhaul, what follows is some of the problems:

I am in a boatyard in Mallorca. We are trying to get the coupling off the shaft. We have taken out all the allen bolts on the inside, and thought the coupling may then come apart, we have disconnected the flange from the transmission and are unable to get the nut off the end of the shaft.

Would you have a drawing of the coupling and how and in what order it is dismantled.

Panic over...it's taken 4 hours but now sorted. Been on there I long time I suspect.

We are unable to get the spider part of the coupling off the shaft. Huge puller and heat has failed and may have to cut it off.

I am told by the company doing the job that it is a Vetus coupling which is no longer made or parts available. To be honest I don't know what make it is but information on the internet suggests Vetus. Can you help on this, is there any info on this type of coupling, and is there a supplier that you know of could help us, and did Nauticat fit a Vetus coupling at any stage, and is it likely that we could get the spider and new rubbers. Otherwise it means a new coupling, in which case could you help in identifying a suitable unit and supplier.

(Alan) It could be a Nauticat made coupling which looks like the earlier Vetus ones? In library in Falmouth at present so have not got my info with me, will try and find info and hopefully find an internet connection in next few days. A replacement would be a Vetus type.

Sorry to trouble you again but I am in a bit of trouble here. The old coupling had to be cut off which was a Vetus Type 10 now obsolete. We have been in touch with Vetus in Barcelona who have not been particularly helpful. Can you please tell me what coupling was introduced on the

Nauticat 33, 40 mm tapered shaft, when the old type 10 was discontinued in 1999.

We have asked Vetus simply to give us the type of coupling which replaced the old type 10 but they are evasive and are suggesting a replacement which means cutting the shaft to fit, something I am very opposed to, so at the moment we are in a stalemate, and looking at alternatives.

(Alan) I believe the Vetus Bullflex 12 was used, but that was a straight shaft not tapered. Vetus 02380861033 or the UK shop 01670719068 may be able to help. or MEC Marine 01189401141 may be able to help.

Thank you very much for your help. Now sorted as the best way out was to have a new spider made for the old coupling and saves any shaft changes etc.

Will let you have all the info I have learned which may be useful to someone else.

I am very sorry to have to trouble you again, but I need to purchase a new propeller for my boat. The old one is damaged and cannot be repaired. It is a fixed three blade prop, 22 ins in diameter, the pitch is 16 as marked on the old one, and it is fitted on a 40 mm shaft.

It's a nightmare getting anything in Mallorca, and it may be easier to get one shipped from the UK if I know where to get one. Can you please help.

(Alan) Try Duncan propellers, Newton abbot, Devon 01626 836258 have good reputation.

NC 33 Fuel Gauges

I have a 1980 Nauticat 33 and both fuel gauges seem to be faulty, when electrics are switched on (to start the engine) the needles go full scale deflection to the right and stay there. Any ideas?

(Alan) It sounds like the sender unit has failed, (most likely the rheostat (variable resistor) has got saturated with fuel and has failed or the wiper arm is not making electrical contact.) Another check to confirm this is to remove the wires from the sender and measure the resistance and see if it changes when the float is moved. You would expect a range of around 10 ohms to about 300 ohms, if you see no change in resistance then the sender is faulty. Depending on the detail design it may be possible to clean the rheostats but most likely you will need new ones.

Its most likely that your fuel gauges are made by VDO a Germany company, the good news is there is a very good supplier in Portsmouth, Furneaux Riddall, (general electrical suppliers to auto and marine world) Portsmouth 02392668621, they have been very helpful to me and other NA members.

NC 36 Rocker Gasket

I wondered if you could help me to source a Gasket for my engine rocker cover; I have a Ford Lehman 90HP 2272E and I've just noticed a slight oil leak on the manifold - my guess is that the gasket is split.

I have searched the Internet for a replacement but all the companies I've tried say they cant help. Before I contact the Lehman Power Corporation in USA, I thought you might know of a UK supplier??

Any help you can give would be appreciated - I'm looking at doing an oil and filter change in a week or so and it would be handy to have one by then.

(Alan) The engine model did you mean 2722E? As I don't recognise the 2272E, if it is a 2722E, then ASAP Supplies (www.asap-supplies.com) stock a rocker gasket Pt no. 157007 £8.25, for a Lehman ford 2722E.

NC 33 Flexible Exhaust Hose

I have an old Nauticat 33, she has a Perkins 85 h.p. engine. The engineer who services and does repairs, and is very good, is having difficulty in sourcing the short-ish flexible section of exhaust which connects to the rigid section. Can you advise ?

(Alan) Not sure what size rubber connector for your perkins engine, but a good supplier of all things rubber is Portmere Rubber Ltd at Southampton 02380223628, they have a good web site as well. Hope this helps

NC 33 Ruder Grease

Also I can find no spec for the heavy oil/light grease for the fixed grease gun for lubricating the rudder. Again your help would be greatly appreciated.

(Alan)The grease needs to be a water repellent type, most chandleries sell a suitable grease used for boat trailer axles, stern tubes etc, ramanol white grease or duckhams keenol are typically used.

Report on Fuel Pump

I noticed on Zarzula recently that my Perkins T 6.354 engine was idling at much higher revs than usual and that, when moving the throttle from high to low revs the revs dropped when the throttle was half shut and increased again as it was shut further.

My engineer checked that there was no problem with the throttle control (a MORSE Marine MT-3) and reckons that the throttle plate within the pump may have some dirt on it or has become corroded. Following my attempt to run the engine on water off St.Vaast last year he has purged the fuel supply and added a cleaning fluid to it in the hope that the problem may be cleared in due time.

If the above fails the pump will have to be removed, stripped and rebuilt. The local Perkins engineers quote £600 to find the part and replace it.

If necessary I will have the job done in October after the sailing season is over.

Mast Wiring

With reference to the comments in the last issue of the Cat-A-Log, the following comments received from our Chairman.

The glass fibre box on my 351 just acts as a swan neck for cable entry and the connections are all In the heads' ceiling void behind a removable panel. In 6 years of hard sailing occasionally on very rough seas, some salt water must have penetrated and corroded the terminals and ends of the cables. This winter I am having it replaced with a stainless steel swan neck as used on earlier Nauticats. It will provide more protection. I will have to have the cables replaced as well.

NC33 Windlass Replacement

My 43 year old windlass has expired following a long illness, worn out by heaving up my 45 lb. QPR anchor, in spite of servicing and, latterly the help of my crew. It has been replaced by a new SWIFT Hector 1500W with foot switch operated motor.



Fitting required a new wood pad onto the teak deck and an upgraded protection circuit breaker from 50 to 100A. Existing wiring to the wheelhouse did not have to be replaced.

Radar- No Echo's

If you have read my article in this edition about our cruise on Jenynyanydots, you will know that the radar failed. The symptoms were that on trying to use it, first time since last year, there was a sweep but no echo returns and then the fuse blew. On replacing the fuse the same sort of thing happened, I could see the sweep but no returns. I tried all sort of settings, but no joy. The manual gave a reasonable set of measurements, which I carried out and could see no obvious fault. I tried all the connections, especially the inline connection at bottom of mast, however I did not venture up the mast to check the connections in the scanner.



On returning home I researched the possible problems and the costs to replace the aging Autohelm ST50 (Raymarine RL9). The biggest problem being the interfacing to the existing Raymarine system and if replaced with a Raymarine scanner, I would need a multifunction display, which I don't need (other than the radar display bit) as I have a Garmin plotter and run Sea Pro on my laptop. My research also indicated that it would be most likely be a magnetron or tuning PCB failure, so I decided that before I progress down the new radar route, I should attempt to find the problem with the existing system. Armed with a climbing ascender when we went down to the boat for a day, one of my jobs was to go up the mast to look at the connections in the scanner. If I found nothing obvious I would remove the scanner. As I prepared to go up the mast, I decided I would try it one last time ... it worked!!!

I can only think that the scanner got water in it during the winter, and we also had several days of really heavy rain at the start of our cruise. Therefore, when switching on some kind of short occurred due to dampness, hence blowing the fuse, or causing a fault on the PCB. As the last few weeks have been really dry and hot, the scanner could have dried out eliminating any possible problems due to dampness. I do still need to up the mast to see if I can see any signs of water ingress. I will continue my

research in how best to replace the system whilst retaining most of the existing navigation equipment.

Alan Warrell
Technical Secretary

Nauticat Burgees

A batch of more rugged and thicker (230gsm) double sided burgees are being made available. The price is £27 each delivered. An invoice will be included in the package.

To order e-mail: j.claisse@btinternet.com and include the address to which you wish the burgee to be posted. John Claisse General Secretary

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.

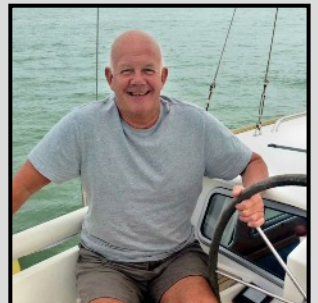
Deadline for next issue - 1st December 2014

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

or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



Reality Cruising, Coastal Path and National Trust

Following my armchair cruising and planning during the winter, the reality of British cruising kicked in as we commenced our actual cruise.

We had originally planned to have May and the beginning of June on the boat with the goal of reaching the Scilly Isles. However, a family wedding in Italy, which had been set for the end of June, was re-arranged to early June so putting a definite end stop on our cruising time, but the Scilly Isles were still achievable.

We started our cruise in the beginning of May, by having some friends come to stay for a few of days on the Dart River, including a couple of nights in Dittisham, which helped us get settled into being back on board. All went well other than problems with the outboard for the tender, a Mariner 4 HP, hardly used over the last few years, but suffering from a clogged carburettor which plagued us throughout the cruise. Fortunately, we also had the Mariner 2 HP 2 stroke, now some 26 years old, which came to the rescue.



Enjoying a pre-dinner drink in Dittisham



Watching the Kingswear Castle turning at Greenway Quay

The plan was to depart when our friends left; giving us a couple of days to get to Fowey in order to be there for Theresa's Birthday and meet up with another friend. The forecast for those couple of days was Force 7 occasional 8, so we decided to wait and had to abandon the birthday gathering in Fowey.

Instead we spent the next couple of days visiting some of the local National Trust properties, including Agatha Christie's House at Greenway and the D'Oyly Carte family home at Coletton Fishacre. The gardens at both houses were particularly spectacular at this time of year, with abundant bluebells and rhododendrons.



Garden Footpath Coleton Fishacre



Rhododendron at Coleton Fishacre



We felt that we could live in the house at Coleton Fishacre just as it is, enjoy the layout and the marvelous views across the garden and down to the sea.

As we were still in Dartmouth for Theresa's birthday, we went back to Dittisham for a meal at one of our favourite pubs, The Ferry Boat

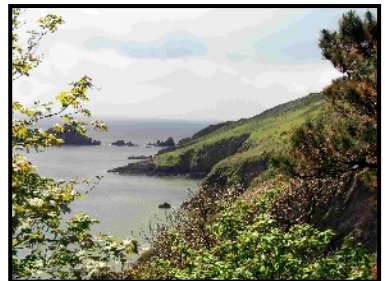
Inn, with *Jennyanydots* dressed appropriately with the signal reading "Birthday Girl"!



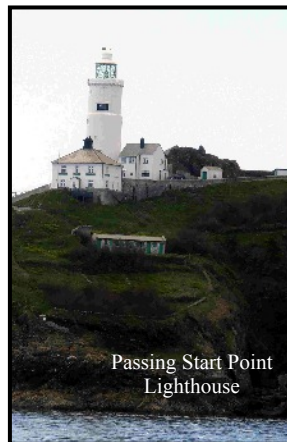
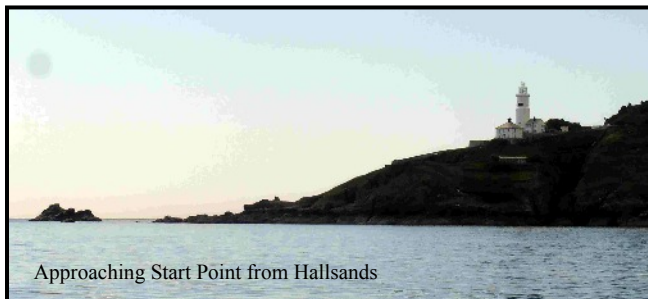
The weather was improving but we thought an extra day would allow the seas to calm following several days of strong winds. This allowed us time to walk from Dartmouth along the South West coastal path, past Dartmouth Castle and along the path looking down into Compass and then Willow Cove.

We departed Dartmouth six days later than our original plan, heading out into a perfectly calm sea with light winds. So it was a motor sail to Salcombe and then on to Fowey.

Along South West Path looking at the Mew Stones



The sea was so calm we passed Start Point via the inner passage and although there was still a fair bit of confused sea, there were no waves.



As we headed towards Fowey in near perfect conditions, I decided to do a bit of Radar practice on my Autohelm ST50 system (similar to the Raymarine RL09). After it warmed up, I noticed there were no echo returns, although the coast was only about 2 miles away, and following a short time of trying a combination of settings, the inline fuse blew. Over the next few days I tried all manner of things to fix the problem; checking all connections, especially the inline connector at bottom of mast, measured various resistances and voltage as described in the manual, all to no avail. The only remaining possibility was a connection in the radar scanner unit up the mast, or to accept that the magnetron or the tuning PCB had failed. Theresa suggested I contacted the Technical Secretary of the Nauticat Association! (Helpful as always!)



We had a couple of lovely sunny days in Fowey, which included a walk along the SW coastal path towards the Gribbin Day Mark, with exceptional views back into the entrance to Fowey.

On the return to Fowey we went to the Royal Fowey Yacht Club for showers and dinner, plus the bonus of finding it was

Happy Hour in the bar. *(Make a note: Friday night 6-7pm is happy hour in the RFYC).*

On route to Falmouth we were approaching Dodman Point when we could see a line of breaking water approaching us on a converging course. As it got closer we could see that it was a school of dolphins, which headed straight for the boat and had a brief break from their journey to play around

us. I think we were too slow for them so they continued their journey. It was a fabulous sight and certainly one of the highlights of our cruise.



Onwards to Falmouth Yacht Haven for a couple of nights to restock and access the internet. Unfortunately, the Wi Fi signal on the pontoons was expensive and not very strong, so instead we visited Falmouth Library where we could catch up on e-mails and sort out some details for the upcoming trip to Italy.

We walked a bit more of the SW coastal path, around Pendenis Point and past Falmouth Coastguard station. Now it was time to make a decision - was the weather OK and did we have enough time to make it to the Scilly Isles? The weather was not ideal for the next two days but then improving, but this would mean only 2 days in the Scillies and no contingency to get back to Dartmouth in time to get to Heathrow for our flight to Italy. So, with some disappointment, we decided to miss the Scillies this time, but take the opportunity to go up the River Fal, on to Helford River and then go up the River Tamar before returning to the River Dart.

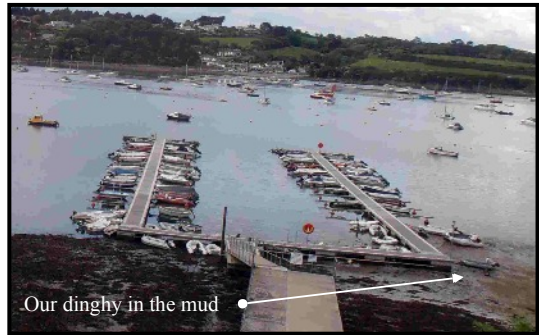
The guides for the River Fal described a restaurant called *Smugglers Cottage* above King Harry Passage, which had visitor's moorings and were free if you used the restaurant. So we headed that way. As we passed by we could see a free mooring buoy, which we picked up, and the landing stage with a list of tariffs, but along the shore were "No Landing" signs. It looked like *Smugglers Cottage* was closed and the very quaint building was being renovated. From here we took the dinghy (using our old 2 stroke outboard, emitting a fair bit of smoke) down to Trelissick National Trust Gardens landing stage. We were even given a £2 voucher each to spend in the cafe and shop as we had arrived by boat (hardly in an eco friendly manner but they must have thought we rowed!) We had a lovely peaceful evening on the mooring and nobody came to claim a mooring fee!



Next morning we had a very showery trip back down the river and across to the Helford River, including lightening, a squall and a 180 degree change in wind direction, which caused the reef line to slip and drop the boom on the spray hood. Once in the river things calmed down and we found we had a choice of visitors' buoys ... we were the only visitors that night.

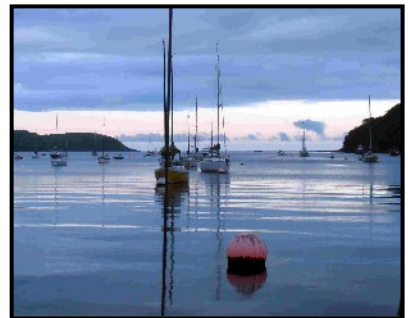
We had problems again with our big outboard, so reverted to the old 2 stroke. (We're sure we could hear it boasting, "Nothing wrong with me, better than that big new shiny thing!")

Helford River Yacht Club is very popular and serves great food. We enjoyed a delicious dinner but then realised that my timing of the tide was *slightly* out. I knew that at low water the dinghy pontoon would dry out, but I thought that we would be fine by the time we wanted to leave as it



would have passed low water. No problem, we just sat and enjoyed the view and another drink whilst we waited for the water to return!

We continued exploring the SW Coastal Path, with a walk along the south bank of the Helford River, through Padgagarrack Wood towards Dennis Head and then out to Gillan's Harbour. Once again we were rewarded with splendid views and lots of glorious wild flowers.



Helford Village and a calm evening on the Helford River

We returned to Fowey, enabling us to go on the guided tour, which was very interesting and gave a good insight into the history of the town. We explored the SW Coastal path from Lantic Bay along towards Polruan past the National Coast Watch lookout point.

The next day we sailed to Plymouth, past Drake Island and took the flood tide up the River Tamar, passing the Naval dockyards with its patrolling police boats. We had a severe rocking as three high speed ribs, manned by Marines passed us at close quarters. It was my first time under the Tamar Bridge, which was a good experience, but the power lines further up river looked a lot closer! The depth of water passing Weir Point (below Cargreen) was a bit concerning but on a rising tide not an issue. We had contacted Weir Quay Boatyard and booked their visitor's buoy, which was easily identified but had no obvious sign of pick up line or mooring ring. The tide was now flowing extremely fast, about 3 knots, so we went past the mooring and turned around between two lines of moored craft, a tricky manoeuvre and not achievable without the bow thrusters. The pickup line was actually there but with the strong current it was under the water. We had a couple of peaceful nights at Weir Quay, which has very friendly and helpful boatyard staff. A walk from Weir Quay to Bere Ferrers on the River Tavy gave us a



South West Coastal Path, Well Lake towards Polruan

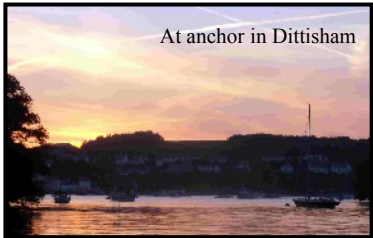
good appetite for our meal back on board that evening.

We departed Weir Quay the following morning, just after high water, to take the ebb tide down the river, with still plenty of water at Weir Point. We went out through *The Bridge*, avoiding go-



Weir Quay Boatyard

ing around Drake Island, this time as there was plenty of water, setting sail in Plymouth Sound and headed for Dartmouth, again rounding Start Point via the inner route. Once in the river Dart we went up the river and anchored just below the Anchor Stone near Dittisham.



At anchor in Dittisham

The following day we went back to Noss Marina unloaded, washed and cleaned the boat then returned to our river mooring. We had spent a month on board, the longest we have been on the boat, but it all seemed to pass very quickly. We enjoyed the relaxed life and certainly did not miss television! Next time we will remember to take maps to allow us to make more of the coastal exploring (not forgetting the walking boots!)

*Alan Warrell
Jennyanydots*

The Laying up Lunch

The Royal Southampton Yacht Club Ocean Village SO14 3QF

Saturday, 25th October 2014, from midday

The Laying up Lunch this year will be held at The Royal Southampton Yacht Club, Ocean Village. The plan is to meet at midday for an appetitif in the bar followed by a sit down lunch in the main restaurant. Car parking is in the MDL Marina on either side of the club on a pay and display basis.

The menu choices are indicated on the booking form or can be downloaded from our web site.

As usual I would appreciate an early acknowledgement of your attendance by email: robidonoghue@aol.com



Booking Form

I/We will be attending the Laying up Lunch at a cost of £17 per person and my/our menu choices are indicated below:

Name:

Main:

Dessert:

Name:

Main:

Dessert:

Main

- A Cherry tomato & caper linguine in spiced tomato sauce with basil served with garlic bread
- B Smoked paprika butterfly chicken fillet topped with a sweet pineapple & coriander salsa on basmati rice.
- C Tender three mustards pork fillet stroganoff with buttered almond tagliatelle.

Dessert

- D Mixed red berry meringue with whipped double cream finished with strawberry coulis.
- E Millionaire shortbread in a glass.
- F Lemon and lime posset, topped with a brandy snap crunch.

Please complete this form and return it to the address below no later than the **1st September 2014**

enclosing a cheque for the total amount or by making a BACS transfer to:

Nauticat Ass. Sort Code: 30-93-56, Account Number: 02195556,
quoting your surname and 'Laying up Lunch 2014'.

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

Email: robidonoghue@aol.com

Tel: 07808 946 540



NAUTICAT ASSOCIATION SOUTH COAST CRUISE AND RALLY

Saturday, 20th Sept. to Thursday, 25th - Programme and Booking Slip

Enter Boat and/or Numbers here



<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Boat Name, LOA & Nos.</u>	<u>Comments</u>
20 th Sept	Haslar Marina, Gosport	Assemble for "Techni-cat" at 10:30. Walk-ashore moorings available - please indicate requirement.		Coffee on board the Lightship within the marina. Talk by Chrissie Davis, Endeavour Surveyors Ltd, at 11:00 followed by discussion & lunch at Hardy's at Haslar.
20 th Sept.	Haslar marina	Afternoon free for boat visits and discussion of any issues, etc. 19:00 for 19:30 Dinner at Trinity's in the Lightship.		Choice from the menu attached.
21 st Sept.	Sail Chichester Harbour	Rally moorings will be booked in Chichester marina. Please indicate requirement. Free flow into basin late afternoon.		Dinner at 19:00 for 19:30 in Chichester Yacht Club, Quarterdeck room.
22 nd Sept.	Chichester Yacht Harbour	Morning walk along Chichester canal. Afternoon – optional sail to anchor off East Head. Overnight there or on visitor's pontoon at Emsworth.		Dinner on board.
23 rd Sept.	Sail Bembridge	Rally moorings will be reserved at The Dover marina. Please indicate requirement.		Dinner at Bembridge Sailing Club at 19:00 for 19:30.
24 th Sept.	Bembridge	Walk to Sea View for lunch at Sea View YC.		Own arrangements for dinner. Suggest Brading Haven Sailing Club or walk up to St. Helens.
25 th Sept.	Disperse			

I would be grateful if you would attach the completed form to an e-mail to me (jrc@seaholme.eu) or post it to: Seaholme, 6 Lyon Avenue, New Milton, Hampshire, BH25 6AP a.s.a.p so that expected numbers of places and berths can be booked in advance.

John Crump, South Coast Social Secretary.
Tel: 01425 622661

Trinity's Evening Menu

Starters

Chicken César salad

£8.95/12.95 main

Field Mushroom

Topped with a mushroom duxelle and
roquefort.

£5.50

Smoked Scottish Salmon

Served with black pepper, capers,
lemon, brown bread.

£8.95

Egg Mayonnaise Trio

Hard boiled eggs masked with garlic,
basil and sundried tomato sauces.
Garnished with anchovies, capers and
cherry tomatoes.

£4.95

Filo Fraens

With a sweet chili dip.

£5.95

**Mussels in White Wine and Garlic
Cream Sauce**

Served with crusty bread.

£5.95/10.95 large

All main courses served with potatoes of
your choice of sauté potatoes, hand cut
chips, Lyonnais potatoes, jacket potato and
vegetables of the day.

Main Course

Trinity's Lasagna
Beef, pork with our own secret recipe
served with garlic bread.

£9.95

Mushroom Ravioli

With pine nuts and rocket salad served
with garlic bread.

£9.95

Filet of Cod

In Osoport beer batter with hand cut
chips, homemade tartar sauce &
lemon.

£10.95

Smoked Haddock Rabbit

Served on a tomato salad & chive
dressing

£10.95

Pan-Fried Lamb's Liver & Bacon

Onion, sage and red wine sauce.

£10.95

Slow Roasted Pork Belly

Apple, sage & cider cream sauce.

£12.95

Grilled 6oz Fillet Steak. £18.95

Grilled 10oz Rib Eye. £16.99

Grilled 6oz Rump Steak. £14.99

All served with grilled tomato, mushrooms.

The Annual General Meeting

2 p.m. Saturday 21st February 2015

This year's AGM will be held at
Sandbanks Hotel
15 Banks Road, Poole,
BH13 7PS



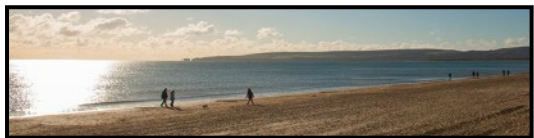
For those wishing to take a two day break around the AGM there are plenty of things to do especially with Bournemouth and Poole so close. A stroll along the seafront into Bournemouth or a boat trip around Poole Harbour and Brownsea Island.

For those attending from further afield, Bournemouth Airport is only six miles away with Southampton a little further at thirty.

Sandbanks has offered us a good rate for our event with double rooms, including dinner and breakfast at **£75** per person per night. If you live locally and would like to attend the meeting and dinner only the cost is £28 per person.

If attending please could you complete the attached booking form and return it, along with a cheque for the full amount or a BACS transfer as indicated on the enclosed booking form. An early email notification to me would be appreciated so I can arrange numbers with the hotel.

Check out the facilities at: www.fjbhotels.co.uk/hotels/poole/sandbanks



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 33 - Lewarne - 1978

This Nauticat 33 Pilothouse ketch has the all fibreglass raised poop deck hull but still with the traditional teak laid deck, mahogany superstructure, sliding sunroof and dual steering position on the poop deck and in the wheelhouse. The vessel was fully surveyed for the previous owners in 2003 and again for the present owners in 2007, and all the recommendations have been carried out, together with numerous other improvements. She is therefore in good condition, and is offered with a very comprehensive inventory



- GRP Hull, original gelcoat, long keel with coach roof professionally sheathed in GRP. Pilothouse roof epoxied 2006.
- Ford Lehman 80HP diesel with Borg Warner gearbox professionally serviced each season. Top speed 8 knots, Cruising speed 7.5 knots
- Capiliano hydraulic steering system
- Vetus 50KGF 4hp bowthruster
- Dual steering positions, wheelhouse and aft deck complete with instrumentation.
- 12v system with three sets of batteries, starting, bowthruster/windlass Rutland 913 wind generator and regulator.
- Webasto diesel powered cabin heater, outlets in each cabin.
- 4 man inflatable (new 2007). Suzuki 3.5 hp outboard (fully serviced)
- Arima 4 man life raft
- Sunto compass; Deck Compass; Silva SX 35 DSC VHF Radio with additional external deck speaker; Swiftech handheld radio; Neco autopilot. Autohelm Seatalk ST50 system with wind speed and direction; tridata (log/speed/ depth) fluxgate compass and helm indicator, also linked to Raytheon SL 72 daylight radar. GPS Garmin and Autohelm Navplotter 100.
- Navtex Pro and aerial replaced 2013. AIS and aerial splitter with UBS laptop connector.
- Original Nauticat Manual
- Part 1 Registered

Lewarne is currently on a pontoon berth on the River Orwell at the Woolverstone Marina. **£34,000**

Further information from John Marr.

email: john.marr@2from.com

Tel: 01440 786937

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

Tech-ni-Cat & Rally

20 - 25th September
Gosport, Chichester & Bembridge

Laying up Lunch

25th October
The Royal Southampton Yacht Club

AGM

21st February 2015
Sandbanks Hotel, Poole

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.