

CAT - A - LOG

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



A 331 heading to the South Coast Rally



Nauticat Association Newsletter

Issue Number 73

Summer 2016

Nauticat Association Merchandise



We now have an extensive range of merchandise.

The range of items can be found at:

<http://www.swift-uk.com>

look under 'catalogue'.

All items can have the Association Logo and a boat name added in many different colours.



There really are some nice items in colours, styles and fit to suit every member.

For ties and burgees please email John Claisse directly.



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Cat-a-Log

Issue No. 73 Summer 2016

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Chairman's Note

Members won't be surprised to know that I have been solo sailing in the Baltic again this year, but this time with the aim of meeting up with my younger daughter and family, who now live in Sweden. The two year old twins had their first experience of a Nauticat.

I have always stopped at the old walled town of Kalmar on the Swedish coast, with its great castle. I had one or two scary experiences in fog on the way back to Germany, but the laying up supper is the time to quote them, when we all have an opportunity to catch up with tales of our summer experiences.

You will be surprised to know that my wife Judy joined for three weeks cruising, prior to my sailing in the Baltic. It was however not on my Nauticat, but on a ship a little larger by a factor of about a million. To Judy's discomfort, the QM2 rolled a little during force 8 on the beam between Haifa and Turkey.

I am now back in the U K for my Art Club's annual summer exhibition, the timing of which, is always an inconvenience to cruising sailors. I hope you are all still out there enjoying fair winds and blue seas, and I look forward to meeting members on the 29th. October in Chichester.



Photo of my water colour - Kalmar Castle from the park

Douglas Addison

General and Cruising Secretary

For new Members and those with frayed burgees, I have stocks of NA Logo (cat) burgees, roped and toggled :-

Mirrored NA Logo, 110gms £13 plus p&p

More robust double sided Logo, 230gms £27 plus p&p

eNEWS provides a useful means of helping Members to interact. Events management, items for sale, parts wanted and for sale, crews wanted and available and miscellaneous problem solving have been actioned via eNEWS. Members with items of common interest for publication on eNEWS please e-mail me, the eNEWS Editor, at secretary@naticatassociation.co.uk .

Sadly I have had to put up my NC33 ZARZUELA for sale as I am not physically strong enough to manage her. I mean to keep in touch with events by car where possible..

Cruising Matters

Social Secretaries are sought for the Celtic and East Coast Regions
Any Member or group of Members planning a cruise and who would like company and / or crew please e-mail:

Cruising Secretary John Claisse at:
secretary@naticatassociation.co.uk .

The Cruising Section of the Website (www.naticatassociation.co.uk) contains the latest news on cruising topics. If you have such news please send it to me at:

secretary@naticatassociation.co.uk

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

John Claisse,

General and Cruising Secretary

secretary@naticatassociation.co.uk

South Coast Rally, 14th - 17th May 2016

“Currently in Bembridge with two other Nauticats. Blooming windy!” So reported Bob Gosling on the Saturday morning of our 2016 South Coast Rally. And windy and unseasonably cold it remained in Bembridge during our two day stay.



But the weather did not seem to dull the spirits of the 11 boats and 28 members who arrived to begin our rally with a waterfront BBQ, facilitated by two commercial stoves and a marquee provided by Bembridge harbour, Duver marina. Association event funds were used to provide drinks and nibbles to get the party going and a good time appeared

to be had by all. Most of the boats attending are moored in the Solent area but AUTUMN DREAM (Robert Jessop, Mike Barnes & Peter Carte) again especially made the trip from Dover, and JENNYANYDOTS (Alan & Theresa Warrell) had made a non-stop journey from the Dart to the Beaulieu river a couple of days previously. Congratulations to both crews!

On the Sunday, many ralliers stretched their sea-legs by walking to Seaview for a drink and bite at the Seaview YC. On a sunny but chill morning, we took the Cliff Path, which rises and descends again too frequently for some! So after a pleasant hour or so admiring the view from Seaview most of us returned along the beach – just making it before the tide blocked the path at the south of Priory Bay. We could all then take a conscience-free rest before heading off for the next serial!



Just before 1900 we stood on the cold and windy pontoon to catch the water taxi across the harbour to Bembridge Sailing Club (BSC). The taxi drivers worked extra time on the Sunday evening to ferry us to and fro, and BSC had also brought in staff to serve us after a busy previous day's wedding party. After pre-prandials in the bar, 24 members and crew adjourned to the splendid dining room overlooking the harbour, flanked on the rear wall by enormous, and beautifully-carved antique dhow tillers. A three course

supper, followed by coffee and mint was splendidly served and much enjoyed by everyone.

Monday morning dawned dry but again wind-chilled cold. Most boats were anxious to leave Bembridge before the tide started to fall and



by 0900 everyone was on their way, with most heading down the Solent for Lymington, but a forecast of strengthening westerly winds and rain for Wednesday prompted JENNYANYDOTS to make an early start for home. Unfortunately the wind direction was unhelpful and most boats needed to motor-sail or just motor to make Lymington on the tide.

Berths had been booked at the Dan Bran pontoon where we found OISIN (Robin & Lyn O'Donoghue) already installed. For some reason best understood by the meteorologists, the weather in Lymington was much milder than in Bembridge! The sun shone, the sensible temperature rose and a convivial afternoon, peppered with some useful exchanges of knowledge about the boats, was enjoyed by all. At 1900 we repaired to the Royal Lymington YC for drinks around the riverside bar and to participate in the buffet sailing supper. Was the organiser the only one who found room for a pudding?



Tuesday morning again dawned fine but by then most skippers were consulting the web regarding the weather prospects for Wednesday and the second half of the week. They did not look good! Wednesday particularly was likely to be very wet with fresh to strong westerlys. AUTUMN DREAM decided that they must make a start directly for home, and prompted an avalanche of decisions to opt out of the intended run to the Folly Inn up the Medina, including, I regret to

say a conscience-stricken rally organiser! Just ZARZUELA (John & Jan Claisse with Chris) and TAIVA (John Skidmore & Murray) stuck to the plan – to be joined at the pub by Clive & Stephanie Cole & Alan & June Langmead who all arrived by car. It was reported that the food at the Folly was “surprisingly good” but the Wednesday morning was, as forecast, very wet!

By the Tuesday evening most of the remaining boats had returned to their home berths, including JENNYANYDOTS, which had made it to the Dart by 1700 with the last 5 hours spent heading into a SW 5, occ. 6 and a very lumpy sea. AUTUMN DREAM had reached Brighton (and finally returned to Dover on the Thursday). But despite the rather damp-squib finish, it seemed that most members thoroughly enjoyed the rally and that it can be counted as very successful event with, probably, a record number of Nauticats foregathered. As Henry Hall used to sign off – “Here’s to the Next Time!”

John Crump

South Coast Social Secretary



Chef - John Crump



See no evil. Hear no evil. Speak no evil
The 'Dover Boys' off Autumn Dream



The Rally Raft in Bembridge

A Painting from France

Eric Aliamus is one of our French members who has been regularly attending the AGMs.

Whilst talking to Eric this year I discovered his wife, Beatrice, is a professional artist who specialises in boat pictures. As I am always looking for interesting material for the Cat-a-Log I asked Eric if I could publish some of his wife's paintings; Beatrice happily agreed and sent five paintings, the second of which is below.



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 Secretary's Confessions

Inflatable or not so Inflatable Danbuoy

When I bought Jennyanydots, it came with and a Quick XM Danbuoy, to prolong its life when leaving the boat I stow it away in a locker along with the life horse shoes and OSCAR.

Occasional I have checked that the Danbuoy looks OK inside, no water damage and the cylinder is still full of gas, assuming that it would inflate once in the water, like the auto inflate life jackets.

On our return trip from Bembridge, crossing Lyme Bay into a head wind, we had a fair roller coaster ride and also took a fair few waves over the boat, one in particular gave me a shower in the aft of the cockpit! As we progressed along this bumpy route, several times Theresa would ask to be reminded how to activated various safety equipment, like how do we launch the life raft and how do we activate the EPRIB and when activated do you take it with you, leave on board or floating free. Then it was how do we launch and inflate the Dan Buoy, I explain you just unhook the bungee and throw it in the water, easy.

On our return to Dartmouth I was doing a few tidying up and maintenance jobs and as we had had a few waves dump in the cockpit I thought I would check the Dan Buoy. I took it out of the canister, and could not see how it would inflate, there appeared to be no auto inflator, just a firing pin on a long length of light string still in its wrapping paper. I found an instruction leaflet amongst the boat manuals where it told you to connect the string to the boat which would remain on the boat along with the firing pin, it had never been installed correctly by the previous owner.

In the last 8 years if we had thrown it in the water, it would not have activated, it would have sunk!

Flushing the Bilges

Following the galley bilge being filled with water from the fresh water tank and finding it did not want to drain into the engine bilge as the small lumber hole was blocked with stuff that lurks in the bottom of boats, I thought a bit of bilge cleaning was in order.

As I happily clean the bilge and occasional running the bilge pump and also using the manual pump which goes a bit deeper into the bilge, so getting rid of the "Stuff" in the bottom of the bilge, I suddenly had a horrible thought.

The boat was moored pointing down river, its normally pointing up river, so the dinghy was not on its usual side it was on the port side, oh no. Yes I had filled the dinghy up with the dregs of the bilge; still I had not polluted the river!

Along the Murray River



As part of our recent trip to Australia, Valda, Annabelle & I undertook a short 3 day cruise on a replica stern wheel paddle steamer named “Murray Princess.” This vessel is normally based in the small South Australian country town of Mannum (population 2,150) located 62 miles north east of the capital city of Adelaide.

Adelaide was founded in 1836, close to the Torrens River, which flows in a westerly direction for 50 miles, from its source in the Adelaide Hills, emptying into the Gulf of St Vincent, just due west of the City. This river also supplies the metropolitan area of Adelaide with most of its fresh water requirements. Latterly, it has been found necessary to supplement the city’s water supply via a desalination plant.

The metropolitan area of Adelaide has a current population of 1.25 million, as compared with the total State of South Australia which has a population of only 1.8 million. This makes an interesting comparison with the UK when one considers that South Australia has a land mass more than 4 times that of the UK where we currently support a population of 60 million!

Having left the Indian Pacific train on Thursday afternoon, the three of us had an overnight stay in a hotel on North Terrace, just within the central business district. At 13.30 the following day the 3 of us, along with 50 fellow travellers, boarded the transfer bus that had arrived to convey the group the 53 miles to Mannum, where we arrived at around 16.00, on a brilliantly sun soaked afternoon. Unfortunately the coach driver elected to take the highway route to our destination, so we bypassed the picturesque town of Hahndorf (population 2,550) which is one of the important wine growing regions of the area. There is a significant German influence throughout the whole region, primarily due to major migration from that country, back in the 1840’s through to the turn of the century.

Mannum is situated on the mighty Murray River, 1,550 miles in length. The river starts its life, draining down from the hills on the western side of the Australian Alps in the south west of New South Wales. These Alps contain

some of the highest mountains in the country, such as Mount Kosciuszko with a height of over 7,000ft. The Murray then meanders across the Australian plains, generally in a north westerly direction, and forms the state boundaries between New South Wales & Victoria. The river then passes through the major combined towns of Wodunga & Albany (population 87,500)

The Murray then meanders in the general westerly direction, across the northern part of Victoria, some miles distant from the gold mining regions of Bendigo & Ballarat, before passing through the towns of Mildura (population 31,300) & Wentworth (population 1,200)



Wentworth lies on the confluence of the two major Australian rivers, namely, the Murray, & the north to south flowing Darling, whose source is in southern Queensland, some 915 miles distant. Both these rivers are bounded by a series of over spill lakes, throughout their length, which have an estimated capacity of 4 times the total water volume of the two rivers. These

over spill lakes are a valuable asset for the two rivers in times of severe drought, when they empty out & replenish the depleted water levels.

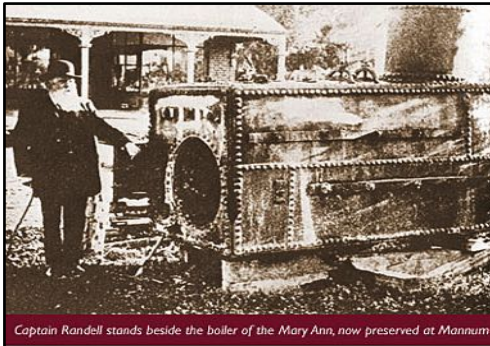
The politics of the Murray & Darling Rivers, is often highly charged, with many of the surrounding farming communities being heavily dependent on water irrigation for their very livelihoods. In 2011, relations between the states of Queensland & South Australian became so fractious that the Federal Government threatened to take over control of both river systems in their entirety. This primarily arose as a result of the lower reaches of the combined river system becoming virtually unnavigable, due to excessive water draw off during a period of prolonged drought. Seemingly at the time, South Australia was blaming Queensland for attempting to grow too much water thirsty cotton along the Darling River tributaries, while Queensland accused South Australia for the overly excessive use of river water on their vast wheat lands.

We were soon aboard the Murray Princess; which has a startling

resemblance to a Mississippi stern wheel paddle steamer. She was in fact fitted with 2 Scania truck turbo charged diesel engines, providing the main propulsion via hydraulic pumps & motors; the latter connected to the port & starboard sides of the stern paddle wheel outriggers. The vessel is also fitted with bow & stern thrusters.

This vessel, which was to be our home for the next 3 days, had a displacement of 1500 tonnes/length 67 metres & a draft of only 1.2metres. She was built on the river in 1988 and is licenced to carry 120 passengers, accommodated on 3 of her 5 decks. The lower deck contains the living quarters for the crew, while the upper deck houses the galley forward, the main dining saloon amidships, and the bar + lounge aft.

Being a riverboat, her freeboard was only barely 3 feet, making the vessel totally unsuitable for an open sea passage. In fact the P.S. Murray Princess's field of operation is 22 miles downriver from Mannum to the Murray Bridge (population 16,700), where its air draught precludes the vessel proceeding any further; & upriver, 160 miles to Renmark (population 7,000) where there are dry dock facilities, and where the vessel goes for routine maintenance every 6 months.



Captain Randell stands beside the boiler of the Mary Ann, now preserved at Mannum

William Randell was an Englishman who migrated to the newly founded colony of South Australia in 1837. The name Randell became synonymous with the town of Mannum. By profession, William was a miller, then in 1852, realising the potential commercial importance of the waterway, he embarked on the

construction of the first steam powered paddle steamer on the River. With no previous experience of boat building, he firstly ordered an open decked 55ft wooden hull from a shipwright on the river. An 8HP, 10inch bore beam engine, made in Adelaide by a German engineer, was then mounted in the hull along with a locally constructed, & unique rectangular shaped boiler.

A local black smith, under the supervision of Randell constructed the drive & paddle wheels. The "Mary Ann," with a displacement of 20 tons, was put to the water for the first time in February 1853. At this time the small steam

powered paddle vessel successfully completed its first trip of 24 miles. However, the unique and potentially unsafe, rectangular design of the boiler did not prove a match for the engine's demand for steam, (probably for inadequate drafting reasons,) & so had to be replaced for a more conventional, & by far safer, cylindrical shaped boiler design.

Randell's second vessel "Gemini" was a twin hulled design with an ungainly appearance. The propulsive power was provided by a semi portable engine mounted between the two hulls. Like all semi portable steam engines of this time, the boiler came as an integral part of the machinery package, thereby avoiding the earlier problems experienced by the "Mary Ann".

This innovative man later built several more, larger & faster river steamers which became operational just in time to benefit from the significant gold discoveries in Bendigo & Ballarat, and the resultant increasing demand in trade. It is on record that one of these vessels had been mounted with a Clayton & Shuttleworth semi portable steam engine, driving the paddle shaft via a flexible drive belt!



During the following years, Randell's fleet of river steamers increased substantially as did his personal wealth. In 1870 he supervised the expansion of his river boat fleet yet further, to accommodate the burgeoning trade on this important water way.



Apart from building workshops, to maintain his fleet of river vessels in Mannum, including a dry dock, he also built a large country residence, named "Bleak House", which overlooks Mannum & the river. This man was also a keen gardener, installing a steam pump to transfer the water from his dry dock & direct it to the gardens of Bleak House! William Randell died at the age of 87, in March 1911, leaving his son to

continue running the business that his father had so successfully developed over the previous years.



Having located our respective cabins, we then moved up to the main saloon, where 120 passengers were assembling to hear the First Officer speak to us all regarding the usual safety procedures necessary when travelling by water. ie the location of our life vests in the cabins, and which muster station to

use in the advent of an emergency etc. This briefing also included a warning to avoid activating the fire alarms, located in each passenger cabin. It was explained that this could best be avoided by not running the shower too hot & closing the bathroom door & shutting down the air conditioning unit & opening the inside vent, etc, etc. Why, I thought, was any of this information really necessary: just run the thing onto the river bank, if need be!

At precisely 17.00 & responding to the deafening blast emanating from the vessel's 4 tone air trumpets, we slowly started to paddle our way downriver to our first overnight stop at Mundurra, an isolated spot in the middle of nowhere. The procedure for tying up anywhere along the river bank, entailed one of the deck crew boarding the power boat (normally lashed to the vessel's side when we were underway,) then proceeding ahead to the appointed berthing spot. This crew member would be waiting for the Murray Princess to come alongside & receive the two mooring lines. These lines would then be secured to a couple of suitable tree trunks, doubling for bollards, fore & aft. (2 round turns + a similar number of half hitches seemed to do the trick!)

Although time didn't permit a visit to the wheel house, it was estimated we travelled downstream at quite a leisurely pace, around 4-5 knots, this equated to a paddle wheel speed of approximately 20-25 rpm. The stern paddle wheel was fitted with locally sourced hardwood planks, having an approximate cross section of 10 x 2 inches. According to the First Officer these planks lasted for several years, unless accidentally damaged by floating debris on the river.

By now it was approaching dinner time, so the three of us made our way up to the bar to enjoy a couple of gin & tonics. Black mark here for the Murray

Princess! They only served Hendricks gin with a slice of lemon. Anyway it was consumed with relish by the three parched & famished travellers!

At 18.30 the tannoy announced that dinner was about to be served, so we made our way to our pre allocated table in the dining saloon, where there were 12 place settings arranged. I was now about to enjoy myself by meeting a further 9 previously, unknown, Australians!

Having learnt many years ago, about the correct way to handle these often, brash, yet charming & friendly people, I was the first to wade in with the necessary introductions! “Hello”, I said, in an upbeat tone, “I’m from the UK, my name is Rod Cotton!” This prompted the predictable responses “Ah, I have a great aunt, living somewhere or other in England, or my son is currently studying economics in London, or I once saw the Queen, when visiting Windsor Castle!” Then we were off, the whole table, talking 19 to the dozen! The ice was broken!

The one subject on which a visiting “POMI” should avoid discussing, is that of the topic of convicts! Australians can, understandably, be very sensitive on this issue. It’s surprising to learn that many Australians, don’t know where the word “POMI” came from. The definitive meaning of the word is the abbreviation of “Prisoner of Millbank Infirmary” with these initials being stamped on prisoners’ clothing. Millbank was a holding prison for “convicts” awaiting transportation to one of the two Australian penal settlements in New South Wales & Tasmania, from 1788 to 1868, by which time this obnoxious practice had ceased.

However, from as early as 1793, English settlers started arriving in this recently discovered land. Subsequently, some of the Australian States commenced sponsoring migrants, and this practise continued right through to the 1960’s.

Sadly, from around the 1960’s the Australians began to view the English, as having little or no substance: for example comments like “what is the difference between a Qantas Jumbo Jet & an English migrant? The Jumbo jet stops whining, when it reaches Sydney!” This negative attitude shown towards the English, changed in 1969 when Edward Heath won the prestigious Sydney to Hobart yacht race in Morning Cloud. Also around this period, our “Ashes” test cricket performance began to improve, which slowly began changing the “down under” opinions towards us POMI’s. This was further enhanced, when in 2003, Jonny Wilkinson achieved, the now, notorious extra time drop goal, securing victory for England, and the Rugby

World Cup against the Wallabies.

Getting back to our table, which consisted of a group of 4 Aussies living in Orange NSW, a pleasant couple from Newcastle NSW, & two unaccompanied farmers wives from Queensland, one of whom was named Sally whose family owned a sizeable cattle station, somewhere east of Townsville. She explained that her husband wished to stay home on the station as he was closely watching the local cattle slaughter prices in Townsville! Seemingly the current slaughter prices were reasonably good at around \$700/head (they had been as low as \$300/head earlier.)

Having never met anyone rearing cattle from the outback of Australia, I was interested in talking to Sally as I had many “what if” questions, for example; what if you ran out of sugar, what if you became ill or needed to go to hospital, what would happen? Sally answered these questions with one sentence. “Of course the cattle station has its own airstrip and everything required, can be brought in by light aircraft, haven’t you heard of the flying doctor in England”, she retorted!

She explained that she had two grown up sons, living at home, they had been home educated by their mother until they reached the age of 11, then they went off to boarding school in Brisbane, to finish their education. I asked about the cattle: for example what happened if they became sick? Sally replied “we just have to let them die, as we have so many cattle in one vast area!”

She told me that the cattle station used to employ aboriginals to round up the cattle, as they are generally excellent horsemen, but now, she said drily,” they receive benefits, and don’t wish to work anymore: just sit around all day and drink beer!”

Her sons have now acquired 2 helicopters, which are used to round up the cattle. These choppers are often hired out to other neighbouring cattle farmers to do the same job. The sons have also recently purchased 2 large cattle trucks + trailers to carry the cattle to the abattoirs in Townsville, a couple of hundred miles away.

Following this discussion with Sally, I realised that my knowledge of farming practices, along with other associated bovine matters was sadly lacking! What is a bullock, heifer & steer, for example? Sadly, I must pay more attention, when listening to The Archers, in the future!

At the end of our evening meal the three of us returned to the bar, for a night

cap. We noticed through the windows that the crew had lit a camp fire about 20 metres away from the vessel. We were discussing the possible reasons for this fire, when I overheard a fellow passenger murmur something about mosquitoes, so we promptly abandoned any idea of going ashore at this time!

Shortly afterwards, 4 jovial ladies appeared in the bar, whom we had previously met on the Indian Pacific, on our journey down to Adelaide. They subsequently revealed they were all from Albany, a city, split in two by the Murray River, & lying between the 2 states of New South Wales & Victoria, hence the dual names for the city: Albany & Wodunga.

As the sun set over the vessel's starboard side, the three of us retired to our respective cabins, for the night.



Next morning I rose early, to face yet another cloudless & already warm day, Apart from the vessel's generator, purring away in the background, there was total silence. On the riverside of the vessel were several pelicans

swimming aimlessly about, & possibly waiting for any breakfast scraps. At about 07.30 I moved up to deck 5 & peered inquisitively into the dining saloon to establish what would be on offer for breakfast? The buffet was already adorned by the usual array of breakfast fare, shortly to be consumed by the 120 passengers on board. I pondered the question of what I fancied for breakfast, on this Saturday morning on the Murray River. Back came the reply: "eggs benedict", which I thought I could quite comfortably assemble from the variety of breakfast ingredients.

At 07.45 the dining saloon doors were opened: and armed with a 10 inch plate, I started to assemble the essential ingredients for my idyllic meal: 2 poached eggs, slices of salmon, toast, & then what I thought was béchamel sauce, sitting sedately in a nearby sauce boat. I started to put together the ingredients, in the appropriate order, generously coating them with the

béchamel sauce.

What I didn't realise was that the béchamel sauce, was in fact, cinnamon flavoured custard (to accompany the sweet pastries)! I only hoped that this unpleasant discovery, wouldn't be a precursor for the coming day's activities!

We cast off & commenced to paddle the short distance to Murray Bridge. Here the interstate highway from Adelaide to Melbourne passes through the town, & then over the bridge, after which the town is named. Our vessel was moored up here against a short concrete wharf, containing a disused broad gauge railway track, possibly formerly used, to convey farm products, destined for Adelaide.

In William Randell's time, his river steamers would very probably, have called in at this wharf, before continuing on down the river & out onto Lake Alexandrina to collect recently arrived settlers & gold prospectors from the newly constructed port of Goolwa (population 5,900). These settlers would then be carried a long distance upstream. (Possibly as far as Renmark or Mildura, in the case of the gold prospectors.) These voyages could take as long as 14 days, each way. The returning vessels would be loaded with bales of wool for export, or farm produce for consumption by the rapidly expanding population of Adelaide.

There are records showing the significant numbers of assisted migrants travelling out to South Australia during the decades of 1840's & 50's. As many as 4 to 5 chartered vessels, each carrying as many passengers as 70-80 would leave Britain every month, taking about 100 days to reach the ports of South Australia. For those wishing to settle along the Murray River, they were given just a blanket & a primitive double ended bow saw & just told to get on with it!

Many of these migrants would have been agricultural labours back in England, they arrived with their wives and often very many children. Many ended up sawing sleepers used for the construction of the new railway lines. For those migrants, fortunate enough to possess some farming skills, there was a great opportunity to prosper, firstly by clearing some bushland & then establishing a farm on this very fertile land.

The First Officer told me about a true incident that happened back in the great depression years of the 1930's. Seemingly one of the river steamer captains was caught stealing some fire wood, which had previously been

stock piled along the river bank, to be used as fuel for the river steamers. Having identified the culprit, one of the wood cutters, took the decisive action of covertly planting a stick of dynamite in a crevice of one of the logs, shortly to be despatched into the steamer's boiler. This river captain never stole again, for the sad reason that he, along with his fireman, were totally obliterated by the subsequent boiler explosion!

We stopped in Murray Bridge for just 2 hours, giving us just enough time for a short walk into the town and visit the "Round House". A hexagonal shaped construction, built in 1874 for the Superintendent overseeing the bridge construction, & now lovingly restored by local volunteers.



We cast off, and started to retrace our steps upriver, until reaching Mannum again, at around 14.30 for a stopover of three hours. This time I spotted, what is surely the "Jewel in the crown" of the Murray River, namely the "P.S. Marion" a 119 years old, fully restored, steam driven, wood fired, side wheeled paddle steamer, & licenced to carry 24 overnight passengers. Which can

be increased to 100 passengers, if travelling by day.

This unique vessel started life in 1897 as a non-propelled barge, but three years later she had been fitted with a 2 cylinder, non-condensing, 120 HP engine. Also, during this refit, an additional three decks of passenger accommodation was built. The paddle cross shaft was powered by an unconventional spur gear drive. The engine & boiler were built in 1900 by Marshall and Sons, Gainsborough, Lincs. This three decked paddle steamer has an overall length of 107 feet with a gross displacement of 157 tons. While this heritage vessel is normally based in the Mannum Dock Museum, and on the day of our visit was undergoing trials.

The Captain had arranged to walk us over to the Museum, where they had on display, the notorious rectangular boiler, first fitted on the "Mary Ann" in 1852. Along with a selection of steam powered machinery was the dry dock, which William Randell had constructed all those years ago. The wooden hull had been sunk into a specifically excavated space, thus avoiding the need to

build retaining walls & dry dock flooring.

Having now returned to the Murray Princess, we serenely continued on in a general northerly direction, further up the river. A couple of hours later we tied up at yet another totally remote, and beautiful spot. It was announced that the First Officer, would take any willing passengers on a bush walk the following morning.

I rose quite early the following morning & after wandering round the vessel, happened to pick up a copy of the previous days Sydney Morning Herald. In the sports pages I noticed an article on the 20 20 cricket world cup, currently being played in Bangladesh. According to this article, England had made it through to the semi- finals & were about to confront Australia to decide which team would make it through to the finals. This could be a great opportunity to score one over the Aussies, on behalf of “GB PLC”, so I put it on the back burner.....



Following breakfast with Valda and Annabelle I, having carefully avoided any further involvement, with eggs benedict, went ashore where the First Officer was waiting to gather up those passengers wishing to join his bush walking group. Amongst the general chatter as we strolled along in the sunshine, we heard someone say “watch

out for the bull ants!” Not knowing what these were, I asked Annabelle, who informed me they were large sized ants with an oversized & powerful jaw. They are extremely aggressive and when approached can jump at least as high as an ankle where they can inflict a very painful bite!

During this very relaxing and informal walk we learnt many things, including how aboriginals construct canoes out of the bark of old gum trees & resin. Our guide also informed us that the collective word used to describe a large group of pelicans is “squadron” (Always useful to know!)



Shortly after, I felt a piercing pain in my right leg, a bull ant was making an unprovoked attack! Having knocked this little critter away, I then

complained bitterly to Annabelle, about the pain and she promptly retorted “I told you so” So I wasn’t going to get any sympathy from that quarter!

The ship’s air trumpet called for our prompt return to the vessel: the First Officer told us that he now had to go on watch, & so with me limping behind, the group returned on board to continue further up river.



An hour later we passed through an interesting sandstone gorge, the creation of which was a mystery to me, being all of 50 million years old. A few miles upstream we turned about for the return journey. Having passed through the Gorge again, we

berthed alongside a small & attractive grass covered plot of land, with some benches & a gazebo.

During lunch we were told that a 20 seater power boat would take us in groups, along the gorge to study its nature & ancient geology. We caught sight of several bird species, during this short sight- seeing tour, including nesting spoonbills, dippers & martins. The cliffs were festooned with the webs of golden orb spiders & the black nests of wild bees.

For some reason, by the time we boarded this craft I was in a bad mood, perhaps prompted by the earlier failed assassination attempt on my life by that bull ant! A fellow passenger, sitting next to me, commented on the age of this gorge, to which I responded “Huh, 50 million years! Some of my jokes are older than that!”

We returned to the idyllic grass covered area to sit in the sun after Annabelle had attempted to reduce the by then quite painful bite on my leg (never travel to Australia without insect repellent and antihistamine cream!) At 18.00 we had all been invited to attend the captain’s cocktail party as this was our final night aboard the Murray Princess.



Deciding what to wear was an issue, as I had inadvertently left my jacket in Sydney. The question was a fresh white shirt, with or without a tie, so being

in the casual country of Australia, I settled for the latter. When we arrived at the party I was uncomfortably surprised that most of male passengers had turned up in either a two or three piece suit!

As most of the passengers made a beeline for the glasses of bubbly presently on offer by the stewards, I had a quick word with the captain: "What would be the chances of taking the Murray Princess into the Bass Strait" I enquired? He huffed "well I would most certainly not enjoy being on board!"

As it was our last dinner on board & having only recently heard that England had knocked Australia out of the 20 20 cricket world cup, I decided that the time was now right for me to steer the conversation towards the game, thereby, hopefully striking a blow for "GB PLC"!



Perhaps it was the excessive amount of alcohol flowing around the dining saloon that evening, but I then stood up, with my wine glass, fully charged said "Fellow shipmates, I propose a toast to the glorious English 20 20 cricket team!" this was certainly a potentially dangerous thing to have

said, especially as I was only "POMI" amongst 119 Australians on board. However they all took this in a good spirited way & I left the dining saloon that evening, with my head still attached to my shoulders!

The following morning we were expected to have our bags packed & left outside our cabins, prior to going for breakfast at 07.30. Our floating hotel, for the past three days had now commenced its journey downriver, to Mannum, where we docked at about 09.00. The luggage was immediately off- loaded by the crew in a very smooth operation as they were expecting the next load of passengers.

With the captain & senior officers standing onshore by the gangway, 120 passengers commenced their disembarkation. The captain & officers, individually, said their farewells to every passenger in turn, which we thought was a very nice gesture! Lots of handshaking!

On our transfer bus, the driver, wishing to determine our route back to

Adelaide, asked if we had any urgent morning engagements. After some discussion an arrival time of 12.30 back in the city was agreed on, and we started our drive back. This routed our return journey through the Adelaide Hills.

Whilst we were sitting on our transfer bus, it dawned on me that during the past few days spent on the Murray River, we hadn't observed a single commercial vessel on this important water highway. In spite of the Murray & Darling & their tributaries penetrating deep into the heart of 4 Australian states, these waterways seemingly, no longer play a significant role in the continent's transport infrastructure.

Shortly after commencing the drive, we noticed a large irrigation pipe stretching into the distance, which the driver explained was to supply Adelaide, with some of its domestic water requirements in times of drought or shortage. Every few miles, we observed a pump booster station, along with an attached accumulator tower. Seemingly any homestead/farmstead along its route could tap off water, but only for domestic requirements. Any irrigation water needs, have firstly to be approved by the water authority. As the bus progressed towards the south west, we observed a steady change in the landscape: the Adelaide Hills were upon us.

In January 2015 the area of Sampson Flats, within the Adelaide Hills, experienced serious bush fires, lasting 8 days and destroying 27 homes & a multitude of forestry commission soft wood plantations. There was fortunately no loss of life, arising from this fire. Driving through the hills we saw many traces of the devastating fires, which destroyed vast areas of vegetation; the indigenous Gum Trees, surprisingly enough, are able to regenerate fairly quickly.

As the bus descended down the western side of the hills, signs of habitation became apparent, firstly the occasional rural building, then the outer suburbs of Adelaide. The driver pointed out the O-Bahn Busway, a guided bus rapid transit system servicing the north eastern suburbs of Adelaide. The system was introduced by Daimler-Benz in 1986, as a cheaper option to extending the established Adelaide tramway network.

Currently the 7.5 mile long busway, runs parallel to the Torres River but there are controversial plans to extend it further towards the city centre. There have been, over the years, several accidents involving this transit system, due to vehicles inadvertently attempting to drive onto the elevated concrete "L" sectioned track!

We were delivered to our Hotel at promptly at 12.30. After checking in, we took a cab to the botanical gardens, in order that Annabelle & Valda could indulge themselves in the “down under” fauna & flora, on this sun soaked afternoon.

In the evening, as we were enjoying a meal in an Italian Restaurant several people were outside on the pavement, waving to us: there were the happy, laughing ladies from Albany, having a nocturnal stroll along North terrace.

The next morning, we checked out of the hotel & took a cab to the newly built Adelaide Airport. We checked in and negotiated our way laboriously through security control. As we entered the boarding lounge, for our Sydney flight. I suddenly became aware of laughing & chattering voices, in the close vicinity: Once again the laughing ladies from Albany, who this time were tossing friendly insults about, related to those in the bad-lands!

Not knowing where the bad-lands, or even the good-lands were, I commented to the four, with tongue in cheek: ” Why don’t you just pull up the Albany drawbridge to keep the bad-landers away from your side of town?” This prompted a laugh by the four! “We couldn’t do that, you see, we play bridge twice a week with each other!”

That was the last time I saw these merry ladies. When we arrived at Sydney airport, the happy four would have been ushered to the transfer desk, to connect with their “puddle jumper“ flight to Albany.

Two days later, we were again at Sydney Airport, this time to catch our long flight back to “POMILAND”.

If anyone is contemplating a visit to this wonderful & interesting country, I would say, “Congratulations!” but please give a wide berth to the bull ants & béchamel sauce!

Rod Cotton.

Deadline for next issue - 1st December 2016

Copy can be sent by e-mail to:

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or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

Photographs, including digital, very welcome.



Trip to the South Coast Rally

When the plans for the South Coast Rally were announced, we realised that we would have the time to attend, we had plenty of time before the rally to make the trip from Dartmouth to the Solent, but a little tight afterwards due to family commitments. So we signed up for the Rally.

We started our trip, by going up the River Dart to Dittisham and ashore to the Ferry Boat Inn for a meal, an excellent way to start a trip. The following day was spent in preparation, getting fuel, water and dropping our dinghy off at the marina, then fortunately picking up a empty Dart Harbour buoy for the night, ready for an early start the following day. The forecast was for light easterlies with a slight sea and some poor visibility.

We left Dartmouth at 0500, once out in the mouth of the Dart, Dartmouth had vanished in mist behind us, during the next 10 hours we had about 100 yards visibility at best and occasional down to a couple of boat lengths, we saw one trawler half way across Lyme Bay and not another boat that we knew about, we anchored in Studland Bay, and the mist cleared for half an hour so we could confirm we were in Studland and not somewhere else



A brief break in the mist

The next morning was still misty, but not so bad, as we crossed Christchurch Bay we even occasionally saw bits of land, and entering the Solent from the North Channel we could just make out Hurst Castle, the Solent was a little clearer but there was only a few boats and the ferries

about. We had decided to go up to Bucklers Hard, especially as Theresa had known the area well as a child but never seen it from the water, as we went up the river the sun came out and by the time we reached the marina we were bathed in glorious sunshine. Spent the afternoon walking around Bucklers Hard and exploring the area.



Bucklers Hard

On the Thursday we celebrated Theresa's birthday, by having an Afternoon Tea at the Bucklers Hard Hotel, and her cousin was able to bring her Mother along to join us for tea.

We saw Three Farthings arriving, assuming they may be attending the rally, but they were on passage from the East Coast to Weymouth where they intend to keep their boat.

During Friday we walked along the River to Beaulieu, which is a very nice walk, near the Village of Beaulieu we saw Tom Cunliffe boat, Constance, on her mooring in a very idyllic position.



On Saturday we left Bucklers Hard at 1300, the Solent was now a lot busier, we are not used to having other boats in our bit of sea, reached Bembridge, but no tide gauge, Magic Time join us and they also could not find the



gauge, I decided to go in as the predicted height should have given me a 1.5m clearance, once Magic Time realised I draw more, he was happy to follow me in. As we crossed the shallowest point I had just under 1 meter under the keel, then into the harbour, and most of the other boats had already arrived, so there was 11 Nauticats for Saturday night.

We had good time Saturday evening at the barbeque, a interesting walk into Seaview on Sunday morning, followed by an excellent evening meal at the Bembridge Yacht Club.

We had been watching the weather forecast for the following week and could see some SW F6 occasional 7 coming for end of week, which would be when we needed to make the return crossing of Lyme Bay. Lots of debate to stay to end of rally, which was Wednesday, and if weather was as forecast wait until following week, or train home, we had various things on, hospital appointments friend coming to stay, so we decided to miss Lymington and Cowes and head west from Bembridge on Monday morning.

Departed at 0800 on Monday, had a fast motor sail down the Solent, on route we had some tea and Theresa went to wash up, no water, a quick investigation shown the tank was empty and the bilge was full of water, some 60 gallons of water, it transpired the outlet pipe from the pump had come off, and the pump happily pumped away for all its worth and emptied the tank, fortunately it only emptied the one tank, the other was full. We anchored in Studland Bay again for a peaceful night with a clear view of Old Harry.

A 0700 departure, the weather was reasonable with a slight head wind but progress was good, about half way across Lyme Bay, when we started to think this is not as bad as forecast, when the wind increased the sea became 2 to 3 meter waves and right on the nose, so a roller coaster started, and the waves and spray were breaking across the whole boat, reducing speed

helped a bit and, eventually we turned slightly towards Tor bay to try and take some of the waves on the side, which helped and gradually we started to get some shelter from Berry Head. Once passed Berry Head the sea eased and we had easier ride into the Dart then picked up a Dart Buoy for the night and time for a drink.

Thoroughly enjoyable trip only sorry we could not attend the entire rally, many thanks to John and Jean Crump for organising a splendid event, hope we can join in next year.

Alan & Theresa Warrell

Jennyanydots

Tenar Passage Report: Walton to St Katharine's Dock, London.

Crew: Rod Usher and Trevor Rawlins

Tenar is a Nauticat 321 built in Turku for Rod and Julia Usher in 2002. In the intervening years she has sailed extensively in Eastern and Southern Coastal waters, as well as to the countries of the Southern North Sea.

To date she has logged 13,000 miles.

An Early Season Sail.

Due to family commitments and summer plans already made, it was decided to undertake an early season passage to St Katharine's Dock, below Tower Bridge. For once the weather enabled us to hold to our plans made weeks before. The result was an enjoyable and memorable week-long adventure.

Sunday 15th May.

Having come aboard on Saturday night Trevor and I were ready for a leisurely start for the long passage to Queenborough early on Sunday morning. We had taken the decision to leave Titchmarsh Marina at 10.00 and push the ebbing tide to ensure we arrived into the Medway in time for a meal and good night's sleep, prior to an early departure for London on Monday morning. In the event we left the marina at 9.45 with a gentle southerly wind; not enough to hoist sail to beat the thump of the engine, which ran all day with a steady note.

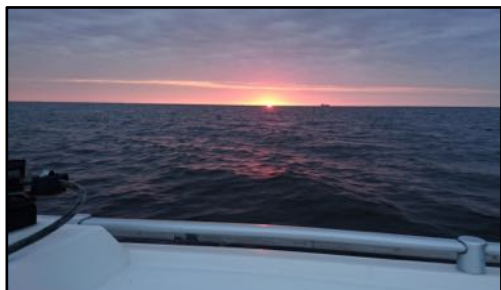
By 10.35 we were off Walton Pier, with fewer lobster pots than usual (or were we further offshore?). We made good time and were off Clacton by 12.30 and through the Spitway to reach the Swin Spitway by 13.20, more or less as the tide turned. The tide would then push us on our passage towards the Thames, and eventually the Medway.

As it was Neaps, I had decided to cut across the Whitaker Spit to shorten the passage into the Middle Deep. Trevor watched the depths on SeaPro, and confirmed that under the gentle circumstances of both sea and wind, this was a safe course. Even so I decided not to track back over the same spit on the return journey, but instead sail much closer to the Whitaker Buoy, to the East. (I noticed several yachts sailing closer to the Whitaker on our outward passage.) Then there was the happy swoosh down the Middle Deep, with the line of Green buoys welcoming our progress.

Somehow I had copied Maplin Middle Waypoint incorrectly, with the result that two pairs of binoculars were searching avidly only to find the East Maplin - Red, which guided us further south. After the South Barrow we had the long stretch (6.0 miles) to the Medway Buoy, marking the start of the buoyed channel into Sheerness. This Medway Buoy (RW) was reached by 16.20 and the start of the yacht track through Garrison Point was reached by 16.45. We followed the Greens to Grain Hard and then cut across to the East Cardinal of Queenborough Spit, before entering the short river entrance to Queenborough itself. The Harbour Master answered promptly on Channel 8 and gave us a secure visitors buoy for the night.

My prior chart work had indicated a distance of 46 miles from Walton; in the event the log show 45.7. We were comfortable for the night by 1720.

Monday 16th May



It was reckoned that a very early start would enable us to reach St Katharine's Dock shortly after HW. St Katharine's told us that they would be able to lock us in until over an hour after HW London Bridge. It promised to be tight, with little wind to help us, so the early start was a prudent move.

We rose at 3.30, had hot drinks and set off in total darkness. It was overcast and subsequently very grey in the morning. However, the river lights were clear and strong as we engined out of Queenborough and made for the open Thames Estuary. The Harbour Master had advised caution about taking a short cut over the sands from Sheerness, so we pushed out to sea and beyond the Richard Montgomery wreck (still considered very dangerous, full of Second World War ammunitions). Once north of the wreck we shaped a course out to the main shipping channel which we reached at 05.05, giving way to a large container vessel loaded for Thames Gateway; we deferred to another large cargo vessel, heading for the river beyond the

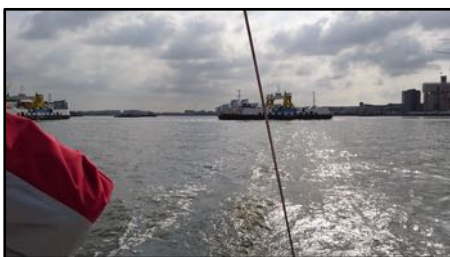
Queen Elizabeth Bridge at Dartford. Apart from those two large ships, we had the river to ourselves for several hours to come.

The river became busier as the morning traffic came alive - first from Gravesend and then for the busy area around Tilbury and the Lock into the Docks.



We sailed close to the London Cruise Terminal - where smaller liners berth: it seemed a long way from London. Passengers would anticipate something much grander, when they step ashore. There was no sign of life as we slipped past, now making a good 8 knots with the tide sucking us towards London and Tower Bridge.

After Tilbury we had the long swooping meanders of the Thames, past Grays and then, with marshes on both sides of the river, Queen Elizabeth Bridge came into sight, and was very soon astern. Purfleet to the north and Erith to the south were also soon behind as we sailed under the shadow of Rainham Marshes, with the huge mounds made of smoothed-out London landfill. Rafts of lighters carrying containers full of London's waste were being pulled east by tugs. What a sight. Meanwhile on the south bank some impressive incinerators, with sweeping, towering shapes enabling them to blend into an otherwise hostile environment.



More meanderings along Erith Reach, Halfway Reach and then south towards Barking Reach and Gallions Reach - the final title on the third chart of the River Thames which we had studied carefully. First we saw the massive housing estates of Royal Woolwich Arsenal: then had to

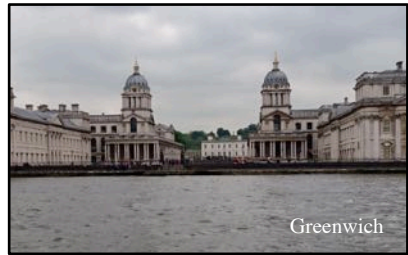
negotiate the Woolwich Ferry. Predictably, both ferries left their berths beautifully synchronised as we approached. By this time the tide was running at its strongest; the experienced skippers were watching us and the three of us kept moving without hindrance. Once through the ferry crossing, it was time to call up London VTS on Channel 14 to ask permission to transit the Thames Barrier. We were welcomed and told to pass through the Northernmost Span (G) - which left plenty of room for Tenar. The tide was still running strongly in our favour as we swept on towards Greenwich and the splendour of the Hospital, Museum and Observatory up on the Hill.



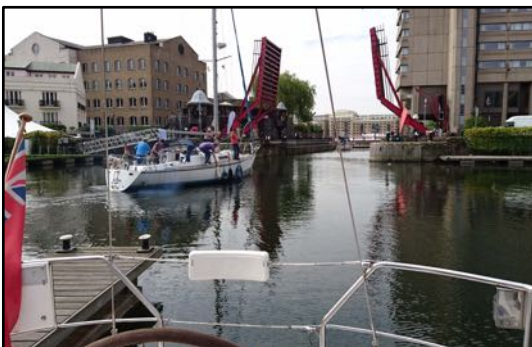
Cutty Sark spoke of earlier times of sail, in her renewed grandeur. We had already seen magnificent architecture as we sailed down Blackwall Reach, but once we turned round the southern end of the Isle of Dogs, the full majesty of Docklands and Canary Wharf pierced the skyline. Trevor and I were overwhelmed by the prospect of New

London, Wealthy London and ridiculously opulent London. How many British people have seen this view slowly unfold from the river (rather than on one of the superfast ferries that skim the surface of the Thames, rushing between one ferry stop and the next)?

Then, quite suddenly we were in Limehouse Reach: the old facade of the north bank of Thames, with beautiful old houses and fascinating Dickensian pubs, all with their feet in the water. That was a brief section of the river, before more grandeur and high-rise along the bank



in Wapping, and across the river in Bermondsey. The density of housing; the cost of a site in / sight of the river; the escalating cost of owning a balcony. We had passed South Dock, home mainly to motorboats, and then Limehouse with its great many canal boats and yachts, and the entrance to the English canal system. Trevor commented, when we peered into Limehouse Dock later in the trip, that it was such a mess of vessels of all shapes and vintages that it looked as if a tsunami had landed them all there. No such comment about St Katharine's Dock, which was next on our itinerary.



We arrived at the Lock Gates exactly on 11 am, 45 minutes to spare. We were told to pick up a buoy for 5 minutes, while two Dutch boats locked out. That became 45 minutes, as one vessel had not been ready! The full tide swirled us round as we tried to pick up the most awkward buoy in England -

huge, with a massive ring counter-sunk into the top - no rope. We eventually secured a line from Tenar and had a bumpy time waiting for the lock to open, then proceeded into the dock; the gate comes up from a great depth, very slowly. How do they cope with busy summer days? Certainly it is wise to book your departure the day before, and then hope....

There are three basins in the Docks, with the closest to the river forming the visitors' berthing. We were one of two vessels, the other being a large motor boat. During our three nights stay a single large Belgian charter yacht joined company with Tenar. News that Camper and Nicholson are to take over the management of St Katharine's implies a more urgent and professional approach to the Docks and visiting vessels.

Queenborough's Harbour Master suggested we had money to spare if we planned to be going to St Katharine's. I pointed out it was my first visit, and unlikely to become a regular trip, and brushed off his concern. But he was right: three nights with electricity (at £4 per night) came to £205. The receptionist suggested this was much cheaper than a hotel in this part of London: no comfort. However, this was a wonderful place to be berthed for a few days; it allowed us to entertain friends and family aboard Tenar, a well as a visit to The Grapes (a wonderful old, Dickensian riverside pub, now owned by Sir Ian McKellen) and a taxi trip to Docklands and Canary Wharf which reminded us of the magnitude of the Invisible Exports industry!

We had made it: a passage from Harwich to Tower Bridge, using tides to the full and being able to witness the changes to London's eastern skyline. A wonderful adventure and a sailing ambition fulfilled with my dear friend Trevor. Our friendship started at County Hall in London where we shared an office looking out onto the Thames, before either of us had set foot on a yacht. It had taken 32 years to return, with Tenar (Nautical 321) carrying us through swatchways and up the long tidal Thames to a safe haven in St Katharine's Dock.

The Return Passage

Thursday 19th May, 2016. St Katharine's Dock to Queenborough

We booked our departure to leave St Katharine's at 11 am in order to push into the strongly flooding tide for 2.5 hours. In the event, the lock was lazily slow and we were not in the river until 11.50. We confronted the tide for over 90 minutes until it eased and then slowly gathered strength on the ebb, to rush us back towards the Medway and an overnight stop back in Queenborough. London VTS was busy with pleasure and ferry craft - often unexpectedly very fast, with the Tornado Express boats threading through Thames working boats and slow-crossing ferries. The tiny, slow ferry from

Blackwell crosses from the north bank to the Dome, nestling in the majestic curve of the south bank, with a towering passenger cable car keeping an eye on river traffic.

By now the towers of Docklands (or is it Manhattan in London?) were behind us, and we gathered speed with Greenwich on our starboard side and the mighty Thames Barrier ahead. London VTS (VHF Ch. 14) gave us clearance to pass through the south portal this time, which projected us close to the ever-crossing Woolwich Ferries, which settled in their opposing berths just as we needed to pass down river. By now the GPS registered 7.0 knots, which would increase to a maximum of 10.1 knots as we passed the London Passenger Terminal off Tilbury.

I took Tenar close in to the Erith Sailing Club in the hope of seeing my friend Dr Ali Abdulla, who lives with his young wife and son in one of the bristling new developments behind the sea wall along Erith Reach. Alas he was at work in the Chatham hospital as we passed at 14.00. A mere 30 minutes later we were once again under Queen Elizabeth Bridge at Dartford, making good time towards busy Tilbury and Gravesend Reach. Standing well off the north shore we turned into Lower Hope Reach, with Thames Gateway container terminal in view. No vessels: it seems this new facility is no match for Felixstowe's deep water container port when it comes to super-large vessels. These mega-ships now seem to be the weekly norm for routes to the Far East from north-west Europe. It seems unlikely that Thames Gateway will dent the superiority of Felixstowe.

By now there was a stronger NW breeze, which enabled the genoa to fill as we followed a straight course of approximately 095 degrees out of the buoyed channel, and before we crossed into the Medway approach. We were nicely settled until a sudden burst of Force 6 from a clear sky roused us from our self-satisfaction and proved challenging to roll the genoa away. From then it was engine only again, as we crossed the sand spit from Blyth Sands into the Medway Channel. The tide was still ebbing from the Medway, and we made slow progress into our familiar territory of Queenborough, where we once again picked up the same visitors' buoy. No harbour Master this time (day off Thursday?). Later the Belgian yacht from St Katharine's also arrived, alongside the visitors' pontoon.

After another bumpy, noisy few hours on the buoy the wind dropped, and we looked forward to a gentle night; the start on Friday this time did not demand a dawn departure. Friday provided an overcast morning as we once more engaged against the tide, to ensure plenty of tidal help further along the extensive journey back to Harwich and our marina at Walton. With a

call from Dutch sailing friends on Thursday night, we decided to set off 3 hours earlier than originally planned, so we could welcome them into our marina that evening. We had to be back at Pye End buoy, I surmised, by three hours before Low Water, as high pressure was still dominant.

We soon logged the Green buoys out of the Medway and crossed over the deep water channel, deferring twice to large cargo vessels as they headed for London's River. HMS Duncan - an impressively modern destroyer crossed our bows, but we were soon into the quieter waters of the Middle Deep. My usual path up the Swin has closed! - testimony to the everchanging sandbanks and narrow channels across the Thames Estuary. Again the green Maplin buoys, before we headed for the Whitaker (E cardinal), which we reached at dead low water; no risks taken over the depths this time. With a strong wind at the mouth of the Crouch it was more than 'Moderate' as we swung around, the genoa having gone before we had to shape a course to the two Spitway buoys. As we approached this notorious crossroads in the estuary we spied a second naval vessel. My hunch that it was Border Force was confirmed as she sailed directly towards us, before realising we were a local vessel, probably checked with the Coastguard, before he turned away. We did not feel the need to dip our Ensign to this modern buccaneer of the seas.

Once through the Spitway we were comfortably into the Wallet with a following sea and a NW breeze coming over our port quarter. We made impressive times passing Clacton and then Walton Piers. Pye End Buoy was reached by 1505, just under 7 hours since we left Queenborough. Then the familiar plod against the tide to the Walton Channel and home.

This time we had covered over 40 miles, four hours of the passage pushing the tide into the northern part of the Thames Estuary. It is no longer possible to claim that this passage is familiar. The chart I used last summer has become history, with swathways through the sands closed and buoyage changed significantly, making many Reeds 2016 Waypoints of mere historic interest! Unwary sailors beware! Tenar's log showed a total distance of 12,351 miles sailed since she was new in July 2002. Those many trips across the southern North Sea have all been memorable, as the log reads, but no Adventure has been more fascinating than sailing in home waters into the heart of our Capital City; changing by the day into a fantastic hub of Commerce, fancifully rich lifestyles and new ways of living never dreamt of by those who used to call themselves East Enders.

Trevor and I had cemented an already firm friendship as we planned, then plotted our passages in this kaleiderscopic early summer cruise.

Jennyanydots Summer Cruise

So would it be third time lucky, as we set off on our south west cruise trying again to get to the Isles of Scilly, we had a 3 to 4 week window in June, with the third week being ideal for favourable tides for a daylight passages from Newlyn to St Mary's. The weather forecast for June was for unsettled which did not sound promising, but we would decide once in Falmouth.

We set off from home with a car load of essential supplies, food and wine, mainly wine, once all stowed and the water and fuel tanks filled, we set off, an afternoon sail to Salcombe in fairly calm seas with a light wind. Moored at end of fairway, opposite Salcombe Harbour Spa and Hotel, only finding out afterwards, much to Theresa's disappointment that Rod Stuart had been staying in the suite right opposite where we were moored.



The next day, we had a misty and low visibility trip to Fowey, with light winds behind us, so a motor sail with just the genoa up, a surprising roller coaster entrance into Fowey, considering the fairly calm seas and light winds.

We spent several days in Fowey, especially as there was going to be a few days of Force 6 and we like Fowey anyway and thought it would be nice to be in Fowey for the Queen's Birthday celebrations.



Over the few days in Fowey we had three walks, the Hall Path which connects Polruan to the ferry at Boninnick, from Fowey using the Saints Way to Golant and from Polruan along the South West path to Great Lantic Beach.





In the spirit of the Queens Birthday, Jennyanydots was dressed for the occasion; there were a couple of other boats who also “Dressed” but we were in the minority.

As we left Fowey, we started seeing the various Classic craft which way on their way to Falmouth for the Classic craft rally, which did mean Falmouth, was very busy, as there were 130 classic

craft expected at the Falmouth Haven, so we only managed to find a berth for one night.

Passing Dodman Point, the Navy were active with live firings aimed at “C” Buoy which is about 7 miles off Dodman Point, we were closer in to the coast, but the Lat/ Long they kept broadcasting felt pretty close, but there attention was focused on a couple of other boats which were within a mile of the buoy, so they were chased away by the guard vessel.



Falmouth provide the opportunity to stock up on supplies and also look at the weather forecasts for the next week to ten days, the weather was still very unsettled, with some fairly strong winds out towards the Isles of Scilly, so it did not look good, with the possibility of getting there and having to come straight back.

The decision was to forget the Isles of Scilly and spend a few days in the Helford River then work our way home, arriving back in Dartmouth a few days ahead of plan, but this would allow us to attend Theresa’s godsons 30 birthday party in Hampshire.



The few days in the Helford River went quickly, the outboard, which has called problems before decided to play up, until it reached the point when its weight was a hindrance when having to row, so we stowed it away and kept to the rowing.

Rain slowed down some of the walks in the area, but we did manage one walk from Helford to Manaccan, good cafe for lunch, then along the Gillan Creek to Gillan

Harbour then to St Anthony headland, then back along the ridge to Helford. In the past we have had some very good meals in the Helford River Sailing Club, but we had heard that the club had been through some problems and they had a new chef just starting, although the menu was not as adventurous as before the food was good and the staff very friendly.



Trip back to Fowey went smoothly but it was a bit bumpy as we had a following sea, the entrance into Fowey was a challenge as the local Troy class were out racing, we headed into the moored boats, thinking this would provide some protection, wrong decision, as they all started tacking amongst the moorings, eventually a clearing appeared to allow us to manoeuvre through them. We claimed our free night mooring as there was an offer on stay six nights during the season and get the seventh free.

On the leg back to Salcombe a very positive and loud tapping noise started, coming from the propeller, there has always been a bit of a tap from the spurs rope cutter but this sounded a lot more aggressive, and almost as if something was around the prop, after trying reverse and monitoring it, decided could not do anything but continue. Very changeable weather in Salcombe, from rain, to mist, to sun then back to mist.



On the last leg home we were treated to a school of dolphins playing off Start Point, a nice home coming to our home port of Dartmouth.

Once back at Noss on Dart Marina, where we did a bit of boat cleaning and washing, then enjoyed one of the better evenings, where Theresa broke out her new white Nauticat "T" shirt (courtesy of Stephanie), trying it on both ways! *Alan & Theresa Warrell*

Technical Report

Hopefully everyone is enjoying some trouble free sailing this year, the number of queries is certainly down, a good sign.

Jennyanydots

Following the our launch day in April, there was a few working days left to get ready to depart to the Solent for the Bembridge gathering, it all worked with only a few problems, like the holding tank not wanting to empty!

Multi Function Display (MFD)

I had spent some time over the winter trying to come up with a plan to replace the aging Autohelm ST50 radar, while still utilising the rest of the electronics. As it was still working, be it a bit hard to see the screen in bright light, I decided on a route to move towards fitting the new Raymarine Chirp radar. The plan was to fit a A95 MFD, integrate it in to the existing system, making certain the different standards of Sea Talk would talk to each other, add a AIS transponder, then if it all worked and I was familiar with the Raymarine Lighthouse software, I would then replace the Radar next season, so it would be a gradual change, which utilised existing and proven kit.

It all worked reasonable well, the Sea Talk networks talked to each other straight away and the MFD picked up all the other instrument data, the only problem, was no paper manual, so using the soft copy it just took longer to understand all the features. The Raymarine AIS transponder had to be connected to a computer to program the details of the boat, this initially failed as it needed an internet connection, which I did not have on the boat, so had to take the kit home and it worked straight away.

During the season, it has all worked, including connecting an iPhone via the MFD wifi to display a repeat screen of the chart plotter, the plan would be to get some sort of iPad / tablet as a repeat display. On the trip up to the Solent, the AIS was obviously working as I was observed on passage, for information there are 3 Jennyanydots in the South West, my call sign is MTVS3.

Holding Tank

During the last few days before launching we stayed on board, using the holding tank, to save early morning excursions to the facilities, so once in the water we ran the macerator pump to empty the tank, nothing happen other than the pump sounded different and it would trip the circuit breaker after a few minutes running, unfortunately when I fitted the tank the only way to empty it is via the macerator pump. On inspection the pump is held on to the motor by 4 bronze studs, 3 of them had corroded away, thus allowing the pump to suck air. The pump is only a couple of years old, it's

a Jabsco pump and on investigation they sell a stainless steel replacement set of studs, so obviously a design flaw in the pump. New studs fitted and all worked so we could depart for the South Coast Rally with an empty holding tank!

Essential Equipment

We do like our “Fizz” in real glasses, so for some years the glasses our stowed in a cardboard box, which had come to the end of its life, so the pictures, show the up market version now aboard Jennyanydots.



Essential cruising equipment



Time for a drink

Fresh Water Pipe

During the winter I serviced the fresh water Jabsco pump, as it was leaking a bit around the diaphragm, on refitting the pump, I could not have tighten the output pipe enough, as on I way back from the Solent the pipe came off the pump emptied the entire tank into the bilge, some 60 gallons of fresh water.

Outboard Service

Last season I had lots of problems with the 4HP 4 stroke Mariner outboard, just generally unreliable, mainly caused by not being used much and being left with petrol in the carburettor which turned to sludge, blocking the jets.

During the winter I brought it home, and gave it a good going over and tested it in a pedal bin of water, it worked fine, so this year I had great faith that all would be well. It was not, again very troublesome, to the extent I gave up with it as it was a handicap when rowing. So another trip home, one of the jets was blocked which would have caused tick over problems, so when fixed I tried again in the pedal bin, no joy, not even a spark of life, which in the past it always tried but never lasted long. The only thing left was to look at the ignition, which is solid state and no adjustments. There are a few connections in the wiring so took them all apart, still no joy. I tested the kill switch, looked OK, and then I noticed it sometimes went intermittent, the kill cord bit you put under the switch, was too thin to ensure the switch is

activated, making a slightly thicker version, bingo it worked. Taking it back to the boat, and attached to our dinghy it worked a treat, hopefully that's the end of the saga.

Someone is Tapping

For the last few years the Spurs rope cutter has been making a soft tapping sound, some years more or less than others, I assume this is caused by the amount of wear in the rotating and fixed part of the blades, the nylon bushes on the rotating part are meant to silence the tapping.

This year on the way back from Fowey the noise changed to a much more definite knocking almost as if there was something around the prop and it was hitting the hull as it spun around. I could not see anything obvious and there did not appear to be too much vibration around the P bracket, so we continued back to home port, Dartmouth.

I considered having the boat lifted so we could inspect the stern gear, than I thought, an underwater camera may be able to see what's going on. A bit of research on the internet, resulted in a purchase of a USB water proof endoscope (£10.00) on a 5 meter cable, built in LED on the probe, with software to run on a laptop or similar.

So armed with an eight foot length of old 15mm copper pipe, I feed the endoscope through the pipe secured the end with tap and connected to a laptop, it gave a reasonable picture but you have to be within 6 to 10 inches for it to be in focus. Then from the dinghy, I had two attempts to look at the prop, the first was hampered by a fairly strong tide flowing, which makes it hard to hold the pipe underwater with any steadiness, especially as the waves were a bit choppy, so hard to focus on the prop, could certainly see it OK, took some photos but was hard to hold the pipe and tap the mouse on the laptop too take a picture (need another pair of hands).

The next attempt was at slack water (low) but the water was not as clear so the image not as clear, this time I put the software into video mode so I did not have to hold the pipe with one hand. The video was good but other than seeing there was nothing around the prop I could not see clearly the details of the rope cutter, other than it was there.

So I now appreciate how difficult it is to examine things with a tiny

endoscope, and also work out what you looking at, I will have another attempt when the water is clear and calm.



Queries Received and Information Provided

A selection of some of the queries over the last few months.

Nauticat 331 Prop Anode

Problems in trying to locate a supplier of the prop anode, Nauticat have a stock but obviously its easier to try and source locally, this has come up several times, so if anyone has an answer it would be appreciated.

Colour of Gel Coat

Trying to match the white gel coat is always a problem as there is such a range of shades, following a recent query the following information was obtained from Nauticat.

In 1994, Nauticat used a Norpol Reichhold product and the white gel coat was No. 200 and the blue line was No. 705.

In 1981 Nauticat the shade codes used were dark blue gelcoat is close to RAL 5011 and the white is close to RAL 9010. (RAL is a colour standard, the 9000 series being white shades)

Window Seals

Looking for the White trim that goes inside the rubber seal around the window, Nauticat advise that they use a company Muotonauhat Kumi, but no joy in contacting them.

The trim used, as Nauticat said, is from Muotonauhat Kumi, there is a similar product supplied by Seals Direct and the part number is FS74, but I am not certain of its exact size and how well it would fit, but it appears to be sold by the metre and is £1.39 a metre so would be worth trying.

Details of company are:

Seals + Direct, 01425617722,

www.sealsdirect.co.uk



Nauticat 44 Door Accessories

I am looking for some information on where to source replacement brass lift off cupboard hinges and door mortice locks (or alternatively where to get the broken spring in a heads door mortice lock repaired). The locks used by Nauticat are as follows:

Nauticat fitted very high quality German Schwepper locks:

(www.schwepper.com) on their pre 1990 boats. NC32/35/39 and larger conventional yachts were fitted with Swedish Mobella locks, which were stamped 'Eskilstuna.'

Later NC33/331/38/and 44 doors were fitted with Mobella, type M/S Mckoy.

Mobella is now owned by Southco Europe Ltd, Touch Point, Wainwright Rd, Warndon, Worcester WR4 9FA Tel: 01905 346500
www.southco.com

There is a UK agent for Schwepper:

Bill at Marine & Engineering Supply Co. Ltd
t 01674 850250
m 07885 490824
bill@mesco.freeserve.co.uk

If you have the key number that will help him.

Not sure about the brass lift off hinge, you can try a company called Timage, Baintree, Essex, 01376 343087, they do hinges but they are not the same as the ones fitted on my Nauticat 35, but worth a try, also Aquafax (general marine equipment) has a range of hinges.

Feedback or general information from members is always welcome, so our knowledge base as an association is increased.

Alan Warrell
Technical Secretary

Air and Water - A Confession

I feel I cannot let our Technical Secretary make his confession without offering up an error I made.

I used to have a Tohatsu 2 stroke outboard which I always serviced myself. To run it at home I would fill a dustbin with water, secure the engine in the bin, not letting the prop touch the side, and run it up - all good.

I then moved onto to new Honda 4 stroke and followed the same principle of servicing and running it in a dustbin full of water. This went on for a couple of years until I needed a professional to check it out for me.

He smiled when I told him how I had been running it at home in the dustbin; 'No need' he said 'It is Air Cooled'.

You never stop learning.

Ed

The Laying up Lunch 2016

Crouchers Hotel & Restaurant

Birdham

West Sussex PO20 7EH

Saturday 29th October 2016



The Laying up Lunch this year will be held at Crouchers Hotel & Restaurant which is located almost opposite to the entrance for Chichester Marina on the A286 midway between the A27 & Bracklesham Bay.

The plan is to meet at 12.30 for an aperitif in the bar followed by a 2 course sit down lunch in the adjacent restaurant. Adequate car parking spaces are available within to the Hotel grounds.

While the hotel is only a 5 -10 minute walk from Chichester Marina, transport will be arranged for anyone requiring it. We will email all members advising them of the 2 course meal options prior to the event.

The Annual General Meeting

2 p.m. Saturday 4th February 2017

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.

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

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

The Booking Form will be sent out in the Xmas edition of Cat-a-Log or, if you wish to reserve a place early, there is one on the website.

Classified

Technical Merchandise

Perkins Engine Handbook	£2.00
Ford Lehman 2712 Engine Handbook	£2.00
Door Roller Wheels Per Set Of Four	£10.00
Door Roller Wheels Each	£3.00
Modified Gustavson / early Lehman engine anode holders that allow use of international standard anodes. Set of two	£8.50

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

Nauticat Association Burgees

I now have taken delivery of new robust 230 gsm double sided logo, roped and toggled burgees (£27 + p&p).

Members wanting one please email me the delivery address to which you wish to have your Burgee sent, or that you will collect at the AGM.

An Invoice will be included in the package for paying by BACS, **cheque or**, if from overseas, Paypal.

John Claisse

General Secretary



Key Largo - Nauticat 44



Extremely sea worthy and transatlantic capable. 360 degree views.

Two sliding doors in the pilothouse and an opening sunroof.

Powered by a 135hp Ford Lehman diesel engine and a 4kw generator.

Bow thruster.

Full Galley down to port with propane stove and oven, refrigeration and abundant storage and cabinet space.

Complete with radar, track plotter, colour sounder, autopilot, VHF, dingy, outboard. Four coats of Blakes epoxy.

For sale due to ill health.

£70,000

Telephone: David Cottrell 07849 742805 or 01264 889094

Sea Forge - Nauticat 33 1975



In present ownership since 1998: a sturdy, comfortable vessel, equipped with essentials for cruising, in which we have circumnavigated Britain from the Scillies to the Orkneys. Ill health, very sadly, forces sale.

Accommodation - sleeps 6: aft cabin with double berth and en suite heads; forward cabin with twin bunks (can convert to double); main saloon with dining table converting to double bunk. Separate heads

with washbasin. Spacious fully enclosed wheelhouse, seats 4, including very comfortable helmsmans seat , plus folding table & sliding sunroof.

Specification

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

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex

Fridge

Water tank: 250 litres.

Legs & Boarding Ladder

Winter Covers for wheelhouse & cabins.

Currently lying Ipswich

Full Survey May 2012 available

A bargain at £25,000 ono

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: chrisandjohn.harvey@gmail.com.

Tel: 01508 558446 Mob: 07858418762 / 07762265754

India Jane - 1998 - Nauticat 39



Specification

- Yanmar 50hp
- LOA 11.85m
- Beam 3.5m
- LWL 9.8m
- Draft 1.9m
- 2 x 500 ltrs water tanks
- 2 x 350 ltrs fuel tanks
- 3 Cabins
- Forward Cabin 1 plus extra upper berth
- 2 Double berths
- 2 Heads
- CD player
- Wind speed & direction – ST50
- Log
- Compass
- Radar – Faruno
- Rigging
- Electric main winches
- Battery charger – New 2007
- Fridge
- Oven
- Eberspacher heating
- Hot water
- Microwave
- Shore power
- Swimming ladder
- Radar reflector
- Cockpit table
- Teak cockpit
- Liferaft

£129,000

Richard Erlam - 07770 263168 email: richard@erlam.com

True Companion

Re-built 1976 Nauticat Motor Sailor.

Spacious, comfortable and reliable. The boat was extensively refitted in 2011 & 2012 and carefully maintained during the following three years.



Specification

Engine:

- Rebuilt Ford 80hp 6 cyl engine (2011)
- New: engine feet, driveshaft, water pump, prop shaft, rope cutter, dual filters, fuel pipes.
- Repacked stern gland (2015)
- All hoses have been upgraded and replaced (2013/2015)
- New fuel tanks

Construction:

- Fiberglass hull, varnished toe rail and hand rails, new window seals
- Rebuilt wheelhouse inside and out (2012)
- Remounted windows (2012)
- Rebuilt hatches (2012)
- Exterior stripped and repainted (2013)
- Hull antifouled and repainted (2015)

Accommodation

- Interior refurbishment
- New Faversham solid fuel fireplace with safety compliant exhaust and chimney installed (2012)
- New slip resistant flooring laid throughout (2012)
- New headlining throughout (2012)
- New halogen lighting throughout (2012)
- New fire resistant cushions, fabrics, throughou (2012)
- New mattresses in both cabins (2012)
- New wall lining throughout: replaced old with cork for insulation and aesthetic (2012)
- Owner's cabin double mattress fitted with custom moisture resistant removable lining (2012)
- Teak panels stripped and re-varnished, damaged panels replaced with teak ply (2011)
- Rebuilt nav station (2011)

Heads

- Refurbished toilet, new pipes and new black water tank installed (2012)
- New bathroom sink and custom fit shower door (2011)

Dining/galley

- New: 2 hobs and grill stove, refrigerator, countertops fitted (2012)

- New: gas lines, solenoid controls at gas bottle, gas alarms fitted (2011)
- Cupboards rebuilt to increase beneath-counter storage (2012)
- New water pump, calorifier, water tanks and black water tank
- Equipment
- Electrical Completely new electrical system, including: heavy duty dual belt alternator, household and engine batteries, breaker relays, instrumentation cable (2012)
- There is no component of the electrical system that predates 2011.
- Water system
- New: pressurized water system, hoses, calorifer, 2 tank , pump

Sails and Spars

- Rigging
- Standard rigging replaced (2010)
- Custom made, removable bow sprit added (2012)
- Reinforced compression posts (2012)
- Rewired masts (2013)
- New Flying Jib (2013); other sails serviceable

Navigation Equipment

- New compass, Clipper depth sounder, log and wind gauges.
- Older Garmin plotter. PC navigation - software included in sale.
- Safety Equipment

Ground tackle

- New 50 meter chain and Rocna anchor complements existing 2 anchors and chain
- Reinforced, stainless steel windlass mounts added 2012
- Reinforced bow and stern Samson posts
- 4 person Seago liferaft (Serviced December 2015)
- Inflatable dinghy
- Torqueedo electric outboard motor and charger.

Jack Verkruyse

Mobile : 07552931108

Price is: £45,000

Nauticat 33 - Zarzuela



LOA 10.11m. (33.2ft.)

LWL 9.5m (31.2ft.)

Beam 3m (9ft.)

Draft 1.4(4.7ft.)

Airdraft 12m (39.3ft)

Net tonnage 11.31 tonnes

Ketch rigged motor sailor built by Siltala Yachts (Finland) in 1973. Long cast iron keel running aft to a skeg which supports the rudder. Wheel steering. GRP decks overlaid with teak planking. Teak trim on wheelhouse. Varnished teak guardrails on stainless steel stanchions. Hull underwater Coppercoated (2006). New sails (2007/8). Sea Legs.

Perkins 6534 diesel engine, 115bhp, 21ins. 3 bladed propeller. Cruising speed 6 knots. 6.8 lph (1.5 gph). Full engine instrumentation. 2 pairs engine/domestic batteries. Solar charge panels. Shore power and heavy duty charger. 2 cross connected 250ltr. stainless steel tanks. Serviced and lifted annually.

Radar, DSC VHF, GPS, AIS. 6 man life raft. Inflatable with 2.5hp outboard.

2 double berths, 2 single berths in forecabin and 1 in wheelhouse. Valient gas hot water system to galley, basin/shower in forecabin and basin aft. 2 heads. Fully equipped galley, fridge, cutlery and tableware.

Lying HSSC, Haslar Creek, Gosport.

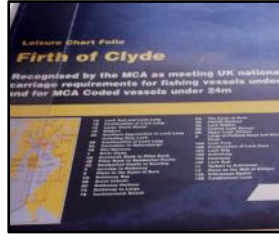
Price £29,950.

Contact John Claisse 01730 829001 j.claisse@btinternet.com.

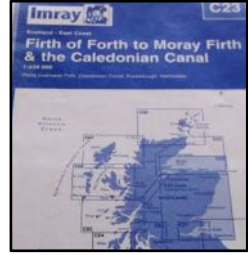
Charts & Pilots For Sale



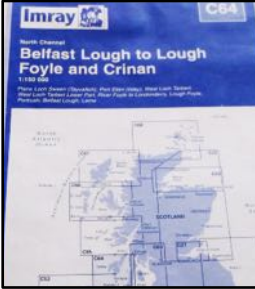
Admiralty Leisure Folio SC5612
Northern Ireland Carlingford Lough to
Lough Foyle. As new (cost £44) **£20**



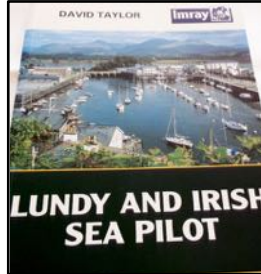
Admiralty Leisure Folio SC5610
Firth Of Clyde.
As New (cost £44) **£20**



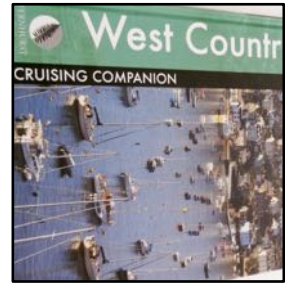
Imray Chart C23
Firth of Forth to Moray Firth
& Caledonian Canal **£5**



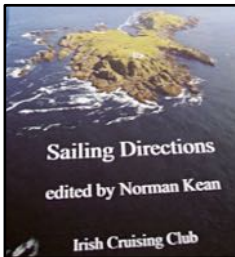
Imray Chart C64 Belfast Lough
to Lough Foyle & Crinan **£5**



Lundy and Irish Sea Pilot
by David Taylor 2001 **£5**



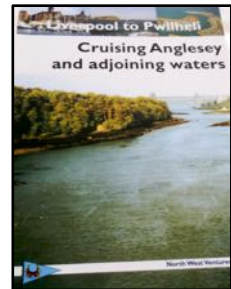
West Country Cruising Companion
by Mark Fishwick 2014
As new (cost £35) **£15**



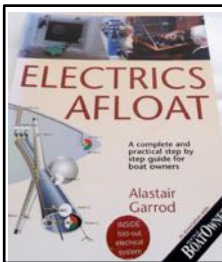
East and North Coasts of Ireland
by Norman Kean 2008 **£5**



N & NE Scotland and
Orkney Islands
(Clyde Cruising Club 2010) **£10**



Cruising Anglesea, Liverpool
to Pwllheli 1999 **£5**



Electrics Afloat
by Alastair Garrod
(cost £19.99) **£5**

6 Admiralty Single sheet Charts - £5
2394 Loch Sunart
1954 Cape Wrath to Pentland Firth including Orkney Islands
2168 Approaches to the Sound of Jura 2167 Sound of Iona
2171 Sound of Mull & Approaches

If interested in any of the above items please contact:
Bill Preece - wpreece@globalnet.co.uk
07836 747226

Future Events

Laying up Lunch

29th October 2016

Crouchers Country Hotel, Chichester

The Annual General Meeting

2 p.m. Saturday 4th February 2017

**Sandbanks Hotel
15 Banks Road, Poole,
BH13 7PS**

Picture Gallery



Fairwinds - entering Salcombe