

CAT - A - LOG

A THRICE YEARLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS



End of an Era

Nauticat Yachts Oy, based in Riihikoski, Finland, has filed for bankruptcy. Having produced high-quality yachts for decades, the company – originally founded by Pentti Siltala more than 50 years ago in Turku – has now ceased operations.



Nauticat Association Newsletter

Issue Number 79

Summer 2018

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. 79 Summer 2018

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Chairman's Note

It seemed surreal to be sailing along to join a Cruising Association rally to Sandhamn in the Baltic while being up dated on my iPhone via “On the Move” with news about the Nauticats taking part in the Southern Section rally to the west country.

Sandhamn is the Swedish version of Cowes with a round the island race plus many races and rallies, and is on an island North East of Stockholm on the edge of the archipelago. Below is a sketch I did from Galatea’s cockpit. Now I will be heading off for the Gulf of Bothnia and the Aland islands. My aim of sailing to Lapland was scuppered by flying visits to England for family and building works.

The weather in the Baltic has been as expected, sunshine, blue seas and gentle breezes except for a few near gale gusts and one day a cloud burst, when visibility vanished even with the wipers on. At least with AIS I could watch boats going by and missing me. The Baltic Secretary’s Nauticat failed again to cross my bows, but maybe next year. I understand that the weather in England has matched the Baltic this summer with fears of a hose pipe ban. I look forward to meeting you all at the Laying Up luncheon in Hythe Marina Village in November and hearing about your summer cruises.



Torqueedo Problem

A belated response (*editor's fault*) from John Skidmore to John Rotter's article - 'Torqueedo Problem' - page16 of Cat-a-Log 77.

Having read John Rotter's article about his torqueedo, I felt that members might be interested in my experience, particularly as it involves the same company.

Honda 2.5 4 stroke Outboard

I was experiencing intermittent problems with the centrifugal clutch on my Honda, as winter was coming on I moved Taiva into Port Solent, and decided whilst I was there I would have the problem investigated by Golden Arrow Marine from whom I had purchased it new about 2 years previously.

I took it in and explained the problem, and told them I suspected it was salt water as at one point in the summer it had taken a dive and had been under water for a tide.

A few days later I had a phone call, to ask if I wanted it serviced, I agreed as it hadn't been serviced since new.

A week or so later I had a call to say it was ready, I asked if they had cured the clutch problem, and was assured that it was all running. I subsequently collected it and fixed it on the bracket on Taiva, where it stayed until I returned to my mooring in Portsmouth Harbour some weeks later. When I attached it to the dinghy and started it, there was no drive and after some swearing I finally gave in and rowed back which takes about 1/2 hr, long enough to build up a good head of steam.

I put it in my car and went straight to Golden Arrow, where I discovered after close questioning that all they had done was tank test and it had worked so they had done no more despite being told the problem and likely cause. I left it with them.

A few days later I receive a call to say my outboard is "beyond economic repair". I was speechless momentarily, but when I found my voice, I said, that means I have just paid you to service an engine that you are now telling me is useless, their defence was that it was working despite being brought in for a specific problem. At that point I cut the call and calmed down, I rang the next day to say don't touch anything I will be down to fetch it today.

I drove straight down collected the outboard returned home and stripped the leg down, the centrifugal clutch was completely rusted solid. I removed all the parts cleaned them with wire brush, and emery paper, lightly greased it, reassembled it and hey presto it has worked ever since.. I have never

undertaken this job before and it took me about 3 and 1/2 hrs. The actual stripping and cleaning required no technical knowledge and when I approached Honda U.K. they reckoned to allow an accredited engineer about 2 hrs for the job.

Armed with this knowledge and a fully functional outboard, I contacted Golden Arrow and requested all my money back, not in the least an apology they refused but offered me a free service in the future (*fat chance*)

Not at all happy with this outcome I wrote a strong letter to Honda UK detailing how their appointed agents had so let the brand down, I also wrote to head office of Golden Arrow and enclosed a bill for my travelling, time, and out of pocket expenses, I also suggested that there might be a bit of a side deal going on at Port Solent whereby customers were told that there units were too costly to repair, they sold a new unit, then repaired the original and sold that. I received an apologetic letter back and a cheque for the full amount of my claim.

I was sorry to read John Rotters story as it appears that the same shenanigans are still going on.

John Skidmore

Solar Sunroof - part 2

Continuation of Ned Coakley's article appearing in: Cat-a-Log 77, page 17

It seems about 100w is about right for trickle charging the batteries.

Perspex sliding roof is vulnerable so put the also vulnerable panel on top which then provides shade for the wheelhouse. (*Med based boat*).

Can't find a panel with required output and sized to fit sliding roof so I compromised on an 80w Victron panel slightly short and a little wide.



How to attach and make safe those sharp aluminium corners ?

Moulded plastic corners designed to accommodate solar panels on camper van roofs was the best option. Amazon / eBay. Screw panel to corners, screw corners to sliding roof.

Panel comes with basic wiring and connectors which I passed through a hole drilled in the sliding roof and clipped on. Matching pair of connectors need to join to. Curly Wurly.

Now the clever bit - how to deal with the 'sliding' part of sliding roof.

Lightbulb moment !.... eBay sourced 'Curly Wurly' cable (*telephone Curly Wurly won't take the power*) and cut to length to lie in the trough between the sliding roof and cabin roof. Beware !length is critical as cable must be under tension even when roof closed (shortest) as it will fold and jam the roof if too long. Likewise, not too short as it will not allow the roof to open fully.

Cable comes back into cabin and disappears into overhead panel, wooden cable housing by front windows, through Elec panel and down to Victron regulator and then to battery. A little tidying up to do but it works for me !

PS....The curly wurly I bought was 240v cable 3 core. I have used about 1/3 of the 1m length supplied and am unlikely to use the rest. If anyone wants to try the same they are welcome to it.

Ned Coakley N33 521.



Deadline for next issue - 1st December 2018

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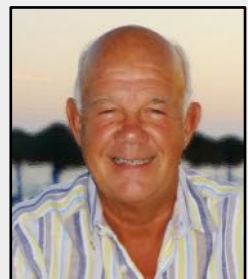
robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,

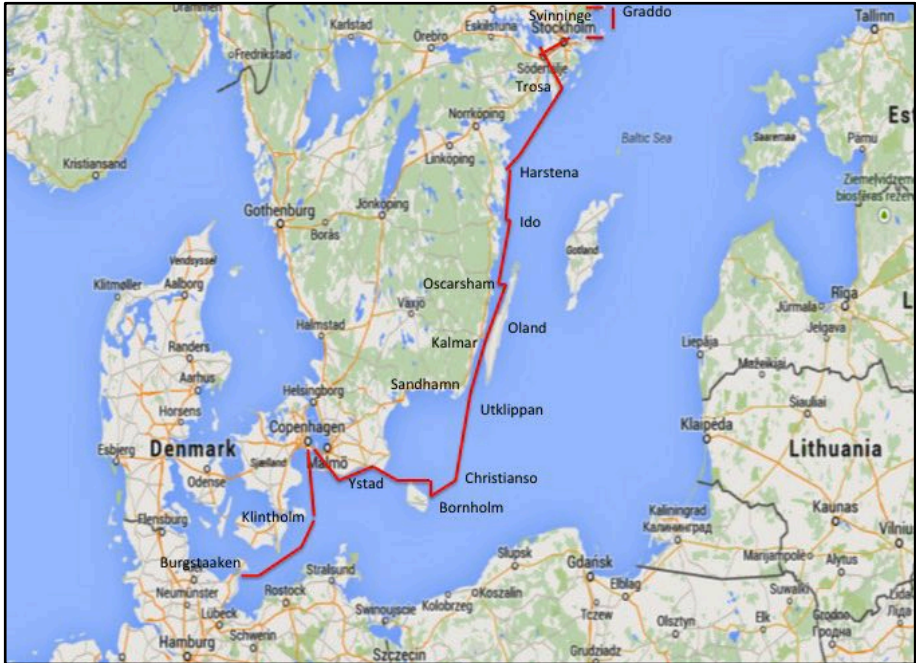
Bucks HP15 7JU.

Photographs, including digital, very welcome.



Galatea of London's Summer Cruise - 2017

Galatea wintered at Burgstaaken in Germany and the cruise plan was to sail to Copenhagen to meet friends Marjorie and Russell from Glasgow, who wished to sail with me to Stockholm. Then I hoped to visit the Finnish Aland Islands again, and then sail back to Fehmarn.



The Chart shows my actual passage to Stockholm and on to Grado.

3rd. May. I drove to Harwich and caught the overnight Stena Line ferry to Hook of Holland, and the next day motored to Germany, and after a night near Bremen, arrived at Burgstaaken on the island of Fehmarn.

6th. and 7th. I worked on the boat but decided this time to stay in a local old hotel and enjoy good breakfasts.

8th. I met C A members Roger and Glyn for the evening meal.

9th. Galatea was launched, mast raised, genoa bent on and checks made all with the help of Gordano and Ingo Smeets who look after the electrical and mechanical systems for me. The water tanks were filled, and provisions obtained from the supermarket in Burg.



10th. Galatea lay alongside in the harbour while I made my last preparations and did a sketch while supper was cooking

11th. The starboard tank was empty after cleaning, so filled I up with diesel, before setting off at 10.30. Once outside the harbour, I put the auto-helm on but it sent me around in circles. It had happened before and I had had a full season without my crew substitute so immediately phoned Ingo who met me on my return. He couldn't find anything wrong and then tapped the drive motor with a hammer in a certain spot and it worked! He considered that the bushes needed replacing but a tap in the right spot would probably see it through the season.

I finally set off at 13.00; rather late for a possible 80nm passage. I motor sailed with just the main up in light winds around Fehmarn, through the Baltic ferry routes from Travemunde, and then across the busy shipping lanes south of Denmark. At 17.00 the wind strengthened so under genoa and main I rounded Gedser and headed north up the Danish coast of Falster. The sea was rough and the strong Northerly kept heading me, so at 18.00 I downed sails and motored into the weather and waves, with spray often going right over the boat. I wanted to enter Klintholm on the island of Mons in daylight as I remembered that previously I had found pots and nets lying off the harbour.

The sun set at 21.00 in a blaze of colour with 6 miles to go. I approached Klintholm in twilight and, in the dark, crept cautiously into the harbour at 22.25, and finally was relieved to be moored up at 22.45 after a passage of 74 nm.

12th. With NE 5/6 forecast, I would be heading into it, but as friends weren't arriving until Sunday, I could wait and had time to provision Galatea.



13th. The cold strong winds from the NE continued. C A members Andrew and Pauline on Odile also waited. I had a long walk along the adjoining beach with my no. 9 iron, practicing swings and scattering sand as I went, to the amusement of other walkers.

14th. I set off for Dragor at 6.30 am. in a good breeze and sunshine leaving the high cliffs of Mons Klint to port, the most dramatic in Denmark, and

headed out across Fakse Bugt towards Rodvig and then across Koge Bugt to the island with Copenhagen airport. Avoiding the boxes, Galatea was moored alongside at 14.50 after a passage of 46 nm. Dragor is picturesque and medieval, and just 15 minutes from the airport by bus.

15th My friends flew in from Norway.

16th. Marjorie and Russell went sightseeing in Copenhagen while I sorted out the charts and prepared our passage plans for the next few days. I went to the pump out and cleared the tanks.

7th. We set off at 8.55 for Ystad in Sweden.



We motored across the shipping lanes in the Sound to the canal that cuts the S W corner of Sweden. The bridge before the canal should have opened at noon, but waited for an ambulance to cross into the peninsula. Once through, the sun came out for a perfect sail up the Swedish coast and I moored up in Ystad of Wallander fame at 18.45

after 52 nm. The medieval brewery building and the cobbled streets of painted wooden houses are very attractive.

18th. We set off for Bornholm, the jewel of the Baltic, at 11.50 in sunshine and a steady F4 which gave us a cracking sail at up to 7 knots. At around 17.40 the wind lightened and died, so we motor sailed through the shipping lanes and around the north of Bornholm into Allinge, a delightful little harbour..

19th. We took bus no. 4 to Gudjem Havn, where we found a smokery with a restaurant, and had the most amazing lunch. For a fixed price you could select from a variety of smoked fish laid out on a huge table. We walked up the hillside



and had an excellent view over the town.

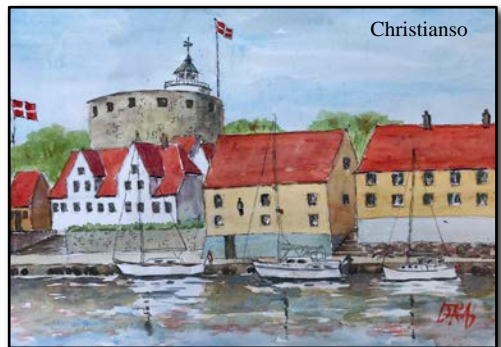
On the no. 8 back, we missed our stop, but had a delightful coastal walk back and discovered an amazing piece of architecture by the sea. It was a very imaginative wood and glass structure which could house exhibitions or concerts. As an architect, I was full of appreciation of the form and spaces created by the architect



On a sunny windless day Galatea motored across to the tiny fortified island of Christianso and through the rocky entrance. We moored alongside in a space left by a departing yacht. The harbour is a gap between two rocky islands and joined by a bridge. The medieval

fortifications are very impressive and there are many cannon still in place. There are two round towers, one housing a museum, and an old building converted into a restaurant, which provided an excellent meal. The last little ferry to Alenge leaves at 16.00 so the museum and information office close then. There is an old pond and the frogs were all courting and mating and making an incredible noise.

21st. We slipped our berth and motored out carefully past the rocks and into a perfect NW4. With the sails up, we headed across the open sea towards the island of Utklippen about 60 nm away. Galatea on a close reach was doing up to 8 knots, her maximum hull speed, though mainly between 6.9 and 7.8, providing her best continuous sail



ever. It was absolute bliss as we sailed along out of site of land. The wind increased to the top of a F5 and we hit 8.1 knots! At 16.00 with the Utklippen lighthouse in sight, the wind increased and backed to a NW6.



I hove to and rolled in some of the main and genoa . The tiny harbour on Utklippen provides little shelter, so we continued to the mainland and then downed sails, and motored up the shallow estuary to Sandhamn, an old fishing harbour, and moored up at 19.32 after a passage of 63.6nm.. We used the free new bikes to cycle to the village and around.

22nd. We left at 11.15 in sunshine and a S4, and had an excellent sail north inside the Isle of Oland up to Kalmar at 5.4 to 6.3 knots. At 18.00 we had supper of brown rice, tuna, peas, cup of tea and a bun, with the long Oland bridge in sight. We passed the old castle and entered the harbour, mooring up at 20.00 after a passage of 46.6nm. The town has some characterful buildings within the old walls, but the castle, surrounded by water and in a park is the major feature. Two C A boats were in but there was no sign of the crew.

23rd. Nicholas Hill passed us during breakfast followed by Odile. We set off at 11.00 and motor sailed for 3 hours in a light breeze under the bridge and following a well marked channel. It can be busy with shipping so having the engine running helped in close encounters. At 14.20 we were in clear water and killed the engine. I heard Nicholas

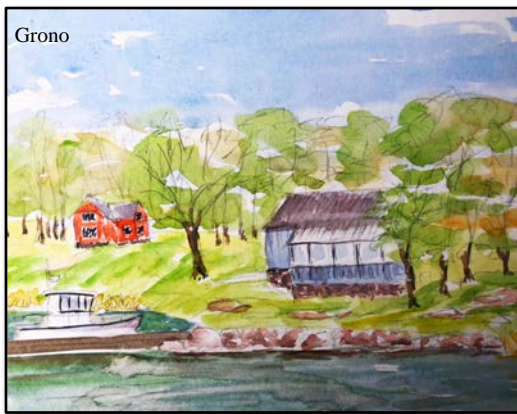


on ch.16 going to 72 to speak to Odile. They were discussing Byxlock harbour on Oland where they were heading. I called Nicholas but we couldn't hear clearly and lost communication. I then heard Andrew on Odile, who had heard our message clearly, relaying our intention to continue beyond into the archipelago, where we moored up in Oscarsham at 18.55 after a passage of 43.9nm. The Harbour master and his wife (*assistant HM*), remembered me from last year and my daughter and family visiting. The quay is well laid out with boardwalk, planting and a convenient restaurant nearby. The town is on a hill and has some attractive old wooden buildings and a sculpture of an old sea dog and his friend.



24th. At 9.35 we set off motoring in strong sunshine and a flat sea, but by 11.00 Galatea was sailing. We entered the islands of the archipelago, where we found a delightful sheltered bay opposite the isle of Ido and off the tiny island of Grono, where we anchored at 15.50 after 38nm. in position 57deg. 42.716 and 16deg. 40.635.at 57deg.42. I always note the position in detail to check if we drag. We had supper of meatballs, potatoes and vegetables in the cockpit on a beautiful evening. The peace of being at anchor in a beautiful spot is magic.

25th. At 7.50 we weighed anchor, which was covered in thick mud. We motor sailed for a while until the wind picked up. With the engine off and full sails, Galatea sailed beautifully along at up to 6.8 kts. Out in the open sea we saw just one ship and 5 yachts spread over the horizon. We put the engine on as we went into the archipelago and negotiated islands and rocks to enter



Harstena through a very shallow narrow gap. Inside there is excellent sheltered area and 5 yachts were moored bow to in Swedish fashion with stern anchors and lines ashore. We dropped anchor in 3 metres at 17.30 after 46.7 nm.



26th. The pressure went up to 2015mb. as we weighed anchor at 7.50 and set off. We sailed for a while before heading back into the archipelago. With the wind now astern, I rolled up the main and ran under genoa up the channel to Trosa, followed by the ferry and a beautiful Dutch barge. We moored up in the river at 17.05 after 51.7 nm. We explored Trosa, which must be the most attractive little town in Sweden with its delightful painted

wooden houses, especially alongside the river walk, where we found an excellent restaurant for supper in the garden. I topped up the water so we had two full tanks.

27th. At 8.20 we motored to the fuel berth and topped up the port tank. We set off at 8.20 in bright sunshine, motoring with no wind as we headed

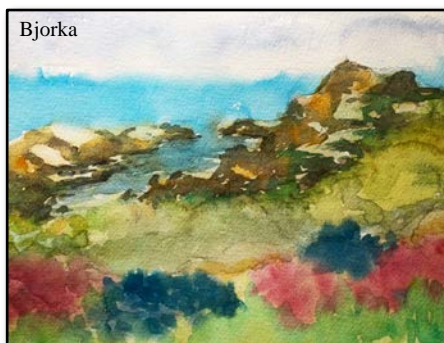


through the islands and up the passage to Sodertalje. Large commercial ships use this route and a one way passage is controlled by lights.

At Sodertalje, we moored up to wait for the bridge to go up and the lock to open. There is a further bridge at 15metres high which we had to wait for before we could continue to Loch Malaren. At 14.35 we entered the loch and headed to the island of Bjorko,

where we moored up at 15.30 after 36.6nm.

Bjorko was the Viking centre for trade during the 900s and there are many burial mounds on a hillside on top of which there are wonderful views of the surrounding area. The museum is very informative of the history and full of Viking relics. There are Viking replica ships and a recreated Viking village which during the summer is inhabited by students, dressed as Vikings and carrying out tasks and crafts. I witnessed this on a previous visit but we were too early this year.



At 15.30 we set off again and motored to the islands of Nedro Lindo and Lovon, where the Royal Palace of Drottningholm is, and where I dropped anchor in a sheltered bay at 19.50 after a further 14.3 nm.. There is a wreck to watch out for.



28th. I weighed anchor at 8.30 and headed to Stockholm, through bridges and a lock, and then had to wait at Danviksbro. It opened and then we were in the harbour by the Cruise liner and ferry quay. At 12.10 a breeze developed and we ran under genoa through the islands at about 4 kts. and after a leisurely lunch, dodging ferries and ships we moored up at Vaxholm at 13.45 after 20.2 nm., using their new method of picking up a mooring rope at the bow and walking it to the stern. Fortunately the harbour assistants took our bow lines. After a short walk to a delightful tiny harbour surrounded by painted old wooden houses, we enjoyed a traditional afternoon tea.

30th. Marjorie and Russell set off early by taxis to Arlanda for the flight to Edinburgh and a bus ride to Glasgow. Clara and the twins came aboard and played, and after tea, they took me back to Vallentuna, where I stayed with them for a few days, before flying home.

31st May to the 8th July

Galatea remained in Vaxholm, while Clara and family flew from Stockholm to U.K. on 8th June, and I flew back to Stockholm with them on the 7th July.



Incredibly that evening we saw Murray on Swedish TV at 5-2 down, and he went on to win.

8th July. Johan with the twins drove me to Vaxholm. I found Galatea with no power and I thought the batteries must be flat so I couldn't set off. The marina staff checked that the outlet was ok and so the problem was on the boat. CA member from Aliza helped me check every thing with a voltmeter and then we found the circuit breaker for external power, which is in a different place from the main board, had activated, presumably due to a power surge or spark. Everything was fine but I delayed setting off and enjoyed a day in Vaxholm. There had been wind and rain in the night but now it was dry and not a breeze.

9th. I set off 09.00 and motored through the many islands meeting many local ferries and then into the main shipping channel from the Baltic, and encountered the huge ferries from Finland and Estonia. At 10.00 I was being overhauled by the large ferry Isabelle, which then passed quite close, making me feel quite tiny and vulnerable in a narrow part of the fairway. A breeze appeared and I sailed along reaching 6kts and getting a wave from a Swedish flagged Nauticat. I approached the large island of Djugarden and rounded the off lying island of Beckholmen, rolled up the genoa and motored to the Wassahammen, mooring between the aluminium fingers at 14.00 after just 10.4 nm. and fixed the steps to my bow, the only way to descend to the low pontoon. I went to the office and paid the harbour master £240 for one week including electricity. £34 a night makes it the most expensive marina that I have been to, but it is in a prime location. I met Clara and the twins in the Nordic museum with its imaginative hands on area for children to experience history then returned to Galatea and found the ladder at the bow missing. I was in shock. Then I remembered it was the first time in 10 years that I hadn't tied it on. Because of passing ferries, there is a lot of motion at this outside berth and the bow of the boat must have risen and

come down on the pontoon, pushing the ladder up out of its sockets. The harbourmaster said it was 8 mtrs. there and a diver wasn't available. With an effort I managed to scramble aboard for the night.

10th. I didn't think there could be any chance of fishing it out but in desperation, I decided to try with a boat hook. I tied 9 metres of line to it and 6 metres of chain, with a separate line, in order for the chain to remain vertical and hold the hook down. It was very



unwieldy but I decided to give it one go, and lowered the unwieldy assembly down finding it very difficult to move it around. I gave up and just pulled the lines up and finally the boat hook. Unbelievably, the ladder was balanced on the point of the hook. I was scared to lose it so I spent an age very slowly bringing it in with its heavy load of chain and then leaned over the water and grabbed it. I couldn't believe my luck and what a feeling of relief !! The chances must be billions to one. The harbour master couldn't believe me and said while my luck's in I ought to quickly gamble.

Clive and Stephanie Cole, Nauticat association members had flown in on Sunday, so I met them at their hotel for coffee and went sight seeing to Gamla Stan and after lunch at the Palace, toured the vast lavish interiors with the most amazing tapestries and beautiful pieces of furniture. Then after tea aboard Galatea, and a look over the ice breaker, they departed for their hotel.

11th. Clive and Stephanie came aboard for tea, and later Mike and Barbara stepped aboard from their LM30, which was lying alongside.

12th. Clara and the twins, followed by Clive and Stephanie came aboard for morning coffee, and then we all went to the Vasa museum.

13th. I visited the supermarket for provisions and joined Clive and Stephanie for dinner on their last night



14th. My cousin, Alison, flew in in the evening for ten days on Galatea to sail and beat me at cards.

15th. We spent a day sightseeing including Gamla Stan (*the old town*), lunch at the Palace ie. in the courtyard, and looked in the Royal Chapel with its box pews, magnificent organ and Baroque interior. The Abba experience museum was a must for two Abba fans, followed by tea and cakes on the



terrace. In the evening we had dinner outside at the quay side café and enjoyed an excellent omelette and chips with an expensive bottle of wine. After dinner we had a highly contested game of pontoon. Did luck play a small part in Alison's victory?

16th. We called at the pump out before setting off at 11.35 for Vaxholm. The forecast was for a W3 increasing to W5. We ran under genoa, dodging ferries and fast little motor boats as we threaded our way through the islands of the archipelago. The wind was mainly light so we

had a pleasant sail and enjoyed lunch afloat. We loved all the old wooden houses on top of rocks or partly hidden by trees, and often with their own little jetty.

The HM at Vaxholm saw us coming and took the bow lines from Alison, while I walked the fixed mooring line to the stern and made fast. Then the ropes had to be adjusted to hold the bow near enough in to go ashore yet not so close as to keep hitting the concrete quay. After a short passage of 9.8 miles we were moored up at 14.15. We had a short walk through the picturesque old town with its narrow streets and pretty wooden houses, stopping at a café for tea overlooking a tiny harbour. Dinner aboard consisted of meat balls and rice, but no wine. Alison tasted 4 bottles of red and a bottle of champagne and declared that they were all off, and I had to pour them away. They had been aboard for a long time at the bottom of a locker. Another trouncing at cards followed; this time rummy!

17th. After a little shopping, we set off at 12.30 heading for Furosund, which lies on the main sea route through the archipelago for the Åland islands and Finland. With just the genoa up, we sailed comfortably at 5.5 kts. before the wind in bright sunshine. At 15.15 there was a moment of drama, when Alison's treasured old sailing cap blew off, and with just the genny up, we reluctantly watched it disappear. Should I have launched man overboard drill? I was enjoying the sail too much perhaps and after hesitating it vanished. I don't think that it would survive to be washed up on an island like my Tilley hat did, but who knows. I loaned her a souvenir from Santa Barbara Y.C. and promised to replace it.

It was a busy route and we passed two huge ferries, Viking line



Amorello and Sittala line Galaxi. The well wooded rocky islands and painted wooden houses continued to fascinate and provide visual delight as we sailed passed the island of Xylan doing a steady 5 kts. Reluctantly the engine went on and we motored into the marina at Furusund, picking up a stern buoy in 3 metres and bows to the quay. It is a very pleasant harbour with the 1604 windmill above on the hillside. After supper, while singing along with Elvis, my luck ran out and I lost hand after hand of Rummy. Alison is like a conjuror the way she puts down runs before I have even decided what to go for.

18th. After cereals and coffee for breakfast, we had a pleasant stroll and climb up to the 1604 windmill with its view over the harbour. We set off at 12.40 in sunshine and a light breeze. At 13.30 the Viking ferry Rosella, crossed our bow and had me worried until, much to my surprise, it left the channel and headed into a port. After the long island of Yxlan, the islands are smaller and spread out over a large sea area.



After rounding the Kapelskar light off Radmanso, we headed north leaving the main channel, which led to the open sea and the Finnish Aland islands. After about three nm we rounded the NE corner of Radmanso, put the engine on and steered between it and the island of Graddo-Asken and into Graddo harbour, picking up a stern buoy at 14.45 after 11 nm. It had been a very pleasant and sunny sail to the furthestmost point of this summer's cruise. We enquired about a bus up to Norrtalje, but although the town is only about ten miles away, the bus goes around all the little hamlets and takes forever, so we settled for a wander around the town and supper on board, followed by the usual predictable result at cards! How does Alison do it?



19th. At 09.35 I started the engine and we got ready to leave but the neighbour's hook had jammed mine on the buoy. There is normally one to a buoy, but a small yacht had squeezed in with his hook on top of mine and it was tight and under pressure. It was 10.00 before I had freed it and we set off heading back towards Stockholm, close reaching in a NE4. Overnight ferries from Finland passed us. We passed a couple of small islands covered with leafless trees at 59deg.32 and 18deg.37.5 and wondered why. We passed a

guest hamn at 59deg.30 and 18deg. 29 which I will try in the future.

A fender somehow vanished overboard, but man overboard drill rescued it. We left the main channel and went inside the islands of Myolko and Algogr and then left Resaro to port departing from our outward route, and headed up to Svinninge. We moored up between aluminium bars at 16.40 after a passage of 34.6 nm. The marina is some distance from the hamlet Svinninge, and there are no shopping or restaurant facilities nearby. The rigger kindly drove us to the nearest garage which had a shop. The distance is walkable but not if you are tired and hungry.

20th. Clara and the three year old twins came aboard wearing their new life jackets at 11.00. At 12.00 Alison started the engine and we slipped out of the berth and gently motored away from Svinninge with the children enjoying their first experience afloat on Galatea. We found a little bay off the island of Osterskar and anchored for lunch.



The children had fun exploring the boat, clambering on the bunks and



swinging on the bars of the canopy! It was a couple of days later that I discovered tiny transfers decorating the bulkhead of the aft cabin! At 15.05, it was time to weigh the anchor before the little ones got up to mischief, and Alison manoeuvred with the bow thruster and engine, while I checked the chain in and cleaned sticky mud from the anchor. As normally a solo sailor, I appreciate how much easier life is with a competent crew.

There was no wind so we had a gentle motor back in sunshine admiring the wooden houses on the island and envying the ones with their own little jetty. We returned to the visitors berth and then drove to a beach, to let the little ones have fun and burn up some energy. The little ones will be back for more adventures next year when they will be older at four years.,



21st. The marina is isolated in the countryside, so I used the amazing SJ app which will give the precise time of the transport links to anywhere on the system including buses, tubes and local trains. It took two buses to get to

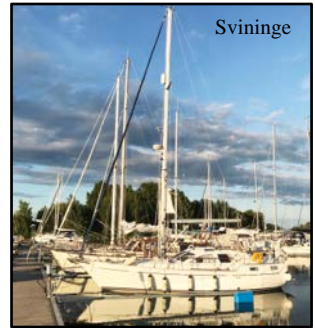
Clara's home in Valluntuna, which is in a conservation area by a forest and lake.

23rd. Alison flew home and I spent a few days with the family..

2nd. August. I returned to Galatea to sort her out and then at 15.00 I set off solo again and motored into a head wind through the islands back to Vaxholm , which is the nearest place with fuel, and moored up at 16.30. After filling up with diesel and a hotdog and coffee, I headed back under genoa and main being hit by very strong gusts, but I had a great sail although into the sun. Nearing the marina, the engine went on and then the autohelm packed up, ie. it sent me round in circles and with a strong gusting wind, the sails went crazy as I was rolling them in. I managed to heave to and down them. I motored in and moored up at 18.55.

1st. August. The sails came off and the mast was removed but I was amazed when two riggers spent most of the morning removing fittings including radar and rigging because the storage facilities are very tight, and it cost the equivalent of £500.

2nd. In the afternoon, an engineer came and serviced the engine but not completely. He damaged the belt cover by over tightening the belt. The rotating spindle of the alternator caught it and made a horrendous metallic sound. The electronics engineer, a New Zealander, came and quickly sorted out my autohelm problem. He also agreed to replace the ageing auto helm motor drive.



3rd. I motored around to the slip at 9.40 and was floated on to a trailer with lots of hydraulic gadgets including arms, and was towed out, pressure washed and moved to a spot next to the Swiss couple's boat for its winter storage.

August 7th. I set off at 6.30 and spent 13 hours travelling on 4 trains and a ferry to return to Fehmarn and pick up my car. I drove to Gremersdorf for the night, then

on the 8th. on to Oyten for the night, before driving to the Hook of Holland for the overnight ferry to Harwich.

10th. After disembarking, I visited friends in Suffolk for breakfast before driving home to Swanage in Dorset.

Douglas Addison

The Story of Monte Rosa

Hello, you may not have heard of me, but I would like to tell you the story of my life, which I hope you will find to be of interest. Firstly, however I must inform you that I am not a person but a ship, to be precise a 14,000 GRT passenger liner, built in 1930 by the German shipyard, Blohm & Voss for The Hamburg South America Steam Ship Co. Until my launch date of 4th December 1930 I had no idea of my name, but as I slid down from the building berth (ouch) I was christened Monte Rosa, after a mountain in the



Swiss Alps. It was the intention of my owners that I would spend most of my working life sailing between Hamburg & Argentina where many German Nationals had migrated to, following the First World War.

Even if I say it myself, I am a handsome vessel sporting two large

funnels which gives me quite a distinctive look. (Can I tell you a secret; my for'ard funnel is essentially a dummy, as all of the exhaust ducts from my main & auxiliary engines are routed via the aft funnel). For main propulsion I have 4 medium speed four stroke diesel engines, geared in pairs via a single reduction gearbox to drive each of my two propeller shafts. These 4 main engines provide sufficient power to propel me along at 14.5 knots.

My main engines were built in Bavaria in the factory establish by Dr Otto Diesel about 20 years or so earlier; I believe he knew a thing or two about the design & construction of compression ignition engines! This particular design of engine had been adopted by the German Navy some years earlier for their U boats & had proved to be very reliable in this often hostile environment.

Following my fitting out, I was handed over to my owners in the late Autumn of 1931, to commence my maiden voyage with a full complement of 860 first / second class passengers. The 7,400 mile voyage to Argentina took me about 3 weeks. The Company also used me as a cruise ship in the Summer months, sailing to Norway, Britain and sometimes even the Mediterranean.

It was a happy time for me in these early years, as I was young, my engines worked perfectly & I didn't have a care in the world. Then in 1933 the Nazi regime came to power in Germany under their Chancellor; a noisy little man, with a black moustache, named Adolf Hitler. Seemingly he was an Austrian house painter & quite frankly he gave me the creeps, I certainly wouldn't want him to bring any of his paint brushes, near me!

Sometime later, while I was docked in Hamburg, men painted large words all along my port & starboard sides “Kraft durch Freude”, which in your language means “Strength through Joy”. The Nazi party had very cleverly adopted heavily subsidised leisure holidays for factory workers & their families. This ensured that they would give support to Adolf Hitler & his Nationalist party for their, as yet, unannounced radical regeneration programme for Germany. Also taking part in the subsidised holiday programme, was the notable Wilhelm Gustloff, a passenger vessel of 25,500 GRT with a capacity of 1500 passengers. This vessel took its name from a national socialist Swiss who was assassinated by a Jewish man; (it was originally to be named “Adolf Hitler.”) A further passenger vessel, the aged General von Steuben of 14,600 GRT also participated in this subsidised leisure programme.

Throughout the Summer months I was very busy with short holiday cruises. These normally took me to the lower part of the Baltic Sea, Oslo Fjord & even sometimes to the West coast ports of Norway. I well remember these days, the happy passengers dancing or singing along to the ship’s band. In the daytime they played deck games or just generally enjoyed themselves. Holiday cruises lasted for several years which would occupy me throughout the summer months. Each winter I would resume my Argentina sailings, each round voyage lasting about 10 weeks.

One day I overheard some of my sailors talking about the Nazi Party & Adolf Hitler, who had now started to say & do really bad things about the Jewish people. Some of their synagogues & businesses had been destroyed & many Jewish families had relocated to Britain & United States

At about this time Germany started to build up & re-equip their armed forces. For example, in 1936 they laid down two very large Bismarck class battleships with a displacement of 43,000 light tons, to be named Bismarck & Tirpitz. Each vessel was armed with eight 15inch guns. I couldn’t understand where the vast amount of money was coming from, for Germany to spend on this rearmament programme, after all it was only 17 years since the country was defeated in the first world war.

Life for ships like myself remained more or less the same as we approached the coming decade, however I was greatly shocked, when in September 1939 German troops invaded Poland! The Fuhrer (as Adolf Hitler had then become) explained that this invasion was to take back the Northern part of Prussia (named Silesia) which had been ceded to Poland following the first world war. Together with 4 million German speaking Nationals, Silesia also contained a substantial number of coal mines. Almost immediately following the Polish invasion I was requisitioned by the Kriegsmarine (the marine arm of the Nazi military machine) to become a troopship for military

use. My accommodation was increased to carry 1500 troops: additionally, during this time, I was painted battleship grey. What I disliked the most was having to fly the Kriegsmarine ensign, incorporating the Swastika!



As part of the invasion I served as a barracks ship, for several months, accommodating up to 1200 German soldiers in the Polish port of Stettin, however in April 1940 I became involved with the invasion of Norway. I had no idea of the reasons for invading such a peace loving country. Perhaps it was something to do with Germany wishing to gain access to the large iron ore deposits around the Narvik, or could it be to give German bombers access to the strategically important Russian city of Murmansk?

During next 18 months I was very busy transporting troops & their weapons of war, to various southern ports in Norway. During one return voyage to Germany, the Norwegian underground had managed to attach two magnetic mines to my hull, however fortunately the ensuing explosion did not cause too much damage to my hull & the ship managed to limp into a nearby Oresund harbour for repairs!

Sometimes I would return from Norway with many civilian passengers who were regularly offloaded in Fredrikshavn Jutland. One day I happen to notice that these passengers were being ushered by soldiers into railway freight wagons; strange I thought! This was certainly an unusual way to start your holidays! I happened to overhear some of my sailors talking one day regarding our short stops in Jutland, they were saying that the Norwegian passengers were probably going to Auschwitz. For some reason I never noticed any of these people returning to Norway on the Monte Rosa!

One day in the summer of 1943, after we had discharged some military supplies in Bergen, the Kriegsmarine sent the ship north to the Trondheim Fjord to serve as an accommodation & recreation ship attached to the Battleship Tirpitz. At least this would keep me out of danger for the several months while located in the Fjord.

During my time in Norway I overheard some sailors discussing the problems that the German 6th army had experienced in Stalingrad, in particular the 200,000 troops taken prisoners by the Red Army following their surrender in February 1943. Only about 6000 of these soldiers ever returned to Germany. Maybe this would be the beginning of the end of the Nazi regime!

In the following Spring, Tirpitz moved further North, to the Lofoten Islands in order to prepare to attack the allied Arctic convoys attempting to supply Murmansk with urgently needed war materials. On 12th November 1944 Tirpitz was totally destroyed by two direct hits by massive 12,000 pound bombs delivered by your Lancaster Bombers The estimated number of

sailors killed in this attack range from 950 to 1204.

By now I was assisting in the repatriation of many German troops from Norway. During one voyage from Oslo I came under attack from the Bristol Beaufighters of the RAF 144 Squadron, fortunately no serious damage occurred. Monte Rosa had on board, during this attack about 3000 troops, along with many wounded.

It was now readily apparent that by the middle of 1944, Nazi Germany was on the point of collapse, with the Red Army advancing from the east & north. The allies gaining a foothold in Normandy & now advancing from the west, the Afrika Korps thrown out of north Africa & the persistent saturation bombing by the RAF & US Air Force. But what the German people feared most of all, was the Red Army, who had revenge in their hearts, following the near destruction of Stalingrad & Leningrad! Thus it became imperative that as many of the 4 million German nationals trapped in Silesia should be evacuated out of reach of the Red Army.

In January 1945 I made the most dangerous voyage of my life by entering the port of Danzig to load 5000 German refugees fleeing from the advancing Red Army. Very wisely my captain decided to sail across to Copenhagen under blackout conditions in an endeavour to avoid attracting the attention of any Soviet submarines known to be in the area.



A few days later the Wilhelm Gustloff wasn't so lucky whilst attempting the same crossing. This vessel had been used as a floating barrack during the past 4 years & was hurriedly prepared for sea on 30 January 1945. The 4 captains aboard argued as to which course to

use: also they couldn't agree as to whether to sail under blackout conditions, with the senior captain insisting that it would be too dangerous to sail at night without displaying any navigation lights. She sailed at noon with over 10,000 German evacuees crammed aboard. It was a bitterly cold day with a recorded air temperature of - 18 degrees C.

At 21.30 the Wilhelm Gustloff was hit on her port side by 3 torpedoes fired by the Soviet submarine S13. Prior to sinking, she only managed to launch 9 lifeboats; the rest were frozen in their davits! Over 9400 people perished on that fateful day, including 5000 children.





Records show that all 4 captains on board that day, survived the sinking!! No charges were ever made against them, as the Nazi regime was about to collapse. Just 10 days later the General von Steuben met the same fate at the hands of S13, but the death toll was 4500 on this occasion.

I made my last voyage under Kriegsmarine when we set sail from Copenhagen in February 1945 for the short passage, past the island of Lolland to the port of Kiel & there I remained for several months. My crew abandoned me & I felt unloved & unwanted. Ships have feelings as well as people, you know!

The Nazis seemed to disappear overnight. Some of them changed their identity & relocated to Argentina, travelling via Italy. I suspect some of the more senior Nazis had prearranged their escape to Argentina by one of the recently introduced Kriegsmarine Type 21 submarines. I have often wondered if Adolf Hitler escaped via this route, as I know he was often sighted during the early post war years in Patagonia. Of course this may be total nonsense, but if you ever hear a knock at your door, only to find a little creepy man sporting a black moustache & offering to paint your house, please tell him “not today, thank you” then slam the door firmly in his face!



In May of that year, several people came aboard to look me over. I couldn't understand what language they were talking and I started to become anxious. Then I noticed a red ensign flying from my stern: the British Merchant Navy were taking me to England! The Second European War was now over & I was seized as a war reparation. A few days later I crossed the North Sea & entered the River Tyne where I was dry docked in order to have my hull painted white & my two funnels Yellow: thank goodness the battleship grey paint had now been totally obliterated.

From this time, I was put under the ownership of MWT (Ministry of War Transport) & operated on their behalf by the New Zealand Shipping Co. Ironically, my first assignment was to return German prisoners of war back to their homeland! On my return to Britain I carried American GI's, making their way back to the United States. This was a very busy time for a ships like myself: vast amounts of people wished to be relocated elsewhere in the world.

Amongst the countries I visited, during the next few years was, Gibraltar, Singapore, Suez, Aden, Colombo, Singapore, Hong Kong, & even Japan & Australia. I recall one voyage to Australia in 1948, to return ANZAC troops home. We then sailed all the way to Jamaica to collect over 800 people whom the British Government had invited to work in their factories or on the railways, as there was a labour shortage at this time. Whilst I hadn't met many black people before, I must say they were very well behaved, during the crossing to Tilbury.

During this early post war period I sailed several hundred thousand miles & I noticed an increased amount of black smoke coming out of my aft funnel. This was an indication that my engines were worn out & in need of repair. One day I overheard the Chief Engineer telling the Captain that the ship urgently needed a major refit, but due to the outbreak of the Korean War in 1950, this was indefinitely deferred.

In February 1954 I sailed out of Yokohama bound for Britain. However, the voyage was plagued with engine breakdowns & other defects: it took 10 weeks to reach Port Said. On board were 220 crew & 1275 passengers, including military personnel, plus their dependants returning from the Korean War.

In the early morning of Sunday 28th March, while heading on a westerly course towards Gibraltar, a sudden explosion occurred in the engine room. The resultant fierce fire killing 4 members of my engine room crew, including the 3rd engineer. Within a few minutes a distress call was transmitted, as a result of which several vessels came to my assistance. Amongst these was the warship HMS Saintes, who succeeded, after some hours, to attach a line & take me in tow



towards Gibraltar. However, by this time the fire was burning out of control from stem to stern & I slipped away below the waves early the following morning!

Fortunately, in a relative calm sea, all passengers & remaining crew succeeded in taking to the lifeboats, without any further loss of life.

So there we have it! The story of Monte Rosa.

While I now lie 2,500 metres below the Mediterranean Sea, I frequently reflect on my experiences of life, for example, what ever happened to all those civilians I transported from Norway, but who never made the return voyage; the 5000 Silesian children on the Wilhelm Gustloff who perished when the vessel was torpedoed; the 1200 sailors from the Tirpitz; the questions could go on & on! That creepy Austrian house painter has certainly a lot to answer for, to say the least!

Now, before I go into my long sleep & say Good Bye, I would say that, all the stories regarding Monte Rose are factually correct, that is, except for one omission! When the British Sailors moved me from Kiel to the River Tyne, for a repaint, in May 1945 they also changed my name from Monte Rosa to Empire Windrush!

Good Bye

Rod Cotton

South Coast Rally - June 2018

It seemed that Cowes, IOW, had been moved to the Mediterranean when we arrived at Shepards Wharf on Saturday, 2nd June. Short trousers and sleeveless shirts predominated as we sat beneath the boom tent sipping a cool drink and watching the cosmopolitan water traffic crowding the river Medina. Six boats had arrived by mid-afternoon to initiate the South Coast Rally – KALEVALA, Bob & Lindsay Gosling; KAJTUULA, John & Jean Rotter, with John & Jean Claisse joining by ferry; SMOKEY, Brent & Carole Strickland; OLD POSSUM, Maurice Owens & Victor Crowhurst; CAPRICORN, Dan & Yvonne Smith, with daughter, Caroline, and son-in-law, Polo; and SKYLER, John & Jean Crump.



The boats were berthed line abreast across the north basin in batches of three. Festivities began in the early evening with a merry pontoon party when we were joined by local resident, Antony Moore, owner of Nauticat 33,

TACKLEWAY, which is berthed about ½ mile south of our gathering.



Suitably lubricated we headed off north to the Island Sailing Club where supper had been booked in their much be-flagged dining room.

The semi-tropical weather continued throughout the following day, Sunday. Some members ventured on short excursions – to Osborne or Northwood House, while others simply enjoyed the environs. It was so warm and dry that Lindsay & Bob Gosling were moved to fit in a return trip to their new house on the Island to water the garden! Around



lunchtime, two more boats arrived: BLUE HORIZON, Alan & Theresa Warrell; and NOMAD of BROUGHTON, Trevor & Monica Rose.

So we could not miss the opportunity of a second pontoon party - a little later when the evening had begun to cool.

How to feed 20 hungry sailors in search of something different? Well the Coast Bar and Dining Room, in Shooters Hill, Cowes, half-a-mile from the marina could oblige at very short notice, putting us all on a single long table and serving what, everyone seemed to consider, excellent fare.



What a difference a day makes! Monday dawned cloudy and cool and stayed that way with an unpleasantly strong north-east breeze blowing up the river. Most boats waited for the tide until early afternoon to make the journey down to Yarmouth for Leg 2, but that brought no improvement in the weather as the wind whistled through the harbour entrance and tested boat handling skills when mooring up. Having sorted ourselves out we made for the Yarmouth Sailing Club, across the road from the Palace on the Quay.

The YSC is now offering to host rally events booked in the harbour and its flagstone terrace provided the ideal ground for us to play the Nauticat Model Boat game. Devised and made some years ago by former member, Alan Langmead, this marine version of Snakes and Ladders kept us well amused despite that unpleasant wind. 4 boat crews



took part in the first heat before we all repaired in doors to enjoy an excellent buffet supper provided by the club caterer. Afterwards, the second heat of 4 boats completed the selection of the two finalists – NOMAD of BROUGHTON & KALEVALA. Both teams suffered repeated calamitous set-backs before KALEVALA finally went clear to take line honours.



Another disappointing day weatherwise (as the Americans say) on Tuesday. But at least it was dry and encouraged most of the party to take the always-pleasant walk to the Red Lion at Freshwater for lunch in their garden.

Part Two

On the Wednesday, the rally began to diffuse. Three boats, NOMAD, KALEVALA & SMOKEY set off early for Weymouth, OLD POSSUM took the afternoon tide back to Gosport, while CAPRICORN, BLUE HORIZON, KAJTUULA and SKYLER remained in Yarmouth for another day. Thereafter, members made much use of the Association's "On The Move" facility to keep track of who was where! Having spent two nights in Weymouth, the first three boats left for Brixham, while SKYLER played tail-end Charlie on the same route, KAJTUULA & CAPRICORN went home and BLUE HORIZON (home port Dartmouth) continued their summer sojourn in the Solent. The west-bound boats also visited Dartmouth, Dittisham, and Salcombe, while NOMAD pressed on to Plymouth and Mylor on the river Fal. The various movements were rather akin to musical chairs and several pleasant rendezvous were arranged.



SKYLER & NOMAD were the last boats to return east, sailing less than an hour apart from Brixham back to Weymouth where we both took advantage of our “free” night earned by four previous stops. Trevor & Monica showed us the way by bus-pass to West Bay – where there was inshore power boat racing, and on the Sunday in Weymouth we watched a commemoration service on the sea-front to mark the 100th anniversary of the RAF (complete with a Spitfire fly-past) and a tribute to Britain’s armed forces.

Finally, the last two boats headed back to the Solent on another hot, almost windless days. SKYLER stopped off at Yarmouth where we met Robin & Lyn O’Donoghue in OISIN, while NOMAD anchored for the last night in Osborne Bay, reporting dinner with wine and “a perfect end to a perfect rally”.

John Crump

South Coast Social Secretary

Technical Report

Technical Report Summer 2018

The last few months have been fairly quiet with few direct requests for assistance; however the website has seen more activity. The news of Nauticat going into receiver ship is obviously sad news, but with many other well-known boat builders going the same way it's not totally surprising, some views on the impact are included in this report.

Blue Horizon

In previous Cat-a-Log's I have included any technical issues, improvements and faults I had experienced with Jennyanydots, now that I own a Hardy 36 Commodore there is not so much relevance, however I have tried to select some common general items of interest.

Fuel Gauge

During the survey of Blue Horizon I commented that the Starboard fuel gauge shown empty, whereas during the sea trial it had read full, the owner confirmed that the tank was still full, and the surveyor may have knocked a terminal off on the fuel sender.

Throughout the delivery trip and our subsequent summer cruise the gauge mainly read empty but occasionally read something. During a 4 day work programme of improvements and maintenance I decided to try and fix the gauge. The first job was to fix back the gauge in the panel, as on tapping the gauge, case it was stuck, it had gone back into the panel. The gauge being all fixed back in position I tested the gauge, the sender when open circuit should read full and short circuit empty, and this all worked well, so no more tapping the gauge.

Next, was to disconnect the sender at the distribution panel, perform the same test, again it all worked perfectly, comparing the resistance of the sender on port and starboard, the later showed a few ohms, almost a short. Disconnecting the sender itself the short was still present, so there was a fault in the cable run from the distribution panel (on port side of boat) around the engine room and to the starboard fuel tank. Connecting the sender with a length of spare cable, it all worked perfectly, so looked to find were the cable could have been damaged, but no obvious signs. In order to narrow down the potential fault area, I managed to locate the cable as it crossed across the boat, so I cut it in an area which looked a possible damage area, the fault was not present between distribution and the cut, but also the fault was not present in the remaining section, a miracle I had cut the cable on the fault, connecting the cable with a terminal block, resulted in all working. During the winter I will add to my list to replace the cable from sender to distribution panel.

Garmin System, Expander

The navigation system is based on a Garmin products, with chart plotter, auto pilot and VHF all being repeated on the Fly Bridge, being of an

engineering background I liked to know how it's all connected, where does it get its power from and where are all the components located. There is a wireless wind vane fitted, my research indicated that there should be a wireless receiver and a Nexus convertor to connect to the NEMA 2000 network, could not find these anywhere obvious. The Hardy internal has all its panels' held in place with Velcro, which adhere to frame work; this provides a space between the panels and the exterior of the boat, so the wind electronics could be anywhere. In trying to reach the inside of the boat near the fly bridge, to tighten up the horn, I discovered another Garmin box, a GMS 10 Expander, the Garmin information says it's for allowing more than two chart plotters to share data, but I only have two, so another thing to try and sort out. I did eventual find the wind equipment, just loosely lying in the fly bridge console, not very professional fitted, but easy to remove

Windscreen Wipers

The most asked question from Nauticat owners is where to buy replacement wiper arms and blades, so it was ironic that the first task on Blue Horizon was to refurbish the wiper arms and blades, but a simple cost effective solution found, using bits from Halfords, and Sea Screw, a fair saving over the Vetus ones fitted.

Nauticat in Receiver Ship 16 May 2018

The receiver appointed after Nauticat were declared bankrupt in May this year, is trying to sell the assets and the brand and the moulds, as an Association we have made contact with him and hope we will be kept in the loop of any surplus components that may be for sale.

In terms of the ongoing support of our existing Nauticats, the majority of parts we require can be found from the original suppliers, there are cases where items were made for Nauticat, and we may hit minimum order requirements. The main value to us is the specification and the supplier list for the various parts, which then enable us to source a replacement.

The main benefit we have is the membership, as there will be someone who has solved a particular issue before, so using e-news to ask for help is very successful.

Technical Issues Raised

The few enquiries during the last 4 months were related to finding suppliers for hatch's, stanchions and stainless hand rails, I am sure with the loss of Nauticat these queries will increase, also trying to find the size of a bilge pump for a boat which was away from the UK, which we did ask Nauticat for help on.

Website Topics of Conversation

There has been a discussion thread on mast subsidence, which appears to be more common in some of the older boats, with some experience being provided by various members.

The topic of Cetol no longer being available in the range of colours they use

to provide has provided some useful information on other alternatives, it will be interesting to see how this thread may develop.

Summary

I am sure more queries will gradually arise, which would have been answered by Nauticat, but as already mentioned, the Association has the bonus of a large range of experience amongst its members, so there will usually be someone who has solved the issue before.

Alan Warrell

Technical Secretary.

Blue Horizon South Coast Cruise

Having purchased Blue Horizon, a Hardy 36 Commodore in January this year, we made a delivery trip in February from Falmouth to Dartmouth, but had not had any opportunity to use it for our early summer cruise to the Solent, so the first 4 days on board in May was getting sorted, safety equipment fitted dinghy fitted to boarding platform using snap davits and outboard fitted.

We left Noss Marina, the first stop being the fuel barge, then up to Dittisham for the night; an early start was not required as our passage time to Studland Bay was about 6 hours. On leaving the Dart we hit a bit of swell, certainly uncomfortable as we rolled around, as speed built up we settled down, but the wind was Force 4/5 just off the bow so the boat was washed continuously in spray for the first few hours, this calmed down as we approached Portland Bill (3 Miles off) then when we reached Anvil the sea was calmer.

In Studland Bay there were a couple of other boats anchored, who as evening approached left, leaving just us in the Bay, this was a clue to what the night would bring. With a North East wind as the swell stated we rocked and rolled all night, things in cupboards crashed around, occasionally we would swing so we were beam to the swell, so some violent rolls, this was made worse by the fact the boat was new to us, so not familiar with its creaks and noises. In the morning we continued to roll around but gradually things calmed down, we were approached by a dive boat, who told us they were going to do some diving around us to carry out an ell grass survey.

In our planning I had not realised that as we reached the Solent it was a Bank Holiday weekend, so not much availability of berths, so our first port of call in the Solent was Lymington Yacht Haven, where we awarded a gold star to the facilities, even had heated towel rails in the shower cubicles.

Then we went around to Hythe Marina as they were the only marina that could offer us several nights, which allowed us to arrange to meet up with Theresa's Mother and Cousin.

It's while we were in Hythe, which we enjoyed, the locked style marina, that in my attempt to get up to the fly bridge to watch one of the huge cruise ships leaving Southampton, (with no shoes on) I caught my little toe in one of the scuppers and broke it, well when I looked at it, the toe was at right angles to where it should be. Fortunately we had some ice packs in the fridge which we immediately applied, however I got a bit worried when the ice packs were topped up with ice cubes, make certain we have enough ice left for a medicinal scotch and ice! This did slow me down, and for the next two weeks walking any distance was painful, but on the boat it was OK, lots to hold on to and short distances to walk.

Then on Bank Holiday Monday we left Hythe and went down Southampton water, what a shock, we had never seen so many boats trying to occupy the same space, once we turn left and headed for Portsmouth, it became fairly quiet, into Portsmouth, was OK other than some boats leaving had obviously



not read the navigation notices for small boats entering and leaving Portsmouth Harbour!

We had a few days in Gosport Marina (free for us now as Noss is part of the Premier group), unfortunately we were as far away to the facilities as you could be, which was a painful exercise for me to walk with my broken toe.

On the next day we went to the Gosport Memorial walk (hobbler) in accident hospital, were they confirmed it was broken,

keep it strapped up and yes it will hurt for 4 to 6 weeks, but I did get a holiday souvenir, a crutch!

Then we had a long passage, about 0.4NM, from Gosport Marina to Haslar. Haslar Marina, with a stop on passage for fuel (more fuel!) this was to allow us to be in Haslar for my father's 98th birthday and for my Sister to bring him to Haslar for the day and to go for dinner in the Lightship.

This meant we would miss the first day of the South Coast Rally, but we would join them in Cowes the second day, which was a lovely day and we continued to enjoy the company of Nauticat owners in Cowes then Yarmouth.

As the Solent is fairly new ground to us, we decided to spend a few more days in the Solent before heading west.





We spent a few days in Lymington, giving the opportunity for different friends to come and visit us. We finally made ready for our departure from the Solent, including taking on more fuel, as we wanted to fill the tanks so we could calibrate the fuel gauges and work out our consumption, the tanks hold 550 litres each!

We headed for Weymouth, and had several pleasant days moored on the

Town Quay, our departure was delayed a day due to some strong winds, this decision was confirmed when the boat rafted next to us left in the morning and an hour later returned, as it was too rough.

We left to round the Bill at the recommended time for west going boats, although I have done this once, 40 years ago in a training yacht in the dark, it was really a new experience. The passage round the Bill was through some pretty turbulent



water, I could see calmer water in the distance, remembering Stephanie Cole's advice from their days of owning a Hardy, don't slow down when it gets rough keep the speed up, so a touch more power and we headed for the calmer water. In the past I have crossed Lyme Bay by the direct route, but that's been passing the Bill 3 miles out, so having rounded via the in shore passage, we plotted a gentle curve around the bay trying to avoid heading directly into the waves, this seemed to work especially as we picked up some shelter from the coast around Exmouth, then into Tor Bay and headed to





Brixham for a couple of nights. This gave us the unexpected experience of watching the trawler race around Tor Bay, and seeing all the decked out trawlers in flags and bunting.

Returning to Dartmouth we spent our last night of our cruise in Dittisham, before returning to our berth at Noss Marina, we had been away for a month and had some new experiences and learnt some things about the Hardy and motor cruising.

Alan & Theresa Warrell

Blue Horizon

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.

General Secretary & eNews Editor

Nauticat Yachts Oy. Last month we received the shocking news that Nauticat Yachts Oy (previously Siltala Yachts Oy), after more than 50 years as Nauticat builders, is in administration. Your Committee has been working to ensure that we, as a virtual Owners Club, continue to have available technical expertise, know how and access to spares and suitable parts.

Richard Wakeham is updating online data and making information more accessible to Members and will:- Update the suppliers listing on line – He thinks this has aged, and is probably one of the documents that would really help members. Scan any technical archives that we have (and would post them online if easier for Members). Canvass Members for hard copies of manuals, instruction books, diagrams etc – He would happily receive them by post and has access to a high speed scanner to turn them into PDFs. He could return them back to members by recorded post once scanned.

Rod Cotton and Alan Warrell are investigating our options for obtaining spares and technical expertise from the Administrator Jussi Jussti.

Nauticat built bespoke yachts but mostly only the moulds, upholstery, joinery and stainless steel items were produced in-house. Other items such as windows and hatches were sourced from other manufacturers who are still trading such as Ertec which Halberg Rassey also use.

Alan already holds a comprehensive list of parts suppliers and a data base of Members experiences. The administrator will be asked for a list of parts still for sale and sources for other parts.

Members are asked to let Alan know what parts and from whom they obtained spares, especially if they came from Nauticat, and a wish list of items they think they may need.

eNEWS continues to provide a useful means of helping Members to interact. Events management, items for sale, parts wanted and for sale, Members planning a cruise and who would like company and/or crew, please e-mail me, the eNEWS Editor, at j.claisse@btinternet.com

On the Move. Highlights of the spring season included a highly successful South Coast cruise conducted by John Crump, planned on a rolling basis depending on the tides and weather. Members could join and leave to suite their own plans. An easy to use On the Move facility, which enables Members to email or text their whereabouts and movements, greatly helped Members to rendezvous. To join On the Move Email your message to onthemove@nauticatassociation.co.uk or text 07520633327 and it will be broadcast to registered users of the website.

John and Jean Rotter very kindly invited Jan and I to join the first day of the rally at Shepards Wharf Cowes aboard KAJTUULA enabling us to keep in touch with cruising Members and, by monitoring On the Move, we hope to take other opportunities to meet up.

Senior moments. In spite of spending my whole working life involved in the development of computing from the days of analogue gadgets up to digital laptops I am now struggling to cope with the internet age and have to ask my grandchildren for help. Is this me?

Facebook for seniors

To others of my generation who still do not and cannot comprehend why Facebook even exists, maybe try the following to gain better understanding:

Try to make new friends without using Facebook, but while applying the same principles. Every day walk down the street and tell passers-by what you have eaten, how you feel at the moment, what you have done the night before, what you will do later, and with whom. What you do to keep yourself regular. Give them pictures of your family, of yourself gardening, taking things apart in the garage or fixing things, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. Also listen to their conversations, then give them the "THUMBS UP" and tell them you like them and it works!

I already have four people following me: Two police officers, a private investigator, and a psychiatrist.

John Claisse

LAYING UP LUNCH
Saturday 3rd November 2018
Boathouse Hotel & Restaurant
Hythe Marina, Hythe, SO45 6DY

This year's laying up Lunch will be held at the **Boathouse**, Hythe Marina,
on the edge of the New Forest.

**Meet in the bar at 12.30 for an aperitif, followed by a 2 course lunch in
the restaurant at 1pm.**

£23 per head

There is ample parking at the Boathouse. Those wishing to come by boat please contact MDL Hythe Marina (02380207073) The Southampton to Hythe Ferry terminal is a short walk away. Blue Star Buses (8 and 9) connect Southampton Rail Station to Hythe Ferry Terminal.

Accommodation is currently still available at the Boathouse. Please book directly with the Boathouse (02380 844066) mentioning you are attending the Nauticat Association Lunch.

Laying Up Lunch Menu

Mains

- A. Supreme of Chicken with Mascarpone Polenta Creamy & Wild Mushroom Sauce (GF)
- B. Roast Pork Belly with Leek Mash, Wholegrain Mustard & Honey Sauce (GF)
- C. Grilled Fillet of Bream with (or without) Sautéed Chorizo, New Potatoes & Basil Pesto (GF)
- D. Wilted Spinach, Pea & Asparagus Risotto with Balsamic Reduction & Parmesan Cheese (V) (GF)

Desserts

- E. Dark Chocolate Gluten Free Brownie with Chocolate Sauce & New Forest Vanilla Ice Cream (GF)
- F. Lemon Tart with New Forest Lemon Sorbet & Raspberry Coulis
- G. Mixed Berry Eton Mess with Chantilly Cream & Raspberry Coulis (GF)
- H. Trio of New Forest Ice Cream with Crushed Meringue & Blueberries (GF)

Coffee and Tea served after the meal

Please indicate your choice of main course and dessert on the booking form below or on an email

Booking Form

I/We will be attending the Laying up Lunch at a cost of £23.00 per head

Name:

Main:

Dessert:

Please complete this form / e-mail and return it by email to ta.warrell@btinternet.com or by mail to the address below, not later than **20th October**, enclosing a cheque, made payable to **Nauticat Association** for the total amount, or alternatively by making a BACS transfer to Nauticat Association. Sort Code 30-93-56. Account no 02195556 quoting your surname & "LUL 18."

Theresa Warrell, 7 St Medard Road, Wedmore, Somerset, BS28 4AY.



Letters to the Editor

Robin,

It occurs to me that a regular article in the Cat-A-Log along the lines of "Me & My Boat" would be very well received. Bruce's account below is the type of thing that I have in mind – ideally with a photo. You could perhaps include a couple in each edition – that should keep us going for a bit!

Regards,

John Crump

John -

After 20 years of sailing and cruising a 31' Beneteau, my wife Shari and I purchased a 1989 Nauticat 33 (hull number 1072) late last summer. We are the fourth owners. She still sports her originally christened name "Serenity," but we are taking steps toward renaming. Home port is now Great Lakes Yacht Club, in St Clair Shores, Michigan.

The first owner kept her in Maine, the second on Chesapeake Bay, near Washington D.C. The second owners sold her after they took her to the Bahamas and back. The third owner shipped her to Lake Michigan, where she was little and lightly used for 6 or so years. We are in the process of addressing some deferred maintenance and overdue updating. before taking on certain improvements and modifications . Clearing up some MMSI confusion is - as are most things with boats - more complicated and involved than one might have initially thought.

Shari and I were smitten the first time we saw the boat, and have only grown fonder and more committed to her restoration and renewal.

I am hopeful that the collective wisdom of other Nauticat owners can assist and guide us through the inevitable conundrums. And, best case, that retellings of my years of blunders and missteps may be of some benefit to other boat owners.

- Bruce Goldman

Editor's Comment

I think this is a very good idea. Write a piece about where, when and how we purchased our Nauticats and the fun we have had since owning them. I will do an article in the next edition of why, back in 1998, Lyn and I decided to buy Oisin.

I always welcome copy so let me have some stories of your route to purchasing a Nauticat; the heading will be: **'Me and My Boat'**

Letters to the Editor

Hello all,

Hope you are all getting ready for the season.

I have been approached by Piers Covill, he would be interested on taking on the role of Technical secretary as he had read that I thought we should have someone who owned a Nauticat as Tech Sec. He has a NC 43 and has done considerable work on the boat him self and is a regular contributor on the forum.

How do you want to proceed, I thought I could tell him what I consider the role and if he is still interested suggest we have a transition period and he would then be in position by the next AGM.

What do you think?

Alan (*Warrell*)

Dear Alan,

We are all very sorry that you are giving up being Technical Secretary having done such a good job over a number of years. I think we are all very grateful for the work that you have done but pleased that you are staying on as a member.

I think that your suggestion of the transition period up to the next AGM and then handing over to Piers Covill is a good one and will give us an opportunity of getting to know him. I wonder if he would be able to attend the laying up lunch where we can discuss progress with you both.

Kind regards,

John (*Rotter*)

Hi Alan,

Well done in organising a replacement because you will be a hard act to follow. Also good that you will be there to help or advise. Enjoy relaxing cruising this summer without having to haul on the ropes and wind the winches. The latter does help help one to keep fit, so I tell myself !!

Best regards,

Douglas (*Addison*)

Letters to the Editor

Well done Alan for ensuring continuity. As Douglas has already said you will be a hard act to follow. These boats from our own personal experience are a job to keep together and run smoothly and it's always good to know there is a backstop of knowledge and wisdom there to support us.

Moving to "the dark side" is a rather harsh description for moving to motor boats as many of the issues we face are common to sail and motor. It may be more appropriate to say "going off white"!

It's great to hear you are staying a member, I personally would suggest a transition period of at least ten years so you are not allowed to get away and enjoy your boating without thinking about our windlass switches and heads stopcocks! I understand the Chinese never allow knowledge workers to retire!

Seriously though have a great season and you and Theresa enjoy your lovely new boat.

All the best

Mike and Jacky (*Scott*)

Theresa and Alan

Having bought an over 40 year old Nauticat I needed a great deal of technical help and expertise to find replacements and bits to keep her going. Thank you for applying your diligence as an aero engineer to our less critical problems. Your creation of a technical library on the forum is a particularly useful source of information which will help Piers to seamlessly take on your role.

Thanks again, and to Theresa for taking on the events role.

Best wishes.

John Claisse

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

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

Mirrored NA Logo, 110gsm, roped and toggled. **£13**

More robust 230gsm double sided logo, roped and toggled. **£27**

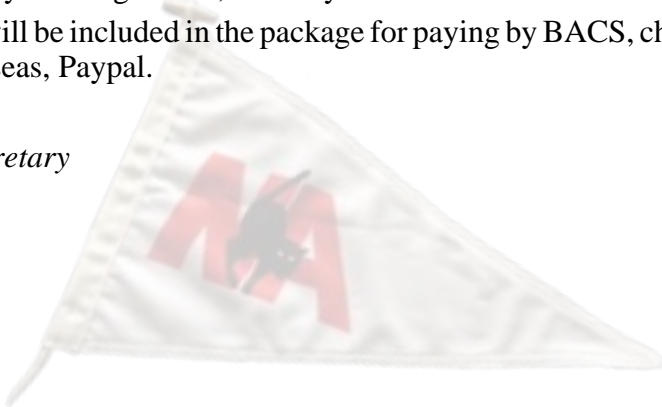
Post & packaging. **£2.45**

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



Tenar - 2002 Nauticat 321



LOA: 10.0 m
Beam: 3.24 m
LWL: 8.30 m
Draft: 1.40 m

**Price: Sensible Offers
all tax paid**

Located in Colchester,
Essex, United Kingdom
Contact: Rod Usher
Tel: 01206 751522
Mob: 07760 164 434

Engine

Total Power: 40 HP
Engine Brand: Yanmar
Engine Model: 3JH3E
Engine Hours: 2350
Engine Power: 40 HP
Mileage logged: 12,995 miles
Engine hours: 2350 hours
Hull Material: Fiberglass

Tanks

Fresh Water Tanks: 1 (440 Liters)
Fuel Tanks: 1 (250 Liters)

Accommodations

Number of cabins: 2
Number of heads: 1

Electronics

Navigation center
Plotter
Wind speed and direction
Radar
GPS
Log-speedometer
Autopilot
VHF
Radio

Inside Equipment

Hot water
Oven
Bow thruster
Electric bilge pump
Heating

Outside Equipment/Extras

Cockpit table
Electric windlass

Specification

All original manuals and instructions available in original Nauticat files.
Stainless steel Bruce anchor; additional kedge anchor, fixed in cockpit locker
Electric anchor windlass - Lofrans Tigres
Additional Raymarine ST600R - roving control pad to Raymarine Instruments
New LED deck light
Domestic radio and CD player with 2 speakers
Heater - Airtronic with 4 outlets, including wet locker
3 large batteries - only 1 season old
2 large fitted fire extinguishers
All gas fittings updated to most recent safety specifications
AIS and dedicated laptop with SeaPro chart system, complete with up to date charts: British Isles and Netherlands (both with full coverage)Upgraded Raymarine instruments
Selden furling main in-mast
Cruising chute - North Sails
All running rigging replaced September 2016Bow thruster - SidePower SP55S
Radio antenna (upgraded)
Henderson bilge pumps - one hard wired to battery as a safety precaution
Stern gland - details upgraded to stainless steel
Full set of blue and white crockery, in safe storage cupboards
American Navy Blue hull and white topsides, cleaned and polished annually

Future Events

Laying up Lunch

3rd November 2018

Boathouse Hotel & Restuarant
Hythe Marina Village, SO45 6DY

AGM 2019

2/3 February 2019

Sandbanks Hotel

Picture Gallery



Jennyanydots - Alan & Theresa Warrell's previous yacht