

CAT - A - LOG

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



Taiva under cruising chute on the South Coast Rally



Nauticat Association Newsletter

Issue Number 70

Summer 2015

Nauticat Association Merchandise

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

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

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

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

For ties and burgees then please email Richard Wakeham directly.



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Issue No. 70 Summer 2015

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Chairman's Note

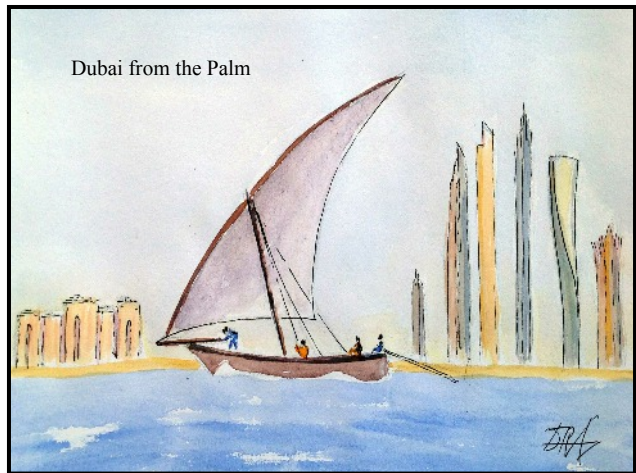
I am writing this in Dubai where I would need air-conditioning in my Nauticat to cope with the mid-day temperature. It should be a little cooler for the South Coast Rally participants, whom I will join at Poole Yacht Club for a rally dinner.

When I join my Nauticat in Germany, the window that was pierced by somebody's anchor, an excruciating experience, and the inverter which burnt out, will have been replaced. More importantly the bow thruster should be working again. A gadget spurned by that expert nanogenarian master sailor, Maurice Owens, but a great aid in strong crosswinds when, as a solo sailor in Scandinavian waters, I have to pick up a stern buoy or drop a kedge anchor and then manoeuvre the bow, so that I have time to go forward and attach a bow line.

I hope by now, all other Nauticats are afloat and heeling nicely to a soldier's wind. I certainly hope the summer rallies lead by Joel Rogale in France and John Crump on the South Coast have favourable conditions and enjoy good sailing and comradeship. This summer I will be exploring a little more of the Baltic and hope to meet up with Mike Scott, our Baltic Secretary.

Wishing fair winds to all,

Douglas Addison



Report on the Ipswich Rally and Social Event May 2015

Prior to 1842, the port of Ipswich consisted of a series of quays straddling the river Orwell as it meandered through this county town. These quays were centred along a virtual right angle bend in the river, which was tidal at this point, & thus restricted the movement of vessels within the port at any time other than high water.

Substantial improvements were therefore made in 1842 when a wet dock was constructed. This involved diverting the river away from the tidal port, by cutting a new channel (now referred to as the “new cut”) enabling the river to rejoin its earlier course further east, adjacent to the site of the existing deepwater tidal wharfs. Then, by damming off the western end of the port & constructing tidal locks at the eastern end, the objectives of constructing a wet dock were met.

Further improvements were made again in 1881, when the locks were widened & re sited adjacent to the existing deep water tidal wharfs, to enable larger vessels to use the wet dock. With the advent of shipping containerisation in the late 1960’s & early 1970’s, commercial shipping had, over the years, largely deserted Ipswich Wet dock. It having moved to the Felixstowe container port, some 9 miles to the east. However, commercial shipping still uses the down stream deep water Ipswich wharfs, which handles grain, aggregates, timber, export of old vehicles, scrap metal & fuel oils etc.

There is still much evidence of the wet docks’ former commercial importance, with such examples of a maze of railway tracks, some now covered by a layer of tarmac, extending over the full length and breadth of both north and south wharfs within the wet dock area however, there is now significant evidence of rejuvenation within the port, particularly towards the town centre side, including the establishment of the 180 berth Ipswich Haven Marina, where the four visiting Nauticats attending our event were temporarily berthed.

Two of these were local boats, namely Ed Candy’s 33 ‘River Moth. and Colin & Victoria Lister’s immaculately refurbished 42 ‘Tringa iv’, additionally Rod & Julia Usher’s 321 ‘Tenar’ and Alasdair & Dorothy Woodfield’s 331 ‘Three Farthings’ having sailed up from Walton & the River Crouch respectively.



The first day of the programme commenced at noon on 9th May when the fourteen members of our group found our way to a hidden Ipswich gem: ‘The Brewery Tap’ pub was traditionally closely linked to the now defunct Tooty Cobbold Brewery (*which is now talk of it been converted to a museum*). The pub was once a private residence

owned by a sea captain, before becoming a lodging hostel for visiting brewers. It is now the venue for the annual world pickled egg festival! Everything is kept in the spirit of a traditional pub with a reputation for fine food.

Following our bar lunch we made a short walk across to the Ipswich port radio & lock gate facility, where these two operations are located in the same L shaped room within the two story building sited at the eastern end of the wet dock. Firstly, we were introduced to Ian, the duty controller for Ipswich port radio & Clive the duty lock keeper.



Their shift duties embrace twelve hours on / twelve hours off for four consecutive days, then followed by three days off. Both the port radio & the wet dock locks are manned 24/7.



Ian’s desk faces due east, giving him a excellent view along the Orwell up to the bend in the river, approximately two miles downstream, embracing the deep water tidal quays, including the adjacent turning basins.



During our afternoons visit, there was a small bulk carrier tied up alongside one of the deep water quays offloading a cargo of Belgium building bricks. Also visible was the sizable hopper dredger: ‘Orca’; seemingly this deepwater channel / turning basin, needs constant dredging in order to prevent it silting up.

Around Ian’s desk are a series of monitors covering the Orwell river from its estuary up to the wet dock, thus enabling the duty radio controller to observe all shipping traffic within the navigable length of the river. All commercial inbound shipping is obliged to report their position when passing the Fagbury Buoy, No 4 Buoy, Cathouse, No 9 Buoy & when secure on a berth.

We then moved over to the other side of the L shaped room which faced south, giving an excellent view of the lock & swing bridge. Clive commenced to explain his procedures, which essentially focused around controlling marine traffic in & out of the wet dock. These days chiefly involving pleasure craft transiting to



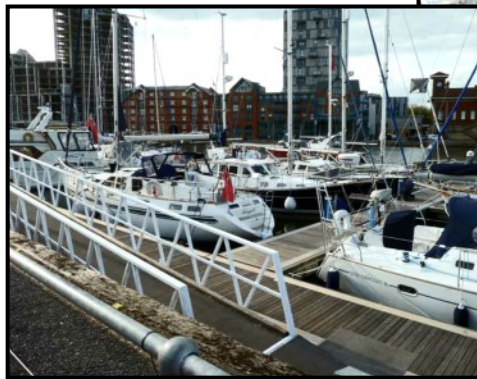
and from Haven and Neptune Marina. There has to be a fair degree of liaison between the two duty staff, both of whom were seasoned mariners, having served for a number of years in the merchant navy. During the two hours that the group spent talking to both Ian & Clive, we gained a valuable insight into this aspect of marine traffic movements within a port environment.



We then went our separate ways until our pre-dinner drinks appointment, being hosted by Colin & Rod on board ‘Tringa IV and ‘Tenar’.

We all arrived promptly at the appointed time of 18.00 hours so as not to waste any valuable imbibing time!

Part of the group went onboard Colin & Victoria's 42 which had recently undergone a major refurbishment, just down the river at Fox's Marina. 'Tringa IV' was looking like a new vessel, both in terms of the interior & exterior. When we came onboard we were introduced to the real captain of 'Tringa IV' (the ship's cat) whose name was Archibald. It soon became apparent to us, that Archibald certainly ruled the roost in terms of such minor issues as to who sits where etc!



At around 19.00 we all strolled the very short distance to the 'Last Anchor' restaurant. This was one of the businesses recently established within the wet dock area under the

regeneration scheme. We had a pre booked a table in the conservatory, directly overlooking the visiting Nauticats in the Haven Marina. The three course meal plus wines were excellent with everyone enjoying the social gathering.

For our last morning, we all met up at Christchurch Mansion (*another Ipswich gem!*) It is set within exquisite parkland and dates back to 1549. This Elizabethan property has been owned by only three families in its history. The building has been a museum for over 100 years, and both mansion & estate were presented for the enjoyment of the inhabitants of Ipswich by Felix Cobbold (*of the brewing family previously mentioned*) Suffolk artists are represented throughout the mansion, including Gainsborough and Constable whose famous work 'Salisbury Cathedral' was on display. A maze of rooms, reveal various ages of costume, furniture, china, glassware, toys, musical instruments, and many, many beautiful clocks all tick tocking harmoniously away.

The whole place is a joy inside and out & when you finally reluctantly tear yourself away you can drink oolong tea in a tiny café. The motto over the front entrance (1549) reads 'Observe frugality & do not run into dissipation'.



It was now midday: following a very enjoyable and interesting weekend, the group went their separate ways, some by rail, some by road, others by sea. As for Annabelle & Myself we made tracks in the direction of Stansted where the following day we flew by Ryanair to

Jutand, but that is another story! My grateful appreciation to Colin Lister & Rod Usher for selecting the various locations for our rally/social get together. This gathering had commenced barely 24 hours following the declaration of the General Election result, and we didn't hear the 'P' word spoken once!



Rod Cotton

Taiva's Windscreen

Since owning my Nauticat 331, I have noticed that, even on a warm day it can be quite chilly in the cockpit as there is nothing to protect you from the wind. I decided to try and do something about it.

The end result can be seen in the photo. This was fitted between the mainsail track and the Mizzen. I achieved this by cutting out a template from cardboard



I then asked Solent Acrylic to cut it out and bend the "wings", using 6mm uv stabilised acrylic.

Acrylic is very easy to work with, and I was able to make some improvements on the template by clamping the screen in a workmate, and using a circular sanding disc on a pad in an electric drill. It was much easier to get a more accurate fit to the wheelhouse roof with the rigid screen.

I installed it on a slight rake, of about 10 degrees, hence the slightly raised ends on the "flat" template.

The result of these raised ends is that when fixed with the "rake" the top of the screen would
Horizontal.



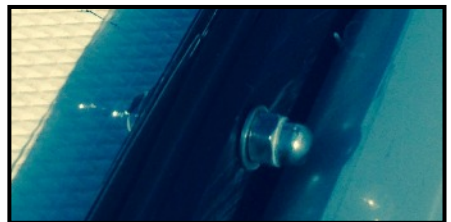
The screen is mounted in a plastic channel, supplied by Solent Acrylic, which I bedded down with black Sykaflex and self tapping csk screws.

The above is a sample of the plastic channel, I achieved the final bend to match the screen by removing a small sliver of plastic from the inside of the bend and warming the channel with a hot air gun, and gently bending it. I made a short metal former for this, but it can be done with care using the screen.

Before the channel was fixed, and when certain of the fit, I pushed the channel on to the screen, again holding it upside down in the workmates I drilled holes for 4mm bolts aprox every 15 cms, through the channel and screen, and either side of the bend. These have to be done before final fixing as you can't get the drill close enough afterwards.

After fitting the channel as described I placed a small amount of Sykaflex at the bottom of the channel, and after removing sufficient of the protective layer from the screen I then placed the screen in the channel and passed the 4mm pan headed bolts through both, securing with domed nuts. These have to go through from the back

The installed screen, although initially appearing rather flexible, once bolted down becomes very rigid, and just for good measure I made a small



stainless steel bracket out of a bit of scrap, which I affixed to the top of the screen in the middle and using two self tapping screw secured it to the mizzen.

Once the screen was fitted I carefully masked up the base of the screen and top of the channel on both sides, and applied a final file of Sykaflex.

The last thing to do was to redirect the main sheet around the end of the screen, I installed a temporary pulley attached with Dyneema (I haven't yet found a suitable fitting to achieve this). I removed the "jamming" part from the existing lower pulley, and mounted a jam cleat on a swivel base to the starboard end of the screen.

The end result provides a degree of protection, and total cost of parts was less than £200.

John Skidmore

Taiva



Deadline for next issue - 1st December 2015

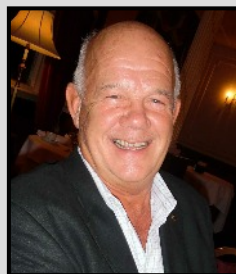
Copy can be sent by e-mail:

robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



Summer Cruise of Galatea of London - 2014



16th. June: With a car fully loaded with boat gear, I drove to Harwich and boarded the 1800 ferry for the night crossing to Esbjerg. With an excellent restaurant and good cabin, it was the relaxed way to cross the North Sea and I arrived refreshed after lunch, ready for the drive down through Denmark.

17th. June. I crossed the German border and stayed in the old medieval town of Rendsberg on the Kiel canal, my normal berthing place when transiting by Galatea.

18th. June. I had a pleasant drive through Schleswig Holstein past Kiel and along the coast to Lubeck, the medieval headquarters of the Hanseatic league. Then I drove North up to Heligenhafen before crossing over the bridge to the Isle of Fehmarn and on to Bergstaaken, where Galatea awaited me, looking pristine with her polished topsides and fresh anti-fouling.

19th. June. Galatea was launched at 13.30 and the mast stepped. The electric cables had been replaced and a new swan neck fitted by the very skilled lady electrical engineer on site. Gordano finished the job by connecting up the electrics. Supper of Sausage, beans, peas and rice; all good basic food now I was living on board.

20th. June. The cockpit chart plotter was not talking to the cabin one because it apparently need updating. I also found that I had left the Navionics cards at home and had to order new. What a waste of money. I also overfilled the steering oil .

21st June. Alec from the yard helped set up the running rigging and the rigger came and adjusted the standing rigging. I laid the carpets down and tidied up.

22nd. June. Bussy Malone, a Malo with C A members aboard arrived and moored astern. They volunteered to help me with my Genoa, but with a gale developing, it had to wait a day. Gordana sorted out a plotter problem. More chores done and then I was invited aboard Bussy Malone for supper.

22nd. June. Again strong winds but sunshine as I cleaned the boat and drove to the supermarket in Burg for provisions.

23rd.June. Light winds at last so Bussy's crew helped me with my genoa. We drove to Lenakeln Hafen for lunch in a medieval fish restaurant. It was all very basic and atmospheric with the fish smoked on the premises. In the evening I joined Martin, Rodney and Peter for dinner in the fish restaurant at Bergstaaken.

24th. June. I was up at 5.30 and motor sailed almost all the way in sunshine and a light NW2/3 crossing the shipping lanes to Denmark and up to Klintholm, a passage of 56 NM in 10 hours. The harbour was full and I rafted up to a Danish couple in an old Sparkman and Stephens sloop. As in times past the same attractive young lady harbour master greeted me.



The pontoons have difficult little 'D' fittings but there are boxes available. Most provisions are available at a little supermarket by the old fishing harbour. Previously I have explored the area using the local bus and visited the amazing geological museum.

25th. June. Up at 6am, I motored out at 7.00 on a flat sea in sunshine and a light breeze, which became a NE3 on the nose! Lunch at 12.00 of two eggs and salad as I passed a naval patrol. I headed up the coast and then across the shipping coming out of the Sound. The wind veered and increased to an Easterly 4 with largish waves because of the fetch down the Baltic. I arrived at Ystad at 17.00 after a passage of 65 NM and 10 hours. I moored up to a pontoon with 'O' rings, which force me as a single handed sailor, to get off the boat, rather than get a line on while still aboard.



I love wandering through the old part and did a sketch near the former medieval brewery, which is now a hotel. The old traditional chandlery has just about everything for old boats and new ones.

26th. June. I set off at 7.30 motoring on a flat sea with light cirrus clouds above. The wind got up in the afternoon after rounding the

headland and heading North past Simrishamn. I then enjoyed a cracking sail in a W4 gusting 5 to Hallevik. I headed into the wind as I came to moor up inside the breakwater in front of a Dutch boat. The couple aboard jumped off to help me. I passed a stern line to the man and went forward and passed the bow line to the woman and then moved back towards the cockpit. I hurried when I realized the boat was being blown back, and engaged forward gear but too late, I heard the crunch as the anchor on the boat behind, pierced my aft window. The man apologised and said they couldn't hold the boat, and then I realized why. These apparently experienced sailors, were just holding the lines and hadn't put a turn around a cleat or bollard. Being safety glass, the pane had shattered into tiny pieces which went all over my bunk. I taped plastic chart holders over the window and this temporary repair kept the weather out and survived for the rest of the season.

27th. June. Up early, I set off at 5.25 again on a flat sea with scattered cirrus and the sun strengthening as I headed due East past the delightful rocky island of Hano, with its British sailors graveyard from the Napoleonic war. A breeze set in from the south east about 08.00 increasing to force three providing a gentle relaxing sail heading towards Utklippen Island and light house.

Out of sight of land and on a bright blue sea, without a ship in sight, it was bliss. At 10.15 I could just see a mark on the horizon, which was the first sighting of the lighthouse on Utklippen. I passed inside Utklippen and changed course to head up to the old fishing harbour of Sandham. The wind increased and was gusting quite strongly as I entered the harbour and I had difficulty mooring up to the Quay. At least there were big bollards and I was about to lasso one when the harbour master appeared by bicycle and took a line. There are large old tyres, which are painted white, to fend you off. A friendly welcoming harbour with a café and chandlery. The passage took 8.5 hours and was 52nm., and the mooring fee was 200 SEK inclusive of electricity. I took advantage of one of the old bicycles on the quay, which are provided free, to cycle into the village for provisions.



28th. June. Wet and windy so I had a break and stayed in Sandham and indulged in wine and dinner at the café adjoining the chandlery, which was run by the Harbour Master. I joined a Canadian, who was sailing slowly around the world.

29th. June. Up at 06.00, I set off at 7.15 in light rain and a S.E.2 for Kalmar. I had to motor the 42 nm passage, passing some wind turbines on the way, and moored up at 14.00, just as it stopped raining. Kalmar with its castle, old walls, squares and cobbled streets, plus all facilities and main railway and bus stations, it is always a good place to stop.



30th. June. I stayed at Kalmar to do chores, stock up with provisions and bought some new charts in book form for 60 kroners each from the large

and well stocked chandlers. I hoped that they would prove easier to use for a single handed sailor, than my large charts.

1st. July. I slipped my berth at 08.00 and headed out into a N3 and a very grey overcast day. I passed under the bridge linking Oland to the mainland, and motored along the well marked channel. It started to pour down as I passed Flotsbreden lighthouse and the wind stayed on the nose. Off Homeskar, I spotted the leading marks for the channel between many rocks and islands that lead up to Figeholm. I passed the quay and picked up a stern buoy and moored bow to at 17.15 near the harbour yacht club, which also houses the Harbour Master. I had covered 61 nm in 9.15 hours. This is a small delightful and friendly harbour.



2nd. July. I relaxed, walked around the area, visited the old local museum and painted the view from my cockpit. I made contact with my son-in-law's family at Mortfors. My twin grandchildren would be christened later at Misterhults about 10km away.

3rd. July. It was a bright sunny morning and I had the sun in my eyes at first as I headed East and motored out through the islands. I hoisted the sails once I was in the open sea, and headed back towards Oscarsham in a W5. The wind increased and veered to a NW6 occasionally gusting 7. It was a lively and short passage and after 17nm, I moored up at Oscarsham at 9.20 with difficulty. The short narrow aluminium fingers with small hoops are very difficult to reach from the high sided Nauticat and are especially difficult when you are single handed. I had hooked the boarding ladder on the bow in advance so that I could quickly descend to the pontoon to put bow lines on. The ladder is very susceptible to damage by hitting the pontoon and I have previously hit a quay, twisted it a bit, and lost the bottom hardwood rung, because it is difficult to judge the distance off from the cockpit. Oscarsham is a characterful town and importantly for me, on the long distance coach route to Stockholm. I was collected by family and taken to Mortfors for supper. I heard about their plans and arrangements for the christening.

4th. July. I had to return home for my Art Club's annual exhibition before going back for the christening. I was up early and walked to the bus station, caught the coach for the 4 hour journey to Stockholm, and then the airport coach to Arlanda. I flew back to LHR and after a train journey to Poole, had a lift home arriving after midnight at 01.10.

5th. to 15th. July. At home for the Isle of Purbeck Art Club's annual exhibition.

16th. July. I flew with Judy to Arlando and took the country bus to a very modern designed Hotel called Connect.

17th. July. We returned to Arlanda to pick up a car and headed for Stockholm and then Soderskoping, where the lock is at the beginning of the passage via the Gota canal to Lake Vanern. Rein Norberg, the Cruising Association Harbour Representative, joined us on the quayside for a drink and then invited us back to his 300 year old very characterful house. Apart from sailing his hobby is painting and he is quite an accomplished artist. His studio was amazing, full of canvasses and smelt of oil paint. I was very impressed with his work. Unfortunately the photos I took there were left in the camera on Galatea in Germany. He is an experienced yachtsman and sailed to Iceland in order to marry his wife Anna. We continued down to Oscarsham to stay on Galatea.

18th. July. A gap appeared on the long pontoon so I moved Galatea so that I could moor alongside. This made it easy for Judy to climb aboard and subsequently easier for me to depart. We motored to Mortfors and met up with my daughter and all the family. Derek, Judy's brother and wife Jane, flew in from Canada and came aboard later.

19th. July. It was a beautiful day for the Christening at Misterhult and for the reception afterwards at Mortfors, a very attractive village in a valley by a river.

20th. July. In the morning a Dutch couple, who had sailed to the Azores, came aboard for coffee. Afterwards we visited the old settlement in Stenso Valley with Jane and Derek and met up with Clara, Johan and the twins, Thomas and Aria.

21st. July. We took Jane and Derek to the beach just south of Figeholm and met up with Clara and family. In the evening we joined `Derek and Jane for a meal in their hotel EU.

22nd. July. We all met up at the beach near Mortfors and swam in the lake. The centre is very deep so I found it quite cold.

23rd. July. Judy drove off by road to Vastervik, sightseeing on the way. I set off at 7.45 in a NE 4/5 in choppy seas, which became quite rough for a time. At 12.50 I entered the archipelago and had calmer waters up to Vastervik, where I moored up at 15.30 after a passage of 51 nm. and met Judy.

24th. July. We drove to Vastermarsvik and met up with Hans and Lena. I had met up with them the previous summer, but Judy hadn't seen them since meeting them in the C A about 40 years ago. We climbed to the viewing platform on the edge of the promontory and had a view right down the estuary. We had tea at their town house before motoring back to the boat.



25th. July. I set off at 8.50 with an E3/4 on the nose and motored through the archipelago to Fyrudden, a delightful little old fishing harbour and moored up to the quay at 15.00 after 51nm. It was a delight to be able to go alongside and lasso proper bollards. It was a very hot passage even wearing just a T shirt and shorts. Judy

arrived by car and we had a good walk around the area.

26th. July. It was very hot again as I set off at 11.50 in a light breeze and gently sailed through the islands towards Arkosund. The wind strengthened as I motored into the Yacht Club marina at 17.00 after 31nm. Some strong young men came to help me moor, as strong gusts were blowing me off. The little 'D' cleats were very difficult for a single hander. At the stern you picked up a long rope and chain, a technique last experienced by me in La Carruna, Spain. It was very expensive at 300 kroner. Last time I moored in the large commercial marina, just upstream. There is a very rocky foreshore with lots of bolders. We had an interesting walk around the boardwalk linking the two inlets. The yacht club is characterful and old, but was not open.

27th. July. After rain in the night, the first for over a week, the day was

overcast. With the engine on, I set off at 10.15 and after negotiating the rocky areas, reached more open water. Although sailing inside many islands, I was doing 5 to 6 knts. I passed some attractive coves, where yachts were moored bow to the rock face with a stern anchor out. At 13.00 I put the engine on and motored into Oxelsund arriving at 13.30. I managed to moor alongside. If it is busy one has to pick a stern buoy and moor up bow to. The cost was 279 kroner after deduction of the 20% discount from Promarine for C A members. Judy arrived shortly afterwards.

28th. July. We drove to Norkoping to save a long detour up the estuary. It is a large town with some old buildings by the water, and a newly laid out quay with new decking, bollards for mooring along side, facilities and restaurants. We walked to the old marina, a short walk from the centre, where all the local boats were moored using stern buoys and pontoons .

29th. July. Another very hot day. I set off at 9.55 for Trosa motoring to start with. At 12.40 I was able to silence the engine and sail gently in a light breeze through many islands. A 14.15 I put the engine on to motor up the marked channel through shallows to Trosa. It is a shallow harbour, but I managed to raft up in the river and stay afloat just in 1.7mtrs. The cost was 160 kroner plus 50 for electricity.

I have visited Trosa twice before. It is so attractive especially along the narrow river with colourful old wooden buildings lining the bank.



30th. July. I set off at 10.15 for Sodertalji , and wended my way through the shallow waters and the inner passage, with one long spell on the open sea and an exciting sail. Then the heavens opened as I entered another narrow passage and had to stay in the cockpit because of the poor visibility, and the number of boats around. A large

ship approached and I had to move into shallow water. This route was now used by commercial ships heading to and from Lake Malaren, and there are a number of narrow pinch points to be aware of. The marina at Sodertalji has narrow aluminium arms attached to long pontoons. I moored across the end and tied to the arms with difficulty. It seemed easier than going in between the low arms. The cost was 180 kroner plus 50 for

electricity for a unit of time, and 50 for use of the washing machine, for which I was getting desperate !



31st. July. We drove to the Royal Palace, Tullgarns Slott, rebuilt 1720 to 1772. The Palace was built at the head of a peninsula facing the sea. It was exquisitely furnished and decorated. Tsar Nikolaus 2nd sailed to the Palace in 1909 shortly before he was assassinated. Back at Sodertalji, there

was a jazz band playing on the quay, and a large Dutch ship had problems lining up for the lock nearby.

1st. August. We drove to Marifred and did the tourist walk around the old 16th and 17th. century buildings. After lunch we toured the castle, Gripsholm Slott, which houses the Royal Portrait collection. The 15th century fortress had been converted into a Renaissance palace in the 17th century. The narrow gauge steam train set off towards Eskilstuna. It links up with the main line train that goes all the way to Stockholm.

2nd. August. Drove to Stragenas, a delightful old town, where I have sailed to before. We had café und kucken in the courtyard of a 16th c. farmstead. After walking around the quayside, we drove across the bridge and all the way to Uppsala, an old University town. I had visited the new university buildings as a student. We stayed in the Academihotellet which was very very comfortable and good value with breakfast and free parking. We walked to the river in the evening and dined on a terrace overlooking it.

3rd. August. After a walk in parkland past some impressive buildings, we drove to Arlanda airport and Judy flew back to Heathrow. Cousin Allison should have flown in from Manchester to join me, but had injured her foot. I took a bus to a local station at Harsta, and the train all the way back to Sodertalji, and was back on Galatea at 19.30.

4th. August. A week now to catch up on chores on Galatea and do some painting.

5th. August. Stripped the toilet pump and fixed it.

6th. August. I visited the tourist office. They were very helpful with information on local sights and bus timetables. After lunch in the marina café, I did a water colour of the view from Galatea.

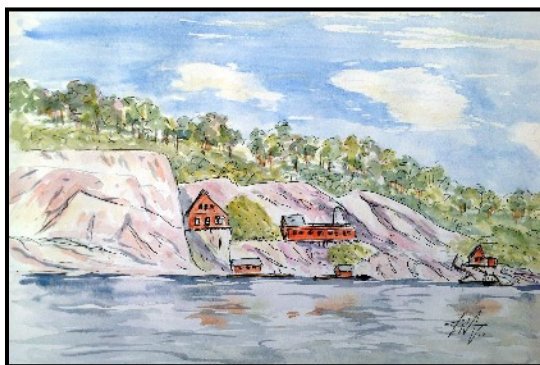
7th. August. I topped up the water tanks and washed the boat, before walking around the town and shopping for stores.

8th. August. The marina in the old harbour is close to all amenities and I dined in an excellent Italian restaurant overlooking the harbour.

9th. August. A yacht arrived flying the C A burgee. Mike and friend had sailed to Finland and were now about to lay it up here. Because of excellent transport facilities Mike finds it very convenient.

10th. to 14th. August. I had a relaxing time now because Alison wouldn't be able to fly until Friday. I also had time to do the laundry using the excellent machines at the marina.

15th. August. I took the train to Harsta (excellent through train service via Stockholm), and a local bus to Arlanda to meet Alison off the 15.00 flight, and reversed the route back to Sodertalji.



16th. August. Sun and showers. We explored the town and dined in the Italian restaurant. Before watching a large tanker manouevring into the lock in the dark with a mass of lights.

17th. August. We motored out of the marina to catch the 10.30 lock and 11.00 bridge, then motored down the canal and into Lake Malaren. We wended our way along passages through islands and paused at 14.20 in front of Drottningholm Slott, the Royal Palace. I anchored here last year for the night. It is an impressive sight. After Alison had posed for a photograph with the Palace in the background, we pressed on and headed for Stockholm. Between the islands of Karson and Fagelon I suddenly noticed cables at 15 metres clearance. We need 16.5 metres to clear the aerial. We abandoned what appeared to be a short cut. I had relaxed and was relying on my memory of the area. We went about and headed around the islands and followed the main channel to Stockholm. We went under a main road bridge and moored in its shadow at the yacht club marina at Vasterbro-

hamn. You can see the centre of Stockholm from here, which is just 5 minutes by tube or 30 to 40 minutes on foot. We had covered 37 nm in 6.25 hours including a brief stop. The small yacht club folk were very welcoming. Many members came down for a sail in the evening.



18th. August. Alison had a sore throat, so we hunted for an official licensed shop to buy rum. It also livened up the games of “Shut the Box” and “Rummy” which Alison won!

19th. August. We took a train and bus to Droitningholm and had the full tour, followed by café und kuchen in the restaurant there. We shopped for provisions on the way home, and also looked in vain for a music shop to buy an Abba CD. The Swedes must just download everything.

20th. August. We set off at 10.30 to sail back to Sodertalji. At 13.50 we moored alongside the jetty on the island of Bjorka. The ferry was just leaving. This was the centre of Viking trading in 900AD. The museum and restaurant had just closed after the ferry left. The island didn't expect yachts to visit as late as this. Last time when I was there in July, the island was inhabited by students dressed as Vikings and working in traditional crafts in the Viking village. We walked around the Island past the Viking graves and visited the little chapel. After tea on board, we set sail for Sodertalji and the canal, motored up to the bridge and tied up to a pontoon to await the bridge opening at 19.00. A ship came through but passed under the bridge. Nothing happened, so I called up the control tower on channel 14. The officer on watch said he thought I had moored up for the night, and said he would open the bridge for me. I passed under the bridge and then moored up to wait for the lock to open. He opened it just for me. Once out of the lock, we motored into the marina and moored up with difficulty again on the end of the pontoon after 30nm.

21st. August. We took a bus and train, and then had kafe und kuchen while waiting at the wrong bus stop, and finally took the local bus to Marifred. We wandered around the old town, the quay side and the castle grounds., before returning to Sodertalji and an evening of cards. Alison won again at rummy.

22nd. August. We explored the town and obtained information about walks from the tourist office, and followed a trail up hill passing Borg Walk. The tennis player was a local and hence the road was named after him. A photo opportunity for Alison, before we walked up to the open museum of old farm and mill buildings. Another evening of rummy and well beaten again by Alison.

23rd. August. Up early to take the train to Harsta and local bus to Arlanda Airport. After lunch Alison flew back to Manchester via Copenhagen on the 13.45 flight. I returned to Sodertalji, and set off on the inner route to Hoko, and anchored in a small inlet. Two other yachts were already there with stern anchors out and tied to a rock ashore.

24th. August. I awoke to see the sun rise at 5.30, and set off at 6.25 and motored through the islands to Archosund and moored up in the yacht club marina at 14.45 after 33nm. I paid at the clubhouse although the club was closed.

25th. August. I departed on another beautiful day at 7.45 and continued in the inside passage to Fynrudden arriving at 11.45, just 4 hours and 24nm. I had time to paint the scene before Rein and Anna arrived with food for an evening meal. Anna left to drive home while Rein remained for a sail.

26th. August. The intention was for a leisurely start, but the outside boat set off early and awakened us, so we departed at 07.00. There was a beautiful sunrise, so we set off in a flat sea and sunshine. A light NE breeze set in and



from 11.30, so we were able to sail gently along at 4kts. A couple of ships headed across our bows for we were now heading across to Oland. The genoa was rolled up at 14.40 and we motored into Byzelkrok at 16.00. Almost everywhere was closed because the season was over but

we found one little café still open, but would close at the end of the week for the winter. We thought about pressing on until we looked at the sea. Beyond the breakwater, the seas were breaking and the wind had risen to F6.

27th. August. There were gusts of gale force in the night and heavy rain

squalls. There was just one yacht sailing passed and being tossed about, so we waited for the seas to die down, and had an early lunch. We slipped our berth at 12.25, motored out and raised the sails and at 12.40. We had a great sail reaching all the way to the Kalmar to Oland bridge. At 19.30 as the sun was setting through the bridge, I got a good photo. I fired up the iron horse at 19.50 to motor through and into Kalmar where we moored alongside at 20.50 after a passage of 41nm. Using Rein's local knowledge we dined in an excellent Italian restaurant just before the old town square.

28th. August. I had set the alarm for 07.00 because Rein had to catch a bus home, because he had to see a consultant. He had only just recovered from cancer. The Germans moored behind set off at 06.00 for Berlin, so we awoke at 06.00 as they fired up their engine. Rein left at 08.00 for his Swebus. I slipped the berth at 08.15 and stopped at the fuel berth to top up before heading out to sea. It was a bright sunny day but no wind, so I motored at a steady 6.6 kts. until noon when a breeze set in, and I had very pleasant sail in sunshine over a sparkling sea down to Sandham. I downed sails and motored up the long shallow passage to Sandham and moored up alongside what was once a busy commercial quay after 48nm. The cost was 160 SEK plus electricity. I selected the best bike available (free) and had a pleasant bike ride on a beautiful evening along country lanes and called at the nearest village for provisions. I had supper in the harbour restaurant as the sun went down.



29th. August. A SE3-4 was blowing as I set off at 07.20 for the Island of Hano. I headed down towards the lighthouse before turning West, and with the wind backing to the East and increasing the top of a F4, I had a great sail to Hano arriving at 13.45 after a passage of 31nm. and

moored alongside the inside of the breakwater. Cost was 180 SEK. 'Hornpipe 2' came and moored in front of Galatea, and I took the lines. Richard and Helen Blackmoor, friends and C. A. members, were on board. Hornpipe is also a deck saloon, made by Sirius in Germany. After drinks on

board Hornpipe at 6pm., we all dined in the only restaurant on the island, which was on the quayside. It was Richard who brought my wallet back to the UK after I left it at the chandlery at Burgstaaken. Fortunately the taxi driver taking me to the airport was able to collect his fare from the pilot of the private aircraft, that flew me home after my accident.

30th. August. Hano to Ystad. E4 and overcast. Up with the sunrise and set off at 6.50 and was soon reaching along with main and my large genoa at 6.7 and occasionally over 7 knots. With the seas on the beam, it was a rolling motion as I continued past Simrishamn and down to the point where I bore away to the west and ran before the wind and waves to Ystad. I moored up alongside near the restaurant at 17.25 after a 10.35 passage and 63 nm. There were two British boats in, Serina from the Hamble and Vela, a Nauticat from Ipswich.

31st. August. Rain all day and an E5 were forecast. I decided to have a break. Mike Dellar from Vela came aboard for coffee and said he would be selling his Nauticat, so I couldn't persuade him to join the Nauticat Association. Then at 14.00 Helen and Roger arrived on Hornpipe. They had stopped at Simrishamn on the way. Marina costs were 200 SEK/ night. There was card access to facilities with 50 SEK deposit, and you had to put credit on the card for electricity.

1st. September. Rain stopped and Doreen and Rea came aboard from Sirena. Later Helen and Roger joined us and we all went for an excellent meal in an Italian restaurant.

2nd. September, Ystad to Klintholm in Denmark. I set off as the sun was rising at 6.20 and motor sailed in a very light sea breeze. Just one ship and two yachts in sight. Approaching the Danish coast there, care was required because just east of the harbour are many posts with nets strung between them, up to 0.75 nm. out, and with no lights or marks. I entered Klintholm harbour at 16.30 after a passage 61nm. and moored alongside the outer wall. The 'D' type cleats are small and very difficult from the deck of a yacht. The inner alongside berths were full, although there were still some boxes available, but the widths were doubtful, especially as I saw one yacht get wedged between the posts and extricate itself with great difficulty. Hornpipe arrived later and I joined them on board for drinks.

3rd.September. Klintholm to Gedser. I set off at 09.00 in a NE4 and had a great sail.. The sea was blue, the sun shone and the wind was favourable as I enjoyed a Danish pastry and coffee, bliss. Approaching the southern tip

of Falster there is a very shallow area beyond the point, so, no short cuts before the mark, and then I could head in towards Gedser. One also has to watch out for ferries in the narrow channel. I found a gap to go alongside and two young Germans came and took my lines. Mooring is difficult because you have to pass the line under the wooden beam alongside the quay. A German yacht moored up in front and the crew recognized me from two years ago.

4th. September. I set off at 7.55 and took avoiding action as a ferry came in. It was blowing a NE4 which was perfect as I headed out for the shipping lanes on a broad reach. There was a lot of shipping but thanks to AIS I had plenty of warning before they appeared and about their courses and speed. It was a great sail, but occasionally I had to put the engine on as a precaution when dodging the shipping. At 12.15 at the Staberhuck buoy and the lighthouse on the SE corner of Fehmarn, I dropped the Genoa and put the engine on, and motor sailed to the channel buoy. I dropped the main, and motored into the harbour at Burgstaaken. I moored up with difficulty in Weilandt's dock at 13.40 after 32 nm. You have to pass the line round broken bits of iron in the concrete wharf, impossible from the deck, so you have to go alongside and step ashore.

5th. to 7th. September. I worked on the boat.

8th. September. I had the mast electrics disconnected by Gordano, who had renewed the cabling and connections last winter. Galatea was hauled out and pressure washed, and Ingo winterised the engine. I met Mike and Helen Clegg, C A members on Yela.

9th. September. Removed gear and Genoa and Storm jib from Galatea. Cleaned the hull. Joined Mike and Helen for dinner in a restaurant.

10th. September. I loaded up the car fully, and drove to the mainland and round past Kiel, and crossed canal by ferry to Rendesberg, where I had booked Hotel Restaurant Tuxen. I have always stopped at Rendesburg when transiting the canal and love wandering through the old medieval town centre.

11th. September. I drove up through Denmark to Esbjerg and took the 18.00 ferry overnight to Harwich arriving at 13.00 on the 12th. and then drove home, in time to chair my Isle of Purbeck Arts Club AGM the following day.

Douglas Addison

East Coast Rally

The Ipswich meeting, co-coordinated by Rod Cotton, with organisational flair from Colin & Victoria Lister and Rod & Julia Usher, was a great treat - in great weather (*apart from a little splash of rain here and there*).

After a get-together at the Ipswich Brewery Tap - alas, the brewery's no longer there, and only water came out of the tap - which is supposed to have a marvellously enterprising chef-&-manager (*with a big write-up in our hotel bedroom's glossy 'Suffolk' magazine*) we ambled down to the harbour's Port Entry and Lock control tower part of (*or maybe that's all there is to*) the Orwell Navigation Service.

Yachts and dredgers could be followed down and up the river via CCTV, AIS and several other acronyms on BIG screens and lots of little ones. (*Same radar as on the QEII, apparently*). We were regaled with an hour's worth - at least! - of stories by Clive the Lock-keeper and Ian the radio operator and tide-watcher. That's about a dozen or sixteen of us! Rod Usher was very indignant that the big dredger 'Orca' hadn't been showing the right lights or signals, and David told us that the old Trinity House 'Patricia' had stopped for him when he was bringing his barge along the Maplin Sands on three cylinders, which taught him to stop for anyone in (*apparent*) trouble anywhere, any time. We heard how the Ipswich Docks had been modelled and remodelled, with just a smidgen of commercial vessels now, and mainly marina-full of yachts with hotels and eateries along the (*very smart*) shore side.



In the afternoon we were entertained on - let's see; there were six Nauticats there on Rod and Julia's floating hospitality suite. We then tottered ashore for an evening meal (*see photo*) in the Last Anchor, one of those shore-side eateries with a great view of the marina and really

delicious victuals! How well organised it all was!

Then next morning - yes; even more to do: and well worth having travelled to Ipswich! - we all strolled up to the Christchurch Mansion, a charming brick Tudor pile set in a luscious park, to see the largest collection of

Constable and Gainsborough pictures outside London. John Constable having been a Suffolk man, of course, but who fervently painted and re-painted Salisbury Cathedral (*on canvas: not the cathedral itself!*) See another photo or two. Afterwards, more ambling back into the town, and then we parted to go our separate ways.



Wonderful company, a heartwarming weekend, plenty to compare between this Nauticat and that one, with stories from Turku, and choices of how to clean fuel tanks and how to ‘polish’ old diesel, and whether to risk trips to Belgium again (*they’ve had a thing against red diesel over there*) and what it feels like when the UK Customs & Excise hop aboard your boat.

A thoroughly companionable weekend - so glad we were there! And very, very many thanks to the organising ‘gurus’ of ‘Tringa IV’ and ‘Tenar’ who devised such an enjoyable “post-election blues” (*as it was billed*) programme for the 9th and 10th May!

David Babsky

Technical Report

Not many request and queries in the last few months, which hopefully means members are not having too many problems.

Jennyanydots

During a very wet weekend at the end of March, we had a quick lift, taken out of the water on Friday afternoon and launched on Monday morning, the key activities were to change the log transducer, replace anodes, adjust rope cutter and replace the two service batteries, all were achieved, but those service batteries (180 amp each) are heavy!

Owing to the rain the normal cleaning and polishing of the hull was not so successful, never mind will try and do a few bits when in the water.

The only thing I did not realise is that I would have to calibrate the new transducer (Raymarine ST60), so during the start of our cruise in June I realised that the log was under reading, altered the calibration factor, a bit too much as the next day the log told us we were travelling at 7 knots plus at just slow cruise speed, eventual got the calibration correct, using the SOG

from the GPS and adjusting for tide.

Technical Queries

The following is a summary of the queries received from members in the last few months.

Nauticat Stanchions

Have had several queries on sourcing the stanchion bases, as the stanchions holders (base units) are alloy and have fused / bonded to the stainless steel stanchions and will require replacement.

I believe for a period Nauticat used a company called Jukova Oy, a Finish company:

Jukovantie 20

21430 Yliskulma

FINLAND

Tel. +358 10 474 444

Fax +358 10 474 4290

A link below to relevant page in their product brochure.

<http://www.jukova.com/jukova/cms.nsf/pages/ACBEF8D84FF22368C22575BD006B994F?Opendocument>

Nauticats General

Had a query from a member to what was the additional copper pipe fitted in the anchor locker which went to the galley area.

My guess was that it was an additional gas pipe, but the answer from the factory was;

The copper pipe you have found, is for sea water, when ordered as an option. The other end of this pipe should be found inside pentry locker, somewhere under the pentry sink. We install this pipe as standard, even though no seawater would be ordered, as it is so difficult to get there afterwards.

Nauticat 33 Engine Mount

I need to replace the rear engine mountings on the Ford engine and would ask if you have any information where I may get these please?

The engine mounts are usually made by:

Trelleborg UK Ltd, PO Box 98, Evington Valley Road, Leicester.

LE5 5LY. Tel: 0116-267-0300 Andy Brown, Engineering.

andrew.brown@trelleborg.com

Matt Eastham, Sales. mathew.eastham@trelleborg.com).

There is also a supplier which may be able to help, Tony Grover (Sales Manager) Robush Ltd, Bridge Farm, Ash Road, Wickham Market, Suffolk IP13 0AA. Tel: 01728 748336 Fax: 01728 748332 Email: sales@robush.co.uk www.robush.co.uk

The ones fitted to the earlier NC 33 was a round Metalastic mounts fitted to earlier 4 cylinder engines: Front Pn 17/482-45 (blue spot) Rear Pn 17/482-60 (white spot) 6 cylinder engines use all white spot.

Nauticat Ford Lehman Engines

Have had several queries and information on the oil filters for the Ford Lehman engines.

I am not an expert on the Ford range of engines, but this is what I understand: The Ford Lehman 2712e, hand a range of filters depending on age etc, also some people may have converted the cartridge type oil filter to the spin on canister type. The spin on type comes in 2 thread sizes 22mm and 3/4 16 unf, there are 2 suppliers ASAP suppliers, 44 1502 716993, who provide a spin on filter C105, a 3/4 16 unf version, also they provide a conversion kit form cartridge to spin on.

The other supplier is In Line Filters, 44 1579 321351, www.inlinefilters.co.uk who provide a spin filter FFR-PH2975, 22mm thread and FFR-PH8 spin on 3/4 16unf thread. They also provide a cartridge filter FFR-CH836 (£3.17) which looks as it fits the Ford 2712e with the cartridge type filter. Also just heard the cartridge filter could be a Ford EFL 8.

Nauticat 35 Volvo Engine

A member in France is changing his engine and hence has some spares, and the complete old engine, the details are:

The engine is a 2003T. If anyone in the association could use the engine for parts – let me know. I have a lift pump & injector – new and still boxed. I think they fit the 2003 because the 2003T was just the 2003 with a turbo added. The engine runs but it sounds rough. The problem arose suddenly. It has run 850 hours.

I bought a Beta - Yanmar are getting a bad name here for a poor spare parts service and very high prices. The clincher was Beta's service that includes brackets to convert the original mountings to suit their engine. I am also changing the fuel tanks because they are mild steel and corroding. Building a boat in such a way as to require destructive dismantling to remove mild steel tanks is unforgivable. I do wish the European Recreational Craft

Directive was a serious bit of legislation that ensured sound boat construction.

Contact Alan Warrell or John Claisse if any interested in the engine or spares.

Nauticat 33 Heat Exchanger

I have removed the heat exchanger from my Ford 2175e to replace the thermostat and have stripped down the heat exchanger and had it all cleaned (was running to hot), to the starboard side of the exchanger the oil cooler is attached which I need to reassemble with new seals I have contacted mermaid marine for seals who advise me to contact the association to obtain them.

A parts list of the marinised Ford Lehman provided, but would welcome any information from other members on sourcing spares for these engines.

Alan Warrell



*The proud owner of the new
Nauticat Burgee - Ed*

Disclaimer

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

South Coast Rally - 23rd - 30th May 2015

It was quite a surprise when TACKLEWAY arrived shortly before 1400 at Shepards Wharf, Cowes, to find that many of our rally boats were already ensconced. AUTUMN DREAM had arrived from Dover the day before,



but GENTRICE, OISIN & DOVETALE had also bagged early spots. “Thems what’s keen gets fell-in previous!”

Soon ZARZUELA, KIR ROYALE, TAIVA & KALEVALA joined us. The weather forecast for the week was generally not encouraging but by about 1530 the sun was rapidly warming our spirits.

A welcome pontoon drinks party was obviously in order before we all hastened to the Island Sailing Club where 23 of us enjoyed the chef’s excellent cuisine.



Sunday saw a lunch-time departure for the Beaulieu River, allowing sufficient rise of tide over the bar for the deeper-keeled yachts. Most moored up at reserved berths on the mid-river pontoon opposite Bucklers Hard. Another pontoon party was followed by a communal supper with starters and

puds provided by the lead boat, sandwiching main courses provided by the several boats.

Bank Holiday Monday was cloudy and cool, but at least dry, enabling members to enjoy the riverside walk to Beaulieu for lunch (or to shop for classic cars, whatever took their fancy!) We then all enjoyed supper at the Master Builders restaurant.

There was much discussion regarding departure time on Tuesday to catch the ebb tide down to Lympington. Robert Jessop



(AUTUMN DREAM) was convinced that we were heading for a ground-
ing party but this was happily avoided and it was TAIVA's blue & white
cruising chute that caught the attention of photographers as she tore down
the Western Solent at all of 4.5 knots!

The Dan Bran pontoon at Lymington again provided convenient berths for
the excellent buffet supper at the Royal Lymington YC.

Some of our members had to go their separate ways, but 4 boats, AU-
TUMN DREAM, TAIVA, KALEVALA & TACKLEWAY headed off
promptly on Wednesday morning for Poole Quay Boat Haven, in anticipa-
tion of some dirty weather at the end of the week. In fact the planned move
around to the Poole Yacht Club Haven was executed only by TACKLE-
WAY at mid-day on Thursday. The two 331's, having decided to enjoy the
luxury of shore-power for another night found that Friday morning's wind,
gusting to 35 knots was not conducive to even the short trip up the
harbour!



But no matter, a healthy walk
brought all the strays to the
PYC for supper where we
were joined by NA Chairman,
Douglas Addison and his
wife, Judy, just returned from
a sweltering sojourn in Dubai
and leaving the following day
for a rather cooler holiday in
Western Scotland.

Twelve of us sat down for another excellent meal provided by the PYC
restaurant but not before our Chairman had cleared the way with the
Nauticat Grace:-

*O Lord of earth and sky and sea,
We offer up in prayer to thee,
For course and speed and tidal calculation,
Our humble praise and adoration,
So bless this food and each libation,
And bless this Nauticat Association.*

Unfortunately, the forecasts for the early part of the following week were again discouraging and regrettably all, except KALEVALA aborted the planned final leg to Weymouth.



AUTUMN DREAM made a very early start on the Sunday for the long journey back to Dover, and TAIVA & TACKLEWAY made a

more leisurely mid-day departure to enjoy a crackling sail in a SW4 across Bournemouth Bay and up the Solent to their berths near Gosport.



As John Skidmore commented: “A good fun week and unusually some great sailing as well!”

John Crump - South Coast Social Secretary

Ditty from ‘Old Possum’

I was disappointed to miss part of the South Coast Rally, that is, I was looking forward to the Weymouth ‘run’. However listening to a particular song on the radio the other day prompted me to the ‘ditty’ below :

*My sailing shoes I’m wearing,
And the engines sounding steady,
Life jacket on and all aboard,
Everything is ready.
The weathers almost perfect,
The course is planned to run,
Once aboard my Nauticat,
I plan to have some fun.
So let go forward, let go aft,
Steady as she goes
Once more I’m on Old Possum,
To forget my cares and woes.*

Maurice Owens



The Laying up Lunch

Chichester Yacht Club

Chichester Marina

Birdham

West Sussex PO20 7EJ

Saturday 17th October 2015, from midday.

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

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

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



Classified

331 Mast & Sails

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

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

Currently at Dartside Quay, Galmpton, Devon.

Buyer to arrange collection. No reasonable offer refused

Please contact: John Willmott 07779 153942



Classified

Nauti Lady - 1989 Nauticat 33 MKII

Hull No. 1077 British Registered

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

Draft 1.53m Deep keel.

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

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



Specification

Main Wheelhouse:

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

Rig:

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

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

NAUTI LADY is ashore on Hayling Island

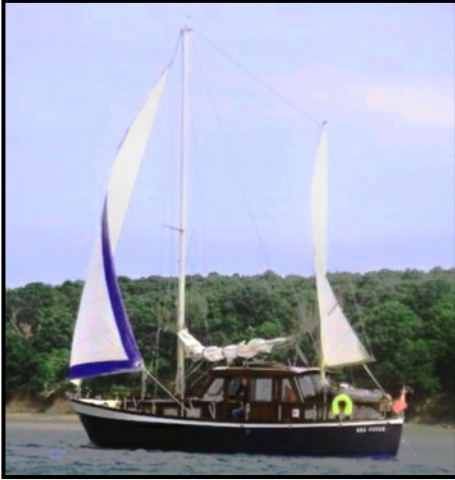
For further details or Inspection:

Telephone: 02392 465657 - Trevor Rose

Email: monicatrev@tiscali.co.uk

Classified

Sea Forge - 1975 Nauticat 33



In present ownership since 1998:

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

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

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

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2;

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex;

Fridge

Water tank: 250 litres

Legs & covers

Currently lying Ipswich

Full Survey May 2012 available

A bargain at **£27,500**

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

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

Tel: 01508 558446 ; mob: 07858418762 / 07762265754

Classified

Mistress Mariner – Nauticat 331

Commissioned June 2004 Hull No 1235

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

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

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



Additional Specification

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

A complete set of original instruction manuals from Nauticat

At present berthed in Mercury Marina on the River Hamble.

Price: £142,500

Contact: Stephen Evans

01926632521 or stephen.evans.gc@gmail.com

Classified

India Jane - 1998 - Nauticat 39



Specification.

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

£139,000

Richard Erlam on 07770 263168

or

Email: richard@erlam.com

Classified

Nauticat 331 'Dovetale'

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



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

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

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

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

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

Asking **£180,000**

Contact:

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

Classified

Tringa - Nauticat 40

Built – 1985

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



Additional specifications

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

Hauled annually for wash, polish and antifouled since ownership.
New Radar scanner in 2013.

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

Currently based in the Shetland Islands

Contact – Craig Porter

Email: cr.porter@hotmail.co.uk

Tel: 01595880824

Price £120,000

Classified

Nauticat 44 – Lady Caroline – 1983

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



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

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

Tel: 01282 693953

Email: cpauldawson@anvic.co.uk

Web site - nauticat44forsale.co.uk

FUTURE EVENTS

The Laying up Lunch Chichester Yacht Club

Saturday 17th October 2015 - from midday.

AGM

**Sandbanks Hotel
Poole, Dorset**

27th & 28th February 2016

TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
Door roller wheels per set of 4	£10.00
Door roller wheels each	£3.00
Modified Gustavson / early Lehman engine anode holders that allow use of international standard anodes. Set of 2	£8.50

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