

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Nauticat Association Newsletter

Issue Number 32

Summer 2004

MERCHANDISE

SWEATSHIRTS (50% Cotton 50% polyester)

S to XL £19.99 XXL £21.99 White, Black, Bottle Green, Grey, Jade Green, Kelly Green, Maroon, Navy Blue, Sky Blue, Beige, Yellow.

POLO SHIRTS (65% Cotton 35% Polyester)

S to XL £16.99. White, Black, Bottle Green, Maroon, Emerald Green, Navy, Royal Blue, Sky Blue, Yellow Grey.

POLO SHIRTS (100% Cotton)

S to XL £16.99 XXL £18.99. White, Grey, Black, Yellow, Dark Navy, Salmon, Maroon Bottle Green, Lake Blue, Sky Blue, Orange, Persian Blue.

ROUND NECK T-SHIRTS (Cotton Polyester)

S to XL £12.99. White, Black, Bottle Green, Grey, Maroon, Navy Blue, Royal Blue, Beige, Yellow

V NECK JUMPERS (Acrylic)

Raglan Sleeve 36" to 44" £19.99, 46" to 48" £20.99, 50" & 52" £21.99, 54" & 56" £22.99. Colours as above plus Light Blue, Beige, Brown, Yellow.

Sleeveless 36" to 48" £17.99 colours as above.

NEW RUGBY SHIRTS

Navy, Black, White, Royal Blue, Bottle Green, Burgundy, Kelly Green, and Gold. All with white collar.

Small to XL £28.99. XXL £29.99

WOOLLY HATS

Two layer black or navy blue knitted acrylic with Association Logo and boat name £6.99

The above prices include the garment, embroidered with the Association logo and personalised with your boat's name and inclusive of VAT. They may be ordered

CAT-A-LOG

Issue No. 32 Summer 2004

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Nauticat Association Group

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Contents

Letter from the Chairman	3	Model Boat	13
Sophie's Scribblings	4	Crossword	14
Education From The East	6	Discount Purchasing	16
All Weather Wonder	7	Technical Support	17
AZAB	11	Classified	20

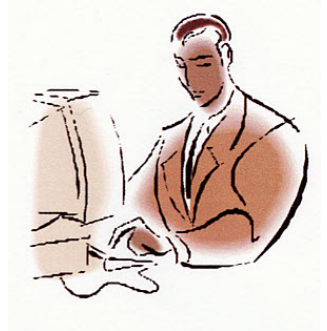
Letter from the Chairman

With the rally season now well and truly under way, Sophie and I made the trip up to Ipswich (by road unfortunately-but it would have been rather a long haul by boat,) to join our East Coast members at their well attended rally. The get-together, brilliantly organised by Bob Higgins, enabled us, once again, to join up with Nauticat friends old and new. As the proceedings are covered elsewhere in this issue, I will not elaborate, except to say that we thoroughly enjoyed ourselves and gathered that everyone else did as well. Once again, many thanks, Bob.

The South Coast Rally is now almost upon us, and I know that our South Coast Secretary, Colvin Rae, has everything in hand. We have a good number of boats attending what we are sure will be a fun couple of days. We have two American Nauticators, Arnie and Wendy Giles, who will be with us, and who will, I know, be extended the same warm welcome that Sophie and I have received from the North American Nauticat Association when we have attended their get-togethers in the States. All we need is some luck with the weather, which is the one thing over which Colvin has no control, but otherwise all looks set fair!!

Jack Webb, our American member, is well underway as crew on a Nauticat 43, owned by Dick and Eileen Bishop. They are on a trip of a lifetime from Florida to the UK, and are currently in the Azores. If all goes well, they hope to arrive in Falmouth at the end of July. Their progress can be followed on nauticatowners.com/bishop. We hope a few of our members will be available to meet them when they arrive in Falmouth.

Sophie and I are getting a bit more used to power boating. However as the L-plates have not yet been thrown away, we would suggest that anyone there before us is well-fendered. We are, of course, well insured but are hoping not to have to prove it.



Once again, many many thanks to all those who do so much for, and give so much to the Association, especially to Richard, our Technical wizard, who is so packed with knowledge, energy and good ideas, that we really do not know what we would do without him.

With flat seas and full sails,

Stewart

Sophie's Scribblings

Hi Folks,

I have just typed, for our esteemed editor, the list of new members who have joined the Association since the last Cat-a-Log, and I happened to notice that it was three more than the list in the previous edition. I then did a bit more checking and discovered that twenty two new members have joined us since this Nauticat year started at the AGM in February. This is wonderful news as no club or organisation can prosper, or even survive, without an inflow of new members. Inevitably, with the passing of the years, we lose some old friends as time catches up with them or their interests or circumstances change, so we very much welcome our newer members. We look forward to meeting as many as possible of you, either at one of the Rallies or the AGM, all of which are great fun. However, if you are the sort of member who prefers not to actually attend any gatherings, that is fine by us, and we are still available to help in any way we can.

As Stewart mentioned in his letter, we went up to the East Coast Rally, and as ever, had a super time up there. We were lucky enough to be invited to lunch, on the way up, by Peter and Marjorie Misselbrook who are the proud new owners of our beloved Honfleur. After a lovely lunch at their Sailing Club, we were invited on board for coffee. She is looking marvelous, and has now been fitted with a lovely gleaming modern cooker.

Peter and Marjorie have joined the Association, and while not able to join us for the whole weekend due to a previous engagement, were able to come to the dinner on Friday night and meet some of their fellow East Coast Nauticators. It was great to see them and we are delighted that Honfleur has gone to such a lovely new home.

Talking of being able to help to those who request it, as an Association we are delighted to be able to provide help, advice and backup where possible. Not unnaturally, the main burden of this falls on the wonderful Richard, our Tech. Sec., who is such a fount of knowledge, as well as being the sort of lovely person who enjoys helping people. However, I would just like to remind members that he is doing this entirely voluntarily, without payment, in his own time, as are all the other officers of the Association. As the nice weather comes, we all want to go out on our own boats, or have some time away, so if you do not get the immediate answer that perhaps you were expecting, please bear with us and do not write us off as uncaring or inefficient. We know that if hoses split or bits drop off, it can be a personal crisis for you, and we will do the best we can, but cannot promise twenty-four hour availability. So, many thanks to all you good folks, who give so much in time and effort for the good of all our members.

Have a wonderful sailing Summer, and we look forward to seeing lots of you soon.

That's all for now folks, (and please forgive the sermonising!)

Love, Sophie.



Education in the East

Nauticat Association members assembled on Friday 14 May in Ipswich for a weekend featuring a visit to Sutton Hoo, the famous ship burial site opposite Woodbridge. The guided tour was most informative and the exhibition centre a truly interesting and educational environment. Reputed to be the National Trust's most successful site, it was well worth the visit.

Readers will be relieved to learn that historical education didn't overshadow the attendance of a superb drinks party on Cooktown Orchid (an Oyster 406) courtesy of David and Margaret McKenzie followed by a pub supper. Then on the Saturday night, another drinks party hosted by the event's organisers, Bob and Yvonne Higgins, followed by a private dinner in the very continental atmosphere of the Bistro on the Quay, overlooking Ipswich's famous Wet Dock.

The sun shone, there were gentle breezes for those members arriving by boat, and with twenty-eight attendees, it was a great party weekend. Short speeches and good company with Bob Higgins making a small presentation to Richard and Anne Bartlett for traveling all the way from Devon served to round off this perfect event.



All - Weather Wonder

‘The reality of sailing is that you can count the perfect days on one hand’, says Robin O’Donoghue, owner of Oisin, a Nauticat 331. But he loves the ‘friendly sailing’ the boat offers, as Mike Kopman finds out

Robin O’Donoghue is perhaps not the typical owner of a heavy displacement double-ended motor-sailer. He started sailing in his 20s, racing Firefly dinghies, and then International 14s. But despite his competitive past, Robin is now a committed Nauticat enthusiast, sailing one of boatbuilding’s most enduring designs and most unlikely success stories – the chunky Nauticat 33, now 331, which still sells in small numbers to discerning clients. Robin belongs to the owner’s association and is the editor of its quarterly publication Cat-A-Log.



His first experience with bigger boats came in his mid-thirties.

Before becoming a boat owner he was given some good advice by a friend about buying your first boat: sail or charter as many boats as you can first. ‘At boat shows, all boats look great!’ says Robin, so apart from racing a Contessa 32 regularly in the Solent, he and his wife chartered various Feelings, Southerlys, Freedoms and Moodys.

An old friend had a Hillyard, which Robin really liked and this started him looking at wheelhouse cruisers, which inevitably led him to the Nauticat stable. The early boats did not sail very well, but when he heard that a newly designed hull and keel had vastly transformed performance he decided to take a look. ‘We went for a test sail on the Solent, and I was very surprised. The performance of the 331 was comparable with a Moody 346 bilge-keeler. She doesn’t point very

well, but we are happy to motor when necessary. Off the wind she's comfortable and sails well. I'm certainly not disappointed. I would like more speed and windward ability, but it's a trade-off for comfort'.

On the day I went out with Robin, it was blowing between 20 and 23 knots. In the strong conditions the Nauticat was quite lively, although there was little feel from the helm via the hydraulic steering system. We close reached at 6 knots, and peaked at just over 7 on a broad reach. Robin has a cruising chute for lighter airs. He has owned Oisín for five years and most of his cruising so far has been around the South Coast and West Country.

He loves the fact that the Solent has so many places within a day's sailing range, like Poole, Weymouth and Chichester, all of which he has explored. 'It's a comfortable, easy place to sail. I don't want to upset my wife!' The boat's name Oisín (pronounced 'Oshin') is a product of Robin's Irish ancestry. Oisín is a legendary character from Irish folklore.

The Nauticat 331 offers all-weather comfort with a big engine to take her to windward and sufficient sail area to make her a genuine sailor with a decent wind on or abaft the beam. The original 33 was long-keeled with an attached rudder and a straight deckline. The Mark II also had a long keel with a separate skeg-hung rudder under the canoe stern and a raised poop deck aft. The ketch rig was originally compact and low aspect but grew in size over the years to be quite efficient and powerful on the 331, introduced in 1997. Robin generally sails (or motors) from the wheelhouse in bad weather. He has two daughters and a granddaughter and likes the extra safety the wheelhouse affords.

'The reality of sailing is that you can count the perfect days on one hand. In the Solent the wind is often on the nose and you end up motoring a lot. And unless it's a perfect evening in harbour, you're sitting in a windowless saloon down below. We can have four or five people having drinks in the wheelhouse while I'm below cooking dinner. Then we can move down to the saloon to eat, and back up to the wheelhouse after.

‘The joinery is beautiful, the engine very good. We tend to cruise at 7 knots. And she’s so well built, with a good pedigree. ‘My wife and I love it and my kids love it, too. It’s friendly sailing’.

What Robin did not comment on, but what really impressed me, was the attention to detail when it came to the boat’s systems. Everything is easy to get to, and installations are all ‘by the book’. For example, the custom-built, sealed battery boxes have their own dedicated vents.

So is there anything Robin doesn’t like about his boat? ‘You are quite high up and exposed on the aft deck. You are not sitting ‘in’ a cockpit, as you are in a conventional boat’. Despite being clearly in love with his Nauticat 331, Robin, like any other sailor, still dreams of his perfect boat. ‘A Nauticat 515. There’s one for sale in Scotland... Oh well, who knows..?’

ABOUT THE NAUTICAT 33

In the 35 years of her production, 1,224 Nauticat 33s have been built, making her the best selling Nauticat ever. Today, out of the 45 or so boats built each year at the Nauticat yard, 10 of them are 33s, now called 331s. They have cruised to all corners of the globe, and hull number one is still in regular use by a family in Scandinavia. However, there are some big differences between the original boats and those coming out of the factory today.

The Mark I boat designed by Wilho Aarnipalo featured an uninterrupted sheerline (no raised poop deck) and an inside steering position only. She had wooden decks and superstructure on a GRP hull and was powered by a 70hp Perkins diesel. The Mark II version was released in 1979 and incorporated a number of significant changes. The power plant had changed to a Ford Layman 90hp some years earlier, and Nauticat stuck with this installation right into the 1990s. She was given a new GRP deck and coachroof structure incorporating a raised poop deck and external steering position aft. An optional fin and skeg hull configuration greatly improved sailing performance over the old full keel design, although this was, and still is, available.

The venerable 33 was revised further in 1997 with the introduction of the 331. A shorter, deeper fin keel was developed and a revised deck molding was used offering more headroom.

The engine was changed to an 88hp Yanmar. Modern Nauticats are all solid GRP laminate with no core used anywhere. Weight saving has never been a priority to Nauticat, but there is another motivation for avoiding using cores. The company believes that all cores eventually absorb some water, and in the event of a lightning strike the moist core provides an attractive conductive path. Solid glass is less likely to absorb as much water, so the path that the lightning takes is more predictable, especially with heavy electrical grounding precautions in place.

Everything about a Nauticat can be customised: from the basic layout, to the finish, to the height of the fiddles. The yard has built a vast variety of 33s, with centreline double berths in the forward cabin, large double suites aft, a saloon in the pilothouse and even a boat with a sauna forward for a Japanese client. It is also still possible to order a new Nauticat 33 with the Mark I full-keel hull design. Customers have full control over every aspect of their boat, and factory visits are encouraged. The company has in the past lowered the floors and enlarged the doorways of boats ordered by tall customers. Robin visited the Nauticat factory during Oisín's build, but he has gone for a fairly standard layout.

Specs

LOA 10.1m (33ft 2in)

LWL 8.6m (28ft 2in)

beam 3.26m (10ft 7in)

draught 1.55m (5ft 1in)

displacement 7,700kg (17,000 lb)

Second-hand price guide:

£40,000 to £130,000



This article first appeared in the April addition of Yachting Monthly

NANA Web Site

Ronald Hiemann of the American Nauticat Association has posted a web site to follow the forth coming trip of Dick & Eileen Bishop from Florida via the Azores to Plymouth. They are scheduled to arrive in Falmouth some time in August, I for one will be there to greet them. I think those who can log on will find it to be of great interest watching there trip unfold.

Using the web site it is also possible to email them and sign the visitors book.

The web site is:
www.nauticatowners.com

Dave Beckett

AZAB (Azores & Back)

Not **THE** AZAB race, this AZAB is a rally or rather a cruise in company during the spring of 2005 thought up by Ian Wright the owner of a Vertue, here is an extract from his web site....

Most of the 'ocean' races, the old OSTAR, AZAB, Round Britain and so on are no longer accepting entries from smallish boats such as my Vertue. I think I understand why. It might be a little difficult to run an event with one end of the fleet doing thirty knots and the other doing three. Still, it was the traditional 'old, slow and wooden' boats that started the very events that progress has now barred them from.

So after a pub lunch one of three Vertue owners said, "I wouldn't mind sailing to the Azores and back before I'm too old for it..."

Then it went quiet for a bit, and we all gazed out to sea.

There is now a better than fair chance that we could be heading towards the Azores in the spring of 2005.

Anybody else like to come? Not a real event, just a sort of Cruise in Company, single or short handed. No entry fee. No Organization. All

boats sail under the Skippers responsibility only.

No doubt someone could work out what the results would have been had it been, as it were, a real race... Which it won't be.

Side bets of small value (say 2/6d) not a problem.

If you sail the sort of boat I have in mind you will already know if she would be up to the trip. She needn't be made of trees, grp will do.

So,,,,,,,,, this is an event with no organisation and, other than a fervent hope that participants and their boats are fit for any trip they undertake, no rules, I suppose that if I had given this the thought it deserved I might have said that anyone who wouldn't or couldn't join a more formal event (Like AZAB, ARC or what have you) for whatever reason might, just possibly enjoy a bit of a sail with other people of like mind. Does anyone else listen to "I'm sorry, I haven't a Clue", the antidote to panel games? Well, think of this idea as the Mornington Crescent of sailing events.

It might be fun, don't you think?

Well I read it and have entered "Nell" so plenty of time for planning the trip.

If anyone is interested in coming along and wants to know more about it visit

<http://www.boatsyachtsmarinas.com/azian/index.html>

Dave Beckett

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

Robin Johnston's Beautiful Model



This is a professionally made model so therefore not exactly cheap, although I was happy for the work to be fitted in with their more pressing business to keep the cost down. I had to supply photographs from every possible angle, and Siltala kindly sent me waterline profiles and drawings, on the understanding that I returned the copies, for copyright reasons. However, as you can see, the result is museum quality

The Company is Donald Smith Modelmakers
Colpy Road Industrial Estate, Oldmeldrum, Inverurie, Aberdeenshire.

Telephone no 01651 873043

www.dsmodelmakers.co.uk.

The real boat is for sale at the moment through Nauticat UK.

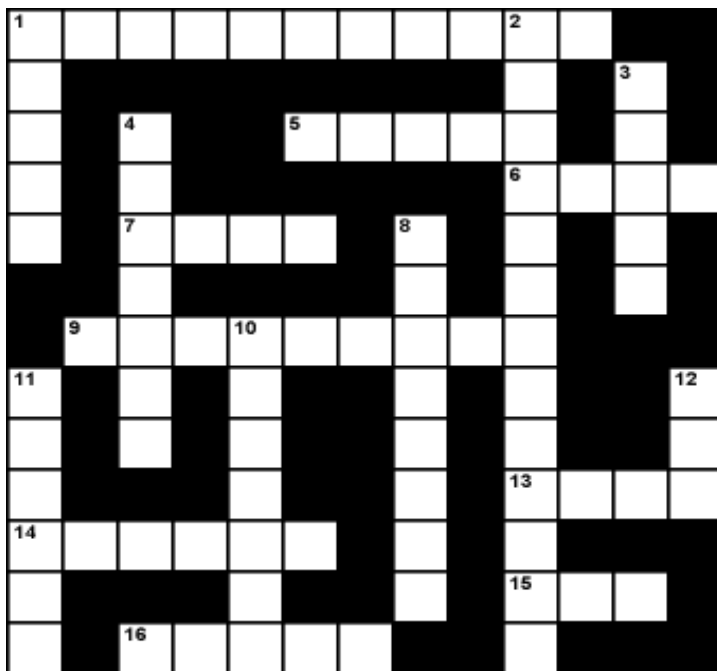
If anyone wants to call for more details on the model I would be happy to speak to them.

Tel: 01224 791 272.

email: rlj@newtonmuir.force9.co.uk

Robin Johnston

Crossword No.3



Across

- 1 See in the dark (11)
- 5 The top ten listing (5)
- 6 A young male (4)
- 7 Reduce. A rough place to run aground (4)
- 9 Top of the tide (9)
- 13 Sounds like, Ladies of ill repute (4)
- 14 Frying for two (6)
- 15 Pour on troubled waters (3)
- 16 Electronic eyes (5)

Down

- 1 Opposite of springs (5)
- 2 Exterior propulsion (13)
- 3 Noah built for it (5)
- 4 A smooth finish (7)
- 8 Also known as George (8)
- 10 Hauling line (7)
- 11 A place for a sermon (6)
- 12 Many family doctors (3)

Welcome to New Members

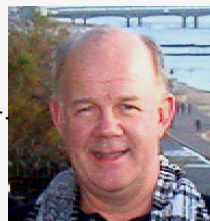
Since the last edition of the Cat-a-log,
we are delighted to welcome

Richard and Elaine Clark	(seeking a Nauticat)
Donald and Jan Douglas	MISS MOLLY
David and Mary Gayler	SAMOTHRACE
John and Christine Haworth	KONDOR
Peter and Marjorie Misselbrook	HONFLEUR
Michael and Lin Moloney	MOLLY MAY
Tom and Pat Scott	MACAVITY
Peter Simmonds	FREE LADY
Christopher Soanes	BLUE FULMAR
Dr. Jorg Taubel	ANTICIPATION
John and Vicki Worley	ARISTOKATTI
Paul and Annemarie Yates	STORNELLA
David and Christine Young	JULIA

Greetings to all of you. We are happy to have you with us and look forward to meeting as many of you as possible in the not too distant future.

Message from your Editor.

Deadline for next issue is 10th September 2004.
Copy can be sent by e-mail or to:
44 Hill Avenue, Hazlemere, Bucks HP15 7JU.
Photographs, including digital, very welcome



Discount Purchasing Facilities

Following the example of another Sailing Association, we would like to know if our members are interested in a group boat insurance scheme with GJW Direct. The underwriters can assess risk more accurately with a small group of owners and hence offer lower premiums.

After the successful Radio Offer please let us know if you would like any particular piece of equipment on 'Manufacturer's Special Offer' this winter. We will follow up your most requested items.

Our trade account with a major marine electronics distributor has been used extensively without any problems. Their latest catalogue has several additional product lines including Sharp/Thomson 230v/12v LCD televisions. Garmin has introduced some new products and reduced all their UK trade prices by 10% with effect from 01 May 2004.

We also now have trade discount with another marine electrical distributor. This has provided us with a source of equipment such as circuit breakers, thro' deck fittings, lights, plugs etc.

The round type of engine mounts used on earlier boats are becoming more difficult to obtain at short notice. Eight have been sold in the last two months and our suppliers have only 16 in stock so it may be a good idea to purchase now and save months of waiting in the future. We are given 30% discount.

Richard Bartlett

LCD Televisions

New LCD televisions for boats. Mains 230v or 12v battery supply.

These televisions are a huge advance on the bulky sets of yesterday. Their one disadvantage lies in the requirement to run on 12v precisely and any increase in voltage causes internal damage. They use very little power and it seems a shame to use anything between 30-50% more power by using an inverter to step up the supply to 230 volts. A unit supplied with the television then changes 230v to a stable 12v supply.

The 'Parts Suppliers List' contains details of the latest technology 'Portable Switch Mode Power Supplies'. Small, silent and inexpensive, these units maintain the desired output voltage over an input range of 9.5-15 volts. Also ideal for IT equipment in the marine environment.

TECHNICAL SUPPORT

Parts Suppliers List – Version 9 (June 2004) is current.

The season has got off to a relatively good start with only two serious problems whilst at sea. Cutlass bearing changes are often difficult and we have had three reports of problems in this area. Engine out of alignment continues to affect quite a few boats and the cure is simple but not always cheap.

We regularly hear from members who have boats abroad. Wonderful cruising and superb food but not so much fun when it comes to running repairs. Skilled labour is neither plentiful nor cheap and lack of equipment and spare parts seems to make even small jobs more difficult. The Association provides overseas technical support – even in the middle of the Atlantic Ocean!

Four items to report in this issue:

1) NC38 Gearbox/prop shaft coupling disintegrated and propeller forced into skeg. This incident occurred on leaving harbour and totally disabled the boat. The cast aluminium couplings fitted to Nauticats prior to 1992 have a six 'spider' centre fitted with rubber caps. Whilst reducing some vibration the design is not nearly as flexible as modern couplings and an engine out of alignment can cause considerable stress on the cutlass bearing assembly.

2) NC43 Fuel loss on Atlantic crossing. Some of the earlier boats were fitted with engine injector return lines that were connected to only one tank. If both tanks are full of fuel the first tank to use must always be the one receiving injector return fuel. Not observing this procedure can result in over-fuelling and discharge from the fuel venting system. All boats are now fitted with a double fuel tank selector valve that switches injector return fuel to the tank in use.

3) NC38. Engine impossible to re-align due to P bracket distortion. There are two considerations when tackling this type of problem:

- a) It is impossible to align an engine without a 'dummy' coupling that has an accurately machined face and slides/locks onto the propeller shaft.
- b) The P bracket can be easily separated from the hull by removing the four bolts and applying a minimum heat to the top of the bracket. Siltala has given us a repair programme and two re-fixings have been very satisfactorily completed.

4) NC44 Vibration when under power. The cutlass bearing needed replacing but it was in so tight that the bronze stern tube came out of the hull. To achieve a first class repair the old Siltala coupling was replaced with a new Centraflex model, new propeller shaft and the stern tube re-fixed into the hull.

I will be away cruising during July and part of August but my mobile is always switched on.

Best regards and may you have a great holiday without unpacking the tool box!

Richard Bartlett rgbartlett@aol.com 01395 232789 07831 647105



Crossword Solution

Wanted

VDO Modis Depth Sounder and other similar style VDO wind and log instruments.

Please call Oscar King-Davies 01446 760753

Classified

Nauticat 33

1972



Fully Refurbished and in very good condition.

Includes:

New Cooker, Fridge, Curtains and Carpets. Radio
Radar, VHF, GPS, Auto Pilot, Shore Power, Mains Battery Charger
Central Heating, 72HP Perkins Diesel, Roller Reefing, Sail Covers
New Mast Ladder, 6 Man Liferaft

Sleeps six in three cabins.

Lying South Devon £45,000

Tel: 01373 832 401

Email: clive-michael@beeb.net

Classified

1988 Nauticat 33

Ready and equipped to go anywhere

General Details

7 Berths, 2 Toilets

White Hull – Epoxied 8 years ago as a precaution only.

Hot Water, Central Heating, Refrigeration etc..

Engine

90hp Ford Lehman

4kva Generator

Centrek Battery Charger

Navigation Equipment

Autohelm 6000

Furuno Radar

Simrad DSC Radio

Proser Barometer

Cetalk Chart Plotter

Furona GPS GP30

Echo Pilot Sonar

Fishfinder, Navtex



Rig and Sails

Ketch Rig with Lazy Jacks

Roller Furling Genoa and Cruising Chute, Dual Steering Position

Deck Equipment

Teak Deck, Dan Buoy, Blue Dodgers, Jon Buoy System

Ring Main for shore power and generator, Electric Anchor Winch

Offers in the region of £75,000

Alan and June Langmead

Phone – 01883 623527

E-mail – alan@langmead16.freeserve

Classified

Kadore

Nauticat 33 1989 Hull No. 1062. Ketch rig, SABRE 90hp engine, 6-7 Berth, Roller reefing Headsail, In Boom fully battened Furling Main Sail, Bowthruster, Electric windlass, Hydraulic Auto Pilot, Furuno Radar, Fishfinder, Garmin 120XL GPS, VHF Radio, S/W M/W L/W Radio, 240 v Shorepower, Battery Charger, 2 Anchors, both with chain and warp, Eberspracher heating.

Surveyed and anti fouled April 2003. This comes with a spare new mainsail a spare headsail, and a spare boom complete with all ropes pulleys and cleats, and also a spare rod kicker.

Price £80,000

Contact Bob Hutchinson Phone 01675 464779.

NAUTICAT 32 – 1998

“Rustycat”

In-mast furling, tall rig, deep keel, bow thruster, electric windlass, 38 hp Yanmar, Autopilot, Radar, GPS, DSC VHF, Shore Power, Charger/Inverter, Liferaft,
Excellent condition, lying Solent.
£90,000.

Contact Peter Thom on 01590 641385 or
email: peter.m.thom@btinternet.com

Classified

NAUTICAT 33 COLENTA STAR 1972

In immaculate condition lying Levkas Greece and fully equipped for the Mediterranean. She has standard rigging plus roller reefing and sun canopies. The Superstructure has been re-laminated for durability. Both forward and aft cabin roofs have been replaced and the decks have been replaced with non slip TBS. Electronics include Decca Radar, Autopilot, GPS, VHF, RDF, Sounder, 240v/12v Generator, 240v wiring, and other numerous items. Additional equipment includes built in engine driven fridge, plus standard fridge, electric remote controlled winch, extra 150ltr bow water tank, bathing platform, retractable gang plank, new Zodiac dinghy, 3.5 Yamaha outboard, Liferaft. Colenta Star is in excellent condition and ideally berthed near an airport for anyone who wishes to explore the Mediterranean.

£45,000

Contact Steve Leopold on 020 8441 4310

Nauticat 38 Lene Marie 1986

Bow sprit, Rigged for inner foresail, Fully battened Main, Lazy Jacks,

Electric anchor winch, 90hp Ford Lehman engine,

Nice condition throughout following general refit, Comprehensive inventory including:

Ratheon Radar, Fishfinder, B&G Auto pilot, GPS, Navtex, VHF, Inverter, Battery Charger, Webasto Heater, Viking liferaft, Nauticat

GRP deck seats, with added storage, Dinghy, Mariner Outboard,

Duplicate Instrumentation to outside steering position

Lying Plymouth

Maurice Norman Tel:01386 881651

Classified

NAUTONIER

Nauticat 40, 1988, Sparkman & Stephens designed Cutter Ketch.

Fitted with fully battened mainsail, bowthruster, electric winch for hoisting the main, davits, 2.8m rib with outboard, Large bimini and covers and fly screens for all windows and hatches.

Huge owners' suite with queen size double berth, shower and heads. 90 hp engine and 6 kva generator. All the navigation equipment you could possibly need including radar - most renewed in the last three years. The boat comes complete and ready to cruise anywhere. She is currently lying in Palma, Majorca.

The owners have lived aboard for the last couple of years and she is only for sale as the time they allotted for permanent cruising is coming to an end.

Price on application

For further details, please contact the owners by E-mail at:
colinandpaulinejohnson@hotmail.co

NAUTICAT 44 1980 BELEZA

Schooner rigged, epoxied hull, new rigging, New chain plates angled and stainless steel to bulkheads. Structural design improvements. Coming to the end of a very extensive refit. Usual high standard Nauticat inventory. Lying South East. £109,000 VAT paid.

Contact Peter & Jo Jackett on 07711 413990

Classified

GENTRICE

1989 NAUTICAT 38 FOR SALE

Ready and equipped to go anywhere and even to live-aboard.
Only back from Greece late last year.

General details

White hull - epoxied

Ketch - mast steps, in mast furling to mizzen and main.

Two toilets - with Raritan treatment tanks.

B layout to after cabin and wheelhouse.

Hot water and central heating.

Refrigerator and deep freeze (separate water cooled)

Teak interior with energy efficient lighting.

Water maker and in-built generator.

Ring main for Shore power / generator and heater.

Teak warp lockers / seat to after deck.

Electric anchor windlass.

3 large sun awnings cockpit, foredeck and wheel house.

Very comprehensive inventory.

David with Tiki Camp.

Lying afloat in Lynnington Yacht Haven.

Berth possible by arrangement.

Price £145,000

Sally and Trevor Doran

01590 689151 (tandsdor@onetel.net.uk)



Classified

NAUTICAT 331

Hull no 1206

My **IMMACULATE 331** for sale due to unexpected personal circumstances.

Built in year **2001** includes bow-thruster, electric windlass & all 'extras' down to the last item of cutlery .

1.65m draught, 75 hp Yanmar engine approx 250 hrs, in mast furling on main ,lazy jacks on mizzen.

Full Ratheon navigation instrumentation including radar.

Any inspection invited

Price on application

Phone 01625 427742

NAUTICAT 33 ROWLEY 1973

Perkins 4326 72 hp diesel. For sale due to ill health. Rowley has been lovingly restored over the last 7 years. The cabin and wheelhouse roofs have been replaced and then sheathed in fibreglass (photographic record). A new high quality stainless steel prop shaft was fitted in 97/98 A new cooker that has both grill and oven was fitted this year. The log and sounder are both new. Rowley has a new boat safety certificate and was surveyed in 2001

£39,500

Call Alan Bennett for full details on 0121 6242605

FUTURE EVENTS

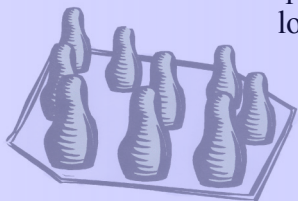
South Coast Rally

Tuesday 29th - Wednesday 30th June 2004

Weymouth Marina

Pub Skittles evening with finger buffet on Tuesday.

Mystery Tour on Wednesday followed by drinks on 'Aquagem' then dinner at a restaurant location to be decided.



TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
Junkers water heater manual English	£1.00
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